

# THE VICTORIAN RAILWAYS MAGAZINE



6<sup>d</sup>.

JANUARY 1927  
Holiday Number

VOL. 4.  
No 1.



## The Spirit of Service

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LOOKING back in retrospect on 1926, on its successes and failures, we realise that the force behind all human achievement is the will to serve.

1927 will be a year of progress and of prosperity for the individual and this young nation if each member of an organisation is imbued with "The Spirit of Service."

---

**Associated Equipment Co. (Aust.) Pty. Ltd.**

458 Swanston Street, Melbourne

# 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

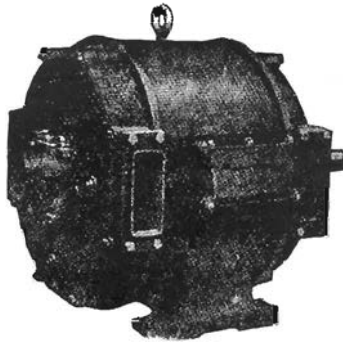
**6**<sup>D.</sup>  
per Tablet

*MacRobertson*

Melbourne, Australia



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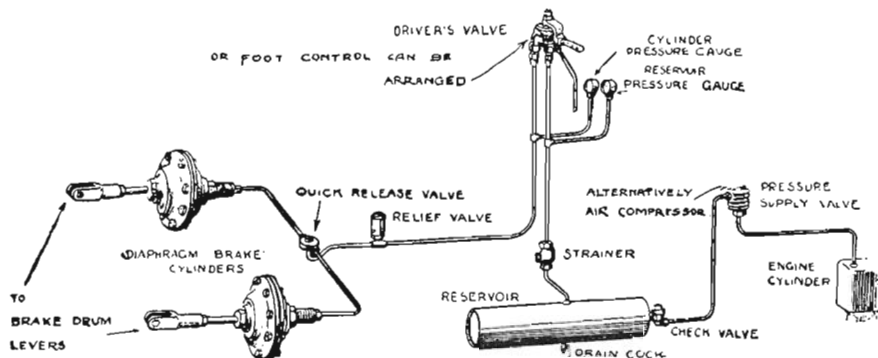


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# THE Victorian Railways Magazine

ISSUED UNDER THE AUSPICES OF THE  
VICTORIAN RAILWAYS COMMISSIONERS

Vol. IV.—No. 1.

MELBOURNE, JANUARY, 1927.

Published Monthly.  
Price, SIXPENCE.

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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.

**F**OR 7s. per annum in advance, the Magazine will be forwarded to any address.

A copy is issued free to all permanent Victorian railwaymen including temporary and casual employes with 6 months' service.

Articles and reports on matters of interest both to employes and the public, short stories and verse, personal paragraphs, 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, Betterment and Publicity Board, Railways Department, Spencer-street,

Melbourne, not later than the 12th 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.

Telephone enquiries to Railways 396.

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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WAITING FOR THE HOLIDAY TRAIN.



### OURSELVES.

**T**O most people, New Year is a milestone from which to look backward on achievement and failure, and forward to greater achievement, and less failure. It is a milestone at which to plan greater service, for of such is true progress.

\* \* \* \*

**J**ANUARY, 1927, is a milestone of more than ordinary significance to the Victorian Railways Magazine. This issue—our holiday number, we call it—is the first to be distributed free to each of the 29,000 railwaymen in the service. It is the first to be wholly edited, set up and printed by the Railways Department, at Spencer-street. Only the photographic and line blocks were made outside.

\* \* \* \*

**T**HIS is no small achievement, albeit we say it. And we shall continue to do it, month by month, because we think we are giving greater service to our vast railway family as a whole, and indirectly to our customers as well.

\* \* \* \*

**A**ND it's just here that we need to establish co-operative service. Obviously, we want railwaymen to go on contributing articles, paragraphs and photographs, and to let us know what pleases them or where we could improve but we want something more.

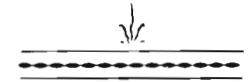
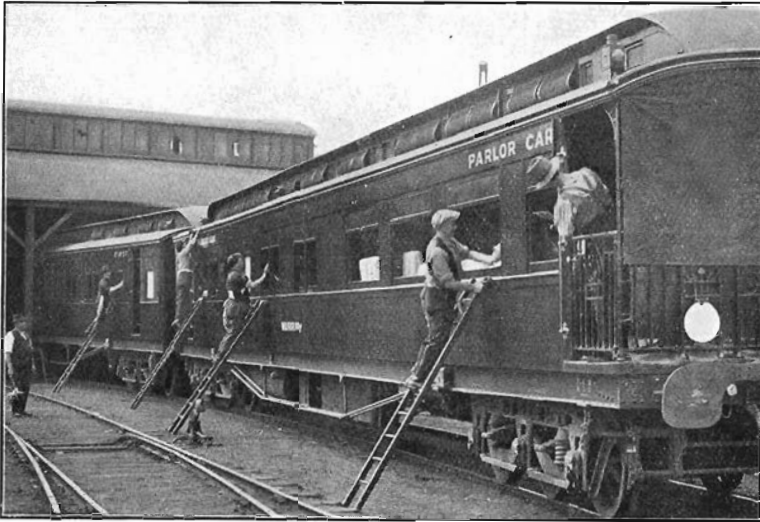
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**W**E want every railwayman to pass on his monthly copy to some member of the outside public. We want our army of customers to know more of our work, our aims, and our human side. We want them, more and more, to think with us, to give us that constructive criticism which comes of a desire to help.

\* \* \* \*

**B**Y helping to increase our public circulation, railwaymen will do much to achieve this end. True progress, as we said before, is begotten of service. Who, then, shall span the result of co-operative service in terms of progress and achievement? It is a worthy thought at our New Year milestone.

# Sprucing Up The Sydney Limited



*Cleaners busy on the windows and paint-work of the parlor-car.*



**A**T holiday time, Victoria's "crack" train, the Sydney Limited, leads a strenuous existence. So do the railwaymen who have the task of reconditioning the luxurious cars for their return run to the Murray, each evening. During the short three-hour respite which the express snatches between its long journeys, the refitting staff shows how efficiency and enthusiasm can beat the clock.

**I**T is 10 minutes to one. Redcap porters and luggage laden trolleys have vanished; the multitude of taxis has carried off the army of travellers; the long platform is practically deserted; and, jaded and travel-stained, the carriages of the Sydney Limited lean wearily against one another.

His official search concluded, the head porter emerges from the rear carriage. Armed with brooms, determined-looking sweepers invade the train, just as the pilot engine shrieks its warning before tackling the 15-minute run around the loop. All the time the train is in motion the sweepers ply their brooms furiously. They sweep the whole length of the train. They wipe their brows in a haze of dust as the long train, reversed, backs slowly into the seclusion of the car sheds at Dudley-street.

And then the reconditioning staff settles down in full force to unsettle the disorder which the travellers have left behind them. Every traveller, it is clear, takes nine or ten newspapers into the train with him (or her). He (or she) opens up every one of these newspapers, separates it into a dozen or more

single leaves and then scatters the lot around the carriage. Newspapers are strewn over the seats and under the seats. They are pushed between the cushions. They flutter from the racks.

The dusty carpets are rolled up by the cleaners and carried away. Unfortunately, dust is not their only trouble. Sometimes lighted cigarette butts have burnt scars in their surface. Chewing gum has even been trodden into them. A complete suit of well-beaten carpet is laid down in their stead.

Brooms, mops, dusters and hoses are brought to bear on the carriages. Four men dust the entire train. They drag open the seats and dust every crevice, ledge and square inch of panelling and upholstery. With mops and buckets of water, two cleaners swill the floors. Brasswork is polished and silverware cleaned. Glasses, towels and soap are replaced. Filters are filled. Three hundredweight of ice is trundled along from the Dining Car depot for the drinking water. The skirtings of the cars are washed.

Outside, an energetic quartette cleans the exterior of the carriages. A man crawls





*Above : Freshly-washed towels stacked at the Departmental Laundry and ready for the train's next run. Right: Preparing poultry for the Dining Car.*



along the roofs with a hose which an assistant moves from tap to tap on the platform below. He is watering the cars.

Four men work their way steadily from end to end, washing windows outside. Two others keep pace with them inside. They leave the frosted glass of which yet another cleaner makes a speciality. Each carriage has 44 windows along the sides, as well as 27 flanking the corridor. In addition, there are scores of pictures, photographs, maps and mirrors. A first-class car has 32 medium-sized mirrors and 18 large ones. All of these must be cleaned.

A polisher and an upholsterer make a tour of the cars. Undergear men conduct the very necessary mechanical examination. Experts from the Car Lighting depot see that the electric fittings are intact and serviceable.

In the parlor car, a man and a boy have been busying themselves. They rearrange the hard-worked armchairs which support travellers 12 hours a day and seven days a week. They change the linen covers, they polish, rub, clean, wipe and dust. They supply ample headed notepaper and envelopes, they adjust the telephone, they replace soiled blotting-paper.

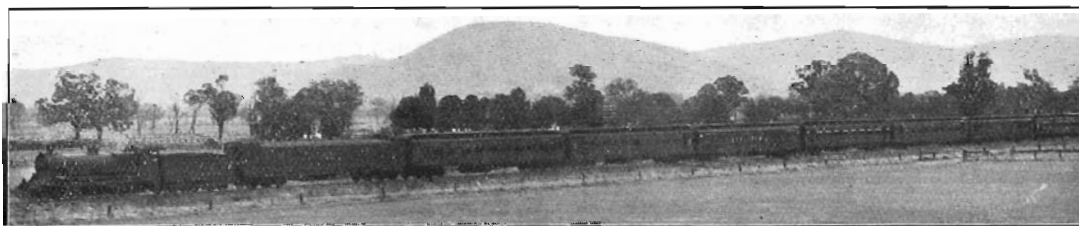
The all-important dining car is also a scene of bustle and activity. The steward who has come in with the car draws up an inventory of stock required to replenish standing stores such as honey, oatmeal, biscuits, cigarettes and tobacco. All soiled tablecloths and serviettes find their way to the laundry. Snowy white linen is carried into the car. Every cracked or chipped article of crockery, no matter how slight its defect, is heartlessly withdrawn from service.

The soups, the joints, the poultry, the gravies and the sauces are placed on the stove. The dessert, the pasteurised milk, the ice cream and the drinks are laid in the ice chest. The stewards satisfy themselves that their three spotless white coats are safe on board.

Passing through the train for the last time, two cleaners give a final flick with their dusters to every compartment and its appointments. An engine draws in to haul the rejuvenated train back to the platform for its dash to the north.

It is 10 minutes past four.

R. H. H.



# A Thousand Miles by Rail and Road

(By Charles H. Holmes, Chairman, Betterment and Publicity Board).

**O**N the stock runs of yesterday a great city is growing up at Canberra, the new Federal Capital. If you would see the country while it is still practically in its virgin state you must go now! On your return, you should travel down the south-east coast—over high mountain ranges, through immense forests, and by glorious coastal and river scenery far removed from a railway.

**Y**OU can leave Melbourne by the Sydney Express, to-day, and breakfast at Canberra to-morrow at 8 o'clock. This is the first stage in a grand circular tour from Melbourne to Yass Junction (rail 394 miles), Canberra (road 35 miles), Queanbeyan (road 10 miles), Cooma (rail 70 miles), Bega (road 70 miles), Eden (road 40 miles), Mallacoota (road 60 miles), Orbost (road 105 miles), and back by rail to Melbourne, after covering close on one thousand miles by rail and road. You can carry out the tour in six days at a cost of roughly £20 for first class travel and accommodation.

## The Federal Boundary.

A white post ten miles from Canberra marks the Federal boundary—pass it and you are no longer in New South Wales territory. The road leads through a suburb which is being constructed at Ainslie. When you have studied the model homes, visit the little church on the hill. It is very old. For one hundred years it has stood with its shingled roof and spire as a sentinel overlooking a great stretch of grazing land completely encircled by mountains. On a tombstone is this inscription dated 1845:

*"For here we have no continuing city, but seek one to come."*

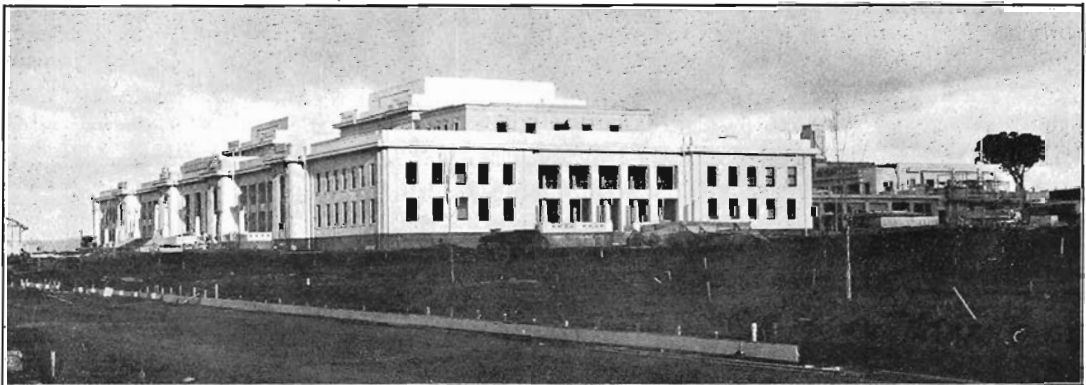
And now in this wonderful amphitheatre

which Nature has provided the city is coming. Here and there on the plains, through which the Molonglo River flows, a homestead still exists, but where flocks once browsed a noble city is being built as splendid as the brains and hand of man can make it.

Canberra still retains its virgin appearance. Parliament House, handsomely severe with its cube-like architecture, is silhouetted in white against a background of black timbered hills, behind which rise the blue mountain ranges. The view from this magnificent building is, at present, unrestricted. It looks out over pastoral lands, and a river to the mountains. The vivid contrast with the open spaces of this and other buildings—principally several immense hotels and public offices—is almost startling. The buildings appeal to one as huge grandstands—expectantly waiting!

## The City of To-morrow.

There is much to marvel at in this city of to-morrow. The layout is intensely interesting. The buildings in themselves are unique as works of architecture and design. The model homes are a delight. The extent of gardens plotted out give the impression that the heart of Canberra will be one huge plantation. There are neither liquor in the Capital nor front fences to the houses.



AUSTRALIA'S CAPITOL.—Parliament House, at Canberra, in the making.



*WHERE NATURE RIOTS LUXURIANTLY.—A typical scene on the Brown Mountain.*

If time will permit, you can well afford to spend two days at Canberra, but if your stay is limited, a very early morning motor ride will get you to Queanbeyan to catch the train to Cooma at 4.30 a.m.

Principally grazing country is passed on the road after leaving Cooma until the Brown Mountain is reached, the east side of which is a region of beautiful valleys and grand outlooks. There is nothing brown about the rich foliage. After reaching the summit the road, which is not unlike the Mt. Buffalo road in places, drops from a high altitude to the fertile plains of Bemboka. You pass Kameruka where the famous cheese is made, and then on to beautiful Bega, almost hidden in the verdant valley of the Bega River.

Bega is the nerve centre of a far-flung road motor transport organisation controlled by Messrs. Balmain Bros. Mr. W. H. Balmain has travelled abroad, and has made a study of motor transport methods in America. He is placing luxurious limousine coaches on his routes. Soon they will be operating over the Brown Mountain and south along the glorious coast and forest road to Mallacoota and Orbost.

#### **Along the Prince's Highway.**

South of Bega you follow the Prince's Highway, which winds through Wolumla to Merrimbula. From the Mountain side you look down on the placid waters of Lake Merrimbula. Then Pambula and another lake are reached, also the Pambula River. These are very beautiful with the timbered hills stretching down to the water's edge.

Passing over Mt. Robinson you see quite

unexpectedly the alluring panorama of Twofold Bay, with Eden — appropriately named—nestling on its shores. Twofold Bay is almost another Sydney Harbor. Its sparkling blue waters and thickly timbered shores make you want to tarry at this alluring spot on the highroad.

#### **In the Roaring 'Forties.**

Twofold Bay has an enthralling history. More than eighty years ago, came adventurers and whalers, and Benjamin Boyd. Later on; Boyd started a settlement known as Boyd-town. Schooners moored in the deep water, alongside the shore, and tied up to the trees on the bank. Cattle and sheep were shipped in thousands to Tasmania. That was in the 'forties. Boyd's holdings, which were in the Manneroo district, now known as Manero, totalled close on 200,000 acres, which he stocked with cattle and sheep. Cattle valued at £95,000 was said to have been shipped to Tasmania in one year. His fleet of sixteen whalers rode in the Bay, and he built a fine brick house (the Sea Horse Inn) on the shore. Its outer walls are still intact. Isolated from other habitations and surrounded by dense bush, the old Sea Horse Inn is suggestive of stark tragedy. It is a place of ghosts!

Boyd also built a church, and, on the southern headland of the Bay, a fine sandstone structure intended as a lighthouse. Permission to place a light in this building was refused by the Government. Boyd eventually got into financial difficulties, and left to try and better his fortunes by seeking gold in California. On his return he went

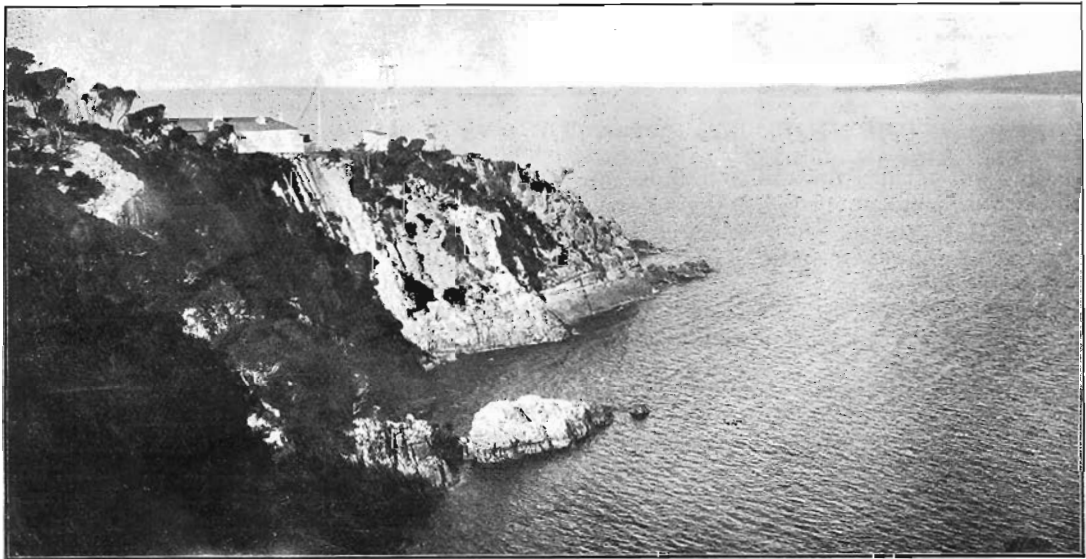
ashore at Guadalcanar. Gun shots were heard inland, and there the record of Benjamin Boyd ceases.

It is surprising to learn that between 1860 and 1869 as many as 1987 vessels entered Twofold Bay. Now, a small coastal steamer calls once a week, to collect principally hewn timber and wattle bark. Whaling is still carried on by the grandson of the man Boyd, who was brought out to control his whaling fleet in the 'forties.

Reference to Twofold Bay would not be complete without mention of Mr. John R. Logan, President of the Twofold Bay Development League, who is seeking to boost its at-

into the hills beyond. The sparkling waters of the Inlet are a delight for bathing, boating and fishing. For tranquil beauty, the Inlet is unsurpassed. Thousands of black swans manoeuvre in countless formations in this haven for bird, fish and man. Outside, there curves an almost endless golden beach where surf enthusiasts may disport themselves.

Some of the fish at Mallacoota don't even require to be caught—they catch themselves! An unbaited line consisting of a hook, with a wisp of white cord on the eyelet, will cause fish to bite it if trailed behind a boat. In ten minutes, we had two dozen skip-jack



*RUGGED HEADLAND AND SHIMMERING SEA.—The pilot station at the picturesque entrance to Twofold Bay.*

tributes as a harbor, quite apart from its tourist attractions. Visitors to Twofold Bay should endeavor to meet Mr. Logan and inquiries should be made at the Tourist Bureau at Eden which was established through his enterprise.

Running south from Eden, the road winds through great forests and by rippling streams. You cross the Towamba and Wonboyn and Wallagaraugh Rivers, in New South Wales territory, while in Victoria, on the way to Mallacoota, you cross the Genoa River.

It would take a volume to describe the unending splendors of Mallacoota Inlet and the surrounding points of interest. The Inlet is a place of lesser inlets, and higher up, the Genoa and Wallagaraugh Rivers steal away

and several fine yellow-tail, one of which weighed about eight pounds, by this method. Both fish are good eating. Then there are bream, schnapper, flathead and whiting. Good shooting also abounds at Mallacoota in the virgin bush country which borders the Inlet and the rivers.

From Mallacoota, you traverse some beautiful forest country over Mt. Drummer. You cross no less than five rivers—the Wingan, Thurra, Cann, Bemm, Brodribb and Snowy.

After spending the night at Orbost, which is the centre of rich dairying and maize-growing country, you will return to Melbourne next day feeling that you have experienced not only a delightful holiday, but also a real education.

## Signs of the Lines

VERY likely, most people are aware of the reason for the erection of "Trespassers will be Prosecuted" boards on railway property. But scattered along the lines in the electrified area are several types of boards and signs which have no such obvious mission to fulfil. This article explains the very important part which these "signs of the lines" play in electric train running.

(By RICHARD HUGHES)

THE uninformed holidaymaker who poked his head out of the window of the train to have a look at the sign (Fig. 1) would be inclined to say that it looked like a wooden letter "E" which had been chopped with an axe. The electric train driver, however, views the upright post and its three drooping limbs in a different light. He accords it the same anxious respect which a speeding motorist displays when he glimpses a traffic-cop ahead.



Fig. 1

If you asked the driver what the sign meant, he would tell you that it was a "series indicator." Then, when you raised your eyebrows a little bit higher, he would make the matter quite clear by explaining that, from the point where that indicator is erected, he is required, when conditions are normal, to work his train "with the handle of the master controller in the full 'series' position." Finally, to brush away any lingering doubt, he might produce his book of instructions and allow you to digest the illuminating information that electric appliances such as switches and motors are said to be connected in 'series' when they are joined, so that the electric current must pass through each successively; that is, there is only one path for the current, the whole of which

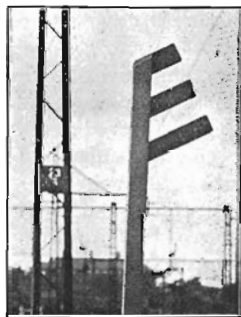


Fig. 2

must, therefore, flow through all parts of the circuit."

At this juncture, you would either drop the subject with a clumsy pretence of enlightenment, and walk confusedly away, or else, in the menacing tones of a strong man who soon will not be responsible for his actions, request your informant to translate his explanation into plain English.

Then you would learn that, provided he is running to time, and that the signals grant him permission, the motorman restricts the speed of his train to 25 miles per hour on reaching the "series" indicator. This speed

he maintains (still provided that he is running to schedule until he reaches one of the two other types of indicator which are in existence.

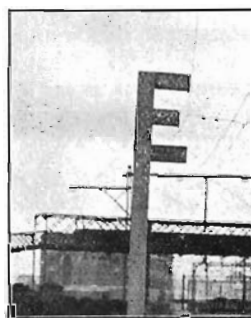


Fig. 3

One of these two is the "series-parallel" indicator (Fig. 2) which, to employ the crude description at the beginning of this article, also looks like a letter "E" that has suffered at the hands of an energetic person with an axe. Only in this case, the blow has been apparently dealt it from underneath, as the three limbs slope upwards at an angle of 45 degrees.

On reaching this indicator the motorman moves the handle of the master controller again and lets his train bound forward to the speed limit of the line.

The third indicator (Fig. 3) displays a letter "E" which extends its three prongs the conventional horizontal fashion. This type will be found at the approach to every station and marks the spot where the electric train driver should shut off his power and coast.



Fig. 4

Economy in the consumption of electrical energy is the idea behind the erection of these indicators. They do not, however, relieve the driver of his responsibility for his observance of the fixed signals or any special speed instructions. A motorman who is running behind schedule, for instance, must place the blind eye to the telescope when the coasting indicator flashes into view along the track, provided the speed of that line is not exceeded. The ordinary signals of course are supreme in their authority. Still, the wooden "E" exercises a very useful function. It is considered that, in favorable conditions, any motorman running on a line for the first time would be able to adhere strictly to schedule by obeying the behest of these indicators.

Another sign of the line is the pointed board (Fig. 4) which stands near a curve and displays a number—25 or 30, say. This is a permanent way sign and acquaints the driver with the maximum speed permissible when rounding the curve.

On suburban platforms, too, quite a variety of signs and fixtures appear nowadays. In some cases, mirrors have been placed in a favorable position on curved platforms to facilitate the motorman's view of the guard at the other end of the train. Then there are white plates of different shapes.

(Figs. 5 and 6). Some are square, some circular, some diamond-shaped, others triangular or star-shaped. These all mark the stopping point for the electric train driver's cabin and vary according to the size of the train.

For instance, the white square is designed to catch the eye of the motorman who has a two-car train. The round plate beckons (metaphorically) to the driver of a four-car



Fig. 5

'spark.' The diamond shape attracts the six-car train. The triangle is the magnet for the seven-car vehicle.



Fig. 6

The star sign with the black centre is a common board. In the absence of other signs it denotes the stopping place of the first car of all trains, irrespective of their length. Large 2 ft. 6 in. star boards, by the bye, may be seen in sidings in the electrified area. Their message is also "Thus far and

no further," and they affect the driver of any electric locomotive working in the siding.

At suburban stations, the various shaped stops are numbered according to the make-up of the train to which they apply, but, at Flinders-street, the numerals have been abolished. It was thought that they might confuse infrequent travellers by clashing with the official number of the platform.

In every instance the convenience of travellers was the governing factor in the location of the different stopping boards

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## INCREASING SPEED IN RAILWAY TRAVEL.

IT might appear that the limit of speed in railway travel had been reached in the region of about 60 miles per hour, and that, for much more rapid means of transit, the aeroplane offered the only alternative. According to a well-known American railway engineer, however, this is not the case. He has produced plans for the construction of concrete railway beds, these being reinforced by means of steel, and rolling stock with roller bearings. By means of the special reinforced concrete track, on which steel rails are to be laid, he will be able to secure almost complete uniformity, and this, together with the roller-bearing feature in the stock, will permit speeds exceeding 100 miles per hour, according to the inventor.



A Scotchman and a Jew were playing golf. Toward the end of the round, the Jew had a sun stroke—and the Scot made him count it.

# Angus Mac Spends a Few Minutes With the Men Who Help to Make Your Holiday Trip Comfortable



# Things We Are Talking About

## Sunday Trains to the Seaside—Overseas Demand for Our Canned Fruit—Why the Reso Train is a Success—Fewer Derailments

### SUNDAY MORNING TRAINS.

**T**HANKS to the Railways Department's two special trains, Sunday morning at the beaches is now an accomplished fact for Melbourne's northern suburbanites. Success to the idea was a foregone conclusion. On the first Sunday, which was cloudy and showery, nearly 700 tickets were sold for these trains. "We are more than pleased" declared Mr. Molomby next day, at the same time adding a hint of extensions to these services, which has since been given effect to in the special trains from Heidelberg, Reservoir and Fawkner to bayside stations.

### PRESS APPROVAL.

**T**HE Metropolitan Press, which has long been agitating for better Sunday transport facilities has hailed their advent with unstinted approval—particularly the Herald and Sun Pictorial. Says "The Rouseabout" in the former journal: "The success of Mr. Clapp's first Sunday morning trains to the beaches, from the crowded northern suburbs, is a sure indication that the demand for better transport facilities exists. And as the trains become better known, they will be patronised by bigger crowds. Mr. Clapp has taken the first step to abolish the idiotic restrictions which on scorching days prevent adults and children from spending healthy hours by the seaside."

### EATING MORE CANNED FRUIT.

**B**RITAIN and other overseas countries are evidently Eating More Canned Fruit—of Australian origin—criticisms on the score of bad packing and grading notwithstanding. Last season's export pack was bought outright by the Home and Colonial Stores Ltd. which has a huge chain of retail shops throughout the United Kingdom. So successful were sales, that not only did this company (according to recent reports to the Markets and Migration Department) express regret that it could not get more Australian fruit, but it is actively negotiating for this season's pack. Other trade inquiries

including some from Continental countries such as Germany, have also come to hand, so it looks as though Australia's canned fruit is, at last, coming into its own, in the face of Californian market domination which years of digging-in had made almost impregnable.

### RESO SUCCESS!

**O**NE of the secrets of the continued and growing success of the Reso train is the enthusiasm of old Resonians.

At practically every centre now visited by the train, it is met by one or more former passengers, who, having proved the educational value of the train, have organised a local committee to ensure that the resources of their district are shown to the best advantage. These gentlemen have caught the idea behind the Reso movement, and are out to further it for all they are worth. They are strong advocates for the train, and the result is shown in the increasing number of applications for each tour.

Another feature is that every passenger on the Reso train becomes an ambassador not only for Victoria and its wonderful productivity, but also for the Railways Department. He steps off the train with a much greater appreciation of our effort to render 100 per cent. service.

### FEWER DERAILMENTS.

**O**CTOBER figures, recently compiled, show a gratifying reduction in derailments for the month. The actual number was 102 against 111 in September and 131 in August. Points improperly set accounted for 30 derailments, catch points open for 11, pushing through buffer stops 4, vehicles standing foul 7, defective track or points 9, mounting rails at crossings 3, defective brakes 2, breaking of engine or vehicle parts 1, rough shunting 10, and various other causes 25. The Commissioners are making a strong appeal to railwaymen to co-operate in still further reducing derailments which damage the permanent way and rolling stock and menace the safety of employes.



## Thousands of Miles of Print



**T**HE fact that this issue—31,000 copies—of the Victorian Railways Magazine is the first to be wholly set up and printed by the Department at Spencer-street throws into prominence one of the little known activities of the Department—its printing office. This office is one of the many important units controlled by the Chief Storekeeper (Mr. C. W. J. Coleman).

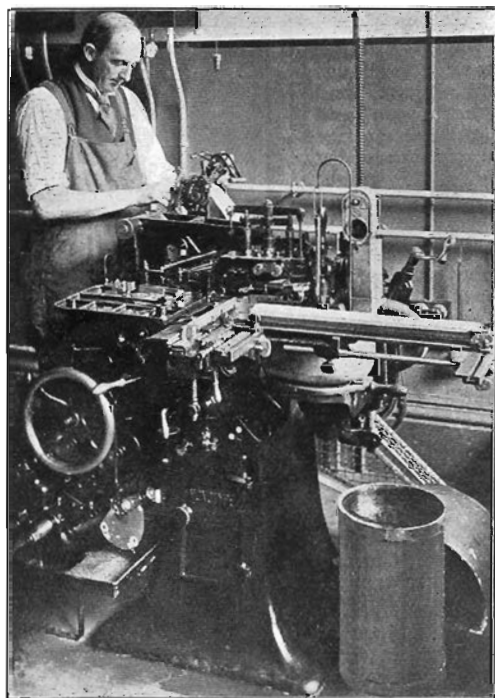


**T**HE printing office is unmistakable once you have followed directions to the basement where Mr. Milton F. Gray, the Department's Printing Officer commands his platoons of "comps.," make-up men, machine hands, accountants, clerks and a special section of girls who look after the duplicating work. The rattle and whirr of machinery and the all-pervading smell of printer's ink proclaim instantly that this indeed is the place "where a great magazine is produced," besides countless books, booklets, Departmental forms, posters,

railway tickets, both cardboard and metal, and the thousand and one printed jobs that are essential to the Railway Service.

### Proud of That Machinery.

Mr. Gray is very proud of that machinery, although he doesn't say much about the smell of ink! The plant includes the most modern Monotype equipment, such as is now used extensively by the famous Oxford University Press, by the London Times, England's foremost newspaper, by the Saturday Evening Post, and elsewhere in Great Britain and America. Mr. Gray has British Meihle



*The Monotype Machine casting type.*



*Setting for the new Monotype.*

two-revolution printing machines each fitted with an automatic feeder and extension delivery. He has a folding machine fitted with an automatic feeder, and capable of folding 4000 sheets an hour. He has double-header stitching machines and three guil-lotines—two of British make and one of Australian manufacture.

All of which may sound impressive and a little confusing to the layman. But you may take it—and any master printer will substantiate it—that the Railways Department has a most up-to-date and efficient plant.

Mr. Gray has a staff of 92. A big staff? Maybe, but there's big work to be done. No matter what hour of the day—or night, on rush-job occasions—you may brave the smell of printer's ink, you will find them all going at top.

Take the magnitude of some of the printer's jobs. Take the daily cardboard tickets, for instance, which the average passenger buys through the ticket window, guards jealously against the advent of ticket checkers, gives up at the other end, and then forgets all about. More than 100,000,000 of those little tickets are born yearly in that atmosphere of

## PITY THE POOR PRINTER !



"I WANT you to build me a house," said the printer. "Yes sir," replied the contractor. "About how many rooms?" "About twelve rooms and three baths." "Very well, sir, I'll have it ready for you next Thursday."

So next Thursday (this is only a story) the contractor came around in his car to take the printer to see his new house.

"Well, this is a very nice house," began the printer, looking it over, "but it isn't just what I had in mind. You have built a three-storey house and I like two-storey houses. Don't you think yourself a two-storey house would be better? And then it is a weather-board house and my wife doesn't like weatherboard houses. Can't you put some stucco and half timbering on the upper part. We saw a house with that the other day. And the living-room ought to be larger and there should be more emphasis on the dining-room—we all like to eat you know."

So the contractor took the house apart and put it together again, and moved the porch and bathroom and changed the fireplace and the garage doors, and he and the printer spent the rest of the summer arguing about which were "author's corrections" and which were "office corrections."

Now before we have a chance to point to the moral of this fable, someone will object, "but contractors don't do things that way."

No, but printers do.

The author very often has the job set up so as to see what it looks like and then alters what he doesn't like and so on, until the extra cost for author's corrections is sometimes greater than the original setting.

The matter and style of the job should be finalised by the author before sending to the printer, thereby saving not only money but the temper of the printer.

Consult the printer FIRST just as you would consult the Architect first, and start the job with complete plans.

printer's ink and the click and rattle of machinery down in the Head Office basement. They account for 120 tons a year of ticket board, which, incidentally, is manufactured in Victoria. If placed end to end they would extend for 4000 miles, which means that a three year's supply would reach from Melbourne to London.

The magnitude of the work of printing this magazine is also emphasised by bulk statistics. This, and subsequent issues, each comprises 31,000 copies; that is, 372,000 magazines a year. Each complete issue turns the scales at five tons—60 tons of information a year! Each uses 60 miles of paper 30 inches wide—720 miles a year!

One phase of Mr. Gray's activities calls for special mention. The Duplicating Bureau for which he is responsible, is one of the largest and most up-to-date in Australia. Duplicating was, at one time, done by the various branches. Recently, however, the Chairman of Commissioners decided to centralise the work and instal power machines. The result is a higher standard of work and a considerable saving in cost.

X. Y. Z.



The Printing Office Power Duplicating Plant.

#### PASSING THE BUCK.

**I**T'S a mighty hard thing to acknowledge a fault;  
It is human to hedge and deny,  
Make excuses and stall, when we're backed to the wall,  
Instead of the truth, give a lie.

It's a mighty hard thing to admit we have erred,  
But, like other hard things, can be done;  
It takes courage and grit to admit, "Yes, I'm it,"  
But it's great when the battle is won.

Some one is at fault for the thing that goes wrong,  
And that one the censure should take,  
Make it right if he can, but stand up like a man,  
If little or much is at stake.

Say, wouldn't we fight at the drop of the hat  
If somebody called us a sneak?  
But we're all of that, if we see on the mat  
Someone else for our fault, and don't speak.

It's a mighty hard thing to preach on one's self,  
To say "Yes, You're right, I'm to blame,"  
But it takes out the sting and half squares the thing  
We can do it and well, if we're game.

Bert Adair Sulhoff.



A good head keeps a wise man, and a pin, from  
going too far.

#### LIFE OF RAILWAY RAILS.

**I**T is not commonly known that the life of the metal rails of an ordinary railway track is very much shorter in tunnels than out in the open. The average life for a rail may be as much as twenty years in the open, whereas in a tunnel it may be as short as three or four years. This is due largely to the very damp conditions usually obtaining in tunnels and also to the sulphur compounds from the locomotives, which, together with the moisture, cause corrosion and rusting. Moreover, the process of disintegration is accelerated by the chipping of the partly corroded rails by the wheels of the passing trains.



#### STILL BEATEN.

They tell the story of a golfing clergyman who had been badly beaten on the links by a parishioner thirty years his senior and had returned to the clubhouse rather disgruntled.

"Cheer up," his opponent said, "Remember you win at the finish. You'll be burying me some day, I expect."

"Even then," said the parson, "It will be your hole."

# Thrips Have Given the Orchardist a Lean Year

**"THRIPS"**: A genus of the family Thripidae, which is the sole family of the order Thysanoptera; any member of the same, the corn-thrips, the jassid, the grapevine thrips.

That is how the dictionary refers to the insects which have devastated Victoria's orchards this season. The unfortunate fruitgrowers, it is true, refer to them in more picturesque terms.

**L**ITERALLY, the thrips nip the fruit crop in the bud. Contrary to general belief, they do not attack the fruit itself; that is, when it is fruit. They tackle the trees when they are flowering. They lay eggs in the calyx cup of the buds on, say, an apple tree. The eggs hatch and the multitude of offspring makes inroads on the sap. That tree bears no fruit that year.

Thrips are not at all fastidious. Their tastes are not confined to any particular kind of fruit. They will assail the flowers on a peach tree with just as much voracity as they would display towards a raspberry crop.

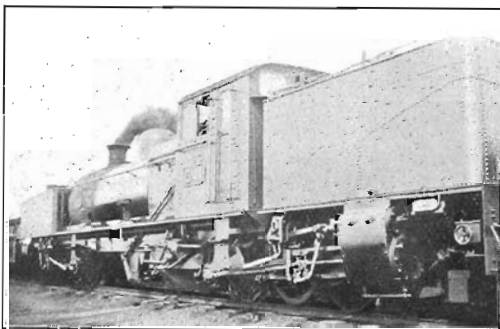
Never before have they exhibited such a deplorable tendency to eat more fruit. The State's apple crop will be a 20 per cent. one—a Harcourt orchard with 100 trees yielded 10 good apples. Pears have suffered nearly as seriously. Strawberries have been practically wiped out. Cherries, peaches, berry fruits—all have been depleted. The orchardists are having one of their leanest years. The railways are going to lose heavily in freight. So are the shipping companies. Cool stores will have accommodation to spare. Everybody will be affected by the pest. Such are the limitations of our language, it can officially find only the innocuous label "pest" for an influence which

wreaks such havoc!

One of the mysteries of the plague is the comparative immunity of citrus fruits and vines. Vineyards have been seething with the pest, but very slight damage has occurred. Oranges and lemons will also have a reasonable yield.

Science has endeavored vainly to exterminate the thrips. The Government Entomologist (Dr. French) and his assistant (Mr. Levick) have tried every possible remedy. They have sprayed the insects with oils. They have used benzol emulsion and nicotine sulphate. They have tried insecticides of every description. They have dusted and squirted. They have fought the despoilers with a cannibal parasite—the larvae of the lacewing. Their untiring efforts have only effected temporary relief.

The inordinate ravages of the pest are due in a measure to the mild winter. The warm weather has encouraged the thrips, while a couple of days' downpour of rain at the critical moment would perhaps have killed them off. In any case, however, these insect plagues occur in cycles. The thrips are in the ascendant this season. They may not recur seriously for 20 years or more.



The new Garratt locomotive which has done so much to increase the efficiency of the Colac-Crowes narrow gauge line. It can haul 150 tons from Colac to Gellibrand and 130 tons thence to Beech Forest, compared with the old engine's 65 and 55 tons respectively. The Garratt can easily pull 18 vehicles up the hill, against the old locomotive's ten. The photograph was taken by Mr. G. W. Pople, of the Rosedale staff.



## I.—The Granary of Victoria

**T**HE average citizen more or less vaguely associates the Wimmera with wheat's good soil and an absence of droughts. But how many know that the Wimmera wheat belt is the most important in Australia and one of the richest, for its size, in the world; that Wimmera pastures fatten some of the finest export lambs in the Commonwealth; that Wimmera fleeces topped the market in the 1924-25 wool boom; that 1,500 acres of Wimmera orchard land yield upwards of 70,000 bushels of fruit a year; or that the Wimmera draught horses are the best in the State.

It is the endeavor of this series of three articles to sketch something of the Wimmera's extraordinary productivity and the prosperity of its people.

(By H. C. FENTON.)

"**Y**ES," said the grower who met me at Horsham station, "There's a little bit of wheat around here. There's so-and-so's crop—he used two hundred-weight of super to the acre this year. And what's-his-name, he had 500 acres of bare fallow last season, and he'll get about 12 bags to the acre this season. Then there's——"

That was it. Wheat and science. Science and wheat. Everybody talked them. When conversation about wireless, Dominion status, motor cars or new roads, flagged, they started afresh about wheat—not so much its price as its cultivation. Wool, fat stock, horses, fruit, are all part of the district's daily life, as well, but wheat is the absorbing topic just now.

And when I saw acre upon acre of wonderful crops stretching away, it seemed, to the foothills of the distant Grampians, fields of wheat that glistened in the sunshine and rippled in the wind as far as the eye could see, I understood. Verily—the Psalmist's verse sprang to my mind—"the valleys stand so thick with corn that they laugh and sing." And their song is of the triumph of science allied to nature.

Forty-bushel yields and more are common in the Wimmera. The average is about 22, to which the Borung Shire contributes about 28. But it was not always so. Fifty odd years ago the district was an arid sheep walk. Struggling pioneers tilled the heavy black and red soil, grew their five-bushel crops and

thought them good. At first they used methods since proved totally unsuited to local conditions. They practised deep ploughing, stubble sowing, and early seeding. And so it went on until 20 or 25 years ago.

Then came the epoch-making superphosphates. Originally conceived in the brain of a German scientist, it remained for Mr. A. N. Pearson and Dr. Howell, in the early years of this century, to demonstrate the value of the manure to Victorian growers. In a decade, average yields were increased from  $7\frac{1}{2}$  bushels to more than 12 to the acre.

Opposition a-plenty met the new methods at first, but the 1902 drought settled once and for all that the old ways were doomed. Ultra conservative farmers there are still, but resistance to modern practices is dwindling.

Two years later saw the beginning of the "Federation" wheat era, and by the end of 1913, the Wimmera's average yield had reached nearly 15 bushels to the acre. Then came a period of careful exploration of most of the factors governing wheat cultivation on the district's rainfall—notably fallowing—with the result that an average of 19 bushels to the acre was harvested in the five years ended 1920—151 per cent. better than in the period 1897-1901.

All this and much more I learned from the Wimmera's greatest living pioneer, Mr. Thomas Young, who well remembers the days of huge 100,000-acre and more blocks



*Mr. Thomas Young, the greatest living Wimmera pioneer, snapped in his garden.*

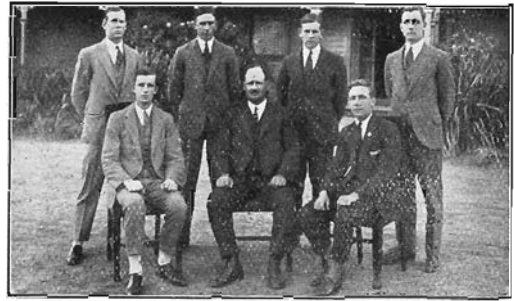
where the first settlers toiled without the comforts of modern country civilisation, where neither markets nor railways existed, where boundaries were ploughed furrows, where dingoes worried the sheep and aborigines stole them by night, and where neighbors were miles apart.

Well over 70 years of age, Mr. Young is still marvellously active. Nine o'clock each morning sees him at the office of his stock, and an agency business—a business he has made the largest and most respected in the Wimmera and Western Districts. "Retire?" He seemed surprised at my question. "No," he said simply, "I shall die in harness."

That illustrates the spirit of the men who made the Wimmera what it is to-day.

Wimmera folk are not making the fatal mistake of sitting down and contemplating with smug satisfaction their achievements in wheatgrowing. "We know perfectly well that our methods generally are more efficient and our results better than in any other part of Australia; we know that we have raised the value of land, worth £3 an acre 30 years ago, to £25 and more; but we are out for a still higher standard of productivity," is their attitude—an attitude which should appeal strongly to railwaymen who in the main are trying to increase the productivity of their own service.

Longerenong Agricultural College, a few



*Mr. A. C. Drevermann, Principal of Longerenong College, and his Prefects.*



*A Typical Wimmera Wheatfield, near Horsham*

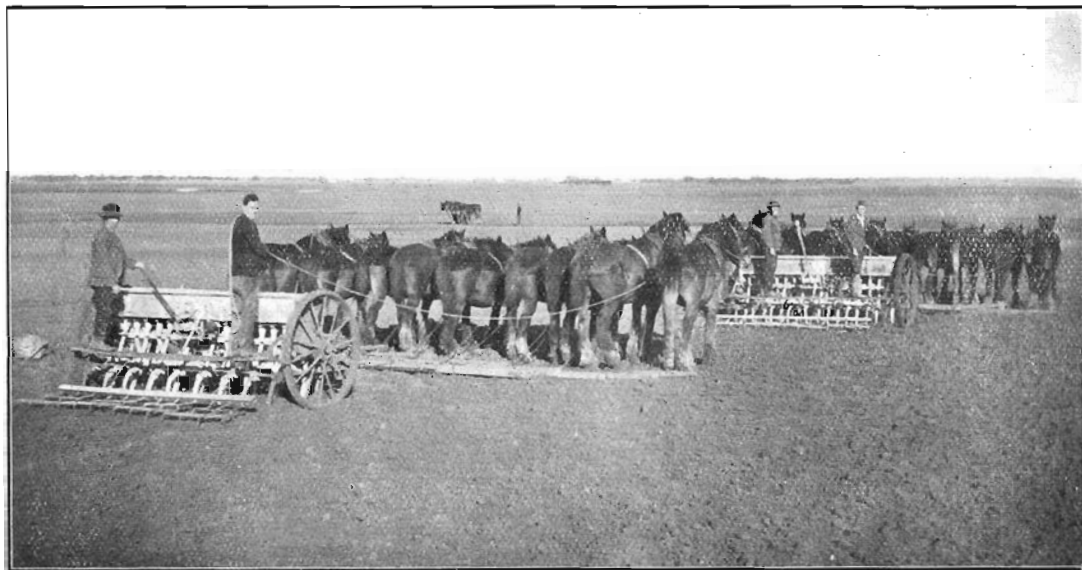
miles out of Horsham, where 50 odd students are taught to

*"Reap and sow and plough and mow  
And be a Farmer's Boy"*

—and a full-blown scientific farmer, to boot—has taken the lead in experimentation with wheat as well as with other grain, pasture and fallow. Longerenong's average wheat yield over an area of 341 acres for the past 11 years was 36.9 bushels an acre. In the last three years it was 41.2 bushels. The college distributes about 17,000 bushels a year of pedigree seed wheat, and this has had an enormous influence in increasing production in the district generally.

Speeding up to the college in the car Mr. Young had courteously provided, I could see the experimental wheat plots, neatly labelled, each with its particular variety—long thin strips of crop vaunting their perfection in the brilliant sun, with never a suspicion of wild oats, nor weeds that sometimes mar badly-farmed land.

Here and there, the lads were busy at their day's job. Some were droving sheep, others were shearing. Others again were in a distant paddock with a header. In the college building some were attending a chemistry lecture; more were in an out-building where veterinary work was in progress. It was a hive of activity.



*Seed-drilling with the aid of nine-horse teams.*

"Like it?" I asked one of them. "It's bonzer," was the emphatic reply. The lad had caught the spirit of the Wimmera.

So had Bob Clapp, the son of the Chairman of Railways Commissioners, who is studying there. Bronzed with Wimmera suns—the picture of the fitness of open-air young manhood—Bob, hatless, in singlet and old pants, was herding in the College cows, looking as if he'd done it all his life.

"How's it going, Bob?" Mr. Drevermann eyed him as approvingly as I did. "Fine," said Bob, laconically, but with a wealth of meaning and sincerity.

But even at the college where all branches of farming are given more or less equal emphasis, wheat was the gripping topic. Introductory formalities over, Mr. A. C. Drevermann, the able Principal, plunged right into it. Technicalities of fallow, superphosphate, "Federation"—he seemed to exude them. With more than ordinary pride he produced graphs and diagrams of yields and rainfalls, built up from college results, and explained the reasons for it all. I came away from the college with a pocket full of literature and photographs (some of which are reproduced in these pages) and a still greater respect for the men who, notwithstanding success already surpassing that achieved in any other part of the Commonwealth, are still striving to wrest from nature her secrets; who, at Longerenong, are developing the Wimmera spirit of unsatisfied endeavor in the younger generation.

Every year, Horsham, the hub of the

Wimmera, holds a wheat competition in conjunction with its Agricultural and Pastoral Show. The conditions are strict, but that is all to the good. Each entry is taken under supervision, direct from the harvester, and no opportunity is given the competitor carefully to select or "doctor" his wheat. Thus the prize is valued the more, and the contest is a real stimulant to better farming.

The swish and hum of the header is now making music throughout the wheat belt. Already grain is beginning to filter through to the seaboard, and within a few short weeks the rail trucks will be heavy with golden freight. The months of toil and careful experiment will soon yield not only their monetary recompense, but—what is more important to the Wimmera farmer—the valuable data that will help him to make next season's crop even more successful.

Last year's poor Victorian harvest—29,255,534 bushels—was saved from worse failure by the Wimmera's 13,298,716-bushel contribution. The three counties of the Shire averaged 19 bushels to the acre. Fortunately, the success of the State's crop is assured this year. Forecasts have soared as high as 50,000,000 bushels.

Figures, too, will soon show how much of this success Victoria owes to the Wimmera and the spirit of its pioneers.

[The next article on Wonderful Wimmera, which will appear in the February issue, will sketch briefly the wool, fat lamb and orcharding industries.—Ed. V.R. Magazine.]

# Depreciation—A Factor in the Cost of Earning Income

(By T. F. Brennan, Chief Accountant, Railways Department)

**T**HE question of depreciation and of the proper method of making adequate provision for it by charging revenue year by year with the value of the depreciation incurred (or the wastage of capital) in earning that revenue is one that is hoary with age; at the same time it is one which many industrial concerns are anxious to evade. To borrow (and acknowledge) an expression which was used recently by the Chairman of Railways Commissioners and which is quite appropriate to this matter, the position is that "the sheriff will call sooner or later" and when that day comes evasion will no longer be possible.

**I**T may be thought that the question of depreciation having been discussed so recently in the pages of this journal—readers will no doubt remember the article in the November issue—it is inopportune to return to it so soon. Among other reasons for doing so are these: (1) that the question came into prominence in connection with the Chairman's evidence before the Arbitration Court on the application for a 44-hour week; (2) that the South Australian Railways Commissioners, in their last Annual Report, have stated that they have charged in their accounts for the financial year 1925-26 the huge sum of £3,982,314 for "Accumulated and deferred charges—recoups to Capital for worn-out and obsolete assets, principally rolling stock, re-laying, ballasting, widening gauge, re-building shops, terminals, running sheds, etc."; and (3) that notwithstanding that the question is hoary with age, it has not yet been firmly or properly grappled with.

## The Sheriff will Call

In our own case, the Chairman informed the Court that the amount of the depreciation in our rolling stock alone, over and above amounts for which provision was made during the last sixteen years, is roughly estimated at about £2,000,000. Some day, some time, "the sheriff will call" and payment will then be demanded of a part at least of that heavy debt. We are throwing on to the future some of the burdens which we should ourselves be meeting now. It is claimed by some writers on the subject that, if the property be adequately maintained, sufficient is being done by the present users. That is loose reasoning.

The value of the Capital assets should be kept intact, and while it is obviously impossible to do so in many cases, so far as a railway is concerned, the reverse position is quite a practicable one; that is, the Capital

liability should be reduced regularly by precisely the amount which represents the value lost by the assets in operating and earning income.

For many years past the whole of the expenditure on the works charged to our Capital Account has been defrayed from borrowed money. No objection can properly be taken to this course, during such time as our country is developing and the money is expended on works which will increase production to the extent necessary to pay:

- (a) working costs
- (b) interest on the borrowed money
- (c) the amount required to make good the value lost by the property in the process of earning income.

To the extent that the provision required under (c) is not made—that is, to the extent that an amount representing the Capital wastage in any year is not charged against that year's income and either repaid to the Capital Account or set aside to be repaid thereto in the future—we are, in fact, but perhaps without recognising the fact, paying current working costs from borrowed money, and no responsible person will attempt to defend that practice.

## Depreciation is an Earning Cost

It cannot be gainsaid that the cost of earning the revenue in any year includes the value which the property loses in earning such revenue. If, therefore, that loss of value is not charged, the position is that:

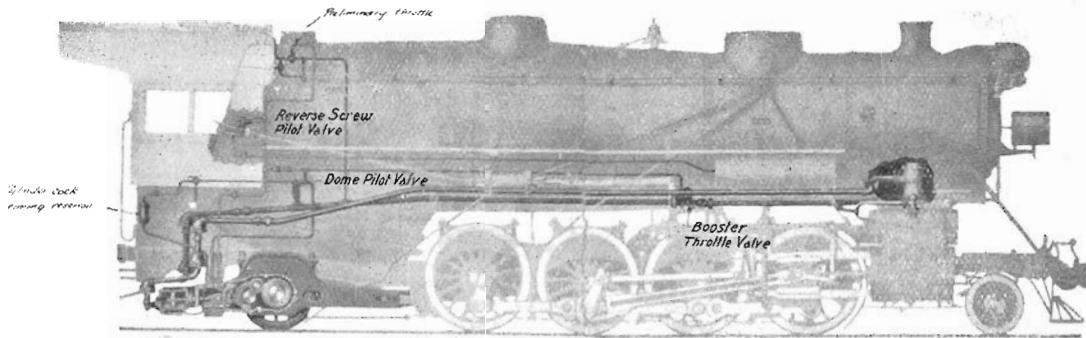
- (a) the cost of earning the revenue is understated;
- (b) the Capital liability remains undiminished, but the value of the assets is reduced and the liability is, therefore, not balanced by assets of a value equal to it.

(Continued on page 69)



# The Booster—What it is and How it Works

By G. H. WHITELAW



*Typical booster-equipped engine, superheated steam.*

**I**N pursuance of its policy of keeping abreast with the very latest practice in Railway operation the Victorian Railways recently placed into service the first Booster-operated locomotive in Australasia. The engine fitted, "N" 110, is a Mikado type, designed to operate on "light" lines.

**T**HE trials of this engine indicated that the overall reliability of engines when fitted with boosters is not adversely affected, and under certain conditions of operation have substantial economic advantages over non-booster engines.

Owing to the success of these trials, it has been decided to equip the next lot of 11 "X" class engines (Heavy Mikado)—with boosters.

On freight engines the booster is used principally to enable a percentage greater load to be taken, or higher speeds to be maintained on the banks. The additional load taken varies from 15 to 20 per cent. of the original load. The percentage increase in load is determined by the percentage of ruling grades, the minimum speed desired, the lengths of banks and the capacity of the boiler. On the Melbourne to Seymour and return runs the Booster was in operation for a total of 18 minutes or 10 per cent. of the trip.

### Self-Contained Engine

The booster is a horizontal two-cylinder double acting steam engine, mounted on the trailing truck wheel, situated under the fire-box. It is connected to the trailing truck axle of the locomotive through suitable gearing by which it may be engaged or disengaged at will. It is designed for applying power to the trailer wheels in the forward motion. The booster is self-contained and

has a flexible mounting in the form of a three-point suspension. Two of the bearings are on the trailing axle of the locomotive, and the third is a spherical seat on the centre of the rear cross member of the trailing truck frame.

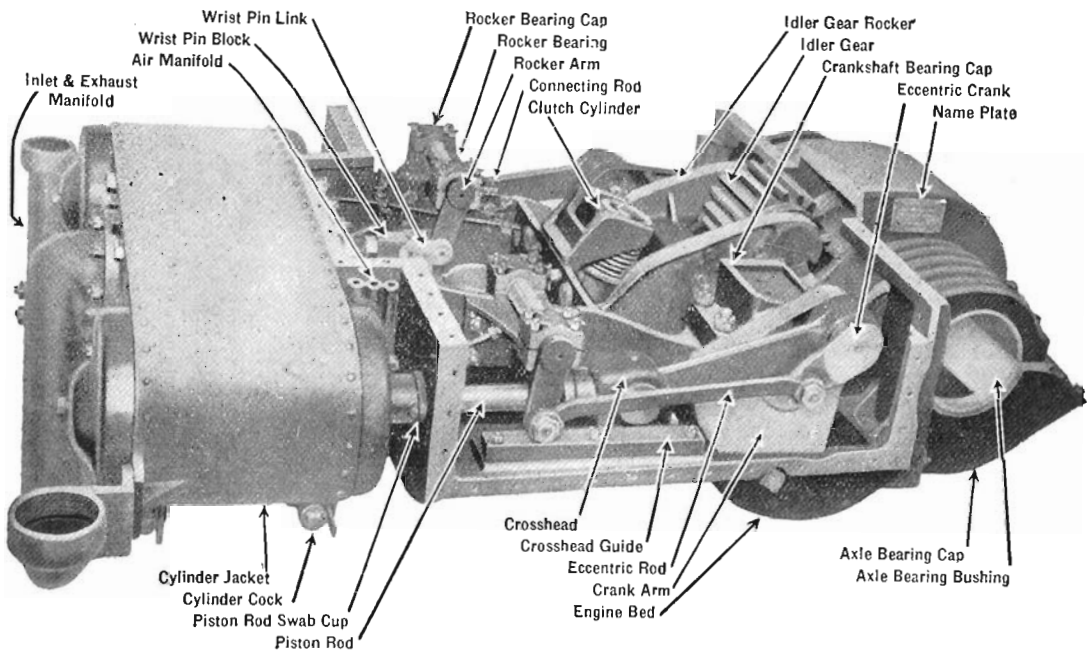
The cylinders are bolted to the trailing side of a cast steel bed plate. This frame which is boxed in with plates allows the motion to operate in a bath of oil. The valves are of a plug-piston type without rings, and are actuated by return crank valve gear.

### The Idler Gear

The connecting rods are attached to the crank shaft in the centre, on which is cut the spur gear teeth. As the crankshaft gear does not mesh directly with the axle gear, a third or idler gear wheel is provided. It is mounted on a rocker which is pivoted in the booster bed. The idler gear is held in continued mesh with the crankshaft gear, and is carried into mesh with the axle gear by the rocker, thus transmitting power from the crankshaft to the trailer axle.

The steam supply to the booster is taken from the smoke box steam pipes at a point outside the smoke box. On the right side, the steam is taken from the booster and thence through the steam separator to the smoke box exhaust pipe.

Situated over the reverse screw is the "reverse screw pilot valve" on the under



*Booster Engine with cover plates and casing top removed.*

side of which is a button operated valve. On the reverse screw nut is attached a hinged handle which is termed the "latch." When the reverse screw nut is in the forward position at "cut off" or more, it is possible, and only then, to lift this latch and engage this reverse screw pilot valve. This operation automatically sets the booster gear in operation. Nothing else is required except to idle the booster beforehand.

When the driver notches up his reversing screw, the latch on the reversing screw nut automatically becomes disengaged from the button on the pilot valve and cuts the booster out. This occurs at some predetermined cut off which on the N is at  $16\frac{1}{4}$  in. cut off, equivalent to 62 per cent. of the stroke.

#### Details of the Fittings.

**Booster Latch.**—This is the weighted handle on the reverse screw nut. It is hinged to a bracket on the top of the nut, and when raised by the driver, it engages the button valve of the reverse screw pilot valve.

**Reverse Screw Pilot Valve.**—This is situated over the reversing screw, and, when operated by the Booster Latch, admits a supply of compressed air into the control system of the booster from the main reservoir. When the latch is cut out and disengaged, it allows air to escape from the control system.

**Preliminary Throttle Valve.**—This is located on the top of the firebox, and is connected to the dome by an internal steam pipe. It is controlled from the cab with a wheel and rod. Its purpose is to admit a limited amount of steam to the booster cylinders when the latch is raised.

**Clutch Cylinder.**—This is pin-connected to the idler gear rocker, and is operated by air pressure. Its purpose is to carry the idler gear into and out of mesh with the axle gear.

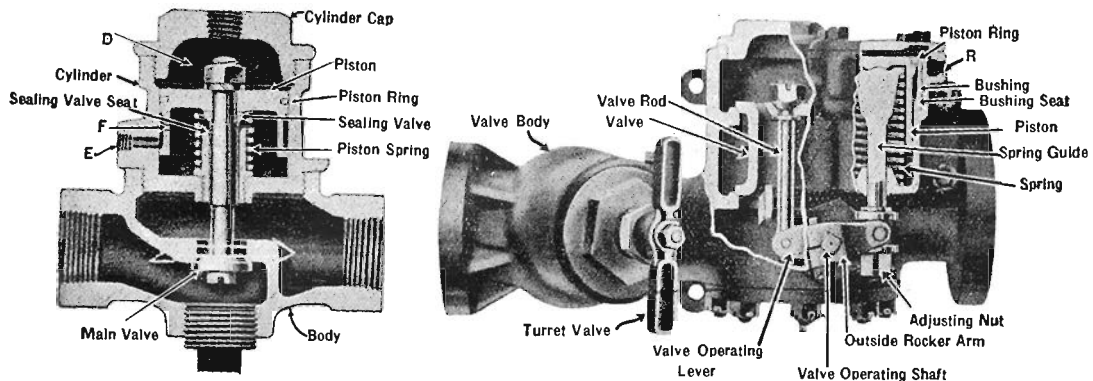
**Dome Pilot Valve.**—This fitting is not situated on the dome as its name indicates, but on the main steam line between the booster throttle valve and the booster. Its purpose is to delay the closing of the cylinder cocks.

**Booster Throttle Valve.**—The action of this valve, which is automatic, is controlled by an air-operated cylinder. The valve should have a lift of  $\frac{3}{8}$  in., but not till such time as the clutch cylinder pushes the idler gear into mesh can air pass to the throttle cylinder and open the steam throttle valve. This prevents the full pressure reaching the booster cylinders until the gears are in mesh.

**Booster Cylinder Cock Operating Cylinder.**—Fastened to the under side of the booster cylinders and operated by an air cylinder are four ball-type release cocks. The air control to this cylinder is so arranged that the cocks do not close until the Booster cylinder has been operating for about 8 seconds with full boiler pressure. This ensures that all the condensate is blown out before the release cocks are shut.

#### How Air is Supplied.

Through the main reservoir line and booster air line valve, air is supplied to the reverse screw pilot valve. With the reverse screw in the forward position and the booster latch raised, air passes through the pilot valve and clutch cylinder line simultaneously to the clutch cylinder and to the preliminary throttle valve. The small amount of saturated steam passing through the preliminary throttle valve and the 2-inch choke to th



Left: Preliminary Throttle Valve. Right: Throttle Valve and Operating Cylinder.

booster, causes it to turn over slowly. At the same time the clutch cylinder locks the gears into mesh. After the gears are properly in mesh, air passes from the clutch cylinder to the dome pilot valve and thence to the throttle operating cylinder, which latter opens the booster throttle valve to admit superheated steam to the booster as soon as the locomotive throttle valve is opened.

When sufficient steam pressure has been built up in the inlet pipe to operate the dome pilot valve, air then passes through it to the booster cylinder cock operating cylinder.

When the booster latch is knocked down, the main reservoir air is cut off, and the reverse screw pilot valve opens its vent to release the air in the clutch cylinder line. The clutch cylinder springs then return the idler gear and the rocker to their normal position. The Booster throttle is automatically closed and the cylinder cocks opened.

#### When Booster is Used.

The booster is used when starting a train and when operating on a bank. When it is desired to use it on a bank, the booster should be cut in at 2 miles an hour greater speed than it is desired to maintain on the bank. It should not be cut in at more than 12 m.p.h. and should not be used at speeds over 21 m.p.h. and never in reverse. Before cutting in the booster the driver must idle the booster for 3 or 4 minutes in order to remove the condensate and warm the cylinder up. To do this it is necessary that—

- (a) The idling valve handle on reverse screw pilot valve be moved to the idling position as marked.

- (b) The lubricator is working at 2 drops per minute.
- (c) The preliminary throttle valve, booster heater valve, turret valve and main reservoir air line cock are open.
- (d) That there is a pressure of at least 85 lbs. in the main reservoir.

The reversing screw on a booster engine is operated in just the same manner as on a non-booster engine. The booster is cut in by the driver as required, and automatically cut out when the driver notches up in accordance with the demands of the engine.

### WE ARE ALL CAPITALISTS.

THERE'S no question at all but that you are a capitalist. As Henry Ford points out, every man who possesses health strength and skill is a capitalist. If he can use his health, strength and skill to good advantage, he becomes a boss. If he uses himself to still better advantage, he becomes a boss of bosses—that is, the head of an industry.

Get into the habit of thinking that money alone doesn't make a man a capitalist. A capitalist, after all, is only a man at the head of something. He's a leader.

A man doesn't need money to fit himself into a position of power. By using his natural resources, by developing them to the fullest, he wins for himself a position of power, and that position of power usually carries with it a greatly increased income.

The trick, therefore, is to use the capital you have right where you are, right now. If you do that, you will attract to yourself the other kinds of capital which you desire.—Tom Dreier in Forbes Magazine.



**O**BSOLETE engines or empty gum-bottles, arsenic drums or kitchen stoves, ancient concrete-mixers or battered dogspikes—no matter what it is or what it has been, a use or a sale is found for every article of condemned railway equipment at the Spotswood reclamation depot. Hundreds of tons of scrap are salvaged or sold there every month.

**A** MAN is seated on an upturned tin before a rusty heap of scrap iron—dogspikes, nuts, bolts, pins and similar odds and ends. He bends forward and picks up a dogspike. He eyes it appraisingly. He tosses it over his shoulder. He inspects a second spike. He drops it into one of the half-dozen tins on his left. He gathers up a couple of bolts. He flings them with unerring aim into the tin that is furthest away from him. He bends forward again.

The man is not looking for something he has lost. Systematically he is sorting into different classes and grades the various worn-out and condemned pieces of scrap before him. He is deciding whether that dogspike could be used again, whether that fishbolt could be rejuvenated, whether that pin must pass into the company of the hapless junk which will eventually be sold at auction.

Beside him is a tin filled with dogspikes which have been selected from the heap. These spikes are rusty, elongated, bent, apparently as useless as they are unattractive. The unflurried individual who dropped them in that tin, however, has passed them for reclamation. He has remembered the rumbling machine which will divest them of their rusty coat, the shearing machine which will reduce them to a reasonable length, the straightening machine which will square their shoulders, the pointing machine which will sharpen their bases, the treating plant

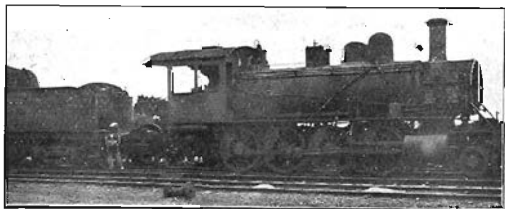
which will smear them with a black, non-rusting mixture. He knows that they will then be as serviceable as brand new dogspikes.

And, no doubt, he has heard that, while brand-new dogspikes cost £21 10s. a ton, the total charge for reclaiming the same amount of battered spikes puts merely £11 on the debit side of the department's ledgers. Which makes an appreciable difference when five tons of this particular item alone are reclaimed every week.

A use or a sale for any and every type of discarded railway equipment is guaranteed by the staff at Spotswood. The tins into which those spikes, bolts, nuts and pins are being thrown are discarded arsenic containers. The bins surrounding the dump are constructed of boards which were secured from damaged trucks. The tin which supports the tireless sorter is a discarded kerosene tin from some country depot.

Says Mr. H. S. Serjeant, Travelling Storekeeper :—

“The broad term reclamation means the taking of something which has been discarded or formerly looked upon as scrap and converting it into something saleable or useable. Commonsense governs reclamation. Nothing is reclaimed unless it is definitely required for use. Not even then is it treated if we estimate that it will cost



*This old engine, which was built in 1902, developed bronchial and other trouble. The boiler tubes have been removed and the tender is being detached preparatory to its demise.*

more than 60 per cent. of its original value to do so.

"We receive 400 tons of ferrous scrap here weekly and something like 18 tons of non-ferrous scrap. We dismantle obsolete engines. Whatever can be re-used goes back to Newport. Whatever can be reclaimed is restored to health and vigour here. The remainder goes to the scrap heap for sale.

"Old rails are cut into short lengths and sold. Brass, copper, gunmetal and borings are treated at our non-ferrous plant. We have a magnetic separating machine there which sifts any foreign iron or steel from the metals. All scrap, by-the-by, is handled by our magnetic gantry crane. Before that arrived, we had as many as 10 men laboriously handling the material. Now two men look after the crane, and the other eight are released for sorting.

"Condemned sleepers, too, are handled here



*This is what the engine will look like after the railway equivalent of "Whelan the Wrecker" has been at it.*

by the thousand. They are converted into narrow-gauge sleepers or fence posts by trimming off the ends above the dogspike holes. They are sold as dunnage sleepers for platforms, or split into firewood for loco. depots.

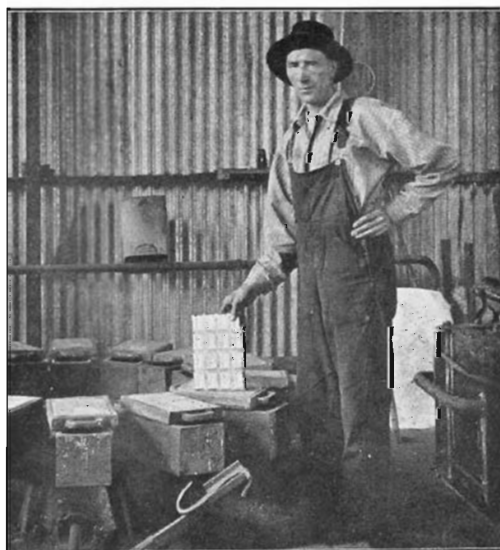
"We endeavour where we can to absorb our material in the department. Where one branch discards some equipment we look for a possible location and use for it in another section of the service. That accounts to some extent for the variety you see in our stock."

Variety is the word. There are old chimneys and old ovens. There are old gates and old verandah posts. There is barbed wire, fencing wire, signal wire. Serviceable water tanks sprawl exhausted at full length. A concrete mixer of venerable appearance nestles against a row of dilapidated transformers. There are cylinders,

*Continued on page 69*



*Sorting out old nuts, bolts, dog-spike and other odds and ends for re-use or sale.*



*Old type-metal boiled down for use again in setting up this Magazine.*

# Controlling Signals and Points From Miles Away

**T**HERE is practically no limit to the distance that signals and points can be operated from a signal box under the automatic and "remote control" systems. This article describes the successful working of such signals and points on the Tallarook-Seymour section of track.

(By F. Raynar Wilson).

At one time the safe working regulations of the British Board of Trade, which are closely followed by the Victorian Railways, limited the distance between the lever and facing points to 200 yards, which was subsequently extended to 250 yards on condition that, in addition to the detection of the point blades, the position of the bolt lock was also efficiently detected, and in cases where facing points were operated by power, the distance was extended to 300 yards.

With the points operated manually there is necessarily a limit to the physical capability of a signaller efficiently moving the points when they are a great distance from the signal box, and although improvements to mechanical operating gear have been and are being made, these do not offer the same facilities or possibilities as are provided by the operation of points by power. The latter method has been responsible for effecting economies by means of one central signal box operating a yard where, previously, two or more mechanically operated signal boxes were required.

Up to the present, the Victorian Railways have not installed any one-power-interlocking to replace two mechanical interlockings, but certain layouts are being investigated with this object in view, and, with the extensions of power and automatic signalling in the suburban area, economies in this

direction are bound to be made.

Incidentally, it may be mentioned that during the past decade £550,000 has been charged to capital account for power signalling, but this does not represent the whole of the amount spent upon such work. It will be appreciated that such work is not only costly, but that the Commissioners are providing highly efficient and safe methods for the travelling public as fast as it can be done.

Such signalling will compare most favorably with any in the world, and all the latest improvements are incorporated into the high standard of signalling laid down by the Chief Engineer of Signals and Telegraphs, with the approval of the Railways Commissioners.

A further step in operating points at a distance by power was the development of what is usually termed "remote control." Under this system there is practically no limit to the distance that points can be operated from a signal box, and the following description gives a brief idea of the methods.

The distance between Tallarook and Seymour, on the main North-Eastern line to Sydney, is approximately five and one-third miles, and at Goulburn Junction the double line from Melbourne is turned into single line continuing to Seymour. Goulburn Junction was provided with a signal box equipped with double line block working to

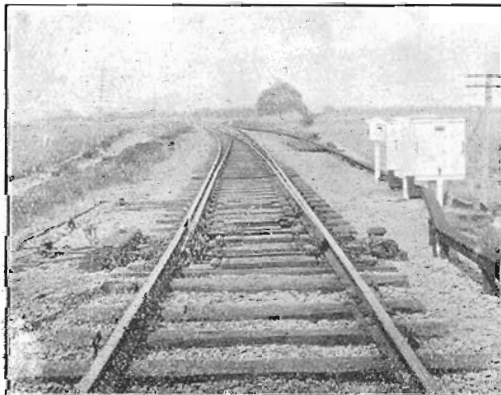


Fig. 1.—Goulburn Junction Layout.

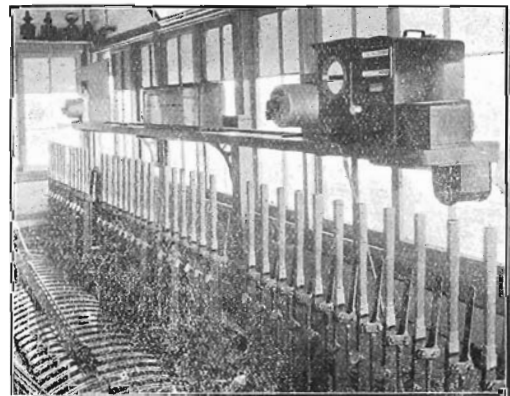


Fig. 2.—Interior, Seymour "A" Signal Box.

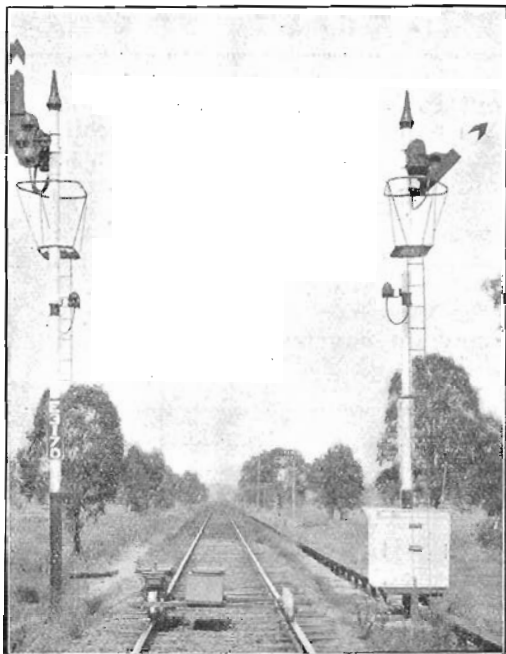


Fig. 3.—Automatic Signals, Single Line Section.

Tallarook and electric staff working to Seymour. An investigation was made of the financial results to be obtained by abolishing this box and eliminating the slow-down necessary for engine crews to pick up and set down the staff when entering or leaving the single line section respectively. As the result showed a considerable advantage, instructions were issued for automatic signalling to be installed between Seymour and Tallarook, to remove the existing signal box and to substitute the remote control of the junction.

As the track layout at the junction required trains to reduce their speed to 25 miles per hour, the layout was altered to a turnout of 35.3 chains radius to permit trains to pass through the junction at a speed of 50 m. p. h. This was an improvement on train operating time, and the improved layout is shown in Fig. 1. At the right-hand side foreground is the site of the removed signal box, and on the left hand side foreground is shown the point operating mechanism controlled from Seymour, two miles away, and entirely out of the signalman's view.

Track circuits are installed throughout the section, and these are repeated in an illuminated track diagram in Seymour "A" signal box. The type of diagram differs

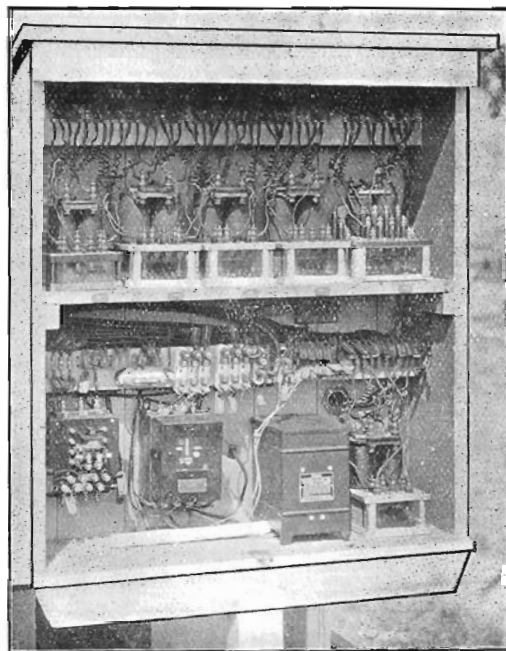


Fig. 4.—Interior of Relay Box.

from that previously used in the suburban area; small bulls-eye lights being used to indicate whether the tracks are occupied or otherwise. When a train is in a particular track circuit, its repeating light is out, but as soon as the train has cleared the circuit the light appears. The diagram is shown in the centre of the block shelf, (Fig. 2). By its means, the signalman can follow and control the movements of trains approaching the junction from either direction.

The points and the up and down home signals at the junction are controlled and operated by a desk controller supplied by the General Railway Signal Co., who also supplied the signal and point mechanisms. This can be seen, in Fig. 2, at the right hand end of the block shelf. The handle works in an arc of 80 degrees. Working from the centre position, for up trains to be signalled, the handle is moved towards the left until the movement is arrested. This movement transmits current to the point mechanism, which moves the points to the required position. When correctly set, and tight against the stock rail, a current is transmitted back to the controller lock, and causes indicators to show "Points Normal" and "Lever Free." This proves that the points are in their correct position, and that the lock on the lever has been

(Continued on page 71)

# £5 For The Best Essay On Courtesy!

**M**OST of us, if we stop to think about it, know that courtesy is an essential of the good service we aim to give our customers. Railwaymen as a body are justly enhancing their reputation for it, as the letters of appreciation we publish, from month to month, prove.

But what exactly do we mean by courtesy? Many railwaymen have very definite ideas on the subject, but few opportunities to express them. And because we believe that precept as well as practice helps to spread that spirit of "service with a smile," the Victorian Railways Magazine is offering a prize of £5 for the best essay on courtesy sent in before February 12, 1927.

**E**VERY Victorian railwayman is eligible to compete. Keep your essays short and to the point. No effort should exceed 250 words. That is the outside limit.

Think over your subject and then write in short, crisp sentences exactly how it appeals to you. And be original—don't cull epigrams on courtesy from the Magazines or definitions from the dictionary.

Don't try to word your essay in highfalutin' phrases. Write as you talk. The ideas will win the prize.

**Write on one side of the paper only. Put your name, occupation**

Here are two prize essays on courtesy in a recent American railroad competition. They will serve as guides. The first was written by a booking clerk and the second by a sheet-metal worker.

## COURTESY COSTS NOTHING

**C**OURTESY costs nothing, yet it enriches all.

Across the little square of my ticket window studies in human nature pause and pass on, each going somewhere and eager to get there. One has but a moment in which to serve and the quickest avenue is through courtesy.

Our Oakland Pier is a world all its own. Here is life—joys, anticipations, disappointments. A timid old couple on their way to their daughter—a foreigner who doesn't understand and patiently meets all trains until he finds his "Rose Marie"—a grandfather to meet his first grandchild—just have to tell someone. A smile brings understanding. And so the throng passes on.

There is no mood so ugly, no heart so hard, no soul so sad that will not melt under the spell of courtesy. People's travel difficulties are usually not large. They only seem large **TO THEM.**

To make friends, be friendly. It's the individuals who make a railroad. Make our road a friendly road, and its fame will travel far. Be happy to serve and the public will come again to be served.

But really, it's fun just to smile and see the "Thank You" smile returned. "A pleasant journey to you"—and you've made a friend for your road.

Yes. Courtesy costs nothing.

and address in the bottom right-hand corner and send your essay, before February 12, to the Betterment and Publicity Board, Railways Department, Spencer-street, Melbourne. Endorse the envelope with the word "Competition" on the top left-hand corner.

The President of the Institute (Mr. J. S. Rees), the Chairman of the Staff Board (Mr. D. Cameron), and the Chairman of the Betterment and Publicity Board (Mr. C. H. Holmes) have consented to act jointly as judges. Their decision will be final.

## THE HALF OF SUCCESS

**I** AM that without which no man can prosper; I am necessary in all walks of life.

I am that "common ground" on which all may find a meeting place.

I am that by which you may know your fellow man, for, to that degree in which he possesses me—you may judge him—even as he shall judge you. He that possesses me need have no fear in his undertakings, for I am half of success; with me a man may accomplish many things, for I am the great leveller of obstacles.

I am that unseen bond by which the employer, the employee, and the patron may be bound into one harmonious whole called "business."

I am the power by which business may win and hold its trade; by which men may work together in peace; and the employer and the employee may cooperate in harmony, but without me harmony cannot exist.

I help men to build happy homes, and to win unto themselves friends.

Used sincerely, I am kindness; I am politeness; I am genuine friendliness; I am honest sympathy; I am service—yes, more—I am willing service.

Wherever a man may go, if he take me with him, he will find a welcome, for I am cheer and good-fellowship; and to the needy I am the Good Samaritan.

I am the ultimate of the Golden Rule. For I am **COURTESY.**



## “Children, Yes, and Grown-Ups, Too—!”



*ORANGE JUICE IS  
GOOD FOR YOU!—  
The new fruit drink stal  
on the Flinders-street sta-  
tion concourse, which, since  
its inception last month,  
has been extremely well  
patronised.*

“TAKE Fruit Home To-day” still glows its electric message to the thousands of people who daily pass through the Flinders-street Station concourse. But another sign now has made its appearance. “Pure Fruit Juice Drinks—4d.” flashes attention to the new Fruit Juice Drink Stall which was opened on November 29. The following article describes its unique features.

(By W. D. Bracher. Supt. of Refreshment Services).

THIS stall is unique. So far as I am aware, there is nothing like it anywhere else in the Commonwealth. Probably one would have to go to America to find something similar to it. It is a stall devoted solely to the sale of pure fruit juice drinks made from oranges and lemons. When the winter comes, these drinks will be served hot, and perhaps some other varieties of pure wholesome drinks will be added.

Behind the counter of white vitrolite, with its black edging, stands a line of attendants in uniform, each one at her Fruit Juice Extractor. There are ten of these extractors on the counter. After the customer has purchased a drink ticket at the cabinet, it is presented at the counter, and either an orange, or a lemon juice drink is supplied. The fruit

is cut by the attendant, and the juice squeezed from it by the extractor. Sugar, syrup and soda water, are then added, and the refreshing beverage is handed to the customer. The whole process of preparing the drink is carried out in the presence of the customer. There is no admixture of chemical mysteries. The drink produced is pure and wholesome, and being full of vitamins, is both a healthful restorative and a thirst quencher.

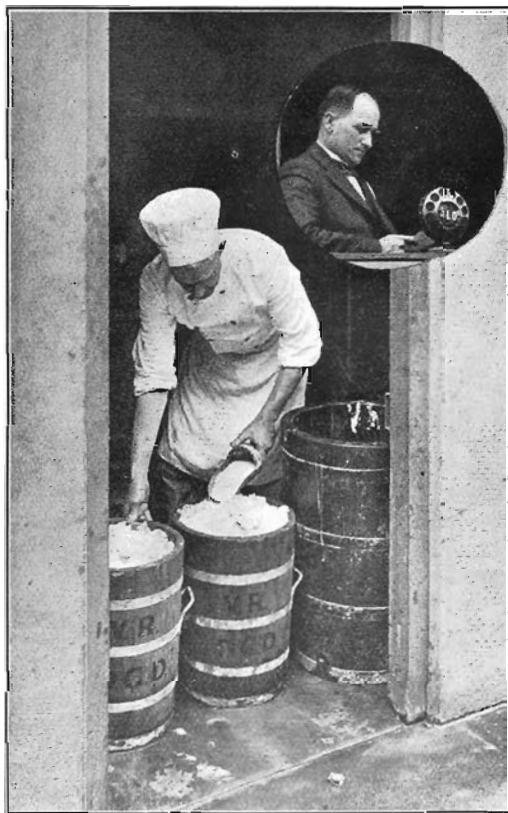
The stall has been designed so as to present a fresh, spotlessly clean, and inviting appearance. People have said that the sight of the stall itself draws them towards it to sample its wares. At the rear of the public portion of the stall, are provided a mess and locker room for the comfort of the stall attendants, an office for the manager

HE makes pies and tarts and raisin bread, but still he is not satisfied. He knows that the spotless towels and linen which pass from his laundry go all over the State, but still he is restless. He sees his staff roasting poultry and joints, making soups and gravies, but like Alexander, he sighs for fresh worlds to conquer. And, unlike the great Macedonian, he has succeeded in finding an outlet for his energies.

To come to the point, Mr. L. McClelland, Manager of the Dining Car depot, has, in a figurative sense, donned white coat and launched out in the ice cream business.

Passengers on Victoria's interstate expresses will now be able to sample ice cream made by the rail-

## Straight off the Ice !



*Mr. McClelland's Ice-cream Man. Inset: Mr. McClelland Tells the World About it.*

way refreshment staff. Stewards will convey it through the train to those passengers who desire to enjoy sixpenny-worth of frozen confection while travelling. The practice has only recently been commenced, but already the ice cream has earned high favor.

Here is the recipe which the railway chef follows: 1 pint cream, 1 pint milk, 2 egg yolks, about 2 teaspoons of vanilla, 1 coffee cup of castor sugar—Mix and allow to freeze.

The chef says that that will make enough for eight persons. If you make it as successfully as he makes it, however, you will probably find that it would have been wiser to invite only four visitors — better still, two !

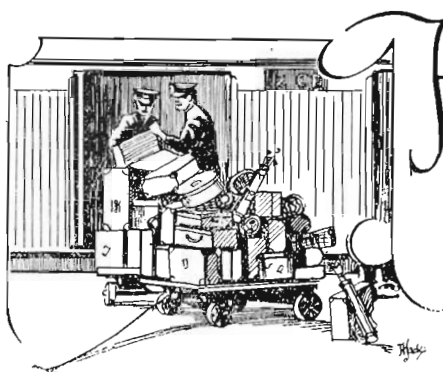
and a fruit store. The erection of the new stall has enabled the supply of fruit juice drinks to be separated from the sale of fruit at the stall on the other side of the concourse. The improved facilities made available will help sales at the fruit stall and enable expanding business there to be catered for more satisfactorily.

During the first twelve days of business at the new stall, nearly 44,000 drink tickets were sold and the takings amounted to £731. This will afford an idea of its popularity. It is desired that the service shall be an ideal one, and no consideration will be allowed to prevent the realisation of high standard service.

The stall expresses, in a definite tangible

way, a conception of public service. The object behind it is to demonstrate further how our own products can be utilised by our own citizens to the profit both of themselves and the primary producer.

The Victorian Railways Department is the biggest customer of the Victorian citrus grower. No fewer than 20,000 cases of citrus fruits have been purchased this season. It is intended to keep the new Fruit Juice Drink Stall supplied with Australian grown oranges during the whole of the year, and steps have been taken to put into cool storage between 5,000 and 6,000 cases of oranges to enable this to be done.



# HANDLING *the* HOLIDAY LUGGAGE

**N**OT the least overworked or least responsible member of the community at holiday time is the luggage porter. He has the job of carefully loading the mountains of portmanteaux, trunks, cases, baggage and impedimenta without which a holiday would be impossible. The only person's luggage that he can safely say he won't have to handle is his own.

**I**T is a far cry from the modiste's plateglass window to the luggage trolley of a railway porter. Yet the Spencer-street staff can testify to the influence which modern fashions exert over the work of handling the holiday luggage.

In past years (decidedly past!) milady's dresses were not as abbreviated and delightfully fragile as they are now. Creators of fashion were not quite so economical in the use of material. So nowadays the lady traveller finds that she can pack three, or perhaps four frocks in the space which the feminine tourist of ten years ago needed for the accommodation of one dress. As a natural consequence, when the modern mademoiselle—and madame, too—goes holidaymaking her array of suitcases and luggage is not as fearsome as it was in, say, 1910.

### A Big Job.

Still, the luggage is certainly there in abundance. On any day in the week before Christmas, as many as 34 country trains leave Spencer-street. That number includes seven interstate expresses. For a division of the Sydney Limited alone anything from 15 to 20 four-wheel trolley loads of baggage might require loading. When you remember the difficulty of looking after three suitcases, therefore, the day's job of the railway luggage porter begins to assume Brobdignagian proportions.

Supervising Van Stower A. T. Collins of Spencer-street can tell you all you want to know about the handling of holiday luggage. For 27 years he has taken a paternal interest in the travelling trunks which the average tourist ranks second in importance only to his own personal safety.

The holiday work, he informs you, is split up among three gangs. One gang loads the luggage for the Northern district and Bendigo trains. The second tackles the bulky piles of cases and portmanteaux for North-Eastern Victoria and New South Wales. The third expends its energy in the vicinity of the vans of those trains going to South Australia and the Western district.

And there's real art in loading luggage into a van. Not only must the trunks and bags be stacked carefully and in such a way as to avoid crushing light cases, but the removal of luggage at intermediate stations and transfer at branch lines must be borne in mind.

### Lynx-eyed Examiners.

The weight must be distributed evenly over the floor, too. Train examiners, crawling underneath the van, have the efficient habit of detecting at a glance whether the Railway Department's Plimsoll mark has been observed. A van which travelled with a heavy weight on one side and insufficient balance on the other would be looking for hot-box trouble.

Certain classes of luggage, it seems, are more difficult to load safely than others. Heavy, substantial travelling trunks are a simple proposition. Fragile cases, on the other hand, are not so easily dealt with. Fibre suitcases, in particular, require special care.

But all types of luggage are, without exception, accorded the skilful attention necessary to ensure arrival at their destination in precisely the same condition as received at Spencer-street.

R. H.

# Beautification—It's Responsibilities

**G**ARDEN beautification in general, and rose-growing in particular, have their utilitarian, aesthetic and recreational sides. But they have their responsibilities, and Mr. Elliott, who, in previous articles, pointed out the former, now stresses the latter.

(By R. G. Elliott, Author of the Australasian Rose Book.)

**L**AST month I discussed rosegrowing as a hobby. Those who have already embraced it as such, will readily endorse my contention that there is no hobby which will stand comparison with this entrancing occupation. The making and tending of a rose-garden inspires good thoughts and kindly acts; it accounts for more smiling faces and creates more pure joy than any other pastime for the leisure hour; and—it is within the reach of all.

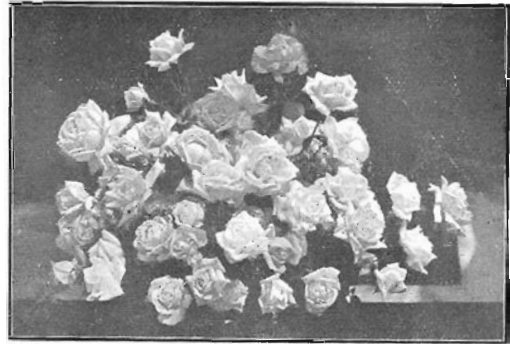
To be really successful rose-growers, we must learn to love our "Queen," and be prepared to make some little sacrifice on her behalf. If we have love for a horse, dog, or other animal, every care is taken to minister to its requirements. We know that such attentions are not in vain; that animals never fail to respond to kindness. This applies in no less degree to the rose, for we must realize that plant and animal life are very closely allied, and roses will respond to care and kindness.

## Every Plant a Nation.

Let me suggest to your imagination that every rose plant is a Nation.

This may appear rather fanciful at first sight, but, if we closely inquire into the life-history of both, we find that there are many points of resemblance. Both comprise a number of units, each fulfilling its own particular functions. The life of the plant—as is the case with a Nation—is dependent upon each unit carrying out its duties honestly and faithfully.

The rose plant is subject to the same laws of rise, decline, and ultimate fall, which history teaches has characterised the national life of many countries. Its units of leaf-population are continually coming and going year after year. Its roots and leaves form the trading or wealth accumulating members. Its flowers are the expending members, using the energy which has been stored up by the



*Roses from the Author's garden. This bowl won first prize at a recent show held by the National Rose Society.*

leaf and root units. Its seeds conform with the emigrating portion of the population. The shoots or branches represent the transportation units, by means of which necessities are carried to those who do not produce, or manufacture, as the case may be. The food acquired by the roots is carefully conveyed upwards to the extreme ends of the branches, providing for those units employed at depots on the way, while that manufactured by the leaves provides the loading distributed on the return journey—just as our railways carry the products of our city manufactories to the country and, in turn, the produce of the country districts to the cities. The thorns are units set apart—like the army, navy and air force of a great nation—for the defence of the general community.

## Administrative Obligations.

You, who represent the President or Prime Minister of this community, must diligently study these units and their respective duties, and—as one holding such an exalted and responsible position—must be prepared to concentrate on attention to their many wants and assist in every way to make the constitution an ideal one.

It is imperative that a constant and regular food supply be assured; that the drinking water be pure and abundant. Plants will die of starvation in the midst of plenty if water be withheld.

Shower-baths must be provided, cleanliness being essential in obtaining the best

(Continued on page 66)

## That Little Grain of Wheat

**R**AILWAYMEN naturally associate wheat with three-bushel bags and 16-ton trucks, but increased significance attaches to Victoria's wheat crop when it is viewed from a very different angle. A "grain-by-grain" analysis of the State's golden harvest reveals some interesting possibilities.

**L**ET us assume that one grain of seed wheat was sown in 1926. In 1927, 20 ears would be available containing sufficient grain to sow five single rows, each a chain in length and with, say, half a link between each seed.

By 1928, the first grain's descendants would have produced 15 lbs. of seed for the following year. That would enable one-fifth of an acre to be sown for the succeeding season. The yield in 1929 would be approximately seven bushels or sufficient to sow five acres, which in 1930 would produce 175 bushels of wheat. That is to say, a solitary grain would become five tons of wheat in four years.

One bushel of good wheat produces sufficient flour to make 64 lbs. of bread. Consequently the final result for the four years' attention to that one humble grain would be 11,200 one-lb. loaves of bread.

Dr. Robertson estimates that a bushel of

wheat comprises 630,000 grains of wheat. Assuming that 50,000,000 bushels will be harvested in Victoria this season, the yield will be 31,500,000,000,000 grains.

John Percival has averaged the length of a grain of common bread wheat at 6.78 millimetres. About four grains will go to the inch. End-on-end, therefore, Victoria's harvest in grains would extend for the incredible distance of 124,289,773 miles. That is, the grains would reach from the earth across space to the sun, and back again for a third of the distance.

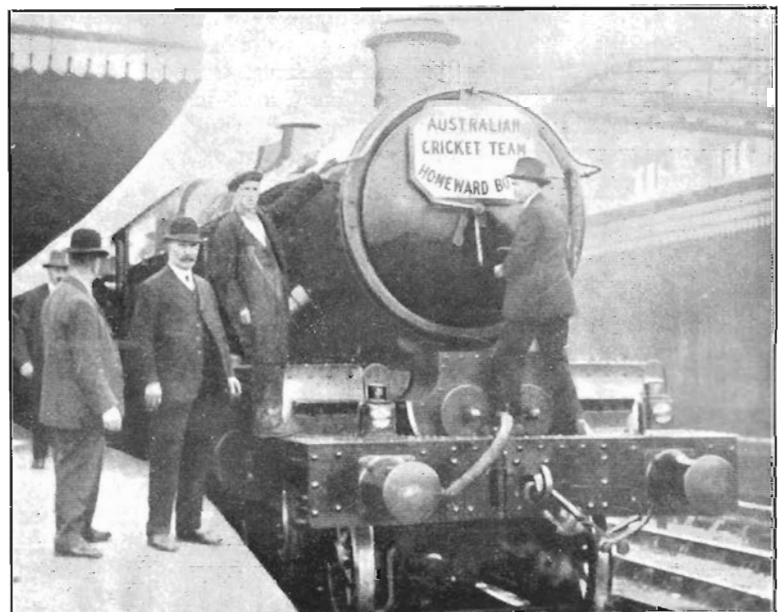
It would take eleven minutes eight seconds for a ray of light to flash from one end to the other of this long line of grains. And light travels at the rate of 186,000 miles a second.

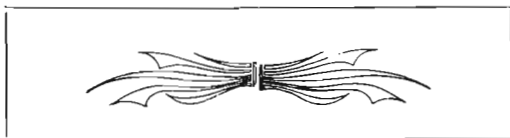
Again, end-on-end, these harvest grains would girdle the earth nearly 5000 times—49,715 times to be exact.



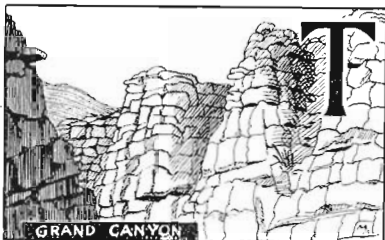
### HOMeward BOUND.

*The Great Western Railway's famous Windsor Castle engine which headed the train from London to Birkenhead (the port of embarkation) as a compliment to the Australian Cricketers who were on board. At one stage of the journey a speed of 92 m.p.h. was attained.*





# Where to Spend



GRAND CANYON

THE Grampians Mountains are unique. Not only are they a striking mass in relation to the surrounding flatness, but they have a character all their own. They are really a system of towering sandstone cliffs of remarkable formation and color. Nature has stained the rock formations with her universal pigment, iron rust, in all shades of red, brown, and yellow—wonderful subjects for the artist.

From the peaks, the wide panoramic views are among the finest in the State. From one point a vast section of Western Victoria lies unfolded before the holiday-maker, like a giant relief map.

Many walks along well-defined tracks lead to waterfalls, high lookouts, and ferny glens, while the Grampians, as a whole, afford endless interest for the botanist, the entomologist and the geologist. The profusion of wild flowers alone is worth a holiday visit. There are good guest houses at Hall's Gap and Fyan's Creek Valley.

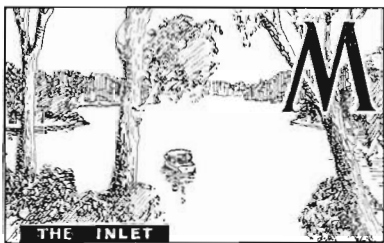
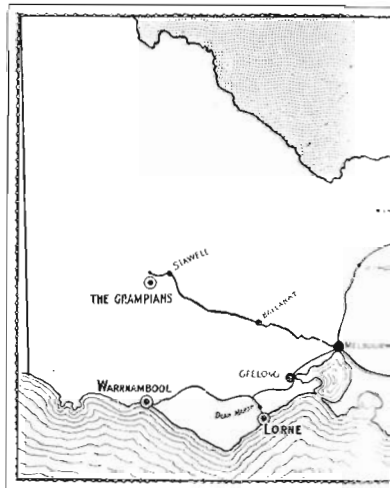


THE GORGE

BUFFALO NATIONAL PARK, with its bracing air, its magnificent panoramic views, its splendid walks, and its Chalet, 4,400 feet above sea level, provides a holiday which for pure enjoyment, rest, and recuperation is second to none in Australia. The summer climate is mild, the temperature seldom exceeding 75 degrees. The view of the famous Buffalo Gorge from Bent's Lookout, two minutes walk from the Chalet, is one that never fails to fascinate. Other vantage points nearby disclose wide panoramic sweeps of country no less interesting.

Lake Catani, a 60-acre sheet of water, set in delightful surroundings, not far from the Chalet, offers swimming, boating, and trout fishing. Some excellent catches have been made recently.

The Chalet, with its spaciousness and modern conveniences, is claimed to be the finest tourist house in Australia.

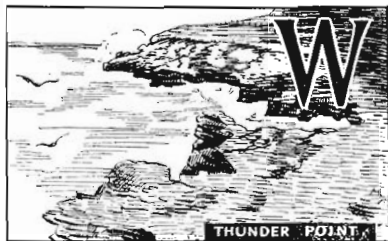
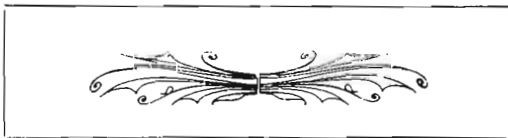


THE INLET

MALLACOOTA'S beautiful inlet lies right at the south-eastern corner of the Australian Continent, about 330 miles from Melbourne, and its island-dotted waters in their virgin glory are equal to those of world-famed resorts. This is admitted by tourists who have seen the Swiss Lakes and Killarney. Weeks of exploration would not exhaust the wonderful diversity of natural beauty at Mallacoota—forest, ocean, lake, inlet, beach, river, and mountain.

The coast-line between Mallacoota and Wingan (20 miles south-west) is a series of beaches and forelands, broken by reefs, caverns, and picturesque saltwater creeks where fish—bream, whiting, snapper—are usually plentiful, and wild duck abound.

# and a Holiday

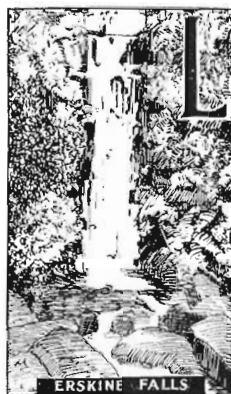
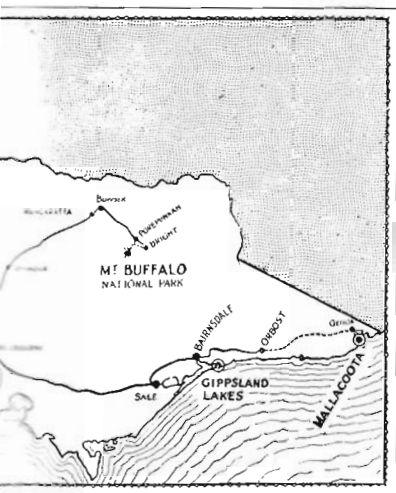


**W**ARRNAMBOOL, a delightful coastal resort, and a progressive town to boot, is situated 166 miles south-west of Melbourne on Lady Bay, between the Hopkins and Merri Rivers. The long sweep of coast line, broken only by the picturesque rocks at the mouth of the Hunter, and by the rugged grandeur of Thunder Point, is fringed with fine sandy beaches which are ideal for the first requisite of a seaside holiday—surfing.

Opportunities for sport and recreation—golf, tennis, fishing, shooting, boating—abound. The boathouse on the Hopkins

River, two miles from the town, is a picturesque spot where sailing or rowing boats may be obtained for fishing, or for januts up the stream which, for six miles, is navigable. The fishing is excellent.

This "City of the West" is well laid out with broad streets and fine open spaces, notably the Botanic Gardens. Within easy distance is a racecourse which is claimed to be the best natural cross-country course in the State.



**L**ORNE, 90 miles south-west of Melbourne, is one of the most picturesque of Victoria's coastal resorts. Lying at the foot of the bush-clad Otway Ranges, it offers within a few minutes walk of its broad, sandy beach—almost within sound of the breakers—some of the finest forest scenery in the State. Beautiful fern gullies, splashing waterfalls and crystal brooks await the holiday-maker "where the Mountains of Lorne sweep down to the sea."

Lorne caters for every taste. In the season the beach is gay with every conceivable color of bathing costume. Shooting the breakers with surf boards is a popular pastime, as well as tennis, bowls, and croquet.

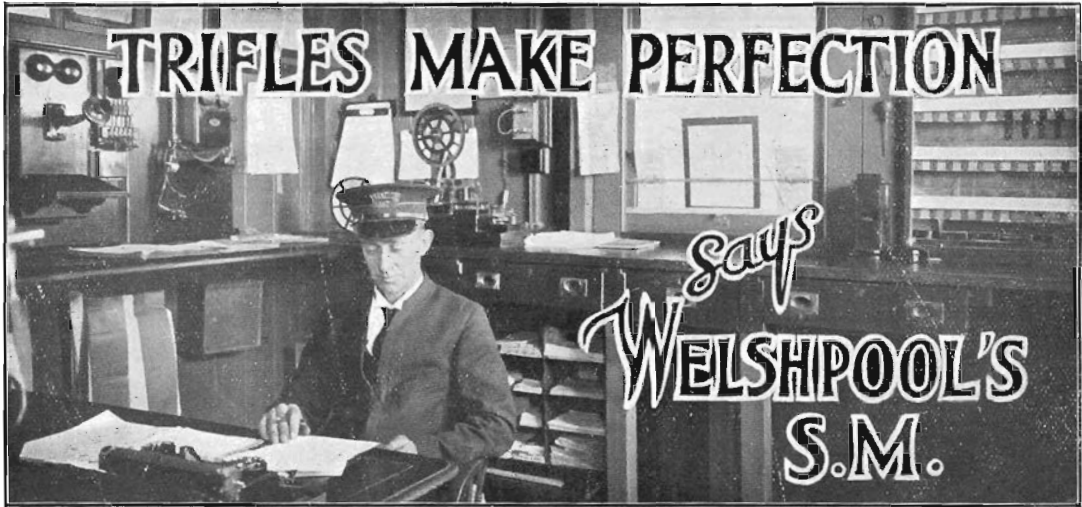
The guest-houses feature picnics. Teddy's Lookout, The Sanctuary, Phantom Falls, Sheok Falls, Splitters' Falls, Erskine Falls, Upper and Lower Kalimna Falls, Straw Falls and Melba Falls are all delightful picnic spots less than six miles from the township.



**T**HERE are few more attractive places for a holiday than the Gippsland Lakes, which, in series, stretch for upwards of 50 miles parallel to the famous 90-mile beach, and are separated from the Southern Ocean by a narrow rampart of sand hummocks. Rightly, they are said to form the most beautiful water chain in the Commonwealth, the brightest link of which is Lake Tyers.

Many and varied are the delightful spots which may be visited by car and motor-launch, while camping, fishing, boating, and walking trips call irresistibly to the holiday-maker.

Lakes Entrance, built on a narrow neck of land between waterways known as the Cunningham Arm and North Arm, is the most popular resort.



**A** RIGHT place for everything and everything in the right place." If this aphorism ever applied anywhere, it applies to Welshpool, where the efforts of the stationmaster, Mr. J. A. Kirk, to introduce tidiness and orderliness in and around the railway office and premises have met with a success which is reflected in the attractive appearance and efficient working of the station.

**T**HERE are carnations and roses. There are sweet peas and Canterbury Bells, poppies and snapdragons. There are glistening white borders of coral. There are two palm trees. There is a trim well-kept hedge which spreads its cool green length shadily along the platform.

Everything speaks of care and attention, of short shrift for slovenliness and untidiness. "Don't Drop Litter" is not a weekly ambition here. It is obviously a deep-rooted habit.

And just as Welshpool station's exterior is, so also is its interior. This is one of the cases where you CAN judge a book by its cover. From corner to corner of his spick-and-span office, from the dustless inkpot to the polished handle of the safe, the efficient control of Mr. Kirk is in evidence.

#### Knows Where Everything Is.

He knows exactly where to lay his hands on the key to the cream shed, the General Order Book, an envelope, a memo form, the "Paid-on" book, the load table, or a waybill. And so does the porter. And so will any relieving stationmaster who comes Welshpool way.

By the exercise of a little ingenuity, Mr. Kirk has contrived to add considerably to the inside appearance of his headquarters. For instance, he has proved that a smear of paste and a discarded black book-cover give quite a distinctive finish to any official docu-

ment which must be displayed for reference or direction. His rates for the carriage of fish, local fares, weights table and similar memoranda have been typed on sheets of uniform size and then pasted carefully in the middle of a stiff piece of black cardboard. The dark border makes a very neat and very effective frame, besides ensuring for the pages a longer tenure of life.

#### Ingenuity—And a Kerosene Tin.

In the same way, a humble kerosene tin cut into long strips has provided the inventive Stationmaster with all the material he needed to garb his ticket cabinet in a resplendent suit of polished armor. Now his tickets are adequately protected from dust, and the cabinet wears the complacent expression of a well-dressed man who knows he is well-dressed.

On the office table is a small frosted book-case. It contains the General Order Book, Appendix, Transportation of Goods Book, load table and all other stock books. Ready at hand, each book can be consulted immediately it is required.

Over the 'phone hangs the departmental list of code addresses. Rubbing shoulders with it is a concise framed statement of the various steps which must be taken in the case of an accident. The telegraph code is suspended near the telegraph instrument. Studded with hooks, a dark board displays the keys of all the locks around the station.





*The perfection of trifles needs the human trifle to make it complete. The photograph shows how happily S.M. and Mrs. Kirk agree on this point, while the human trifle itself appears to be quite in accord. Porter Lee (left) is still confining himself to the station's trifles, and the garden, portion of which is shown on the right, shows how well he is doing it.*

Each key bears an individual typewritten label.

That eccentric individual who shows his appreciation of the very clean floors by eating his dinner off them could give full play to his little gastronomic peculiarities at Welshpool. He could tackle a meal anywhere in the office. He could gorge himself to his heart's content on the bricks of the white-washed fireplace. He could have a real orgy in the lamproom.

Here in spotless surroundings, Welshpool's hand, hurricane and pillar lamps slumber away their peaceful hours of leisure. The Stationmaster has provided more elbow-room for these very useful railway furnishings by relegating to a special cupboard in the general goods sheds a quantity of stores which formerly occupied valuable space on the shelves of the lamproom.

Mr. Kirk doesn't seem to think that there is anything remarkable about his achievements. He admits diffidently that inroads on his spare time and the leisure of his energetic porter, Mr. A. S. Lee, are necessary to maintain the appearance of the station garden and its environs. And it's a bit difficult at times to contend with the fierce winds that sweep across from Wilson's Promontory or over the western plains.

He suddenly remembers that he and Mr. Lee have just planted 10 pine trees at the rear of the station and 10 gums along the approach to the platform from the town. He explains that he has been at Welshpool for just 11 months. Fairly brisk business there—heavy fish traffic, plenty of cream and two or three trucks of pigs a week in the summer. He supervises Hedley and the tram line to the jetty. He is banking station for five other stations.

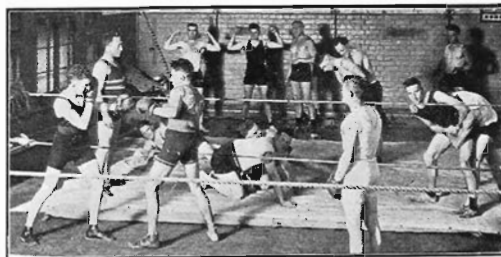
His innovations and improvements at Welshpool have been effected gradually, just as they occurred to him. His experience as relieving stationmaster had suggested many little trifles to him. Only trifles, though. Well, yes,—an unassuming laugh—he HAD heard that trifles make perfection.

That last remark fairly sums up the position. At Welshpool or anywhere else, in the Mallee or in Gippsland, at big stations or small, work must necessarily be performed more efficiently and more satisfactorily under pleasant conditions. Only when surroundings are untidy, when system and method are absent, does work become drudgery.

—R.H.

# What the Institute Stands For

By J. D. MICHIE



*Left : The Institute Telegraphy Class. Right : Wrestling under the tuition of "Billy" Meeske (second from left), and boxing under Instructor "Larry Copeland" (standing against the ropes in right foreground).*

**T**HROUGH its liberally broad system of Educational Classes the Victorian Railways Institute has placed within easy reach of every railwayman, both in town and country, a means by which he may qualify himself in all the complexities of railroading—qualify to fill any position in the Railway Service.

**K**NOWLEDGE is power nowadays, more than ever. And more than ever ignorance is a bar against personal advancement. Since general education has become universal, all may be inducted into "the shrines of literary grace," that is, knowledge.

The modern incentive to education is necessity, and since a modern element has entered in to the faculty of knowledge, so a new prize is the reward for its application. More than that, there is a penalty to-day on him that will not acquire knowledge. There is no need to speak of the mechanical and scientific advent in to-day's world. It is in its machine-rooms and laboratories that the axes of the world is set.

### Neglect Spells Failure.

The energy of workmen in technical skill makes the movement that rotates for the unending production of the world's material wealth. To neglect the power that keeps a man in step with processes that are now as much a part of common life as the movement of the planet, is to commit him to a state that is below the condition of his natural right, as well as a derogation of his duty and his worth.

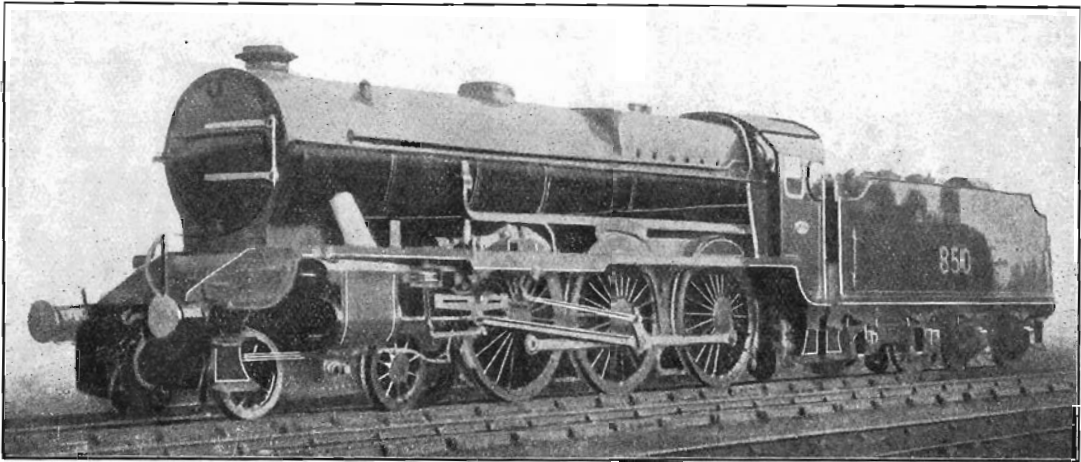
He must learn, then, not as men formerly learned, so that the grace of education would be an inward gift and an outward charm, but as a means to keep himself true to the status of his manhood, and to ensure his standing in life.

Crafts and industries are no longer to be manned by illiterates; there is a scholarship of benches that are not placed in high courts. There are degrees among the latter; there are masterships of motive power in steam, electricity and other forces that drive the engines of to-day and are to turn the wheels of to-morrow; there are professors in the dyer-room, the cellar, and on the ship. Look where you will the demand to-day is for trained workers of craft knowledge. Competency in some of the myriad branches of applied arts or industry is the passport to a useful and remunerative position; and this applies with as much force to the profession of railroading, as it does to any other calling.

### Advantage Leads to Advantage.

A post of advantage, a place in which the power of the human can be allied to the energy of machinery and the product be of personal and corporate good, is the sure reward of those who will fit themselves with needed equipment of knowledge. And the penalty for neglect of the duty of education is to be left in the flotsam and jetsam of the outworn and jettisoned.

Railwaymen have an advantage in that a considerable amount of utility education is available for them through the various educational classes of the Victorian Railways Institute. The doors are open there, at the Central Institute, as well as at its country branches for more and more students. It is



**GREAT BRITAIN'S MOST POWERFUL ENGINE.**—This locomotive, the "Lord Nelson," has just been constructed for the English Southern Railway. It is a 4-6-0 four-cylinder simple superheater engine with the drive divided between two axles. The angles of the crank are so arranged as to give eight separate impulses per wheel revolution. At 85 per cent. of the boiler pressure, the tractive effort is 33,500 lbs. (14.96 tons) against 14.12 tons, the highest figure hitherto developed in Britain.

no small thing that is offering in its classes, and, there are not many outside of railway works, who have an opportunity all within their own ranks.

The technical (as well as the general) educational facilities offering to all ranks and degrees of railway workers in Victoria is a splendid tribute to the foresight and enlightenment of those who have established the classes. The best acknowledgment possible is that all who possibly can, should bring themselves within the ægis of the advantage.

#### Exploded Excuse.

There is no truth whatever in the statement so frequently made by young men that they haven't the chances to rise that were open to their fathers. That doctrine has long since been exploded; for merit and efficiency demand and receive recognition quite as readily to-day as ever they did. And if a man is striving to improve himself mentally, the Institute classes give all the help required, although not by any spoon-feeding process.

Are you using these classes? The youth who enters the Railway Service as lad laborer or lad porter should enrol in the English course class which embraces English, Arithmetic and Geography. It is most essential that he should have a thorough grounding in these subjects, particularly English and arithmetic before he takes up other subjects. After he has passed through the English

course (Grade 2), he may then proceed to other subjects.

The junior clerk is catered for in shorthand and typewriting; employes of the Rolling Stock Branch, in engine working and Westinghouse brake; members of the Transportation Branch, in station accounts, management and safe working; and the Electrical Branch, in electricity and magnetism.

#### Variety of Subjects.

Other subjects taught are algebra, applied mechanics and mechanical drawing. All these are taught orally at the Institute, Flinders-street, and at some country centres, but correspondence courses are conducted for the benefit of country members who reside away from Educational Centres. These courses comprise station accounts and management, safe working, engine working, Westinghouse brake, permanent way maintenance and construction, arithmetic, English, algebra and shorthand. These are all quite apart from the physical culture classes, gymnasium, musical and dancing classes.

Those who desire to qualify for promotion in the service—and all should—have in these classes a golden opportunity to achieve such a purpose. The classes commence on January 31. Those in the junior grades should make up their minds to begin the New Year well by taking full advantage of the opportunities thus placed in their way.



### Where Ability Told

IF anybody has made a success of life by sheer ability to grasp and hold down opportunity, Mr. Gaven McMiken has. His career, which Mr. A. E. Smith, the C.M.E., recapitulated when presenting him with a valedictory camera, a pair of field-



glasses and a set of gold studs and links, from the staff, the other day, reads like a Henry Ford book or a volume from the Self-Help Series. Nowadays, of course, everybody knows Mr. McMiken—or knew until his retirement last month—as the courteous and genial Engineer in charge of the Rolling Stock Drawing office, but not everybody knows that “Old Mac,” as he was popularly known, joined the Department 36 years ago as a car builder. His ability as a tradesman who could read drawings soon got him the job of leading hand, and when a heavy car construction program was contemplated, he was transferred to the Drawing office. In 1914, he was given charge of the designing division, where his native Scotch shrewdness and thoroughness made his name synonymous with sound principles. With his daughter and son-in-law, Mr. McMiken is now on the “Oronsay,” Scotland-bound.

### Oyster

They tell a good story about Mr. McMiken’s oyster-like and persistent refusals to disclose the subject matter of his reports until they were ready for presentation. Returning once, from a visit to one of the other capitals, whither he had been sent to report on various aspects of rolling stock, he was met in a Head Office corridor by the C.M.E. “See anything new Mac?” asked the latter. “Weel,” said Mac, “there were a few things.” “But anything special?” persevered the C.M.E. “Oh, aye,” said the non-committal Mac. “What was the outstanding thing?” the C.M.E. persisted. Mac re-minated. “Weel,” he volunteered at last, “Ah foond Ah cud buy Munties there at half a poond for a shullin’, instead of twa ounces for the saxpence Ah hae to pay here.”

### Service with Flowers

SAYING it with flowers found a new variant in service with flowers at the hands of Conductor “Jim” Thompson and his wife, of Sale, the other day. Mightily appreciated service it was, too, and Resonians who dropped in to give Sale the once-over, and to whose service the flowers were bent, had a more vivid impression of that courtesy which railwaymen all over the State are trying to give. Conductor Thompson had it all neatly planned against the time that, headed by their chairman, Mr. J. Spencer Brunton, the Resonians were away from the train. At the word, Mrs. Thompson and a friend or two entered the dining car and decorated it from end to end with choice blooms from the Thompson and other gardens. Resonians were delighted, and Mr. Brunton personally thanked Mrs. Thompson. Jim, by the way is President of the Horticultural Society while Mrs. Jim is a enthusiastic member.

### The Personal Touch

RAILWAY policy as everybody knows, is to get out among the people, tell them what we are doing and secure their goodwill. That personal touch and its results, as far as Jung is concerned, were pretty well demonstrated a few weeks back, when the whole district turned out to say good-bye to Stationmaster L. Norwood, who has just been given the Casterton command.



For six years both the popular S.M. and his help-meet have identified themselves with all the local interests. The Federal Hall, for instance, largely owes its existence to his organising energy and his ability to wheedle the necessary £3000 out of the district’s collective pocket. Fittingly, the farewell was held in the hall. Everybody, from the parson to the cricket club secretary, said nice things about him, and emphasised them by giving him a tea and coffee service mounted on an oak tray. The hall committee made a special gift of a gold-mounted fountain pen. The previous evening the local branch of the A.N.A., of which S.M. Norwood was secretary, gave him a set of carvers, and wished him the best of luck.



### 100,000 Miles by Tram

**T**HERE are 30,000 railwaymen in Victoria but only one who can call him-self a horse-tram-driver. He is Wally Mansell, Welshpool's oldest railway identity.



He has been on view at the station for the past 32 years, and runs—or, rather, trots—two trips each way daily along the 3½ mile stretch of two-foot-six tram line between Welshpool and the jetty. This tram service was inaugurated in 1905.

Wally Mansell plied his whip, juggled his reins and clicked his tongue encouragingly on the

initial trip, and has been plying, juggling and clicking ever since. With the special trips he sometimes arranges for dances and fishing parties, he has covered more than 100,000 miles during the trams existence. He has watched seven different horses jog along in front of his two trollies, and he looks quite capable of watching another seven. His present steed is the sturdy 17-year-old daughter of the mare which took him on his first trip. Fish is Wally's favorite cargo; at least, that's the cargo he has to handle most. He has carried as much as six tons on one trip, and apart from his job, has seen no fewer than 22 different types of vehicles convey fish from the jetty. They ranged from buggies to bullock waggons.

### A Golden Good-bye

**F**OREMAN-SHUNTER T. Connole said good-bye to Woomelang railway yards the other day before proceeding to Woodend on transfer. And a large number of friends said goodbye to him at the home of a prominent local resident. Mr Wright-Pearson presented Mr. Connole with a cheque and explained that it was the wish of all the subscribers that the popular shunter should purchase an eight-guinea gold cigarette case to be inscribed—"To Thomas Connole from his Woomelang friends."

### Another Benedict

**A**NOTHER addition to the ever-increasing ranks of railway Benedicts was made at North Melbourne, a week or two back, when Clerk J. Rolls of the Loco Sheds registered the necessary qualifications. Previously, the sheds staff had discovered his candidature for matrimonial honors, and accordingly, one night after toil, they marched him into the Chief Foreman's office, presented him with a 14-day rose-wood dining-room clock and told him what good

fellows he and his future wife were. To all of which, as our correspondent puts it, "he feelingly responded."

### Still Going Strong

**G**UARD Tom Boyle, here pictured, is probably one of the best known men who blow a whistle and wave a green flag on the East Gippsland line. Everybody has a good word for Tom, as he is popularly known, from Orbost to Flinders-street. Tom has been in the service for goodness knows how many years—since 1889 we believe—and most of his time he's been on that particular section of line. The main point is that he's still going strong and able to give his "right away" with the best.



### His Own Boss Now

**F**OREMAN painter, journalist, lecturer in Esperanto, and now proprietor of a carrying business—such, in epitome, is the career, to date, of George Redfern, who was given, a gold watch, the glad hand, and a Greek vase for his wife, a week or two ago, by his friends at the Newport Shops. He had held down the first-named job there, with considerable ability, for some years until he succumbed to the lure of being his own boss. Now, a staunch unionist, he becomes a man of property—and, of course, a capitalist—up Wangaratta way. But nobody at Newport, or anywhere else, wishes him anything but luck, nevertheless.



George joined the Department as apprentice painter in 1897. Finishing his time, he worked his way through South Africa and England, for a year, and then came back to Newport, where, between painting jobs, he learned and subsequently lectured on Esperanto. Transferred to Bendigo, he worked off surplus energy by contributing articles to the local press there. Back to North Melbourne as leading hand, it wasn't long before he dropped into the sub-foreman's job at Newport, and on becoming foreman, successfully reorganised the paintshop.

# Flinders Street Goes a-Picnicking

**M**ORE than 800 railwaymen and their wives, children, cousins, aunts, sisters and sweethearts travelled to Mordialloc on Sunday, December 5, and a similar number ventured out on the following Sunday, December 12. The attraction was the third annual picnic of the Flinders-street Railway Social Committee, and although the weather gods frowned occasionally on both days a most enjoyable time was spent.

**A** STRONG committee looked after the organisation and supervised the running of races and handing out of gifts. Christmas stockings, lollies, balloons, caps and picture books were distributed free to about 450 children. The necessary funds were contributed by the station staff who raffled a pound note every pay day during the year and pooled the receipts.

Generous donations of trophies were made by the London Stores, Orient Hotel, John Snow & Co., Barnet Glass, Macrow's Dunlop Rubber Co., Sports Supply Co., Kodak, Swallow and Ariell, Direct Supply Jewellery Co., Rosella Co., Seppelt's and Messrs. J. Sames, S. Mauger, J. Safe, and J. Archer.

## The Winners

Winners of the varied sports program on December 12 were :—

**Four to six.**—Boys: M. Daley, 1; R. Barbour, 2; A. Moxom, 3. Girls: I. Green, 1; S. Hogan, 2;

J. Cray, 3. **Six to eight.**—Boys: C. Fell, 1; T. Rolls, 2; J. Robb, 3. Girls: L. Walsh, 1; Sadie Daly, 2; I. Reid, 3. **Eight to ten.**—Boys: E. Dwyer, 1; C. Jenkins, 2; K. Watson, 3. Girls: N. Valle, 1; E. Decker, 2; T. Herbert, 3. **Ten to twelve.**—Boys: A. Walsh, 1; E. Moxom, 2; L. Taylor, 3. Girls: A. Daly, 1; H. Shimmen, 2; B. Heuchl, 3. **Twelve to fourteen.**—Boys: J. Mullaly, 1; A. Beveridge, 2; R. Whelan, 3. Girls: D. Arnold, 1; A. Stone, 2; C. Mackey, 3. **Fourteen to sixteen.**—Boys: D. Norman, 1; W. Lister, 2; R. Hunter, 3. Girls: T. Crawshaw, 1; M. Taylor, 2; D. Cumberland, 3.

**Children of Guards and Porters.**—Boys under 14: J. Mullaly, 1; N. Valle, 2; C. Jenkins, 3. Girls under 14: D. Crawshaw, 1; L. Valle, 2; N. Reid, 3

**Old Buffers' Race.**—Con Walsh, 1; C. Oakes, 2; J. McVeigh, 3.

**Actg. Guards' Race.**—H. R. Reid, 1; W. McDermott, 2; P. Hock, 3.

**Porters' Race.**—J. Fiddes, 1; H. Harney, 2; C. Kennedy, 3.

**Suburban Guards.**—J. T. Miller, 1; A. Stevens, 2; A. de Grandi, 3.

**Married Ladies' Race.**—Mrs. E. Walsh, 1; Mrs. Herbert, 2; Mrs. Allen, 3.

**Single Ladies' Race.**—Miss Webberly, 1; Miss Lynch, 2; Miss Keary, 3.

**Wheelbarrow Race.**—Miss Webberly, 1 Steve Reade, 2; Harry Reid, 3.

**Committee Race.**—D. Wheelahan, 1; A. de Grandi, 2; C. H. Smith, 3.

## THE SAWS OF A SAGE.

Bright Lad Porters make good ticket "nippers."

"Tickets Please" when 100 per cent. are collected.

They don't use sand-soap to shine rails; moving wheels are the thing.

A good tip is that of a point oil brush well applied.

Distant hills are green, but Distant Signals are not always so.

Level Crossings were never intended to be motor spare part depots.

L. M. H.

## SIGNAL AND TELEGRAPH BRANCH PICNIC.

The 15th Annual Picnic of the Signal and Telegraph Branch will be held on Monday, January 17, in the Queenscliff Park. The "Weeroona" has been chartered for the purpose, and a strong committee is at work making such arrangements as will ensure the enjoyment and comfort of the prospective picnickers, both during the trip down the Bay and back again, as well as at the picnic grounds.

An excellent and varied program of sports will be carried out, hot water and milk will be supplied free, and sweets and toys will be distributed at the gangway of the steamer free to children under 14 years of age.

Tickets are on sale at 2s. 6d. for adults and at 1s. for children under 14.

## TO CORRESPONDENTS.

**J. A. Freer.**—Standard gauge, J.—"D" 2, G.K. 24, Super H.—T.F. 5, K (2). Narrow gauge, N.M. 14.—N.B., Tank Shunting (8). In N. Territory N.B. 2, N.F. 6.

**Out Back.**—The Institute Classes teach the subject, both orally and by correspondence, a full list of the classes, appears in this issue. Write to the General Secretary.

**Railway Lover.**—While the engine driver is in possession of it, no other train can either meet him or overtake him from the rear during the time he is running between the stations in the section. It locks the line from danger.

**N. S. Fleming.**—Thanks for your appreciative letter. Your suggestion is already on our list for future use in the V.R. Magazine.

This is the way to write a thoroughly angry business letter :—

"Sir,—My typist, being a lady, cannot take down what I think of you. I, being a gentleman, cannot write it. You, being neither, can guess it all."

"Feyther," said little Mickey, "wasn't it Patrick Henry that said 'let us have peace'?"

"Niver," said old Mickey. "Nobody by the name of Patrick iver said anything like thot."

"They tell me you have a model husband Mrs. Hicks."

"Yes, sir, but 'e ain't a workin' model."

## The Holiday Spirit



*Lowering clouds and occasional showers didn't prevent the Flinders-street picnickers from enjoying themselves—especially the kiddies.*

Why My Job is Important

# The Clocks Must Tell the Right Time

*"It is a daily occurrence to have several patrons around me asking for information about the movement of trains and 'buses. Now and again a passenger will come to me saying he is short of his full fare, and can I oblige until tomorrow. Invariably I do; invariably I have been paid back." So says Train Indicator Attendant J. O'Toole, who, in the following article, gives reasons why he considers his job important.*



**I**T is, of course, patent fact enough that the Victorian Railways, being the largest business in the State, must necessarily employ a large staff to man the almost infinite variety of jobs, each in itself essential to the effective functioning of the whole concern.

Among such a multiplicity of different callings, there are many jobs which greatly vary in their degrees of importance; but in my opinion, each job, even the most humble, is important. My experience which covers a period of 16 years in my present job, proves beyond doubt that there is still more and more in it to learn.

A similar experience, I feel sure, is common to each railwayman, and, if the views of each, in his own sphere of duties, could be obtained, I daresay he would say, as I have already said, that each railway job well done is important, and when estimated in the mass, produces, or should produce, a fulfilment of our slogan—"Co-operate for Efficiency."

But I am digressing, and must keep to my subject. I have charge of 13 train indicator clocks, arranged conspicuously in a row above the main entrance to the Flinders-street Station.

As is well known, each of these clocks serves a definite purpose, that is, its hands are timed to tell the railway traveller from minute to minute, hour to hour, during the whole railway day, the time his or her train will leave. In addition, a sign-board is exhibited under each dial showing the number of the platform from which the train starts, as well as non-stop stations. Thus, it will readily be seen how important it is that these indicators as well as the directing boards, which, separately make the clock faces intelligible should be accurately set, so as to convey correct information to travellers, any one of whom, if misled through carelessness on the part of the attendant might be subjected to very great inconvenience, and probably loss.

When I scan the faces of the thousands and thousands of railway patrons who daily swarm out and in, I cannot but be interested in them. Some seem to be dreadfully in earnest, while others are wreathed in smiles. They seem to reflect all sorts of human stories—stories of hope, of intense endeavor, or of the minor tragedies of daily life.

I must say though, that, regarding the people who pass me daily, either as individuals or collectively, they're a decent lot—90 per cent. affable and courteous, which to me is an incentive to cultivate more and more a like-mindedness. By such means one can do one's job much more pleasantly. Besides, one is afforded more opportunities for studying the calibre of the various types with whom one has to deal, and so find out how best to serve them.

A lady, greatly agitated came to me the other day. "Oh, porter," she said, "I promised to meet my sister here, just under the St. Kilda clock, and I'm half an hour late! Did you see her?"

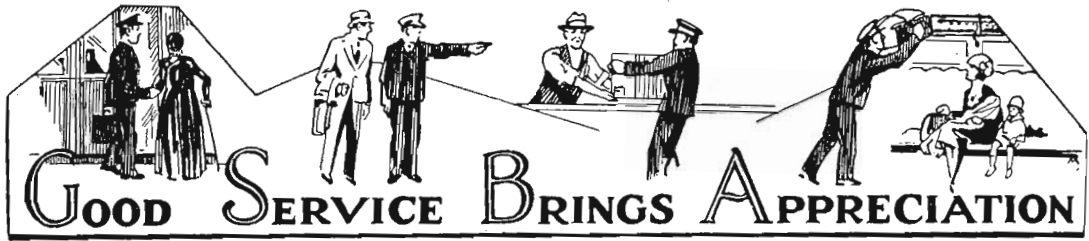
"Madam," I replied, "I am not sure whether I know your sister."

"Oh, yes I think you would know her," said the lady, "She was dressed in a lavender colored frock, and was wearing a bluish tinted hat, trimmed with a golden coloured ribbon with a rosette in front, and tan shoes laced with a pea-green ribbon tied in a bow at the top. Should she come back, tell her I've gone to so-and-so's to do my shopping." "Certainly," I replied, "I'll tell her."

I saw neither the lady nor her sister again, so I presume they duly met. But I think I managed to restore the former's peace of mind.

The foregoing are only a few of the reasons that suggest to me the importance of my job. It would be rather a long story to tell you more.





#### LOST AND FOUND.

RECENTLY, I left my travelling rug in the Port Fairy train at Camperdown. The next day, on inquiry at the station, it was returned to me with the information that Conductor Brown had handed it to the Stationmaster. I would like to express my appreciation of the Conductor's care of my property, and would take this opportunity of stating that I travel a good deal on this line, and have, on more than one occasion, been obliged to him for acts of courtesy, and for help. I do not know if I am putting this through the proper channels, but you will, I am sure, sir, see that this appreciation reaches the proper quarters. Most folk are ready to complain when things go wrong (I know I am), so I feel that it is up to one to report good service to the Department just as readily.

—George Cole, Virginia-street, Geelong, writing to the General Superintendent of Transportation.

#### HELP FOR AN INVALID.

I DESIRE to take the opportunity on behalf of Mrs. Goudie and her sister, when bringing their invalid mother from Ultima to Maldon, last Monday, to thank the railway officials, en route, for their exceeding kindness in rendering every necessary assistance on their journey. The S.M. at Ultima, Mr. Harding, at 2 a.m., (a host in himself); the S.M. at Bendigo had, with Mr. McCurdie, arranged for seats in the Melbourne train, all difficulties being smoothed away on my arrival at Bendigo, being unavoidably a few minutes late. Owing to their kind consideration, the patient arrived at Maldon quite pleased with the journey. Extending our heartiest thanks and wishes to all concerned, I remain, etc.

—G. and E. M. Goudie, writing to the Secretary.

#### 100 PER CENT. SERVICE.

(By the Editor).

GOING home, the other night, I did a foolish thing. For the first time in my life, I left my bag in the train.

Inside it were departmental papers and about sixty pages, in embryo, of this issue of the Magazine, which I intended to work on, that evening.

It came upon me suddenly, about a hundred yards from Malvern station—that horrible hot-and-cold panicky realisation that my bag was speeding merrily and ownerless, Oakleigh-wards.

Visions of endless inquiries, of going to press days late, of resultant "please explains," loomed up, as I hurried back to enlist the help of R.A.S.M. Auld. That was at 6.25 p.m.

Mr. Auld was promptitude personified. Within five minutes he had told A.S.M. Harley, of Oakleigh, all about it, over the wire. Back came O. in C. Harley's ring a few minutes later: "Bag found. Sending it on by the next train."

At 6.53 p.m. exactly—less than half-an-hour after I had discovered my bag's truancy—it was back in my (I hope) safe keeping.

But Mr. Auld waved aside my thanks. "It's a pleasure," he said simply.

After that, who says we haven't an efficient and co-operative service?

If we hadn't, you wouldn't be reading this now  
H. C. F.

#### EXCURSION'S SUCCESS.

IN connection with the Rutherglen Schools' Excursion to Beechworth on October 29, I would like to congratulate those officers who were in charge of the service. The running of the trains was excellent as the vexatious delay of past excursions to Everton was, this year, missing. I would like also to mention the courtesy of the Stationmaster and staff at Rutherglen, also at Wahgunyah, Springhurst and Beechworth. Special praise is due to Mr. Baldock, Traffic Inspector. The second train was likely to be delayed owing to special cup traffic, but thanks to Mr. Baldock our train was worked through in a manner deserving of praise. It was the work of such officers that contributed to a great extent to the success of the excursion. I trust that these remarks will not be amiss, but I really thought that the services given were worthy of remark.

—W. C. Phillips, Hon. Secretary Excursion Committee, writing to the General Superintendent of Transportation.

#### WORRY LIGHTENED.

WHEN travelling to Kyabram by the 4 p.m. Albury express on 13th November, my wife and our little girl unfortunately failed to change trains at Seymour, and were compelled to stay the weekend at Wangaratta.

At Wangaratta, Seymour, and on the trains, they received most kindly consideration and assistance, and I wish to express my sincerest thanks to those who by their courteous actions helped to considerably lessen the worry and anxiety of the situation.

Had my wife been financially embarrassed, there were those who were prepared to assist her, and this fact gave further evidence, if such were necessary, of a sincere desire to help.

—A. B. Collocott, "Viti," Railway-street, Mordialloc, writing to the Chairman of Commissioners.

(Continued on next page)

**EMPIRE PARLIAMENTARIANS APPRECIATE OUR SERVICE**

**T**ANGIBLE evidence that the arrangements made in Victoria for the travelling comfort of the Empire Parliamentary Delegates on their recent visit were appreciated, is contained in the following letter dated November 22, and addressed to the Minister for Railways:—

"The Members of the Delegation, representing the Empire Parliamentary Association in the Parliaments of the United Kingdom, Canada, New Zealand, Union of South Africa, Irish Free State, Newfoundland, Indian Empire, Southern Rhodesia, and Malta, are now about to conclude their visit to the Commonwealth, and I am desired by every Member of the Delegation to express to you how much we appreciated the luxury and comfort afforded by the special train which you so kindly placed at our disposal when travelling through the State of Victoria.

I am desired especially to mention the courtesy and attention shown to our delegates by your officials, of whatever rank, throughout our journey. Tours such as these are strenuous, and it is, therefore, of great assistance to have the travelling and catering arrangements complete and well-organised.

Please, therefore, accept from me, on behalf of the entire Delegation, our grateful thanks for making our tour through your State so enjoyable.

The Delegates would appreciate it very much if you could cause to be made known to your Railways officials concerned how much we all appreciated their kind attention.

Believe me, yours sincerely,

**SALISBURY,**  
Chairman."

**"COURTESY AND PROMPT EFFORT."**

**Y**OU will be pleased to know that my wife's bag turned up in car at Hampton. I would like to convey our appreciation of the extreme courtesy and prompt effort made by your staff to trace it.

—J. Sussens, 54 Darebin-street, Heidelberg, writing to Stationmaster R. H. Southorn, Glenhuntly.

[According to S.M. Southorn, credit in this instance, is due to Acting Porter F. N. Morris.]

**PROMPT DELIVERY.**

**O**N behalf of the firm of Bray and Hateley, we desire to express our appreciation of the promptness in the delivery of a quantity of Binder twine from Geelong. This twine was despatched from Geelong on the 25th instant by the 11.25 p.m. and delivered in Natimuk on the 26th instant by the 5.40 p.m. We also desire to express our thanks to your local Stationmaster, Mr. E. Jolly, in his efforts to get this twine through as it was a very urgent consignment.

—W. C. Bray, Natimuk, writing to the Chairman of Commissioners.

**RECORD TRUCKINGS.**

**W**E desire to express our appreciation of the able manner in which truckings ex our sale here on November 10 were handled by your Department, which we believe must have been a record number of trucks handled at one station in the time. We thank you for the prompt attention given to all requests in connection with this sale.

—McKenzie & Co., Stock and Station Agents, Echuca, writing to the Live Stock Agent.

**FURNITURE REMOVED SAFELY.**

**S**ORRY not to have written before this, but now take the pleasure of thanking you for the promptness with which you despatched my furniture from Melbourne to Bendigo. It was delivered to my house on the Tuesday morning, and I found it in a satisfactory condition and free from breakage. Again thanking you.

—C. M. Nott, Commonwealth Laboratory, Bendigo writing to the Goods Agent Spencer-street.



*PIERROTS GAY ARE WE.—The Mitiamo Follies, organised by Mr. H. C. Hayward, Manager of the Mitiamo Refreshment Rooms. Their successful series of concerts during the past winter benefitted many local causes. Back row (left to right) : Stationmaster H. R. Callaghan (violinist), Mr. Hayward (comedian), Mr. C. Howell (light baritone), and Operating Porter R. Seddon (baritone and comedian). Front row : Mrs. McKenzie (soprano), Mrs. Callaghan (soprano) and Mrs. Hayward (accompaniste and contralto). All the costumes of the company were made by Mrs. Hayward.*



(By Eileen)

## RESOLUTIONS—WHO KEEP THEM BEST?

**B**OTH man and woman are prone to break to-morrow the resolution made to-day. But who is the worse offender? Woman's resolutions are perhaps less ostentatious than man's. She resolves more in solitude—her hopes and fears are deeper. Being a woman, I believe woman keeps her resolutions best. The woman does more—she inspires man to keep his.

Unfortunately, many of us make our resolutions only to break them as soon as made, or at best, allow them gradually to escape our memory.

The facility for allowing steadfast intentions to be waived is a very noticeable trait in human nature, and more often than not this frailty in our characters causes a deal of trouble and consequent self-recrimination.

It behoves us to remain constant to our resolutions, made in the light of experience

suffered and borne by us—else where would be the benefit of our experiences? There is no doubt of the truth of the old saying "experience teaches."

Another benefit which undoubtedly results from overcoming the temptation to forget our resolutions is that our character is greatly strengthened. Let us therefore not only make good resolutions now, but strive hard to keep them, and, at the end of the year, be happy in the thought that our New Year resolutions have not been just a matter of form.

A woman's life is made up of "little things" that mean a whole lot. The man should remember this and keep his good resolutions for the woman's sake. He should do more and resolve to remember to help the woman keep hers.



---

*Three and a half yards of striped Fuji makes this neat little frock, which is quite simple to create.*

*The effect is gained by running the stripes in the skirt in the opposite way to the bodice. The bodice is plain, and the skirt merely a straight piece of material with two or three inverted pleats in the front.*

---

### SILK HANDBAGS AGAIN.

**T**HE fashion in handbags seems to be changing once again, and it looks as if we are to revert to the silk handbags so popular here, a year or so ago. Those girls who have kept their old mounts will now be able, with the aid of half a yard of taffeta or silk material, to make a very handy bag.

Perhaps you have some small pieces of material left over from a dress, which would be suitable.

### HOME HINTS.

**Raspberry Cake.**— $\frac{1}{4}$  lb. butter,  $\frac{1}{2}$  cup sugar, 1 egg, 1 heaped cup flour, 1 teaspoon baking powder, chopped almonds.

Beat butter, sugar and egg to a cream. Then add flour and baking powder. Roll out thin. Halve the mixture, spreading raspberry jam on one side and then covering with the other. Moisten with milk and sprinkle on top with chopped almonds. Bake in moderate oven.

**The Useful Lemon.**—The juice of the lemon added to a basin of cold water is excellent for rinsing greasy hair.

When using dripping instead of butter in cakes or pastry add a little juice of a lemon, and the dripping will not taste.

# What the Victorian Railways Did in 1926

*NINETEEN-TWENTY-SIX witnessed steady progress in railway undertakings throughout Victoria. New lines were opened, all approved conversions from steam to electric traction completed, and the construction of bigger trucks and more powerful locomotives commenced.*

**P**ROBABLY the most important railway event of 1926 was the opening of the Balranald line, in March. Extending north-west for 120 miles from Barnes on the Echuca-Deniliquin track, the new line has practically added a province to the area served by the Victorian Railways. And it is a very rich province, too. Already, in this first season, large quantities of wheat have been harvested from land previously used for sheep grazing.

In another sense, the inauguration of the line should indirectly have a beneficial influence. The presence of Victorian railwaymen in New South Wales territory, assisting to develop the resources of one of the most productive districts of that State, should tend to dispel the dwindling clouds of narrow-minded parochialism and bigoted interstate jealousy still lingering in certain quarters.

Another addition to Victoria's railroad mileage during the past year was the inception of the Kooloonong-Yungera line. This rail length also has important developmental possibilities.

## Electric Line Extensions

Then, too, there were important extensions to the electrified area. Chief Electrical Engineer Colwell's overhead cables advanced from Eltham to Hurstbridge and from Newport to Altona. These two conversions cleared up the existing electrification program.

But, apart from electrification, electric practice intruded very noticeably in Victorian railway operation in other directions. Twelve express locomotives, with the hearty approval of the drivers, were equipped with strong electric headlights. Further installations to 35 engines are contemplated early this year. Electric lighting of passenger cars was proceeded with as well, and gas globes are becoming very rare on main line trains now.

Nineteen-twenty-six also saw the initial run of the famous Geelong Flier. Covering the 46 miles between Melbourne and Geelong in 60 minutes, although hampered by an eight-mile passage along heavily-taxed sub-

urban tracks, the train is an effective answer to the road vehicles and their dusty, two-hour journey.

Passenger train schedules generally were improved, particularly in North-eastern Victoria and on the Mildura and Geelong lines. The provision of automatic staff exchangers has permitted the faster movement of non-stop traffic. This ingenious contrivance, erected close to the rails, delivers the station staff to the engine and retains the engine's staff without checking the speed of the train.

## Motor Coaches

Then there was the development of the department's road motor services. Introduced to protect the revenue, the railway motors now ply between Melbourne and Geelong, Belgrave and Portsea. They have been accorded satisfactory patronage which is expected to maintain the increase recorded over recent months.

Following the custom in other parts of the world, the Commissioners decided to bestow distinctive names on the more important passenger trains. Titles such as the "Sydney Limited," "The Overland" and the "Great Northern Limited" have given an individuality to expresses which were formerly known only by their destinations and starting times.

Rolling Stock men have reason to remember 1926. Preliminary plans of the new 3-cylinder "Pacific" engine were drawn up. The first locomotive "booster" (a detailed description of which appears elsewhere in this issue) was fitted to engine "N" 110. Two steel dining cars, 10 ft. wide, were constructed at Newport—the first steel cars built at the workshops. Several country carriages of an enlarged type were added to Victoria's rolling stock assets, too. A start was made with the installation of the safe and handy automatic coupling. It was decided to begin the construction of 40-ton trucks and a large number of 30-ton louveres.

Altogether, therefore, 1926 was a year of achievement and progress in the Victorian railway world.

# Jottings From the Institute

## INSTITUTE CLASSES WILL SOON REOPEN

**T**HE Educational Classes for 1927 will reassemble on Monday, January 31. They comprise Oral Classes at Melbourne, Ararat, Bendigo, Ballarat, Benalla, Colac, Geelong, Hamilton, Korumburra, Maryborough, Seymour, Stawell, Traralgon, Wonthaggi, Woomelang, 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.

## MELBOURNE DIVISION.

Classes which commence on Monday, January 31, are open to all employes 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 rolls.

Students will be charged a registration fee of 1s. for enrolment in 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 his home to Flinders-street and return, on application to the Head of his branch.

The class work is divided into four terms of 10 weeks, as follow:—First term—January 31 to April 9. Second—April 18 to June 25. Third—July 4 to September 10. Fourth—September 19 to November 26.

## SOCIAL CLASSES.

Social Classes will recommence on January 31. They are spread over four terms—January 31 to April 9, April 18 to June 25, July 4 to September 10, and September 19 to November 26.

Fees are 12s. 6d. per term for class tuition and 25s. for individual instruction. Dramatic art, elocution and public speaking will be taught by Miss Winifred

Moverley, assisted by Miss Adeline Strain; piano-forte by Mr. R. W. Brown, L.R.C.M.; singing and voice production by Mr. and Madame Gregor Wood; banjo and banjo-mandolin playing by Miss S. W. Ridoutt; orchestral and stringed instruments by Mrs. Agnes Smythe; woodwind and brass instruments by Messrs. A. Wallace and A. Belcher; dancing (fancy, ballet, toe and eccentric) by Miss Dorothy Gladstone, assisted by Miss Lucy Gladstone. Special reduced fees for this last class are available for Institute members. Terms may be obtained at the General Secretary's office or from either of the instructresses.

## MOONLIGHT TRIPS.

Further Moonlight Trips will be held on Tuesday evenings during January and February. The selected dates are January 11 and 25 and February 8 and 22. The bands which will accompany the steamer will make special offerings to King Jazz. Tickets at 2s. each are procurable at the General Secretary's office and at all suburban stations.

## ACCOUNTANCY CLASS.

Consideration is at present being given to the question of commencing a class in railway accountancy at the Institute. Hopes are entertained that the project will materialise.

## TELEGRAPH CLASSES.

All telegraph classes throughout the State have now come under the control of the Institute. Hitherto their supervision had been divided, the Department controlling some classes, the Institute others.

## SAFE WORKING.

At Ballarat, a class in safe working has been commenced. Mr. J. O'Connor takes the place at the blackboard.

## NEW BUILDINGS.

Seymour and Geelong members are looking forward to the erection of new buildings at those centres. The site for the Seymour building has been selected and cleared, and it is anticipated that construction will begin at an early date. Geelong will receive attention immediately afterwards.

## NEW INSTRUCTOR AT BALLARAT.

Mr. G. E. Lewis has been appointed instructor of the class in English at Ballarat centre.



*That railwaymen's interest in gardening is not always confined to admiring the "other fellows' flowers is shown by this photograph of Supernumerary Repairer W. P. Hutchinson's garden at Clarkefield. He is competing for a prize for the best kept garden there.*

**SAFETY LAST—AND A MORAL**

**T**HAT the observance of Safety First as a slogan, as a principle, as a law of life, is essential not only to railwaymen, but to members of the general public as well, is amply demonstrated by a recent case at the Court of Petty Sessions, Terang, in which a motorist was fined £4, with £3 2s. costs for negligent driving which involved a level-crossing accident.

The evidence disclosed that the 2.55 p.m. up Port Fairy train and a motor car travelling towards Terang were simultaneously approaching the Mortlake level crossing, on September 18. The train driver sounded his whistle at the whistle-post and again about 50 yards from the crossing, but as the car still sped towards the crossing, he applied his brakes. The car then appeared to slew towards the rear of the train and collided with the trailing bogie of the leading car. The motor-car driver was uninjured, but his car was severely damaged.

Two motor cyclists who saw the train approaching the crossing, warned the driver of the car to stop, but he apparently paid no heed.

A stay of proceedings was granted to allow defendant to consider the question of appeal.



*OFF DUTY.—Members of the staff at Murrabit. Left to right: Driver A. Comber, Mrs. Maher, Guard-in-charge L. Maher and Repairer J. Rowe.*



He—I'd like to offer you a cigarette, but—  
She—Don't bother. I never smoke cigarette butts.

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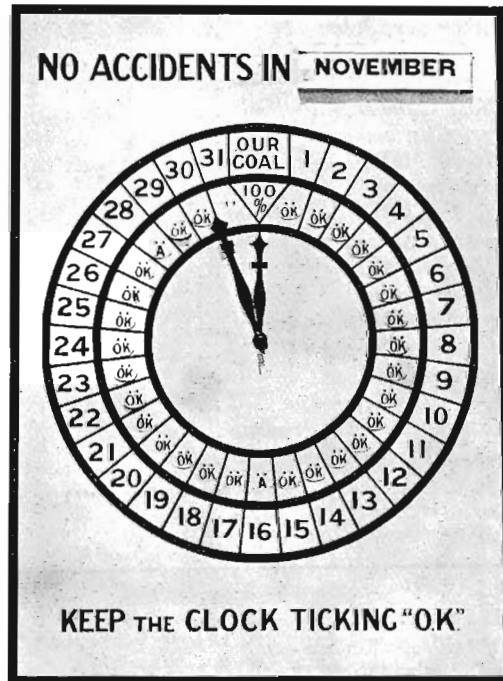
**DISREGARDING  
SAFETY.**

*Safety Chain hanging;  
useless as a protection  
against a fall  
from the cab.*



**PRACTISING  
SAFETY.**

*Safety chain fastened;  
a guard  
against a fall from  
the cab.*



*The large clock used at the Jolimont Workshops to denote the progress of the "No Accident" drive conducted during November.*

**"NO ACCIDENT" DRIVES AT JOLIMONT WORKSHOPS AND MELBOURNE GOODS SHEDS.**

**O**NLY two "lost time" accidents occurred during the "No Accident" drive at the Jolimont Workshops, during November.

This was a fine achievement, in view of the fact that more than 700 men are employed at the Workshops.

**A**SIMILAR drive was conducted at the Melbourne Goods Sheds during the same period. The number of accidents which occurred was 15, as compared with 14 for the month of October, but, owing to increased shipping, the number of men employed in November was greater than in the previous month.

Taking this factor into account, and that the monthly average of accidents since organised safety work was commenced, in July last, is 13, as compared with 21 for a similar period last year, the results achieved may be regarded as indicative of the growing interest in safety among the men at the Melbourne Goods Sheds.

# Victorian Railways Honor Roll

## RECENT RETIREMENTS.

*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.*

	Date of Appointment.	Length of Service.
W. H. Murphy, Electric Train Driver, Jolimont	... 1883	43 years
E. Neil, Driver, North Melbourne ...	... 1883	43 years
H. Carnsew, Stationmaster, Ebden	... 1886	40 years
D. Healy, Relieving Stationmaster, Room 9	... 1886	40 years
T. Hayes, Stationmaster, Springhurst	... 1886	40 years
J. Robinson, Stationmaster, St. Albans	... 1886	40 years
H. J. Rimington, Fitter's Assistant, Ballarat East	... 1887	39 years
M. Looney, Ganger, Bylands	... 1887	39 years
J. Nunn, Electric Train Driver, Jolimont	... 1888	38 years
A. E. Drury, Ganger, Tarwin	... 1888	38 years
J. Nugent, Ganger, Warragul	... 1888	38 years
M. Walsh, Repairer, East Camberwell	... 1888	38 years
H. McShanag, Repairer, Castlemaine	... 1888	38 years
W. Challis, Hostler, North Melbourne	... 1889	37 years
G. Fuller, Driver, Maryborough	... 1889	37 years
R. A. Jamieson, Electric Train Driver, Jolimont	... 1889	37 years
R. Craig, Skilled Laborer, Arden-street	... 1890	36 years
J. Howard, Repairer, Maryborough	... 1891	35 years
J. Duggan, Guard, Flinders-street	... 1901	25 years
J. A. Campbell, Driver, North Melbourne	... 1903	23 years
J. D. Henderson, Driver, Maryborough	... 1903	23 years
W. B. Boothey, Repairer, Stawell	... 1910	16 years
E. Brown, Car-cleaner, North Melbourne	... 1911	15 years
J. D. Thomson, Car-cleaner, North Melbourne	... 1911	15 years
S. Trengrove, Blacksmith, Newport	... 1913	13 years
J. E. Todd, Driver, Stawell	... 1913	13 years
S. J. Tuono, Skilled Laborer, Bendigo	... 1920	6 years
A. Bennett, Repairer, West Brunswick	... 1920	6 years

### THE LAST MILE POST.



he had obtained six different certificates with flying colors before his death. He passed the examinations in ambulance, ticket checking, morse telegraph, electric staff system, tablet system and staff and ticket working. He was about to sit for his double-line block certificate and seemed certain to secure that too.

**W**ITH the untimely death of Mr. Robert Malcolm Coghill, porter at Toorak, the Department has lost one of its most promising young men. Mr. Coghill, who was killed in a motor cycle collision a few weeks ago, had a remarkable record of successes in departmental examinations. He joined the Department in January 1924, and such was his natural aptitude and diligence at study, that

### OPPORTUNITY.

**W**E have seen the star! rise and follow,  
Arouse thee, brother," the wise man said.  
"What, in the night? What wilt thou follow,  
By which of the twinkles in heaven's dim hollow  
Into the desert wilt thou be led?"

"We have seen the star, where star was never,  
Calling us brother, in the Eastern dark;  
This is the portent we follow, and ever  
We near the end of our life's endeavor,—  
Thou, too, canst see wouldst thou only mark!"

"No star I'll follow, dim night is for sleeping,  
A phantom is this ye will follow too far;  
Balm of the night my senses are steeping,—"  
The wise men departed, their faithful watch keeping,  
The unwise remained, but no more came the star.  
—William P. McKenzie, in "The Sower and Other Poems."



# Daylesford Carnival Success

A PEACEFUL invasion of Daylesford was organised and carried through without a hitch by the Victorian Railways Institute on Saturday, November 27. Two thousand strong, the army from Melbourne was accommodated in three special trains. Hundreds of railwaymen and their friends also converged on Australia's famous Spa centre from Ballarat, Maryborough, Kyneton, Ballan. Clunes, Woodend, and neighbouring towns.

"THE best conducted sports meeting ever held here." Thus Cr. Weir, Mayor of Daylesford, to Mr. J. S. Rees, General President of the Institute, as the two watched the sporting carnival draw to a close on the Saturday afternoon at Victoria Park.

And his Worship's generous tribute was not undeserved. From the moment the crack of the pistol in the first heat of the V.R.I. Handicap startled the lady visitors until the last strains of the Newport Workshops Band's rendering of the National Anthem had died away, everything went with a swing that spoke volumes for the thoroughness of the preliminary organisation work, and the energy and enthusiasm of the sports officials.

The weather was ideal and the program comprehensive enough to satisfy everybody. There were sideshows, an aboriginal playing an organ and a gentleman with a dog which could apparently do anything except sign a cheque. There were shies, a Tower of Death, a Flying Torpedo and the smallest Bearded Man in the World. Close to the tent which protected the diminutive individual who apparently had never heard of Gillette's invention of the safety razor, a phrenologist sought earnestly to lure the populace to have its collective bumps felt, while in the boxing ring, immediately opposite, gloved youths sought with just as much eagerness to present one another with more bumps than Dame Nature had intended them to have.

## The Referees.

With a handkerchief fluttering in sheik-like fashion under his hat, Mr. Syd Sherrin represented the late Marquis of Queensberry; while Mr. F. Adams crawled, somersaulted, pivoted, skipped, strained, pulled, heaved and perspired around the exponents of the grappling art.

Although he had a pressing appointment in the evening with a recent notable visitor from America, one, Michael Yokel, together with Billy Meeske (heavyweight wrestling champion of Australia and instructor at the Institute) paid a flying visit to the ground and indulged in some strenuous tumbling, acrobatics and calisthenics.

In addition, there was highland dancing and weight-putting, foot racing and javelin throwing, cycling and fire brigade events.

Mr. George Dowsett was Master of Sports and, as usual, always where he was most wanted. His righthand man was Mr. R. A. Guyot, who demonstrated indisputably that the Man in Grey is not the only railwayman who knows how to use the megaphone. The V.A.A.A. and V.A.C.U. were officially represented, and the active assistance of a strong committee of local office-bearers was supplemented by the support of Messrs. Falloon, O'Haire, Miller, Ramsay, Gallagher, Donald, Stewart, Wilson, Foster, Eddy, Galbraith, Deller and Cosgrave. Mr. P. Fennessy kept a light finger on the trigger of the starting pistol.

In the evening the Institute's galaxy of musical, vocal, elocutionary and terpsichorean talent presented an excellent program in the Town Hall, and on the Sunday afternoon the Newport Workshops Band entertained the large crowd of holidaymakers

at the Hepburn Springs. A collection was made on behalf of the Daylesford Hospital and, mellowed by the combined influence of the sparkling Spa water and the delectable offerings of Band Master Belcher's musicians, the listeners dug deeply when the boxes went round.

The Hospital benefitted again on Sunday evening when a well-filled hall heard as fine an entertainment as has ever been given in Daylesford. Misses Winifred Moverley, Florrie Gordon and Minnie Paton, Messrs. W. Davey, W. Roberts and Reg. Brown and the Newport Workshops Band all gave of their very best. Consequently Mr. Galbraith, with an anxious eye on the hour hand of his watch was constrained to appeal to the audience for a little forbearance in the matter of encores.

Speaking on behalf of the Hospital, at the interval, Mr. MacDonald, M.L.A., expressed the deep gratitude of the people of his district for the generous help which the Victorian Railways Institute had given the institution that afternoon and evening. A nation's prosperity and wellbeing depended on the health of its people, and the Daylesford Hospital could claim to be doing its part in the fight against disease and sickness, he said. Great praise was due to the visitors for their voluntary and valuable assistance.

## Successful Competitors.

At the sports on the Saturday afternoon, the following competitors were successful in catching the judge's eye:—

V.R.I. HANDICAP (100 yards): W. M. Whyte, 1; A. Hockey, 2; H. A. Mitchell, 3. Deep Springs Handicap (one mile): W. Ryan, 1; N. Benbow, 2; W. M. Whyte, 3. Daylesford 220 yds. Handicap: J. W. Fowler, 1; L. A. Blood, 2; J. A. McGlashan, 3.

CYCLING.—Hepburn Springs Handicap (half mile): P. Wills, 1; E. Rosenthal, 2; D. Newlands, 3. Open One Mile Handicap: L. Edgell, 1; R. Wills, 2; A. Millard, 3. Five Mile Championship: S. Whiteoak, 1; C. Minehan, 2; W. Clements, 3.

WEIGHT PUTTING: W. J. McGrath, 1; J. More, 2; F. T. Maher, 3.

JAVELIN THROWING: W. McGrath, 1; R. D. Asker, 2; J. Bishop, 3.

WRESTLING: J. Dignam d. C. Angelo (lightweight); T. Bolger forfeited to F. Bayfield (middle); J. McKenna d. S. Todd (heavy).

BOXING: J. Smith d. Coomber (featherweight)

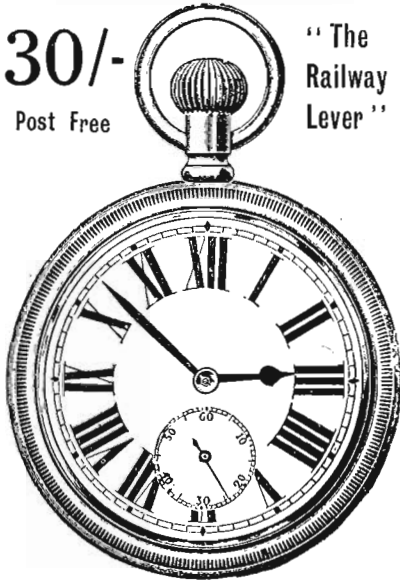
FIRE BRIGADE EVENTS.—Reel and Hose: Ballarat City, 1; Kyneton, 2; Ballarat, 3. Ladder Race: C. Webb (Ballarat), 1; W. Vorbach (Daylesford), 2; J. Tognini (Daylesford), 3.

DANCING.—Highland Fling (under 8): J. Young, 1; E. Cooper, 2. Twelve and under: M. Young, 1; J. Lloyd, 2. Over 12 and under 15: I. Patterson, 1; S. Edwards, 2. Sean Truibhais (15 and under): J. Lloyd, 1; M. Young, 2. Over 12 and under 15: E. Nunn, 1; D. Brenchley, 2. Sailor's Hornpipe (12 and under): E. Keys, 1; J. Lloyd, 2. Over 12 and over 15: E. Nunn, 1; H. Collins and D. Brenchley, equal, 2. Irish Jig (12 and under): E. Keys, 1; V. McNess and L. Causon, equal, 2. Over 12 and under 15: H. Collins, 1; I. Patterson and M. Anderson, equal, 2.

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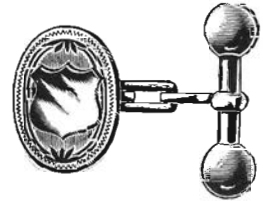
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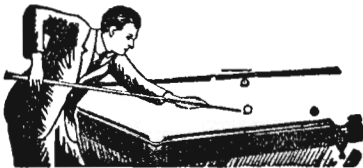
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## BOOKS AND NEW BOOKS

- "Diesel Engines—Marine—Locomotive—Stationary"—By David L. Jones—A valuable book for the Engineer.  
"The Man Who Understood Woman"—By Leonard Merrick—A book of short stories that will make a wide appeal.  
"Young Anarchy"—By Sir Phillip Gibbs—A most fascinating novel.  
"The Money Master"—By Sir Gilbert Parker—is a Historical Romance finely conceived.  
"The Phantom Train"—By Douglas Timins—A thrilling mystery train story.

**D**IESEL Engines — Marine — Locomotive — Stationary," by David L. Jones.—The Norman W. Henley Publishing Coy., New York; 565 pages and illustrations. Is a complete thoroughly practical and comprehensive treatise describing American types of Diesel engines, with instructions for their installation—operation and maintenance.

This is a practical book written by a practical engineer—the author is Commissioned Chief Machinist, U.S.A. Navy, and Instructor, Diesel Engine Department, U.S. Navy Submarine School. It is a complete, thorough and up-to-date treatise. It explains in simple terms the underlying principles of thermodynamics and the principles of operation of all types of engines. The constructional features of the engines and such parts as the fuel pumps, fuel injection valves, starting and reversing systems, air compressors, governors, etc., are all treated in detail.

To-day the modern Diesel engine is being used extensively on shore and for the powering of ships. Engines of as large as 16,000 brake horse power are now being built. In the last five years the number of motorships has been almost tripled and the world's motorship construction has grown to about 60 per cent. of the steamship construction. It is pointed out that Diesel-engined locomotives are now being operated at one third the cost of steam locomotives. The book contains an illustrated chapter on the application of the Diesel engine to railway service.

The contents appear to have been carefully selected for the benefit of those seeking full information about this engine. Our copy is direct from the "Norman W. Henley Publishing Company, New York, U.S.A.

**"THE Man who Understood Woman"** is the covering title of itself and nineteen other short stories by Leonard Merrick, who was in Australia not long since. We hardly think Melbourne knew how great a novelist it had staying with it. Authors like Barrie, Wells, Hewlett, Howells and Chesterton have been proud to pen introductions to the uniform edition of Merrick's works—a lovely edition it is too. In the brilliant collection of stories in the volume under notice, Merrick is poetical, realistic, sparkling, graceful, tragic, touching—always the master of his plot and characters, and placing it all in a world of fact and heart-tones familiar to ordinary mortals. "The Lady of Lyons," "Frankenstein" and "A Very Good Thing for the Girl" are several titles. W. J. Locke's introduction is a lucid and striking essay on how and why a novel and a short story part company, and on how some novelists (Kipling for instance) are more magical in short stories, and conversely, how some short story writers

(Dickens to wit) are infinitely greater in the other field. Locke places Merrick among the geniuses who have the "double faculty." He says each of these stories takes rank as a work of art.

**S**IR Phillip Gibbs, in his latest novel—"Young Anarchy," traces with the utmost sympathy and insight, the effects of modern social problems upon all sections of society—and in particular upon the younger generation..

The book is a memorable record of a very definite phase in national life, as well as one of the finest novels that this author has yet written.

**"THE Money Master,"** by Sir Gilbert Parker.—Sir Gilbert has laid the scene of his story in Canada. Jean Jacques Barville, the Money Master, is an unforgettable character. We meet him first on a steamer, returning from Europe. He meets and falls in love with a Spanish woman, a daughter of an unscrupulous conspirator. After a shipwreck, in which she saves his life, he marries her and takes her to his home at Manor Cartier. Here she does not share her husband's popularity because the neighbours do not like foreigners.

After thirteen years, during which Jean Jacques is too busy with his many interests to give Carmen the passionate love she desires, she meets George Masson and decides to run away with him, just as her husband discovers her affair.

The Money Master is a story of modern life, but with that background of old French customs and the bright coloring of provincial characteristics not dulled by city existence, which have made this author's novels the greatest romances of British America.

**"THE Phantom Train,"** by Douglas Timins.—A mysterious train passes a lonely signal station. It never stops. There is no mention of it in the Company's time-tables. Signalman after signalman is driven mad; one kills himself. At last the Government steps in and offers a huge reward to whoever can solve the mystery of the phantom train.

The story tells how a party of men, including a famous doctor, solve the mystery. Weird, exciting, thrilling, it is a book which, throughout, will hold the reader's interest.

## Excellent Results in Lad Porters' Exam.

**N**INETY-SIX per cent. of the second quota of lad porters who attended instructional classes under Messrs. Arblaster, Keary and Legg, recently, were successful in passing the examination held at the conclusion of the fortnight's course. Of 91 who sat, only three failed.

Mr. A. Larkins, Instructor of Station Accounts and Management Classes, who marked the papers, considers the result highly satisfactory. "A number," he says, "showed considerable talent, and the answers in many instances would do credit to experienced railwaymen. There is, however, one general weakness to which attention might be drawn, and that is bad spelling. Most of it, in my opinion, is due to carelessness."

The paper contained 113 questions, and one mark was deducted for each error made. The following is the pass list which shows the marks obtained in each case:—

### Pass—First Class Exam.

J. H. Peters (113); R. Ritchie (112); G. T. G. Griffiths (112); E. J. Willers (112); H. J. Brown (111); W. E. Carlyon (111); L. Hivon (111); W. G. Arnel (111).

### Pass—Very Good.

R. Hare (111); F. D. Meagher (111); D. Johnston (110); W. H. Ferguson (110); H. R. Parker (110); A. L. McLean (110); D. O'J. McLeish (110); A. Culmsee (110); H. D. Scott (109); R. A. Kellas (109); N. L. Fartch (109).

### Pass—Good.

R. Messman (109); R. Stainsby (109); A. R. Hall (109); G. B. Whitehand (108); W. J. Pollock (108); H. C. Hall (108); A. M. McDonald (108); H. G. Pinnell (107); H. R. Booth (107); L. A. Nolan (107); P. Johnston (107); L. J. Evans (107); S. Gleeson (107); A. J. Carmichael (106); R. J. Butler (106); H. C. Wilson (106); C. J. Walker (106); A. H. Walsh (106); A. O. Watt (106); S. J. Russell (106); C. F. Williams (105); R. J. Bearham (105); F. G. Kelly (105); R. J. P. Mason (105); S. C. Hosking (104); C. Mitchell (104); J. Lean (104); G. J. Crawford (104); B. Stephens (104); G. Gowan (104); H. P. Dear (104); W. F. Elliott (104); G. Bennett (104).

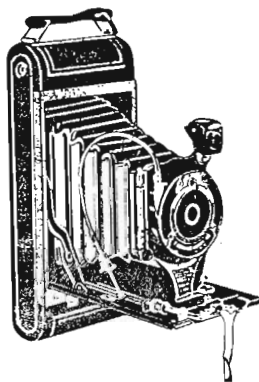
### Pass—Very Fair.

R. F. Beasley (104); J. T. E. Kennedy (104); A. S. Cordas (104); D. J. Porter (103); R. T. Millist (103); V. D. Wood (103); J. B. Dean (103); S. M. Davis (103); R. A. Prentice (103); M. C. Snell (103); C. R. Miller (103); K. G. McMillan (103); R. H. Pall (103); A. G. Hill (103); L. Cross (103); W. J. Purdy (102); R. A. McIntosh (102); T. G. Slattery (102); D. A. Condie (102); C. E. Sinclair (101); J. Lowe (101)

### Pass—Fair.

G. B. Kruss (101); J. P. Touhy (101); D. J. Brown (101); S. J. Cheesly (100); R. Eales (100); C. F. Madden (100); R. A. Pope (99); R. N. Heywood (99); V. E. Benington (97); J. V. T. Hershburgh (97); A. Vyner (97); R. Cameron (97); S. J. Hall (96); W. K. Donaldson (95); N. H. McPherson (90).

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# Our Draughts Corner

(Conducted by W. LAMBERT, Hon. Secretary V.R.I. Draughts Club)

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 systematise 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 to 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.

Solution to the Egan-Boyes match.		Actual play.
19.15	30.21	
9.18	5.9	Play could continue but ultimately will draw.
17.14	14.5	
22.25	15.18	

DRAWN

The following "Single Corner" game is interesting and is frequently played by good players:—

B 11.15	25.22
22.18	10.15
15.22	23.19
25.18	6.10
8.11	
29.25	White to win
4.8	

### Championship Tourney.

The Championship Tourney has progressed another step. The following are the results of the preliminary round:—

Win	Draw	Win
2 Danks	1 Lockwood	1
*2 Morcombe	— Eastwood	2
— Robinson	— Landrigan	Forfeited
3 Tydeman	1 Lambert	2
— Riordan	— Barry	Forfeited
4 Mallon	1 Homewood	3
5 Curtain	1 Ogilvie	4
3 Bounds	— Campbell	1
2 James	2 Galvin	—
1 Jones	1 Grose	2
— Maynard	— Bye	—
Unfinished		

The following game was played in the Championship Tourney:—

BLACK—  
EASTWOOD, W.  
WHITE—  
MORCOMBE, S.  
KELSO.

B 10-15	23-14
22-17	15-18
11-16	22-15
17-14	11-18
9-18	21-17
23-14	8-11
8-11	25-21
25-22	2-6
6-9	17-13
29-25	A18-22
9-18	14-5
26-23	5-9
1-6	24-19
23-14	16-23
6-9	27-2
30-26	White Wins
9-18	
26-23	
4-8	

A—Losing move 16-20 would draw

BLACK—MORCOMBE, S.  
WHITE—EASTWOOD, W.  
KELSO.

B 10-15	16-11	17-14
22-17	7-16	24-27
11-16	20-11	32-23
25-22	12-16	18-27
16-19	21-17	14-10
23-16	16-20	27-31
12-19	20-25	26-22
24-20	1-6	20-24
8-12	17-14	11-7
27-24	9-18	24-28
7-10	22-15	7-2
20-16	5-9	3-8
2-7	25-21	25-21
24-20	9-14	8-12
19-23	A 30-25	2-7
26-19	14-18	12-16
15-24	31-26	22-18
28-19	6-9	28-32
10-14	B 21-17	10-6
17-10	9-13	32-27
6-24		6-1

A-31 26 is preferable  
B-15 10 should probably win for white

Drawn

Annotated by J. Boyles.

The draw for the next round will be published in our next issue.

It will be noted by the scores that a number of matches have been very keenly contested. It is also noteworthy to see the number of wins over the drawn games. This makes the Tourney very interesting, especially from the standpoint of those desiring to correct their play. The experience gained, should be very useful in future contests.

### Beginners' Section.

In the last issue the problem dealing with "First Position" will be again shown only in a slightly different form—place—

BLACK—K-14. PIECES—3-4.

WHITE—K-32. PIECES—12-21.

BLACK to move and win; it will take about 24 Black moves to win.

Those who have not yet started, should obtain copies of the last three issues of the Magazine, and practise the problems given therein.

For the non-regular draughts, place Black pieces on 1-6-10 and White pieces on 19-24-28. Now the Blacks have to change places with the Whites. Only one piece can be jumped at a time, or a move of one square forward be made; on no account must a piece be moved backwards.



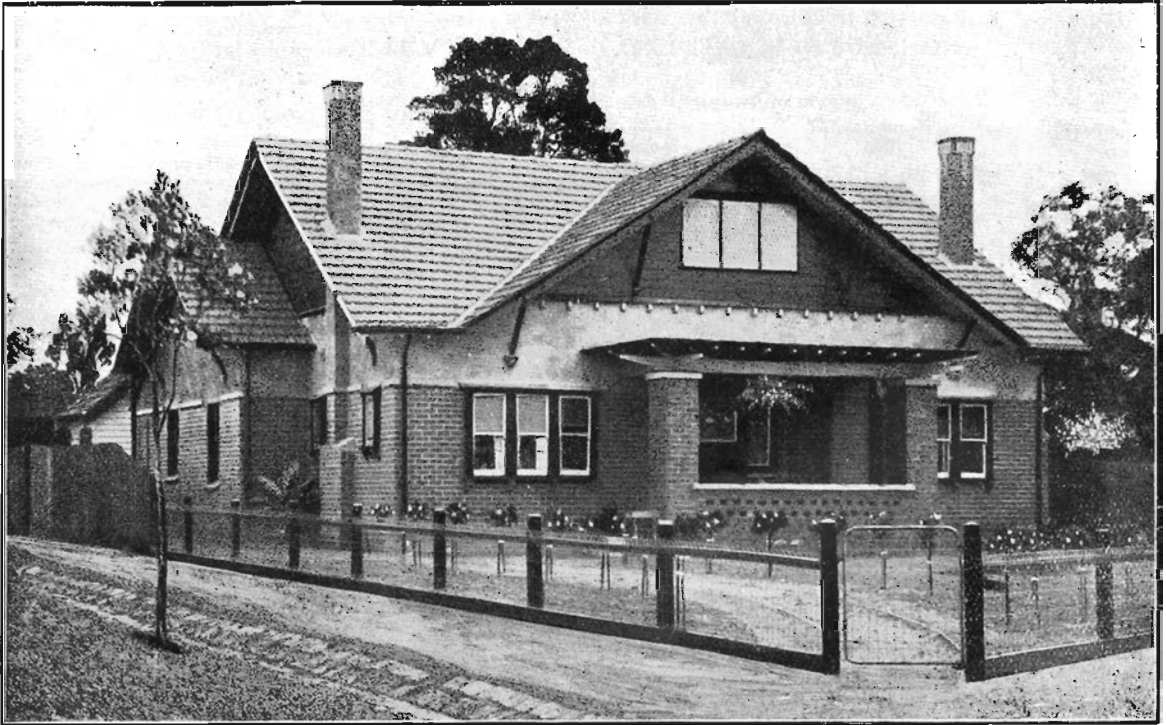
We would like to know what the flappers have done with all that time they saved by bobbing their hair.

"Clarence let me have some money for a new dress."

"What happened to the one you had?"

"A moth ate it."

## Ideal Homes—What Resales Will Do



**T**HE substantial home in brick with tiled roof, depicted above, illustrates what can be done with home-ownership by starting in a small way and making re-sales until this home or a similar one may be acquired.

With the New Year now commencing, it behoves all who are not yet on the road to home-ownership seriously to consider their own individual cases and then to start their inquiries.

There is nothing so uplifting to a person as owning the home he or she lives in, and the sooner our people realise the enormous benefits to be so gained, the better it will be, not only for themselves but for the Commonwealth generally.

Home-ownership is developing strongly throughout Victoria. This is evidenced by what may be seen in our suburbs to-day. On every hand there are panoramic views of groups of pretty red and parti-colored tiled-roofed homes, presenting scenes of domestic peace and prosperity. The travel-

ler from abroad is loud in his praise of Suburban Melbourne with its broad tree-planted streets and of the multiplicity of architectural designs of the homes.

When one has made the necessary inquiries in the right direction, it will indicate that, once having overcome the initial small outlay of the deposit or the purchase of land—either wholly or in part—the problem of getting a home of one's very own does not present such serious difficulties.

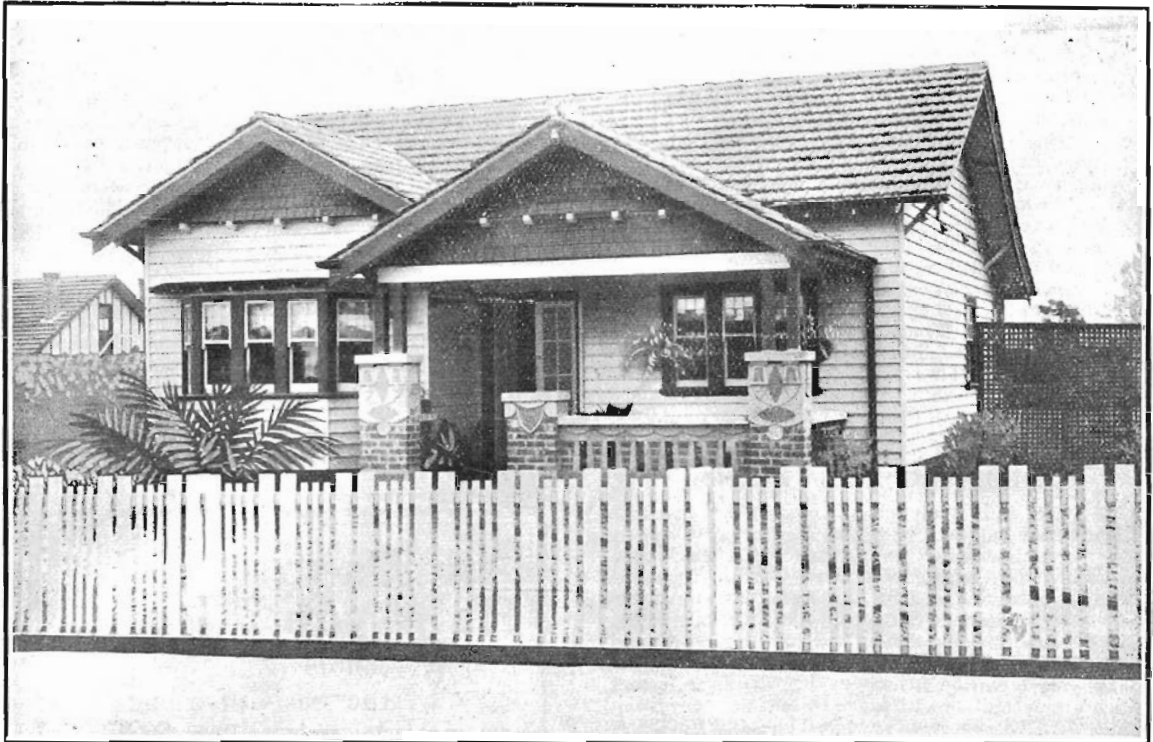
### WHERE SCIENCE HELPS.

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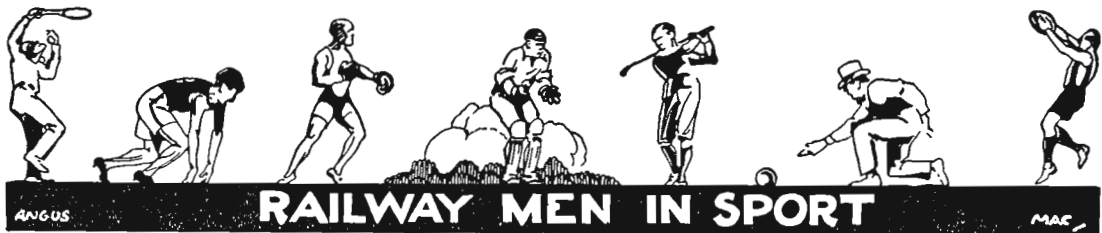
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### GYMNASIUM CLASSES REOPEN.

**I**NSTITUTE gymnasium classes for 1927 commence on January 10. Boxers, wrestlers and physical culture devotees can secure expert tuition at a very reasonable charge. The wrestling instructor is Billy Meeske, heavyweight champion of Australia, and his assistants are Bert Potts and Claude Angelo. Larry Copeland looks after the students of the fistic art. His right-hand men are G. Sullivan and R. Lowe. The thorough G. S. Corkhill reigns supreme in the physical culture line. Following are the time tables for instruction in the various branches of athletics:—

Mondays and Wednesdays—Boxing (individual tuition: 5 p.m. to 6.30; class: 7.30 to 9.30).

Tuesdays and Thursdays—Wrestling (individual tuition: 5 p.m. to 6.30; class: 7.30 to 9.30).

Tuesdays and Thursdays—Special Business Men's course: 4.45 p.m. to 5.15.

Fridays—Physical Culture: 7.30 to 9.30 p.m..

### A BUDDING "TEST" PLAYER.

**K**EITH Millar, app. electric mechanic in the Victorian Railways, had some further experience in first-class cricket company a few weeks ago. He travelled to Adelaide with the Victorian Sheffield-Shield team that sought unsuccessfully to register a victory against the Saussies. Although he was not in form with either bat or ball in that match, and failed to do himself justice, the added experience (he represented this State in interstate games last season too) should prove invaluable. Plenty of the "heads" expect to see him clumping England's best bowlers off their length in 1928. He's only 20, so there's heaps of time.

### A TENNIS ENTHUSIAST.

**M**ARYBOROUGH tennis players owe quite a lot to W. C. Willsher who ordinarily wields an efficient pen in the District Superintendent's Office there. An enthusiast of the art of the cross-court drives and lightning serves, he, as secretary, steered the District Association through a successful 1925-26 season, put its finances in order and "pep" into its members. At the close of the season he conceived the idea of holding a large-scale tournament, this season, and so tempting was the proposition he put up to a meeting of tennisites that £60 was guaranteed there and then. A committee was formed and Mr. Willsher was appointed tournament secretary. The townsfolk, recognising the value of the tournament, have since responded liberally with trophies and so on which are valued at £60 or more. The tournament will cost somewhere about £200. Maryborough has now 14 grass courts, apart from the Railway Institute courts, one of which has just been completed and is already in good demand.

### MARYBOROUGH C.C. BEGINS WELL.

**A**LL grades of railwaymen are well represented in the Maryborough Railway Cricket Club, two clerks from the loco. department, three drivers and one fitter being among the playing members as well as two shunters from the station staff and others from the yard staff. Guard R. Rowlands is club president, Shunter G. Haerberle captain, Fitter A. Woods vice-captain and Clerk J. Symonds secretary.

The club opened the season with a brilliant victory over the Maryborough Club, last season's district premiers, by an innings and two runs.

### CRICKET AT ST. KILDA.

Dropping their pens and forgetting all about official correspondence, railwaymen from the Secretary's Branch tried conclusions with members of the Signals and Telegraph Branch at St. Kilda Cricket ground a week or two ago. The Secretary's representatives compiled 47 runs, and their opponents scored 120 runs for the loss of six wickets.

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Our fees are moderate.

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**The Federal Coaching College, 422 LITTLE COLLINS-ST.**

Principal: M. PHILLIPS, B.A., Dip. Ed.

'Phone: Central 7690.



# 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 subscriptions 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 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 .. .. .		
Grade I. (First Year) .. .. .	Monday .. .. .	7.30 p.m.
Grade II. (Second Year) .. .. .	Tuesday .. .. .	7.30 p.m.
Grade III. (Demonstration) .. .. .	Friday .. .. .	7.30 p.m.
ENGINE WORKING and WESTINGHOUSE BRAKE .. .. .	Wednesday .. .. .	7.0 p.m.
	Thursday .. .. .	10.0 a.m.
ENGLISH COURSE (including Arithmetic, Geography 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—Guards' and Enginemen's Duties, etc., Signalling .. .. .	Monday .. .. .	10.0 a.m., 7.30 p.m.
	Tuesday .. .. .	10.0 a.m., 7.30 p.m.
	Thursday .. .. .	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 .. .. .	10.0 a.m., 2.45 p.m.
	Thursday .. .. .	10.0 a.m., 2.45 p.m.
	Wednesday .. .. .	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 Friday .. .. .	9.15 a.m. till 5.0 p.m.
TYPEWRITING .. .. .	Wednesday .. .. .	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 .. .. .	7.30 p.m.
Economics, History, Psychology, Literature, etc., (subjects selected by students) .. .. .	Wednesday .. .. .	7.30 p.m.
	Classes commence in April. Lecturer appointed by University 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 above-mentioned are Special Prizes. The following are awarded as First Prizes in all subjects :—The “T. H. Woodroffe” Prize, presented by a former Chief Mechanical Engineer. The “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).

**OUR AIM : YOUR EDUCATIONAL ADVANCEMENT.**

# “SAFETY FIRST!”

Is the Railwayman's Slogan  
and it is Ours too.

OUR GRAMOPHONES  
FULLY GUARANTEED

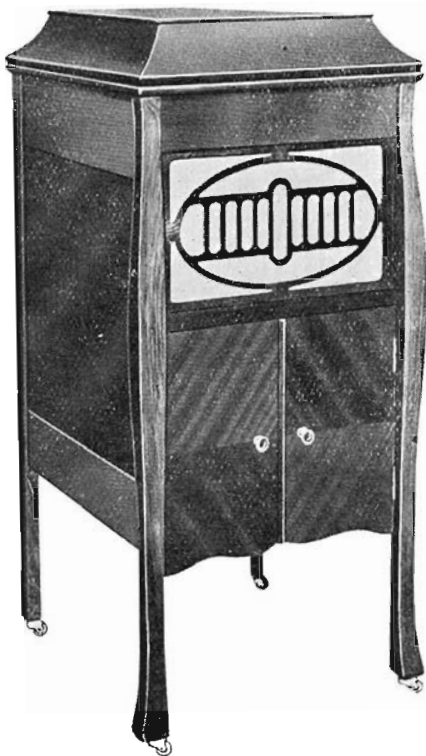
This month we are making a Special  
line in a Cabinet Machine as illustrated

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  
deposit and the extremely low pay-  
ments of 3s. 6d. weekly.

FOR THIS MONTH ONLY.



## Table Model

In Oak Cabinet, best Swiss  
Motor, heavily plated Tone  
Arm and Improved Speaker,  
with six selections

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Or on terms—10s. Deposit;  
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



### THE LOGICAL SEQUENCE.

"Would you mind, sir, lending me your spectacles?" asked a railway traveller of the affable old gentleman in the corner seat. The request was politely granted. "And now, sir," said the borrowing one, pocketing the glasses, "since you can no longer see to read, would you mind lending me your Railway Magazine."

### TOO INQUISITIVE.

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!"

### RIGHT FIRST TIME.

"Hey, Bill," the electrician called down to his assistant, "grab hold of one of these wires."

"All right," said Bill. "I got one."

"Feel anything?"

"Nope."

"Good. I wasn't sure which was which. Don't touch the other one. It's got 6,600 volts in it."



Voice from under: "Get me a spanner, mate."  
The Looker-on: "You don't need no bloomin' spanner; what you want's a railway time table."

(Adapted from the "Bulletin.")

### THE CHAIRMAN'S PRIVILEGE.

The chairman of a large company had occasion one day to reprimand an employe for his inefficiency, whereupon the inefficient young man began finding fault with the way in which the chairman was managing affairs.

"Are you the chairman of this company?" angrily demanded the head of the concern.

"No, sir; of course not," answered the employe.

"Well, then," thundered the chairman, "don't talk like a fool."

### SURE TEST.

Mabel—How is your husband getting on with golf?

Alice—Oh, very well, indeed. The children are allowed to watch him now.

### QUITE EASY.

He—Our engagement is off. A fortune-teller just told me that I was to marry a blonde in a month.

She—Oh, that's all right. I can be a blonde in less than a month.

### WOULDN'T BARE COMPARISON.

The haughty Englishman was endeavoring to impress the importance of his family upon his guide in the Scottish Highlands.

"My ancestors," he exclaimed, with a theatrical gesture, "have had the right to bear arms for the last three hundred years."

"Hoot, mon," cried the Scot, "my ancestors have had the right to bare legs for the last two thousand years."

### IT WOULD GO FURTHER.

A haughty lady had just purchased a postage stamp.

"Must I stick it on myself?" she asked.

"Positively not, madam," replied the clerk. "It will accomplish more if you stick it on the letter."

### NOLAUGHING MATTER

"Boo-hoo, Boo-hoo," wailed little Johnny.

"What's the matter, dear?" his mother asked comfortingly.

"Boo-hoo—a picture fell on Daddy's toes."

"Well dear that is too bad, but you needn't cry about it, you know."

"I d—didn't. I—laughed."

"Boo-hoo."

### A HAUNTING EXPERIENCE.

Banks—You look very glum. What's wrong?

Jinks—Yesterday I refused a poor woman a loan. The tones of her voice were ringing in my ears all evening, and I passed a sleepless night.

Banks—Your softness of heart does you credit. Who was the woman?

Jinks—My wife.

### THE RIGHT WAY.

"Georgia, I shouldn't slide down the banisters like that."

"Wouldn't you, grandma? Show me how you'd do it."

### CALL THE DOCTOR.

"Waiter, are you sure this ham was cured?"

"Yes, sir."

"Well, it's had a relapse."

He—(At Mt. Buffalo): Where did you first learn to skate?

She—I think you're horrid!

# BURGESS RADIO BATTERIES



## Radio Engineer Extraordinary!

Old folks can take a tip from the family radio expert, for he and his gang constitute the last word in the choice of receiving set parts.

And when the boys get together and talk Radio "A," "B" and "C" Batteries there's only one brand that they're strong for—BURGESS—because Burgess Batteries are quiet, serve longer, and they do everything a battery should do—better.

**"ASK YOUR BOY"**

OBTAINABLE FROM GOOD DEALERS

**PRICES:**

No.	Type	Price
2306	45-Volt Horizontal	28/-
2308	45-Volt Vertical	28/-
2156	22½-Volt Horizontal	14/6
2158	22½-Volt Vertical	15/6
2370	4½-Volt "C" Battery	4/-
6A	1½-Volt Cell Special "A" Battery	4/-

If your local dealer cannot supply, write us, giving his name, we will fulfil your order and pay carriage.

**DISTRIBUTORS:**

**NEW SYSTEM TELEPHONES** FTY. LTD.  
25 QUEENS BRIDGE STREET  
ADELAIDE MELBOURNE SYDNEY

### Beautification—Continued from page 24

results from plants and animals alike.

Do not neglect to instal a good drainage system, nothing being more deleterious to either plant or animal life than stagnant water.

Have no slums in your kingdom. That is, discountenance the overcrowding of shoots or branches. To be healthy and vigorous your subjects must have free access to the air and sunshine. Judicious pruning, in conjunction with disbudding of the wood buds, is the certain preventive for the slum evil.

**"Safety First"**

We know that any stoppage of our railway system would seriously affect the Nation as a whole. Any injury to the branches of the rose-plant, causing interference with the smooth working of its system of transport is, in the same way, reflected adversely upon the whole plant. You—who in this instance represent the Railways Commissioners—must make a study of "Safety First" and provide against those impediments likely to prove detrimental to the vital question of transportation. It is your duty to see that main trunk lines (strong shoots arising from the base of the plant) are kept clear for through traffic, and that no delays are allowed to occur in transferring goods to the feeders or branch lines (the smaller shoots or laterals at the ends of which the blooms develop), at such junctions as occur along the route. Provision must be made against the depredations of pilferers (white scale and fungoid growths) who do not scruple to rob those units whose food supply is consigned to them by the roots. They are parasitical robbers, sapping the life of the Nation, and must be dealt with firmly and without mercy. Their nefarious calling is generally carried out close to the main distributing base, but if not checked they soon become bolder and extend operations all along the line.

Keep peace and happiness within your domains and assist by every means in your power to repel enemies from without. Constantly study the best means of improving the conditions of this miniature nation as a whole. Remember your responsibilities always, and fail not in the trust which you have undertaken. Keep this before you and it will prove a wonderful stimulus to your exertions and with perseverance and industry, will assure the early attainment of the goal of your ambitions—a great wealth of bloom in your garden.



**R**ADIO Frequency Amplification was dealt with in an interesting way by Mr. P. P. Court, the well known experimenter, who lectured recently before the Victorian Railways Wireless Club.

"One of the main essentials in designing radio frequency amplifiers," he said, "is the avoidance of undesired couplings either electro-magnetic or electro-static."

According to Mr. Court, we have always an electro-static coupling in the valve itself—the capacity between grid and plate and the annulling of this coupl-

#### THE "PATIENT" WIRELESS.

**S**TATIONMASTER J. R. Dempster of Condah, sends in the following "howler" from an essay on Wireless by one of the pupils at the local school :—

"Wireless is one of the most wonderful patients in the world. With a 12-vowel set it is possible to hear in Australia news that is being read in Canada."

ing has brought into being the "neutrodyne" principle which is widely used to-day.

These undesired couplings cause the radio-valves to oscillate, or they may introduce reaction in such a way as to spoil the reproduction.

Although valve capacity is the most fruitful source of self-oscillation there are many other contributing factors, such as coupling between coils, between adjacent wires, condensers—in fact a host of instruments. These individual couplings may be small, but the sum of their effect may be to prevent standard methods of attaining stability. One obvious method of preventing undesired coupling is shielding, but this must be carefully considered, as if not correctly disposed, shielding may even aggravate the trouble.

The choice of circuits is somewhat restricted now-a-days, owing to the demand of selectivity. If this quality can be secured in other ways, the old tuned-anode circuit, suitably neutralised, has much to commend it, especially if the neutralising condenser is of a readily adjustable type.

The oldest method of securing stability was the potentiometer which functioned by damping the valve to such an extent, that it simply could not oscillate—a rather inefficient device which has been replaced to a certain extent by variable resistances of high value, which are inserted at various points of the circuit, to lose the energy transferred from plate to grid which otherwise would cause oscillation. These circuits are called "losser" circuits and are not as effective as the neutrodyne which is now so widely used.

The neutrodyne principle consists of connecting an alternative grid-plate circuit outside the valve, but opposite to the plate-grid circuit inside. The valve capacity is balanced by the neutralising condenser. When the circuit is correctly adjusted, the undesired

transfer of energy from plate to grid is prevented. The Browning-Drake circuit is a neutrodyne circuit which is carefully designed to give maximum selectivity. The standard neutrodyne usually includes two R.F. amplifier valves, while the Browning-Drake has only one. The Browning-Drake on the other hand, has reaction on the detector and its sensitivity is due in no small degree to this quality. It is not a standard practice to include reaction in a 5-valve neutrodyne.

In short, the successful R.F. amplifier is one in which all undesired couplings are absent while permitting efficient amplification and transfer of energy.

#### WEDDING BELLS.

**T**HE marriage of Mr. Edward B. Leonard, Electric Mechanic, Signal and Telegraph Branch, to Miss E. W. Smith of Dunedin, New Zealand was recently celebrated at the Roman Catholic Parish Church, Mentone. Mr. Leonard's



popularity with his workmates was such that they marked the event of his life by handing him over numerous useful presents, accompanied by many expressions of their hearty good wishes for a long and happy married life. The honeymoon was spent at Sorrento.



**D**EAR Nieces and Nephews.—A Happy New Year to you all! Gracious, how time flies—when one's an uncle. It seems only a short while ago since I asked you all to be merry and very happy at the beginning of 1926. Now here's 1927, and I expect, to you, last January looks a far off point of time! Ah, it's good and grand to be young my dears.

Well, well, we've had a great year together, haven't we?—what with bright and clever letters from many of you, and the puzzles, competitions, pictures and little lessons we've enjoyed in our charming family circle of our very own page. I've thought life a real delight, and my nephews and nieces the best set of relatives in Australia—there now!

I know we're going to have as good, and perhaps a better, time together this year that's started, and I hope you are all going to try to add to the pleasure and profit of all your cousins by letting them hear from you as often as you can about your likes and interests and homes and ambitions.

Your Christmas and your holidays, I've no doubt, were full of fun and frolicking, and good deeds and kind thoughts. Keep up the spirit of the season, my lads and lassies, when back at school!

Again, my hearts, the best of love and luck all the year round. Did you know that the famous Charles Dickens once had a Magazine he called "All-the-Year-Round?"

Yours Proudly and Cheerily,  
UNCLE BEN.

**ESSAY ON AUSTRALIAN BIRDS.**

Uncle Ben thinks that, owing to going to press a week earlier with the current issue of the Magazine he has not received replies in time from a number of his nephews and nieces, so that he has decided to wait and deal with the essays in the February issue.



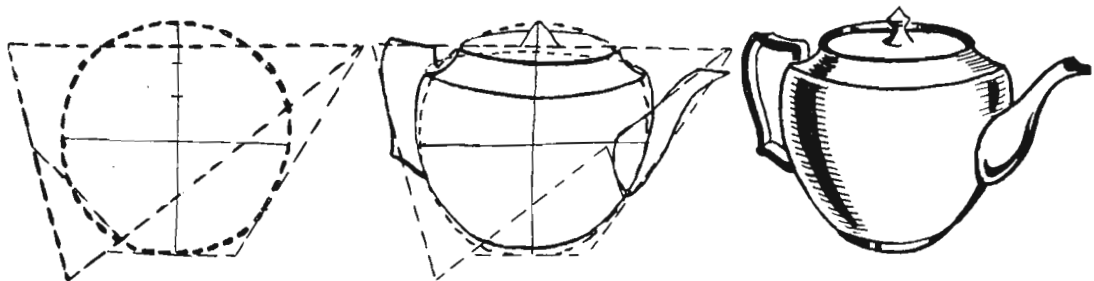
*GOOD FRIENDS.*  
—Eric John, the two-year old little boy of Repairer H. Wunert, Kaniva.

**Mirie Russell**, 11 Rice-street, Ballarat East—Pleased to learn Mirie that you did not miss one day from school during the year, and that you received a prize for your enthusiasm in this respect. It is enthusiasm in carrying out whatever work you may be doing that will bring you success in the end. Uncle Ben is hoping you may spend a most enjoyable time during your school vacation; he expects you to tell him something interesting about it.

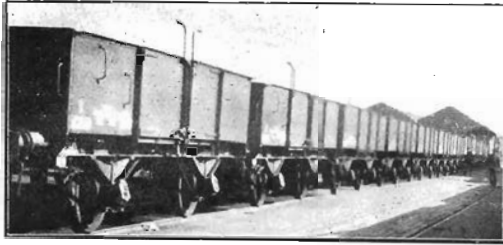
**Grace Cowley**, Balmoral.—Am pleased to hear from you Grace; your letter arrived just rather late for the December Magazine, so that I must now tell you I like your 50 words for the competition; they are a useful lot. I heartily compliment you upon your good and neat writing. You'll send me a little essay about the Wild Birds of Australia, won't you?

**Marjorie Chalmers**, Railway Station, Violet Town.—Yes Marjorie, your drawing of the bird is very good, you have received Honorable Mention for it. I don't think it will be long before you will be really good at drawing. Uncle Ben is very pleased that you liked the cover with Father Christmas on it.

**Frank Godfrey**, Main-street Lilydale.—You are highly complimented Frank, for your drawing of the Cockatoo; and if you keep on practising you will soon draw very well.



Here is an easier drawing-subject for the holidays—the homely teapot. See how many of you can do it correctly. Then put mother's teapot on the table and draw it from that without using the dotted lines.



**READY FOR THE HARVEST.**—These trucks will carry approximately 20 tons of grain. They are here shown leaving Newport to go into traffic.

**Our Scrap Heap**—(Continued from page 28)

wheels, drums, pulleys, drinking fountains, cables, insulators and piles and piles of rusty steel borings. There are hundreds of empty five-gallon arsenic drums.

These last are worth 1s. 3d. each when fit for return to the suppliers. When damaged, they are burnt out, thoroughly cleaned, dipped in tar and sent out for use as storage bins all over Victoria. Similarly, empty gum

and ink bottles are received, cleaned and used again.

And in such fashion do the ramifications of the Spotswood depot and plant yard extend right through the service, in every branch and every district. A scrap heap may be rather untidy, but it is certainly a very useful thing to have about the place.

**Depreciation**—(Continued from page 22)

This position was no doubt unavoidable in the early days of railway construction in this State because, until the advent of the Railways, the development of the country and the production of wealth were definitely limited. The burden on the pioneers was a heavy one, and they were probably justified in drawing a bill on the future, but that position does not obtain so far as present day users of the railway services are concerned.

The South Australian Railways are facing their problem. They have told the world that there is a deficit in their accounts of nearly £4,000,000, due to the wastage of assets not having been adequately provided for. Our problem is as acute as theirs.

## 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)

**PATTERSON  
SHUGG & CO. LTD.**  
PROCESS ENGRAVERS  
21-29 BURNS LANE  
LONSDALE ST MELBOURNE

for  
Illustration Blocks  
of every description

## NOTABLE FLIGHT ENDS.

**B**ACK from a trip which, according to experts, bristled with difficulties, Group-Captain Williams, with Flight-Lieut. McIntyre and Flight-Sergeant Trist arrived safely at the Point Cook Aerodrome (Victoria) on December 7. Although certain set-backs occurred both before and during the flight, no mishap of any consequence took place in the whole of the ten-thousand-odd miles covered by the airmen.

Group-Captain Williams's original intention was to fly as far as Samoa, but owing to the unusually early approach of the monsoon season, it was considered wise not to go beyond Tulagi. At this point, the most important part of the whole projected route had been covered, and the value of the trip from an aerial reconnaissance point of view should be considerable.

The return journey was naturally undertaken at a much greater rate than the outward one, during which careful observations had to be made. The distance of over five thousand miles from Tulagi was traversed in twelve days—a speedy bit of flying. In all, about ten weeks were taken over the trip, three of which were occupied at Tulagi, where the aviators had a good rest, and where the plane was overhauled.

## Less Powerful than Cobham's Plane.

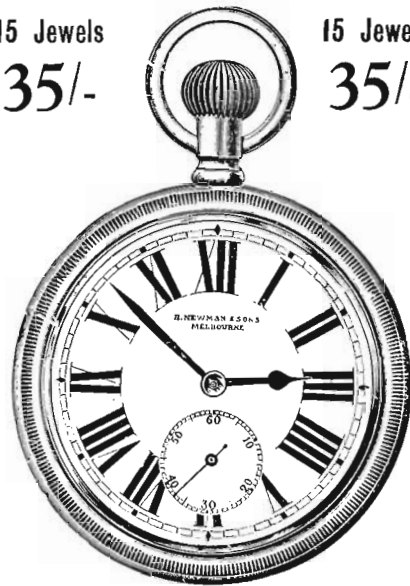
When it is considered that the de Haviland machine used by Group-Captain Williams was not much more than half as powerful as that of Sir Alan Cobham, while it had an extra passenger and a heavier load, one of the chief difficulties in this romantic flight can be realised. That the aviators got through so well is a great tribute to their skill and daring.

The undertaking was a pioneering one in its truest sense. No aircraft has previously flown over the South Sea Islands, while even shipping in many of the places covered is a rarity. However, Group-Captain Williams had no difficulty in obtaining supplies of motor spirit and lubricating oil, so essential to the continuance and success of his trip. The work of having supplies available in any place liable to be called upon was efficiently attended to by the Vacuum Oil Company, Pty. Ltd., of Melbourne. Plume Motor Spirit and Gargoyle Mobiloil were used exclusively.

Congratulations are due to Group-Captain Williams and his companions for their good efforts in the cause of aviation in this part of the world.

15 Jewels

35/-



15 Jewels

35/-

## NEWMAN'S Genuine Railway Lever

**W**HEN buying this famous watch beware of imitations which are being passed off as the genuine article at a cheaper price. Buy only Newman's Genuine Railway Lever, a watch that is unequalled for Accuracy, Durability and Value

Newman's Genuine Railway Lever has Compensating Balance, adjusted for temperatures, 15 Jewels, and strong Nickel Screw Case, with Crystal Flint Glass, dust and waterproof, and **35/-** will stand any amount of rough usage. Post Free.

SEND FOR YOURS TO-DAY!

New Jewellery and Silverware Catalogue—just off the press—post free on request.

*Newman's*

(REGD.) OUR ONLY ADDRESS

84-86 Elizabeth St., Melbourne



## Signal and Point Control

(Continued from Page 32)

cleared so that the handle can be moved to the full left hand position. This movement operates the up home signal, and when this is either in the "Caution" or "Clear" position an indicator shows "Signal Off." In a similar manner, by operating the lever in the right direction the points are moved to the reverse position and the down home signal is operated.

Full protection is made against any movement of the points in an irregular manner. Should a route be set up for a train and then the move be cancelled, a time release is provided to enable the signaller to reset the road after an interval of four minutes, provided that the track circuit at the points is unoccupied and that all controlling devices have operated in their correct manner. Should the latter not take place, then the lever cannot be moved until the fault has been rectified, as any failure to apparatus ensures that the lever is locked.

Three-position, upper quadrant signal mechanisms are mounted on pipe masts as shown in Fig. 3. This illustration shows signals on the single line section; their operation is similar to those in service on the Upper Ferntree Gully to Belgrave section, a description of which appeared in a previous issue of this Magazine.

### Council Supplies Current.

Alternating current is obtained from the Seymour Council's generating station at a pressure of 230 volts, 50 cycle, single phase, which is transmitted by two insulated cables run in wood trunking from Seymour signal box to the junction and thence to Tallarook on the top arms of the railway telegraph pole line.

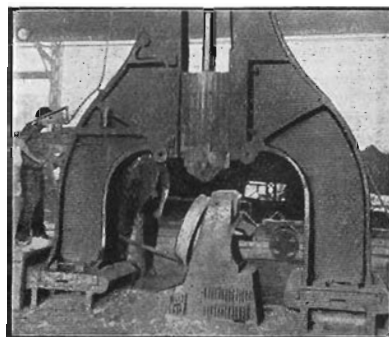
The 230-volt pressure is reduced and converted to direct current by means of rectifiers at each signal location for charging the secondary cells operating the mechanisms, relays, track circuits, and so on. These cells are given what is termed a "trickle charge," that is, a low continuous charge passes through the battery sufficient to equalise the output of the battery under normal conditions. The 230-volt circuit is also connected to lighting relays used for continuously lighting the signal lamps. Should the generated power fail for some time, the batteries have enough reserve power to operate all the apparatus for a number of hours.

Fig. 4 shows one of the wooden relay boxes used for this installation. From the left,

on the bottom shelf, can be seen a lighting relay, a rectifier used for charging the signal and track circuit batteries, a different type of rectifier used for charging the point operating battery, and a line relay. The top shelf contains different types of control relays. At the back of the relay box is fixed a battery box containing Exide cells. Ten of these cells in series are used for point operation, five in series for signal operation, and two in parallel for track circuit operation. The interiors of the battery boxes are painted with special anti-sulphuric enamel to prevent damage from fumes rising from the cells. At one location Edison cells are used for signal and track circuit operation.

Special provision is made for any possible failure to the points and junction home signals. A handle is provided at the junction for moving the points by hand when necessary, due safety precautions having to be observed before this can be commenced. Pilot staff instruments are provided at the junction and in Seymour "A" signal box for use when the controlled signals are out of order.

This installation has been in service for more than a year and has given complete satisfaction.



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# Garden Notes for January

## WHAT TO PLANT AND SOW.

Beet, Red (turnip-shaped sorts only, after the first week); Borecole; Carrot; Cauliflower (late Eclipse and other main crop sorts); Celery; Cress; Kohl Rabi; Lettuce (Iceberg New York, Neapolitan); Mushroom Spawn; Mustard; Potato (Early Manistel, Carman, Scottish Triumph); Radish; Savoy; Cabbage; Spinach (Round and New Zealand); Swede (Laing's Garden); Turnip (Orange Jelly and White Stone).

## Flower Garden.

**Dahlias** are not satisfactorily planted after the New Year, but all things being favorable, they are worth while, especially new sorts that may have been hard to obtain earlier. Where planted in good time, they should be coming up steadily. Select only two or three main growths, and tie to the stakes as they develop, using the hose freely of an evening upon the foliage to keep the red spider in check.

**Delphiniums** are now making a glorious display. If any indication of fungus or rot appears, apply a light dressing of lime; they like lime, and it also deters their greatest enemies—slugs and snails. Don't let them seed unless you have something special to save. A beautiful combination may be made of Delphiniums and Hollyhocks—well worth noting for next season. Hollyhocks deserve better recognition; they are despised because neglected. Seed of the best is obtained locally from British sources, and may be sown now.

**Gladioli.**—Plant them now for the best results, certainly for Autumn Shows. They have been too long planted in Spring, usually coming into bloom in the teeth of the hot weather, when you can rarely cut a decent spike; whereas, if planted from now on, they can be had in succession throughout the winter, producing 10 to 12 flowers on a spike which will last a fortnight when cut, in water. Our Victorian growers have been working for many years raising new varieties, which cannot be surpassed by anything imported. The same may be said of Chrysanthemums; the very best have been raised in Victoria, but they have to be sent to other parts of the world to obtain due recognition.

**Cosmos and Giant Tree Marigold** sown at once will be most useful to maintain display late in Autumn, and they will not grow too tall.

Prepare for sowing Winter Sweet Peas early next month.

**Rose budding** may be proceeded with whenever the stocks run freely, and the buds are mature. Water the stocks well first.

**Carnations** may be planted for Winter flowering but only strong, well-rooted plants will succeed now.

All bulbs should be lifted by this time, and carefully stored.

## Shrubbery.

In the Shrubbery Escalloneas, Ceanothus, Habrothamnus, Cestrum, and similar shrubs should be pruned, not "barbered," while a deft use of secateurs will bring many ornamental foliaged shrubs and trees into natural symmetry. Banksia Roses and

Roses of similar habit, which flower upon the current season's growth, ought to be pruned now.

All bulbs should be lifted by this time and carefully stored.

## The Kitchen Garden.

There is little respite to the grower in this department. Timing is so important. When the thermometer registers 90 odd in the shade, then the early Cauliflower, Cabbage and Potatoes must be planted, and given good cultivation, they will mature in three months. In the home garden, the weather conditions may be chosen for cauliflower "Early Eclipse," is usually first, followed by "Second Eclipse" and Autumn Giant; the latter is very reliable and fine, but longer in maturing.

Brussels Sprouts and Savoy, if ready to plant, should not be delayed, as they are so serviceable during the winter. Seed may be sown for succession. Tomatoes will claim a lot of attention where largely grown, and under special culture should be ripening now. Generally they are much later this season.

Pruning out of all laterals, copious watering, and the application of fertilizers, and if grown on stakes or trellis, regular tying, constitute the main points. Sulphate of Ammonia (1 oz. to 3 gallons of water) applied twice weekly as liquid manure, will greatly expedite ripening. Fowl manure, properly saved, without lime, is also a splendid top dressing.

In all vegetable growing there is nothing to supersede farmyard manure, viz., the excreta of all farm animals. The artificial manures are valuable on account of their adaptability, and especially as half-way helps and stimulæ to growing crops.

Lettuce will pay to shade. Narrow beds running east and west may be readily shaded with brushwood on a rough frame work 3 or 4 feet high, over which wire netting can be strained, and ti-tree or brushwood, giving just the shade to produce crisp, tender growth, so desirable in hot weather. Also for growing Melons, Marrows, Pumpkins, Cucumbers, a few rows of Maize sown to give shelter will greatly help.

French Beans, Runner, Butter and Lima Beans should be sown for late crops. Water and mulch is indispensable to these.

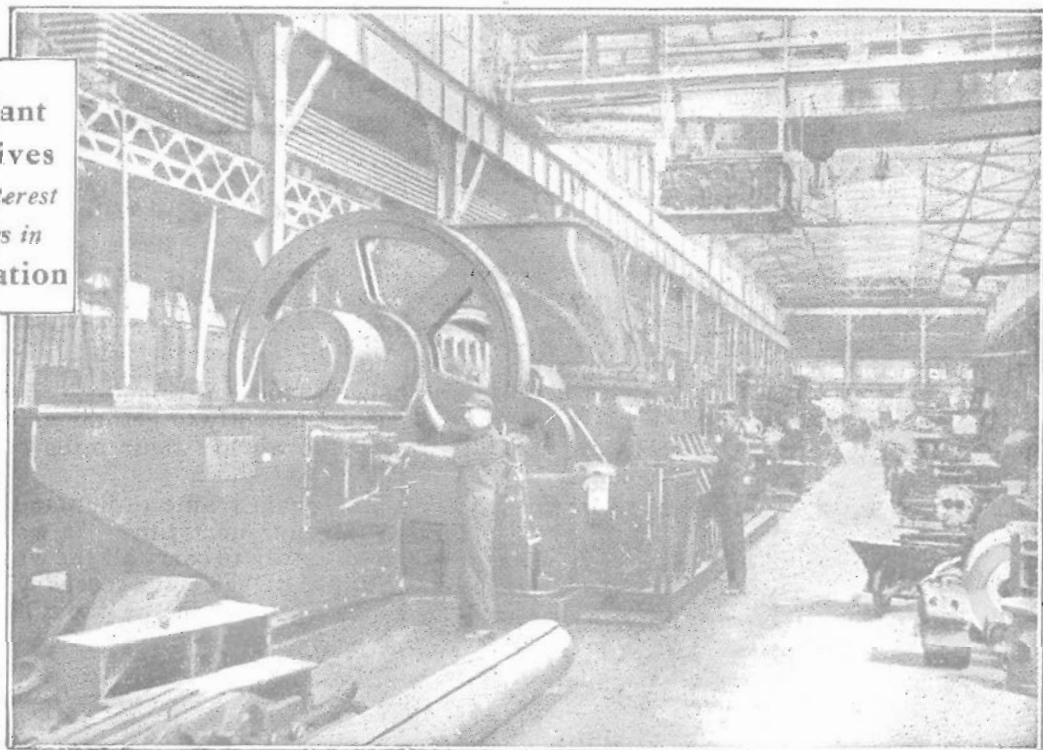
Celery is best planted in very shallow trenches, except upon deep light soils. Drain tiles (3 in.) make good bleachers placed over the plants when large enough—or the soil can be mounded up. Sow Spinach, Kale, Kohl-rabi, Mustard and Cress. Needless to say the hoe and cultivator must be kept going. If your seed beds of Cabbage and Cauliflower are attacked with grubs, spray with arsenate of lead, as per printed directions. Small tins are obtainable from seedsmen.



Make all men your well-wishers, and then—in the year's steady sifting—some of them will turn into friends; and friends are the sunshine of life.

Never value anything as profitable to thyself which shall compel thee to break thy promise, to lose thy self-respect, to hate any man, to suspect, to act the hypocrite, to desire anything which needs walls and curtains.—Marcus Aurelius.

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VICTORIAN RAILWAYS

## Our New Year Problem

**N**EW Year brings the State's grain harvest and the biggest railway problem of the year—how best and most efficiently to get our export wheat to the seaboard for shipment to the world's flour mills.

**T**HE problem is not so much the volume of grain traffic to be handled as its transportation within a comparatively short time. It would not be economical to build sufficient rolling stock to carry all the wheat plus all the usual goods traffic simultaneously, and then have trucks lying idle for months, earning nothing—not even the interest on the capital expended on them.

**T**HAT is why we have asked our customers who buy ordinary freight service to send forward all the traffic at their command—firewood, road material and so on—before wheat transportation begins. We want to clear the decks, so to speak, for getting to market what may yet be a record harvest.

**R**AILWAYMEN, all over the State, have been impressed with the necessity of keeping the trucks moving. The Commissioners aim to make each vehicle average 35 miles a day with an average load of 12 tons, and they are confidently relying on every man to do his job to get that result.

**A**CHIEVEMENT, however, will fall short of its aim if during the peak period yet to come, customers fail to continue that co-operation they have already shown—fail to continue ordering trucks at scheduled times; fail to load them carefully and systematically to full capacity; fail to unload and release them promptly for return by the next train. Full trucks mean not only greater efficiency but cheaper freights; hence the advantage of co-operation between customers themselves as well as between customers and the Railways.

**W**E—railwayman and customer—are going to combine forces this year more than ever before. Let us see to it that this is not merely a pious New Year resolution to be thought about, but a simple statement of fact.

CONSTRUCTIVE CRITICISM AND SUGGESTIONS ARE INVITED

# THE VICTORIAN RAILWAYS MAGAZINE



VOL. 4, No 2

FEBRUARY  
1927

6<sup>D</sup>

THE RAILWAY GIRL AT WORK AND PLAY

(See Article on Page 38)

A. G. M. C.



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---

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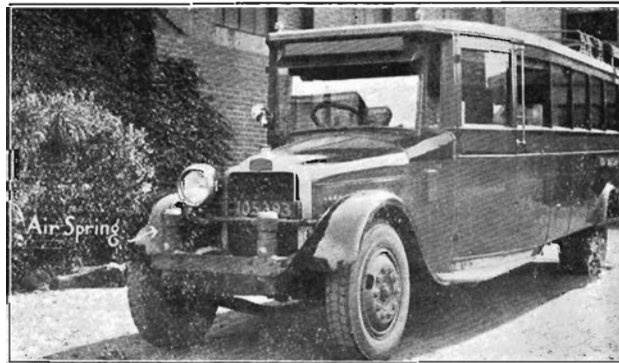
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# THE Victorian Railways Magazine

ISSUED UNDER THE AUSPICES OF THE  
VICTORIAN RAILWAYS COMMISSIONERS

Vol. IV.--No. 2.

MELBOURNE, FEBRUARY, 1927.

Published Monthly.  
Price, SIXPENCE.

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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.

**F**OR 7s. per annum in advance, the Magazine will be forwarded to any address.

A copy is issued free to all permanent Victorian railwaymen, including temporary and casual employes with 6 months' service.

Articles and reports on matters of interest both to employes and the public, short stories and verse, personal paragraphs, 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, Betterment and Publicity Board, Railways Department, Spencer-street,

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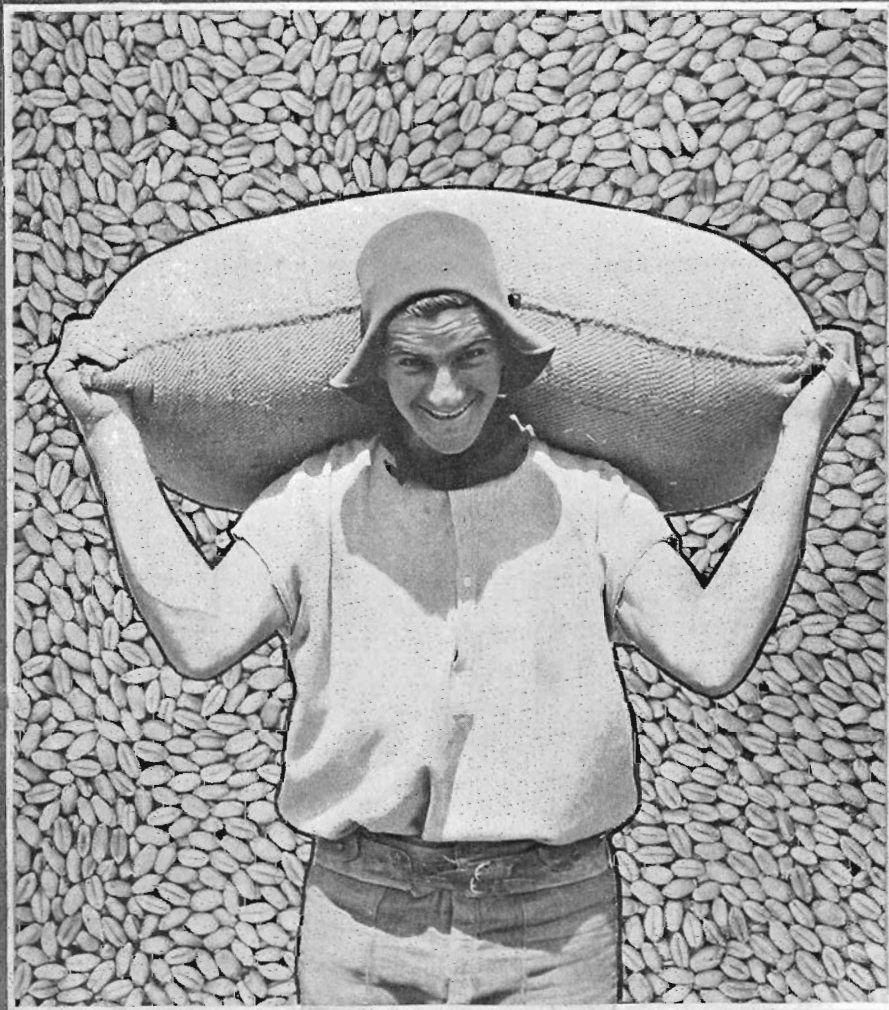
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# The Last Bag!



*"Come, ye Thankful People, Come!  
Raise the Song of Harvest Home.  
All is safely gathered in  
Ere the Winter Storms begin."*

## LETTING UP

**A**NOTHER Christmas has passed into history, and lusty young 1927 has already spent a twelfth of what gives promise of a useful and prosperous life. Railwaymen have passed the most trying period of the year with stainless escutcheon; the tendency now is to heave a deep sigh of relief and "let up" a little.

\* \* \* \*

**"B**UT that's only human," you argue, sensing a sermon. Of course it's human. If we didn't feel like letting up on the job—especially in the knowledge that never before, during the strenuous year-end holiday rush, have railway arrangements run so smoothly or trains left so consistently to time—we'd be supermen. And philosophers, dreamers and Bernard Shaw notwithstanding, we're not getting to that stage yet.

\* \* \* \*

**S**OME business men, having successfully put through a big deal, spend a fortnight in celebrating it and in telling their friends what clever fellows they are. They get into the habit of awaiting the opportunity for big deals and spend more and more time letting up in between.

\* \* \* \*

**B**UT the man who, between big deals, doesn't neglect the small business that keeps and swells custom is the man who goes furthest. Whatever commodity one sells nowadays, one's volume of trade depends on the service given gratis with it. If good service is missing from the small transactions—in which the temptation to let up is always the stronger—the big ones will ultimately disappear.

\* \* \* \*

**W**E are not going to ram home the analogy by limning a doleful and, we believe, impossible picture of what would happen to our service and our jobs were the Railways to lose their big traffic deals. Everybody can take it in imagination as far as he or she pleases.

\* \* \* \*

**T**HE sermon is preached and we make no bones about having done it; the subject is so vitally important. We may and do feel the human urge to slacken down a bit, after the rush. Still—don't! After all, there's something a little bit heroic in refusing to let up on the job.

## Harvest Home !

**A** RAGGED, bare-footed urchin patters down a Birmingham Lane, a loaf of bread under his arm. A suave waiter places two wafer-slices of bread on a silver plate, passes with solemn dignity across a polished floor towards a palm-sheltered table in an ultra-fashionable London restaurant. A grimy laborer, sprawling on a Glasgow wharf, bites a thick meat sandwich, tosses the crust into the Clyde.

And "down under," thousands of miles away, a tired farmer, seated on the verandah of his lonely Mallee home, watches the sinking sun set on acres of bare stripped land. Harvest's Home !

**H**ARVEST'S Home ! Two years of anxiety and toil rewarded at last.

Months of labor, weeks under a blazing sun, eager scanning of skies, fears for the worst alternating with hopes for the best—with an indulgent smile the wheat-grower looks back on trials suddenly become trifling in the knowledge of a successful harvest and good prices. He has contributed his share to Victoria's 48,000,000 bushel yield.

The new settler has made good. It was a hard fight but the victory is his. The money he has sunk in equipment is paying him dividends. His plough, his combined harvester, his cultivators, his harrow, his seed drills, his seed—they cost money, but it was money well spent. Horses, tractors, oats and hay for the horses, sheep to keep the fallow clear of weeds and wild oats—all were necessary.

That fallowing, begun last July twelve months, and repeated after every rainfall to conserve the moisture, doesn't seem so very remote now. Those apprehensions that the weather wouldn't break before sowing in May were unfounded after all. September's critical rains didn't disappoint either. How the acres changed from bare furrowed paddocks to a dull bronze sea of wheat rippling in the wind !

And then the harvesting. The sweltering heat, the sweat, the flies, the blinding dust, the song of the wheat as it slid through the winnowers with the stripper rolling through the grain—well, it had to be done. And it was done.

Finally there was the sewing up of the bags, the bumping dusty ride to the station, the loading of the precious grain into the long rows of trucks.

Down at Port Melbourne and Williamstown, bare-armed, flannel-shirted stevedores slaved night and day lumping the heavy golden cargo of wheat from railway truck to ship's hold, stacking it against the barricade of heavy timbers which divides the hold lengthwise and prevents the bags from shifting in rough seas.

Then came the plunging, tossing journey to Europe. Victoria's wheat is now feeding thousands who have never heard of the districts which produced it.

In the Mallee, the Wimmera, North-Western Victoria, farmers are discussing neighbors' yields, comparing Federation wheat with Yandilla King or Currawa, arguing about the averaging of seed and superphosphates to the acre, recalling harvests of the past, speculating on the ones to come.

"Harvest's home" for this season. But it's time to think about the next.

### HARVEST HOME

The harvest is garnered, the stacks are piled high  
In cornfields for miles, as the train whizzes by.  
The countryside's brown, so dun and forlorn,  
But the sheds are o'erflowing with bushels of corn.  
The acres of grain that swayed in the breeze  
Are stubble fields now, 'neath a few scattered  
trees.

The horses are grazing, their labor well done,  
Enjoying their rest in the warm Autumn sun.  
And cattle are munching the corn husks with  
greed  
Against the long months of the cold Winter's need.  
The very air breathes of a bountiful fare  
Awaiting the millions its riches to share.  
The farmers have ceased from their harvesting  
toil

And rejoice in the wealth that they've dug from  
the soil.

So we, too, are reaping the fruits of their zeal  
And render most truly the thanks that we feel.  
Thanksgiving his coffers of treasures untold,  
Granted each longing heart whose portals unfold,  
When we praise the great Giver, whose bountiful  
hand  
Has bestowed richest blessings on our favored  
land.

# What It Costs to Run a Railway



*A Corner of the Spotswood Store where Railway purchases are classified and stacked for issue as required.*

**S**UPPOSING you had a fortune bequeathed to you and were at a loss how best to dispose of it. Suppose you decided eventually to start a railway system of your own; to run a railroad that would belong to you. Suppose, further, that you desired this railroad to be similar in point of size, ramifications and operation to the Victorian Railways.

*Now, have you the slightest idea how much money you would need to spend annually in buying stores and material to run that railroad so as to equip yourself to sell good transportation service?*

(By HUGH RICHARDS.)

**T**AKE a glance at the store purchasing methods of the Victorian Railways.

All stores are purchased through a fund called the Stores Suspense Account. Current rate of interest is paid on the monthly debit against this account, so that it is to the department's advantage to keep it as low as possible. In this connection, the following table shows how the department's turnover has increased in recent years, the value of material used having increased while the value of the stock on hand decreased:—

Year	Stock on Hand	Issues	Turnover
1921-22	£2,059,293	£4,300,170	2.08
1922-23	1,782,655	3,921,762	2.19
1923-24	1,536,690	4,271,297	2.77
1924-25	1,400,783	4,326,428	3.08
1925-26	1,393,754	4,862,866	3.49

This £660,000 reduction in stock in four years is due to improved methods and closer supervision of stock. Purchase, inspection, custody, issue and disposal of material are



*A very small fraction of what the Railway provedor buys yearly for the Refreshment Services. The photograph was taken in a corner of the Dining Car Depot.*

under the control of a board, comprising a Commissioner and heads of branches, which meets once a month for the transaction of business. The Chief Storekeeper (Mr. C. W. J. Coleman) submits all his recommendations and reports to this board, and carries out its instructions. Inspectors constantly tour the State, overhauling stocks and keeping a watchful eye open for excess, obsolete or damaged material.

#### £300,000 Worth of Insurance Stock.

You would be well advised to follow the same methods with your railway. Of course, if you were disinclined to be cautious, you might jerk up your road's turnover to more than four times a year by the simple process of eliminating £300,000 worth of stock which the Victorian Railways hold permanently in their account as a safeguard against certain contingencies. A coal reserve in case of strikes, for instance, swells the Stores Account by £175,000. Electrification spares, in anticipation of breakdowns which might occur, add another £70,000. Other items include a timber reserve of £25,000, a canvas "stand-by" of £12,000, and a permanent way material reserve of £12,000. The department has found that it pays in the long run to carry these burdens. You would, too.

But get your cheque book ready for your

shopping. Last year the Victorian Railways consumed 745,390 tons of coal which cost £973,577, or an average of £1. 6s. 1.4d. per ton. Supposititiously, you will be spending as much. The value of the principal items of stock which you will have to keep on hand, too, will be: Permanent way material, £342,000; coal, £280,000; iron and steel, £131,000; timber, £89,000; electrification equipment, £76,000; castings and forgings, £37,000; tyres and wheel centres, £32,000; canvas and duck, £23,000; brass and copper tubes, £20,000; stationery £15,600.

Every 12 months your railway will require such considerable trifles as: 750 dozen augers and £3000 worth of files and rasps, 500,000 galvanized spring-head nails and £5450 worth of screws, 400,000 gallons of kerosene and 250,000 of motor spirit, 12,000 feet of hose for fire extinguishing, 800 tons of galvanized iron, £50,000 worth of tarpaulins.

#### Preference for Local Goods.

The Victorian Railways Department, by the bye, allows a percentage of preference in its purchases in favor of goods produced in the Commonwealth over British and foreign manufactures. A further preference is accorded British manufactures over foreign products if the material is not manufactured and obtainable in Australia. Presuming that you handled the purchases for your railway on the same national basis, your banking account would have been depleted last year by £2,917,000 for goods bought in Australia and by an extra £137,000 for purchases made through the Agent-General.

Now you come to more familiar purchases—familiar as commodities, that is, but decidedly unfamiliar as to quantities. You must lay in a huge stock of household provisions for your refreshment branch. Assuming that your railroad carries as many

*(Continued on page 7b)*



## 2—The “Secondary” Primary Industries.

**W**HEAT farming and its extraordinary success measured in bushels per acre and pounds per bushel overshadow all else in the popular conception of the Wimmera. But fat stock raising, wool-growing—Wimmera fleeces topped the market at something around 45d. in the 1924-25 market boom—orcharding and horse breeding have their place, and a very important place, in the life of this wonderfully productive district.

(By H. C. FENTON.)

**W**IMMERA is synonymous with wheat, admittedly. The connection suggests itself like a Pelmanistic sequence. The pioneers of the district, with their indomitable spirit, the tradition of which is subconsciously being carried on today, seem to have concentrated on wheat. The development and application of science have consolidated their efforts to what extent Australia and the markets of the world know.

Nowadays, during the growing season, a couple of inches of rain fall in the Wimmera, and thousands of pounds change hands on the Baltic Exchange on the strength of it. A dry month or two, and operators in the Chicago Pit get jumpy—especially when the yields in the northern Hemisphere are not up to standard.

Nowadays, Wimmera farmers find it more profitable, in view of continued good wheat prices and enormously enhanced land values, to sow wheat every second year alternating

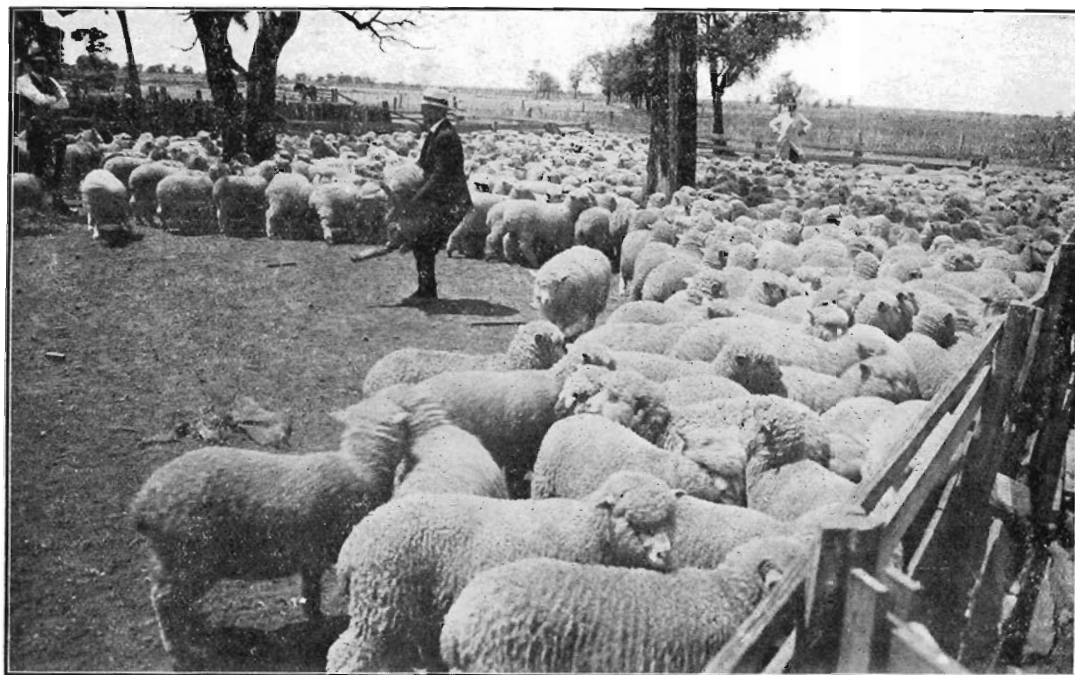
it with fallow, instead of continuing what has been claimed to be the more scientific rotation of wheat, oats and fallow, which included the fattening of sheep and lambs. So far, the land shows no signs of exhaustion from the more intensive wheat cultivation, although more superphosphate dressing is necessary.

One result of course, is the curtailment of the stock fattening industry, as freezing companies know to their cost. Nevertheless, sheep and lambs still munch the luscious Wimmera pastures and grow fat—so fat that lamb exporters vie with each other, at Newmarket, in paying high prices for the privilege of associating them with green peas and roast potatoes on Englishmen's dinner tables.

“We have sent away some of the finest export lambs the Commonwealth has produced,” a Horsham farmer told me. And when I saw a mob in an adjoining paddock, I believed him. To my layman's eye, they



Off to Market



*A mob of fat lambs on Mr. Domaschenz's farm being drafted for market. Mr. Domaschenz is the central figure.*

looked eminently edible.

In some cases, after plentiful top-dressing with fertiliser, Wimmera properties have been turned over, in the main, if not entirely to grazing. One case stands out—that of Mr. Martin Domaschenz's property at Drung Drung. It stands out, too, as an epic of that dogged pioneering spirit of the Wimmera that never knows failure.

Mr. Domaschenz acquired this property—5000 acres of typical Wimmera black land with patches of red soil—a little more than 15 years ago. Covered with saffron thistle, overrun with rabbits and with only a few broken down fences, the property was in the last stages of neglect. The only provision for water was one small dam. Most of the land, which itself was uneven and crab-hole, was heavily timbered with box and bullock.

#### What Pioneering Energy Did

But Mr. Domaschenz could see possibilities in the property as a pasture proposition. With characteristic pioneering energy he set to work to clear and drain the place. He grubbed the trees, and in eleven years made 25 miles of channelling, two reservoirs and a large dam. He put up fences and set the grader on the uneven ground. He laid poison for the rabbits, which in two years were entirely destroyed. He built a

house for himself, and four others for sharefarmers, to whom he let a third of the property. Then he started to make the land repay his efforts.

First, after the generous application of 2 cwt. of superphosphate to the acre—the general practice of the district was to apply only half a hundredweight—he put most of the land under crop. After harvesting five successful yields, he decided the time was ripe to turn the property over to grazing.

#### Astounding Results

Experiments with heavy fertilisation convinced Mr. Domaschenz that 3 cwt. of super to the acre, applied every three years, gave the best results. All the clovers were sown, besides English, Italian and Wimmera rye grass. The last-named has proved exceptionally responsive to the application of the fertiliser. Subterranean clover was found to dry off in November.

The results of his early labors, his persistence and his scientific experimentation are astounding. In 1911, he estimated his property as capable of carrying three-quarters of a sheep to the acre. For some years now it has carried three to five, and last year, exclusive of lambs up to three months old, it carried seven to the acre.

*(Continued on Page 12)*





Top : Ayrshire  
herd at Longerenong  
College.

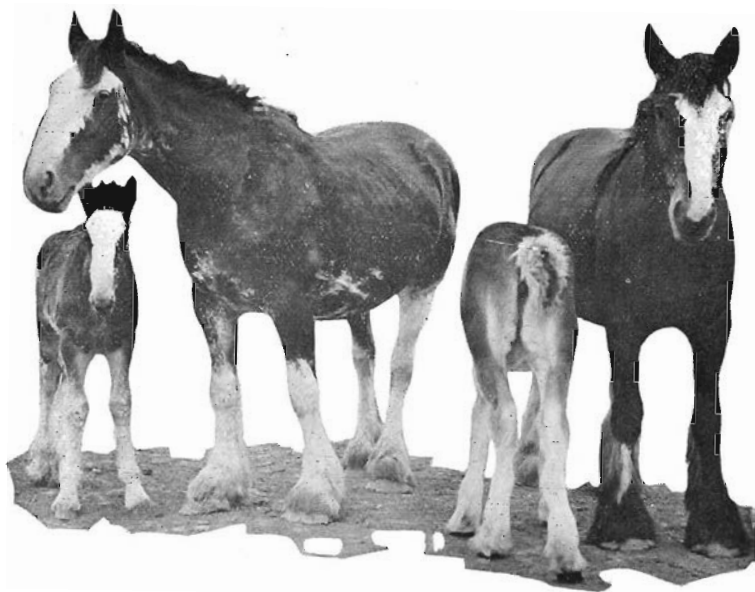
Right : A profitable  
plantation of apricots  
at Quantong.



Left : Loading  
up wool.

Bottom : Rest-  
ing after the  
day's work.





**PROUD  
MOTHERS**

The Photograph  
was taken on a  
Wimmera horse  
breeder's farm.

And all this has been done on an 18-inch rainfall. True, the Wimmera River flanks his property, but the carrying capacity of his land is none the less remarkable. He has kept 350 acres under wheat and oats and 420 of fallow. The thick luxuriant, luscious pasture was a revelation to me when I saw it in the late spring.

Last year, up to the end of November, Mr. Domaschenz sent 6,000 lambs in wool, mostly comebacks and crossbreds, to market. They averaged 20s. per head. On 4,200 acres of the property, he grew a wool clip of 344 bales from 14,200 sheep and lambs.

**Topped the Market**

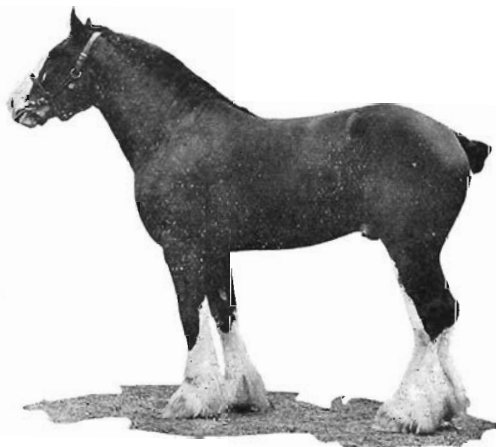
Other districts of the Wimmera, of course, are eminently suitable for wool growing. To the west of Horsham, and between Horsham and Ararat, lie some of the finest merino growing properties in the State. Their market is Geelong, and it was here, during the boom of 1924-25, that an American buyer paid something in the neighborhood of 45d. a pound for Wimmera fleece.

Very little dairying is done in the Wimmera, but the Longerenong Agricultural College is experimenting with a pure bred dairy herd to see what can be done in butter production. Success in stock-raising is most pronounced in sheep, lambs and draught horses.

Wimmera folk, with something more than a reasonable excuse, pride themselves on their draught horses. Breeders go to no end of trouble to turn out those hefty-looking Clydesdales which, with coats a-gleam, tails knotted and beribboned, and fetlocks of silk, one pauses to admire in their stalls at Show time.

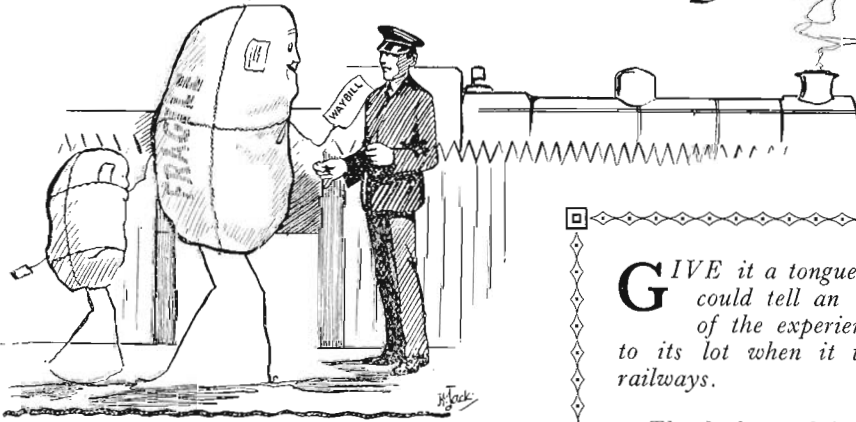
Sires are frequently imported from Great

*(Continued on Page 70)*



*A prize-winning Clydesdale snapped at a Wimmera farm near Horsham.*

# The Adventures of a Parcel



“—AND this for Donald.”

The small brown-paper parcel changed hands. The guard fluttered his green flag, waved a solemn farewell to the stationmaster as the train drew away from the platform.

A trifle scared, the parcel found itself on a broad shelf inside the van, gazing into the friendly face of an empty “return” beer barrel immediately opposite.

The barrel nodded cheerfully. “Good morning. On the warm side again, eh?”

Glancing through the window of the van at the hot sun outside, the parcel agreed.

“Although it’s nothing compared with the heat I’ve experienced on other journeys,” continued the barrel chattily. “The hottest day I ever struck was one Wednesday before Christmas a couple of years ago. Heat, phew! Believe me or not, I got sunburnt while I was being wheeled from the van into the shade at Warragul! ’Safact. Every time the fat, red-faced guard moved past me during the journey he looked at me wistfully, mopped his forehead and licked his lips. At last in desperation he took off his coat and hung it over me so that he couldn’t see me when he passed.”

The barrel broke into hoarse laughter as he concluded his little reminiscence.

“For heaven’s sake, stop that infernal row.” A motor tyre, leaning against the wall, glared irritably over its shoulder. “I want to get a bit of sleep. I’ll be working on a car for months without a break soon.”

**G**IVE it a tongue, and a parcel could tell an absorbing tale of the experiences which fall to its lot when it travels on the railways.

*The doubts and fears that agitate the breast of one making its first journey, the various types and conditions of parcels it meets, the friendships it makes and doesn’t make, the stories it hears—how the brown-papered passenger could spread itself on all these topics!*

By RICHARD HUGHES

“All right, all right. Keep a civil tongue in your head.” Nonchalantly the barrel turned again to the parcel. “You run up against a mixed crowd on your travels. Some parcels are friendly enough, others are like bears with sore heads. And there’s any amount of snobs about, too. Wait till you meet some insured jewellery travelling at Commissioners’ risk. You’d think it was honoring you by travelling in the same van. By the bye, if it’s not a personal question, what are YOU and where are you going?”

“Home-made cake,” replied the brown-paper parcel somewhat self-consciously. “I think it was Traralgon I came from. I’m going to the family’s youngest son. He’s up at Donald.”

“You’ve got a long run ahead of you,” the barrel observed. “You’ll change at Flinders-street. I finish up there myself. The brewery will send for me.”

“I wish I finished my journey there, too,” faltered the parcel. There was a catch in its



*The second stage of the parcel's journey.*

voice and its eyes were suspiciously moist. "Bless you, you'll be as right as rain." With bluff kindness the barrel patted the nervous parcel on the shoulder. "You'll reach Donald safely. The railwaymen will look after you. They always treat you decently. I've been travelling backwards and forwards scores and scores of times and I've never been mixed up in a claim yet."

In such fashion the seasoned traveller sought good naturedly to reassure his young companion. To some extent it was successful. The parcel brightened up. It began to smile at the barrel's sallies. It even winked audaciously at a pretty geranium-pot further down the van.

When the Gippsland train slid to a standstill at Flinders-street's long No. 1 platform, a regretful leave-taking took place between the barrel and the parcel. They shook hands warmly. The barrel followed up his good wishes with a hearty but vague invitation to the parcel to "drop in at my little place one of these days."

Uniformed railwaymen loaded the Traralgon parcel into an electric parcels coach which carried a heavy mixed freight to Spencer-street. Puzzled at the absence of a steam engine, the parcel put some questions on the matter to a keg of ice cream. The keg, however, stuttered badly and had not articulated half-a-dozen words distinctly when the short and swift transfer journey was ended.

Scores and scores of parcels were being sorted and stacked on four-wheel trolleys in the Spencer-street parcels office. A handy

motor trolley hauled the docile travellers to the van of another train.

The Traralgon parcel's nearest neighbour in this van was a lady's hat box, marked "fragile." Frigidly it declined to be drawn into conversation. The cake accordingly scraped up an acquaintanceship with a garrulous crate of eggs on the right.

"We leave at 5.30." The crate raised its voice for the benefit of the whole vanload of parcels. "On the tick, too. No waiting for anybody."

"Talking of waiting for people," a bundle of books opposite chipped in pleasantly, "reminds me of a very funny story I once—"

"There now, we're off!" exclaimed the crate. "Smooth running, eh? So was the motor trolley ride to the van, wasn't it?"

"Talking of waiting for people," persisted the bundle of books doggedly, "reminds me—"

"Those motor trolleys are a great idea," went on the crate. "No bumps and a bit of style, you know."

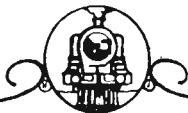
"Talking of waiting for people—"

"But you should have arranged to be transferred between Flinders-street and Spencer-street at night time. They take you by motor through the streets then. Rather doggy."

The bundle of books gave up the unequal struggle. It leaned back against a drowsy tin of biscuits. It eyed the talkative crate with moody resentment.

Airily the crate continued to monopolise

*(Continued on Page 66)*



# THINGS WE ARE TALKING ABOUT

Christmas Eve saw an interesting little ceremony that culminated in an old and valued Railway servant being sent forthwith back to work over the holidays and into the New Year. Un-  
**ON TIME AGAIN** protestingly, and with clock-work regularity, "he" is still on the job, "his" hands never for a minute being idle. "He," of course, is the Spencer-street tower clock which, after a three months' rest, during which he was decapitated and his legs moved 70 feet further back from the street, was set going again by the Chairman of Commissioners at exactly 3.40 p.m. on December 24.

\* \* \* \*

The alterations to the Spencer-street station gave the clock, which has become a Melbourne land-mark, a well-earned rest, although it didn't need it. Its mechanism which is contained in a little chamber at the foot of the tower is as good as the day it was first set going in 1883, at the Elizabeth-street entrance to the old Flinders-street station where Sir Thomas Bent  
**MANY MOVES** had decreed it should serve as control clock for the suburban railway system. The advent of the new station buildings with the more imposing clock tower in 1901, however, rather put its nose out of joint, and it was given solace in a prominent position at Princes Bridge. Improvements there, in 1910, sent it packing to Spencer-street, where faithfully and well it has recorded the flight of tempus ever since. Although moved back slightly it has been raised about five feet, so that in its long career, it can still claim to be in the ascendant.

\* \* \*

Transport of the wheat harvest has begun unusually early this season, and according to the General Superintendent of Transportation, the trucks already railed have been handled well. But we are going to be taxed pretty severely this month and probably next,  
**PULL TOGETHER** and we shall have to augment our truck capacity by increasing both our engine and

waggon through runs, and by avoiding delays at terminals and semi-terminals. We are going to be hard pressed for trucks, so, by co-operation, we must be all out to shift them quickly. The new 20-ton trucks will carry up to 22 tons, so 22 tons must be fed into them. Export flour and other commodities must be maximum-loaded, and stationmasters must persuade consignors to co-operate to send bigger loads. Co-operation's the word! It will see us through, as it has done before.

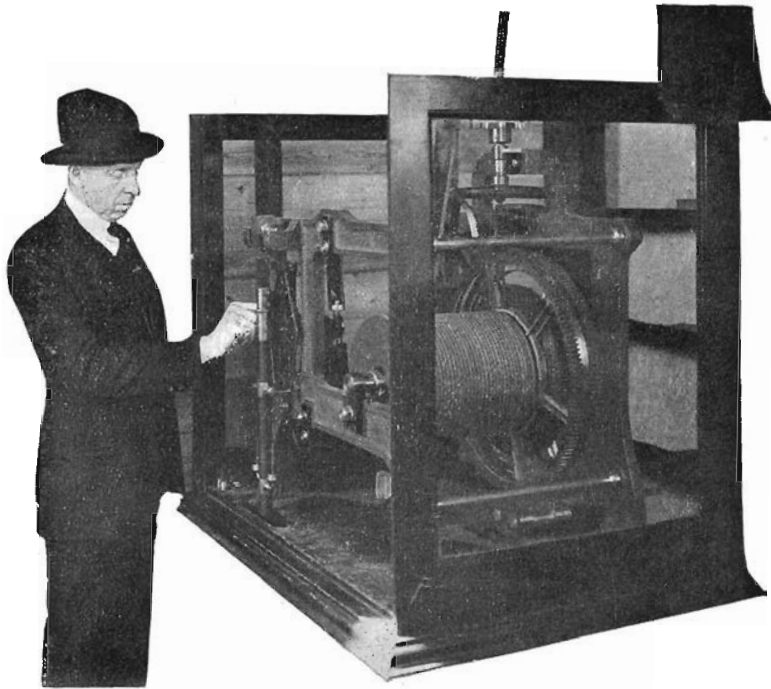
\* \* \* \*

Every railwayman, in these days of keen competition is, or should be, a wideawake salesman of rail transportation service, not only in the interests of the State's biggest business, but in his own as well. It comes as a bit of a shock, therefore, to find that two recently transferred members of the staff (one an officer), engaged competitive road motor-vehicles to move their furniture. Quite apart from the fact that it isn't playing the game to the organisation which provides them with bread and butter, and probably cake, it boils down to paying others to take away and grow fat on that cake—and possibly the bread and butter too. Logically, that is the outcome. No business—and this embraces its employes—can survive successful competition from within.

\* \* \* \*

This is what the Commissioners say about it. "In view of the present position with respect to road motor competition and particularly the very adverse influence which such competition is having on the railway revenue, the Commissioners are very surprised to find that any of their own employes should patronise such vehicles. Such patronage cannot but cause embarrassment to the Department and its staff in their efforts not only to retain the present traffic, but to secure additional business for the Railways."

**WHAT COMMISSIONERS SAY**



“On time  
all the time”

**M**R. Clapp  
sets the  
Spencer St.  
tower clock  
going again.  
The clock  
has given 43  
years’ faith-  
ful service.

More than ever, railwaymen are becoming alive to the value of careful ticket checking and collection as a revenue safeguard. Travelling over the system, nowadays, one notices the keener eye for the possible ticketless passenger who tries to slip through the barrier or who over-rides his journey.

**A  
TICKET  
RECORD**

Wherefore, it gives little surprise—although we can congratulate ourselves none the less heartily—that a recent month established a record for ticket collection. Of 378,470 tickets issued, only 6811 or 1.79 per cent. went into the limbo of the lost. Seymour district headed the list with only .85 per cent. missing. Bendigo came second with 1.06 per cent. and Dandenong third with 1.09 per cent. “The Commissioners are gratified,” says an official minute signed “H.W.C.,” which found itself on our desk the other day.

\* \* \* \*

It’s an ill wind—! The northerlies that accompanied the blazing mid-January weather brought anything but ill to the citrus grower, thanks to the Department’s new fruit drink stall at Flinders-street. Citrus drinks from the pure fruit juice are gaining every day in popular favor as a palliative to the effects of mounting mercury, and the local

**RUSH  
FOR  
DRINKS**

market for the grower is consequently developing. All of which, of course, helps production, helps the accumulation of economic wealth, and helps to keep down railway deficits. No fewer than 10,600 drinks were sold at the Flinders-street stall on January 11, when for four hours the thermometer at Gaunt’s seemed undecided whether or not to pass the 101 mark. On the Friday, when the 107 degree mark was touched, the stall broke all records by supplying thirsty Melbourne with 11,074 drinks. At peak times the bar dispensed something over 14 drinks a minute.

\* \* \* \*

Stepping up to the microphone in 3LO’s studio the other night, the Metropolitan Superintendent (Mr. T. W. J. Cox) told Australia all about the way the Victorian Railways handled the huge holiday traffic at Christmas. He explained

**TALKING  
AFTER THE  
DOING**

how the fullest use was made of every running road, platform, every siding, every carriage and every engine to transport the hosts of travellers who filled the 150 trains which left Flinders-street and Spencer-street between 6 a.m. and 10 p.m. on Christmas Eve. All details of the work were recorded in the official diaries as a guide for next year’s traffic.



*ALL ABOARD!—Boys of the Young Australia League who visited Melbourne last month included the Newport Workshops in their educational tour. The Sun-Pictorial photographer, to whom we are indebted for a copy of the picture, had no difficulty in getting the boys into this position!*

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“During the holidays,” Mr. Cox remarked happily, “the dissatisfied passenger, outwardly at any rate, was conspicuous by his absence.” An exception occurred at one of the very early morning trains. Something happened to ruffle a man

**THAT  
PERSONAL  
TOUCH**

who experienced difficulty in seeing his friend off. He was referred to the Superintendent who was in the vicinity, and a few words soon cleared the matter up. “Well,” said the pacified one, “You look a decent chap and I like your man on the barrier. I thought maybe I’d write to the papers, but here’s my hand and a Merry Christmas to you.”

**HE PASSED.**

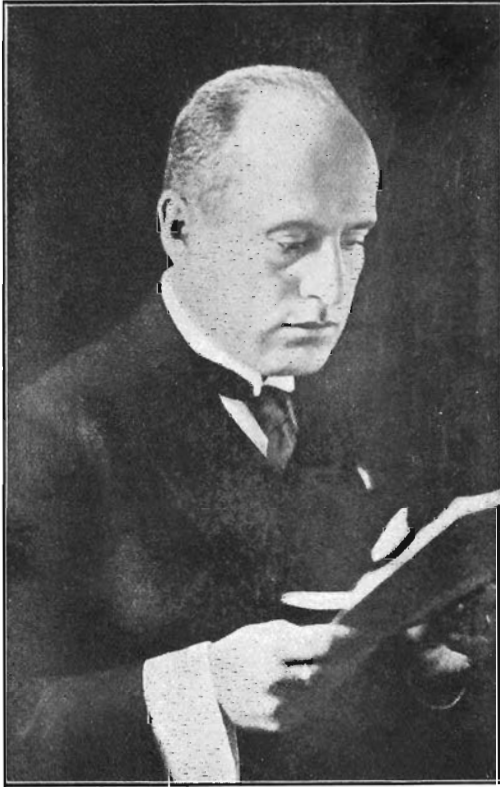
A certain city merchant, who is keen on having proficient clerks in his employ, requires all who seek employment with him to pass a written examination on business knowledge. At one of the examinations one of the questions was: “Who formed the first company?”

One bright youth was a little puzzled at this, but was not to be floored. He wrote: “Noah successfully floated a company while the rest of the world was in liquidation.”

Said the office manager—I don’t mind if a clerk looks at his watch once in a while, but what gets me is to see someone take out his watch, shake it a few times, and then put it up to his ear.

“I feel funny, doctor. What shall I do?”  
“Go on the stage.”

## Mussolini Was Once a Railroad Worker



*Benito Mussolini*

**I**N an old pay-book of the Monte Bre Mountain Railway at Lugano, on the Swiss-Italian frontier, there are recorded wages payments to a stone-mason named Benito Mussolini, averaging 50 cents a day. This was during the construction of the road twenty years ago; and from the staff register of the period we learn that this Mussolini was "a diligent and steady worker," no complaints being registered against his name.

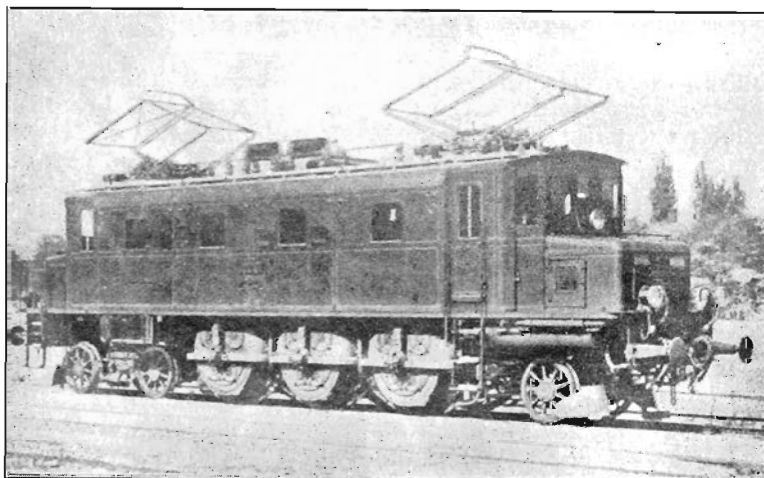
To-day, the humble stone-mason of the Monte Bre Railway is Premier of Italy, and the moving spirit in what has proved probably the most successful post-war railroad rehabilitation plan in all Europe. Under the Fascist regime in Italy there would seem to have been abolished a great deal that the American and the Englishman instinctively incline to—as, for example, a democratic

**H**OW Mussolini, once a railway stone-mason and now Europe's most talked-of Premier, has rehabilitated the Italian railways is described in a recent article by the well-known British writer, Arthur L. Stead, in the *New York Central Lines Magazine*. We reprint extracts from the article as being of considerable interest to railwaymen generally.

policy, a freely elected parliament and liberty of the Press. To Mussolini, however, must go credit for much that is progressive and helpful in his country's cause, and the wonderfully energizing effect of the new order of things is nowhere more apparent than in the railroad field.

To turn a railroad deficit of 60,000,000 dollars (about £12,000,000) into a profit of 10,000,000 dollars (about £2,000,000) while at the same time transforming an indifferent railroad personnel into an enthusiastic body of willing workers, as has been accomplished in Italy in three years, is certainly a remarkable achievement. From the railroad point of view, the new Italian government has shown itself capable to a degree. In 1921, freight handled by the Italian State Railways





*An electric locomotive in use on the Italian State Railways.*

was 39,000,000 tons, while in 1925 some 57,000,000 tons actually were carried. In the same period claims for freight lost in transit were cut from 2,000,000 to 40,000 dollars. On the passenger side, passenger-kilometers in 1922 totalled 6,640 millions, as against 8,300 millions in 1925.

Italy's earliest railroads were constructed both by the government and by private concessionaires. Progress in the first half of last century was, however, exceptionally slow, for by 1860 there had only been opened for traffic in Italy 1,359 miles of track all told.

#### **Business Concerns**

In 1905 and 1906, however, the government resumed control of most of the railways and concessions, and to-day Italy has about 12,500 miles of railway track, four-fifths of which are government owned. Although government property, these railroads wisely are now administered and operated as business concerns, with their finances entirely separated from those of the State.

The Italian railway system of to-day broadly consists of two great trunk routes running north-west and south-east, one on either side of the country; a vast network of tracks in Northern Italy stretching from the French border on the west to the Austrian and Jugo-Slavian frontiers on the east; a distinct railroad system serving Sicily, the triangular-shaped island located at Italy's toe; and a small system in Sardinia.

Conditions ruling on the northern railroads and on those of the southland are as different as they very well could be. In northern Italy the railway systems serve a vast industrial zone in which are located thriving cities such as Turin, Milan, Genoa, Venice and Trieste. Genoa is Italy's greatest seaport, while Milan is the industrial metropolis of the country. Here commercial development has proceeded apace and railroad traffic is very dense.

#### **Farming Yields Light Traffic**

In the southern portion of Italy, which is primarily farming territory, railroad traffic is on the light side. Steep grades abound on the trunk routes, and of mountain roads there are no end. Naples, Brindisi and Taranto are the principal cities in this sector. In the island of Sicily, the cities of Messina and Palermo—where American contractors are engaged on extensive port improvement works—are headquarters of the big citrus fruit industry; but industries likely to bring heavy traffic to rail are conspicuous by their absence. Rome is the headquarters of the State Railway system, and the approximate geographical centre of the country.

About 7,000 passenger and freight locomotives, 11,500 passenger cars and 160,000 freight cars are owned by the Italian government roads. In addition, comparatively small stocks of locomotives and passenger cars are held by the few privately-owned railroads.

## SOMETHING DOING!

**T**HE pleasantest music in the home is the hum of the sewing machine under the window, the singing of the kettle on the hearth, and the prattle of the children around the door. There is something doing in that house. The pleasantest music in the town is the hammering of carpenters on the roof, the whistle of the mill engines, the buzz of the circular saws, the murmur of lessons in the schools, and the chugging of rushing cars—there is something doing in that town. And the pleasantest music in a man's own soul is the threshing of the wheat from the chaff of ideas, the procession of noble thoughts, and the registering of wise decisions—there is something doing in that man's soul. Is there something doing in yours?

Although Italy possesses a considerable number of important locomotive building plants, many of the engines employed for steam train haulage are of German and Austrian make. Compared with modern machines, the Italian locomotives are puny affairs, and the rehabilitation program now embarked upon provides for the scrapping of many of the older locomotives and their replacement by more powerful machines in line with those favored in France, Germany and Austria. Passenger cars, too, are not, as a general rule, up to European standards on the branch routes. On the important trunk routes, and more especially in the through fast international services, the luxurious vehicles of the International Sleeping Car Company provide the most comfortable of accommodation.

### Vast Network of Tracks.

The northern portion of Italy lying between Turin and Venice is covered with a vast network of railroad tracks. Through this all-important territory are laid the three cross-Alpine links, via the Mont Cenis, the Simplon and the St. Gothard tunnels. A further north and south trunk route is that leading through Innsbruck and the Brenner Pass to Verona and Venice; while the important international tracks, connecting southern France and Switzerland with Austria and eastern Europe, also pass through the north Italian cities of Turin, Milan, Verona and Venice.

It is the ambition of the Italian State railway authorities to construct a new trans-Alpine railroad route, to connect in the shortest and quickest manner the port of Genoa with the capitals of East Central Europe; and also the port of Venice with the European capitals. The projected line, it is

considered, would draw to Italian ports all the rapid traffic of Central Europe, raising the total traffic to over 2,000,000 tons per annum.

In furthering the development of business over the Venice-Munich route between Italy and Central Europe, there has recently been accomplished the electrification of the German section of the route between Munich and Kuptein, while the conversion from steam to electricity of the tracks forward to Venice is rapidly proceeding. Another important electrification plan is the recently completed 225 mile conversion of the Modena-Spezia route, and the anticipated early extension forward from Spezia along the coast to Genoa and Leghorn.

### 700 Miles Electrified.

Italy has selected the three-phase system in connection with her elaborate railroad electrification program, and already some 700 miles of track have been converted. In the development of the electric passenger locomotive, provision has been made for four economic speeds when running on level tracks—37½, 50, 75 and 100 kilometres per hour. For freight train operation speeds of 25 and 50 kilometres are provided for. Three-phase locomotives possess a decided advantage by reason of their low specific weight. The latest type of electric passenger locomotive employed in Italy weighs only 75 metric tons, but develops 2,000 kilowatts. The weight is divided over five axles, a load of more than 15 tons per axle not being permitted. The tractive effort is limited to 12,000 kilos by the resistance of the drawgear.

During the financial year (1924-1925)

*(Continued on page 70)*

# The Romance of Railway Files

**A**S in most large business concerns and Government Departments, a vast amount of correspondence is necessary for the proper carrying out of the work of a Railway Service. Apart from the domestic correspondence between stations, districts, depots and branches, an enormous number of letters and files is dealt with, day by day, in the Head Office.

(By S. A. Rosier, Assistant Rolling Stock Accountant.)

**L**ETTERS of appreciation for service rendered, claims for damaged goods, requests for adjustment of rates, suggestions for improvements, and a thousand and one other things of interest in the railway world—all come in and demand attention.

Then there are the departmental files, Secretary's files and branch files; clean files and soiled files; urgent files and "pend" files; important files and files of little value.

One starts off at the beginning of the day with a nice clean table, and then the day's budget begins to roll in. All sorts and conditions of subjects come along for decision and report. Each has to be dealt with on its merits. A wrong decision may mean an injustice to some firm or somebody. Each decision must therefore be carefully weighed in the balance so that it will not be found wanting.

## Getting Through the Budget

A day's files are most interesting; but quick perception, combined with the necessary knowledge—usually the result of long experience—is required to enable one to go through the budget these days, and dictate appropriate decisions and directions without hesitation.

How the files gather in volume too! They start off with a single sheet, then another is added, and once they get a good "push off," there is no telling to what proportions they will attain before they arrive at their final resting place in the File Room—like an old hymn book, well thumbed and soiled, perhaps with the edges somewhat frayed, but generally with the contents still intact.

Some files, however, come to a very sudden end. I remember one case in particular of an old employe with a grouch. He was never satisfied, and as each new board of Commissioners was appointed, along came his "little list." The file naturally gathered

in volume and weight until it assumed huge proportions. Shortly after the late Sir John Mathieson was appointed, the list of grievances duly arrived. Sir John settled it at once by one short pithy minute. "If Mr. Blank is not satisfied with his position it is open for him to leave at any time he likes." That was the end of the chapter, and away went the paper to file, and I do not think it has seen daylight since.

Our old chief (Mr. T. H. Woodroffe) used to impress upon his staff the necessity for the keen examination of files, in case some vital point had been missed. He called it culti-

*Settled it by  
one short pithy  
minute.*



vating the critical faculty. This is very necessary. Here are a couple of instances which came under my notice recently.

An oral quotation was made for straight edges, 6 feet long. The length seemed excessive to me and the amount involved was over £12. On getting into touch with the



"*Too muchee, too muchee!*"

officer of the depot, I found that the articles required were 6 inches long and we purchased them for 1s. each. It all hinged on the reading of sign (") one inch, for one foot.

This reminds me of the case of an old Chinaman who wanted an obituary notice inserted on account of his late brother. On being told the rate was 3s. per inch he retorted, "Too muchee, too muchee, my brother him 6 feet high."

#### The Critical Faculty

Some new interior ceilings were required for one of our special cars. These had to be moulded to conform to the contour of the roof, and special blue prints were made and furnished with the papers. But when the order was sent forward, bare sizes were given, and the blue prints, like the Dutchman's anchor, were left behind. Result: the blue prints were sent later and the matter put right by cable. The exercise of the "critical faculty" on this occasion would have saved a lot of trouble. If the error had not been noticed, possibly flat sheets would have been sent, and they would have been useless.

In dealing with a great variety of subjects, especially of a technical nature, or where statements of estimates, and so on, are furnished, copies of reports and papers, together with the rough figures and drafts, carefully filed, are very useful when similar figures are

again asked for. As far as this division is concerned, so many requests are received from other Branches for information that a system of this sort is essential.

Our old friend, Captain Cuttle (Dombey and Son) gave sage advice to young Walter when he told him "when found, make a note on." Judging by the shrewd observations and comments of Charles Dickens, the great author himself must have practised what he preached in this direction.

#### Saving Time

Now, in handling correspondence, a foolscap index is of great service. In the day's work important files come under notice, or data has to be collated involving a good deal of research. If a note is taken of the number of the file, or of the facts ascertained, for future use, a lot of time will be saved on the next occasion the file or the information is required. I have made it a practice for many years, to keep a record of this sort, and have found it invaluable for reference purposes.

Railway domestic files have a touch of humour at times, especially in the way of excuses for absences or late attendance. Epidemics seem to run in cycles. One of our staff for instance, had a valuable dog, which, like Mary's little lamb, followed him not to school, but to the station. Of course, he had to take it home, thus missing his train. For days afterwards, every junior who was late had some trouble with a "valuable dog." When the dog business was played out, one lad's mother was ill and he had to get his own breakfast. This excuse had a great run for a while. Then, sea bathing seemed to be

(Continued on page 77)



"*I spent the afternoon with him*"

# Beautification—An Engrossing Study

**I**N this series of articles on Beautification which Mr. Elliott has specially written for the Victorian Railways Magazine, he compared, in the January number, the life of a rose plant with that of a nation, inasmuch as each comprises a number of units with well-defined duties, the performance of which makes or mars the success of the whole. In the following article he follows up the theme with a study of the functions of rose-plant units.

(By R. G. Elliott, Author of the Australasian Rose Book.)

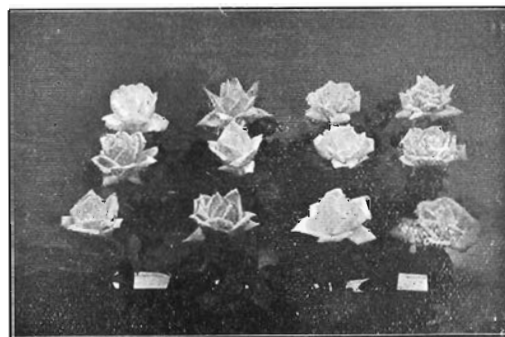
**T**HE mineral salts, such as soda and lime, contained in the soil, form the food required for building tissue in the plant. Water, when applied to the soil, dissolves most of these salts, which are then absorbed by the roots, the wealth-accumulating units.

The roots, and particularly the fine rootlets, are provided with sap of an acid character, and this helps in dissolving the mineral salts which are then passed from one cell to another up the plant. This is called the sap, and coincides with the blood of animals, circulating in much the same way. The upward flowing of the sap is helped to a great extent by the leaves, which, during daylight, imperceptibly exude a great amount of water. Thus moisture, containing plant food, is constantly entering at the roots and, after the food is extracted, evaporating at the leaves.

## Value of Fertilisation

As roses will soon exhaust the original supply of plant food in the soil, it is essential that this be renewed from time to time. Animal manure, together with an occasional light dressing of bone-manure, is most useful for the purpose. With roses, as with children, care must be taken to regulate the food supply, overfeeding being equally deleterious to the health of either. A dressing of lime in late Autumn is helpful and in most soils necessary.

A good drainage system must be adopted, agricultural drain-pipes giving the best results. Water, to be useful in the soil,



Roses staged for Exhibition. With these the Author won a recent National Horticultural Society Championship.

must be kept moving, stagnant water being an abomination. Drainage accomplishes this. It keeps the soil warm in winter and cool in summer, and is beneficial to all soils.

The leaves of rose-plants are undoubtedly the most highly organized of all the parts. The under-surface of the leaf is provided with an immense number of tiny mouths, and through these the plant imbibes a very large portion of the food which goes to make up its composition. By their means all the carbon—afterwards comprising the wood of the plant—is obtained. During the daytime, the tiny mouths are constantly taking in the air and with it the carbonic acid gas which pollutes it. The carbon is extracted and used, the oxygen being returned to the atmosphere.

## The Jobs of Leaves and Flowers

In plant economy, leaves and flowers exercise very different functions. Leaves assimilate carbonic acid and liberate the oxygen so necessary to our own welfare. Flowers, on the other hand, require oxygen and liberate carbonic acid. Leaves are responsible for storing up food materials in the stem. Flowers exhaust this banking account by drawing upon it. Leaves are also useful in protecting the roots from the fierce rays of the summer sun.

Playing, as the leaf units do, such an important part in the welfare of plants, and being essential also to our own existence as purifiers of the air we breathe, we must see that our plants produce good healthy foliage

(Continued on Page 79)

# Economic Considerations in Locomotive Design

**F**UNDAMENTALLY, the railroad is a manufacturing plant designed to convert the energy locked up in fuel into the work of transportation. The plant or means of conversion is in the form of power houses and locomotives running on specially designed tracks. The economic success of the plant depends upon the correct balancing of the cost of production, and the selling price of the product measured in passenger miles and freight ton miles operated.

By G. H. WHITELAW

**T**HE coal bill of the Railway Department last year was nearly £975,000, of which amount £656,000 was for coal used on locomotives. As the price of the coal to the Department has been increasing from time to time, it is apparent that it is only by improving the efficiency of the plant, and thereby reducing operating expenses, that production costs can be prevented from mounting up.

Although coal is the largest item of material expense on our system, the higher efficiency gained from it by the use of large and well-designed locomotives, operated by efficient crews, would, to a certain extent, be nullified without the perfect co-ordination and efficient operation of every other branch of the organisation. As this article deals with the locomotive design aspect in relation to operating costs, it is intended only briefly to state the influence that other branches of the Service have on these costs.

## Problem of Gradients

The Construction Branch is responsible for the survey and construction of all new lines. The necessity for keeping down capital cost, and at the same time maintaining a level track with as few sharp curves as possible, is a problem that requires careful investigation. The advantage of level tracks is most apparent when it is pointed out that, whereas one pound of coal is required to move one ton of goods a certain distance on the Melbourne-Geelong line, where the track is level, four pounds of coal are required to move the same ton the same distance on some sections of the Wodonga-Cudgewa line where the grades are 1 in 30. The operating cost per ton mile is therefore largely governed by the contour of the country through which the lines pass.

The satisfactory maintenance of tracks is a big consideration in the reduction of running costs. Whereas  $6\frac{1}{2}$  pounds per ton is generally figured at low speeds for train resistance, this amount is appreciably increased in the case of poorly ballasted tracks with weak joints due to the excessive deflection of the rails increasing the rolling resistance of the wheels. The grading of lines, improvements in terminals and marshalling yards, and the introduction of automatic signalling, for which the Way and Works Branch is responsible, all tend to cut down operating charges. These factors are governed by the capital cost of the work as against the possible savings due to their introduction.

## Where Power is Lost

As regards the Transportation Branch, it has been shown that 20 per cent. of the coal is used on locomotives when doing no useful work. A percentage of this coal is used whilst the engine is in the hands of the mechanical departments in lighting up, knocking out fires, etc. The balance of this 20 per cent. is used when the engine is in the hands of the Transportation Branch, by standing in yards, waiting for trains, delays at sidings, etc. Improvements in train running by the introduction of central train control, full truck and train loads, all tend to reduce the expenditure on coal. Other factors in the hands of the Transportation Branch which all help to swell the coal bill and should be guarded against are:—

- (1) Signalmen not giving "line clear" until the driver has checked his train by applying the brakes. This checking often means stopping in the case of long goods trains in order to release the brakes,

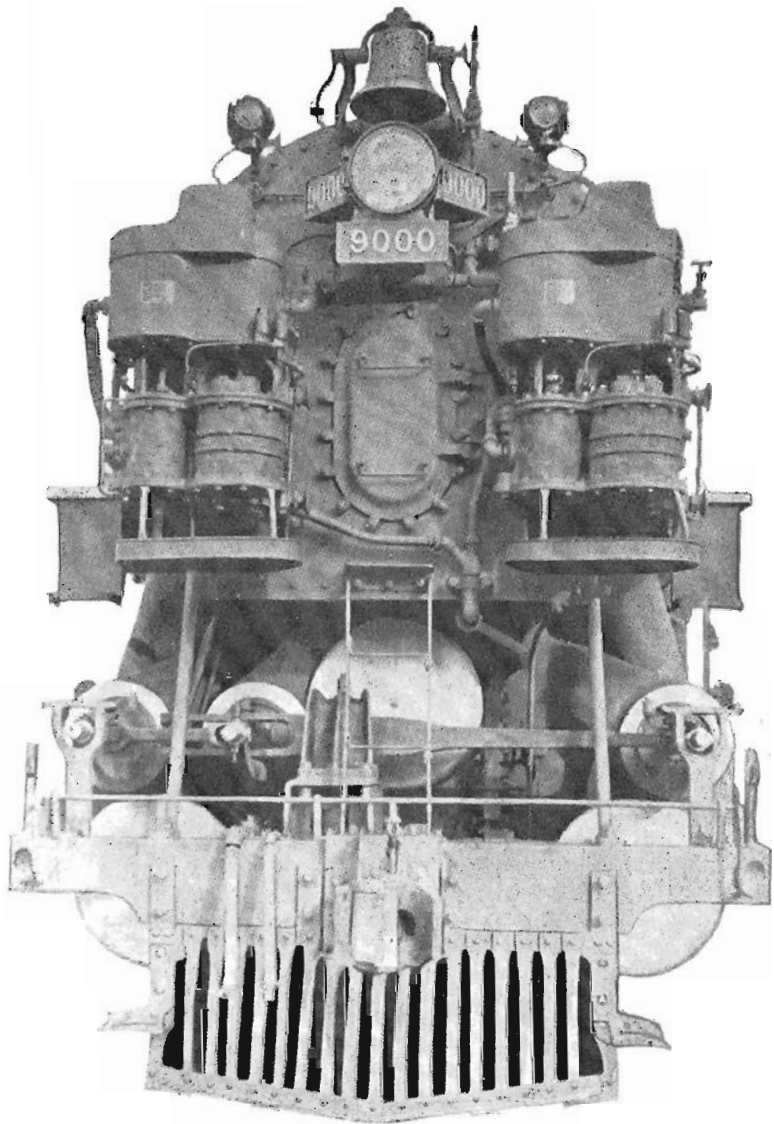
otherwise broken couplings might result.

- (2) Guards not being ready to give the driver the signal to stop when drawing into a station, necessitating, at times, two or three movements of the train in order to suit the location of the van goods.

Too much attention cannot be given to the possibilities of operating goods trains at faster schedules and smaller loads on some lines. Locomotives are similar to motor cars in that they have a decided economic speed.

While it is desirable to maintain full loads in most cases, the added complication in present train operations due to having to provide relief crews at shorter periods than in the past, the time lost due to engine requirements, etc., makes it desirable that the aspect of time and speed in train operation should not be lost sight of in our endeavor to obtain maximum train load figures.

About one-fifth of all locomotive coal is consumed when the locomotive is not doing useful work; that is, in firing up, waiting for trains, standing at sidings and terminals, drawing fires and waiting over pits. The loss in most cases is unavoidable, but in view of the large sum represented it is essential that locomotives should not be lit up too soon, and that standing time should be reduced to a minimum. The reduction of standing time is best brought about by a close co-operation and exercise of forethought on the part of both the Rolling Stock and Transportation operating officers.

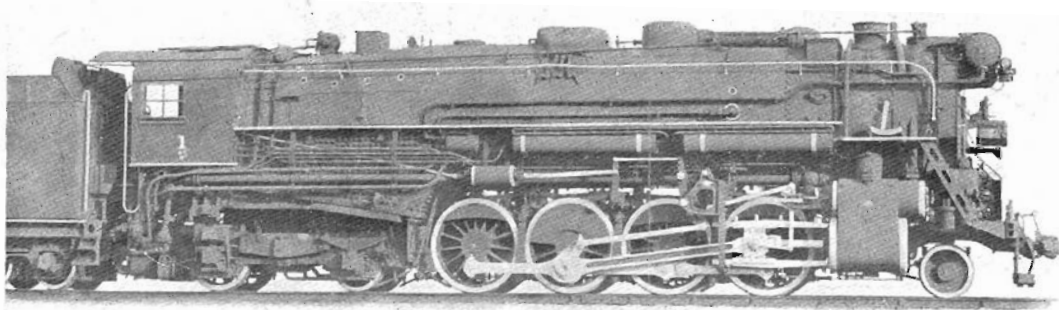


*The front end of a modern 3-cylinder locomotive. Two compound pumps operated by superheated steam are shown attached to the front of the smoke-box. The horizontal rods below the smoke-box operate the centre piston valve. The Victorian new Pacific engine's valve gear will be similarly arranged.*

Of every 100 pounds of coal burnt while the locomotives are running:—

- 70 lbs. are applied in making steam.
- 14 lbs. go out of the stack as waste heat.
- 8 lbs. go out of the stack as cinders.
- 4 lbs. go out of the stack as unburnt gases.
- 4 lbs. are lost to the ash pan and pit.

The losses under items 2 to 5 total 30 per cent. and show the direction in which we



*A typical example of a modern large-firebox engine. The firebox has necessitated the fitting of a four-wheel trailing truck. The power-reversing gear is similar to that on the Victorian railways new Pacific engine. The feed water heater is shown on the front of the smoke box.*

must look for the saving of fuel. The remaining 70 per cent. of the heat in the coal is stored in the steam, or in other words, the boiler has an efficiency of 70 per cent. This figure was increased to 80 per cent. on pulverised fuel-fired locomotives, due to the more perfect combustion obtained.

Of this 70 per cent. of the heat value in the coal :—

- 52 parts are lost in the steam exhausting from the stack on its way to perform some useful work in creating the draught.
- 4 parts are lost in radiation.
- 8 parts are lost in operating air pumps, injectors, blowers and other auxiliaries.
- 6 parts are used in useful work applied at the drawbar of the engine.

The part the locomotive designer has to play in the scheme for reducing operating costs is to increase this 6 per cent. of useful work, which was until recently obtained from the coal. To increase this 6 per cent. to 7½ per cent. means a saving of 20 per cent. in the coal bill for locomotives.

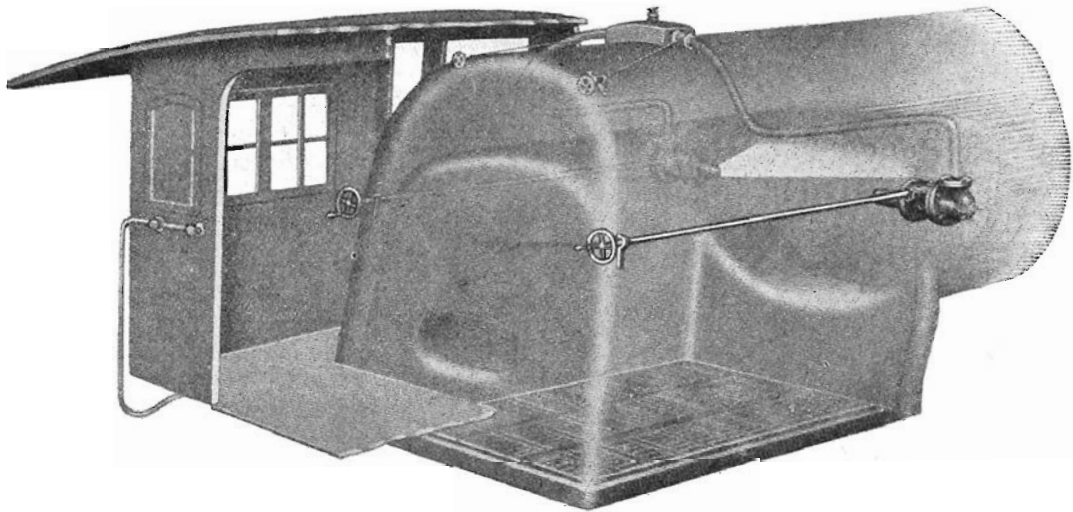
In designing locomotives the paramount influences in effecting fuel economy are :—

- (1) Careful proportioning of engines, boilers, firebox and grate in order to enable the maximum amount of coal to be burnt to meet all demands of the engine without having to carry too deep a fire or too sharp a blast. In other words, the provision of ample grate areas to enable the maximum horse power of the engine to be met with a maximum rate of firing of 100 lbs. of coal per square foot of grate area per hour. The

adoption of wide fireboxes on most locomotives is now the established practice. On the other hand the grate needs to carry a fire at least four inches deep, otherwise holes are formed, cold air passes into the tubes, and the temperature of the firebox drops and reduces the efficiency of the furnace, together with the temperature of the superheated steam.

- (2) Provision of combustion chambers. Most modern large sized boilers are provided with combustion chambers, which are really extensions of the fireboxes. The advantages are that the heating surface of the firebox is increased, and the tubes shortened. As the walls of the firebox extract about 5 times as much heat from the gases per square foot of heating surface as the tubes, the advantage of combustion chambers, especially at high rates of firing is clear. Further, the combustion chamber delays the products of combustion, enabling the gases to be heated up and more perfect combustion to take place.
- (3) Efficient and well balanced draught arrangement. As the work of the exhaust is to draw the gases through the tubes by creating a vacuum in the smokebox, it is essential that the maximum amount of air drawn through with a minimum amount of back pressure in the cylinders should be the ideal aimed at.





Steam-operated tube blower in action.

(4) Superheating.—This is now standard practice on all new locomotives, and the advantages are due mainly to two properties :—

(a) Prevention of cylinder condensation. Steam is a gas, and in that form performs useful work. Condensed, however, it loses this capacity. When saturated steam enters a cylinder, owing to its temperature being only about 385 degrees at 200 lbs. pressure, it gives up the heat to the cylinder walls, and loses up to 25 per cent. of its volume through condensation. As superheated steam has a much higher temperature, it can give up the corresponding amount of heat without condensing the steam, thereby avoiding cylinder condensation.

(b) Larger volume per lb. of superheated steam—

	Pressure	Temperature	Total Head	Volume in Cubic Feet per lb. of Steam
Saturated Steam -	200'	387.9' F.	1199.2	2.141
250' F. Superheated Steam -	200'	637.9' F.	1337.2	2.941
% increase -	—	—	11'5%	37'5%

Since the cylinder takes the same volume of steam per stroke for the same cut off, it is obvious that substantially fewer pounds of steam will be used for the same work done. The gross saving of the coal consumption due to superheating is about 20 per cent. on fast passenger trains to 12 per cent. on freight trains. As the additional capital cost of superheating an engine as against a saturated

one is under £400, and the value of the annual coal consumption of a "C" engine is about £3,400, the net saving due to superheating is substantial.

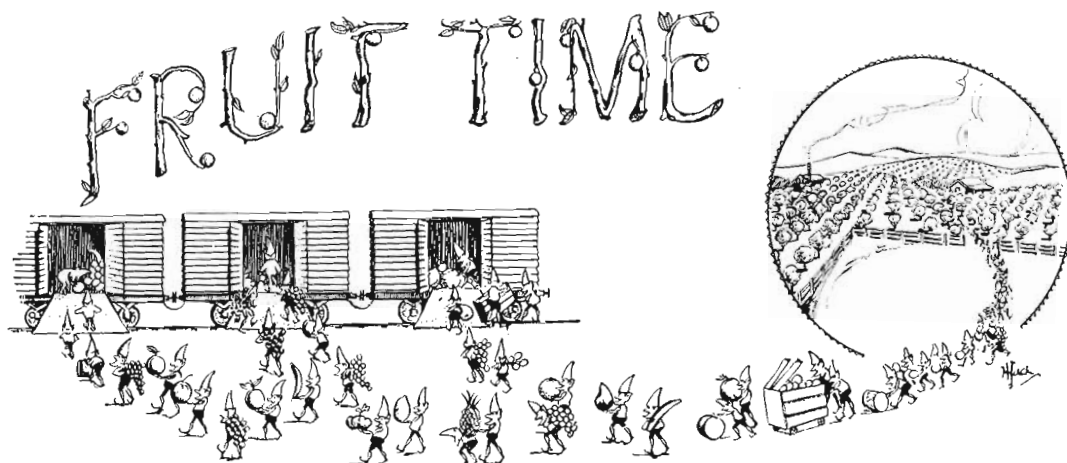
Feed water heater.—When steam is exhausted from the cylinder it gives up 970 British Thermal units in condensing from gas to a liquid. Feed water heaters utilise a part about 12 per cent. of this steam in raising the temperature of the feed water, thereby relieving the fuel in the firebox from heating the cold feed water from an average up to 220 degrees, and thereby saving about 10 per cent. gross in the coal used.

The apparatus consists of a heater and pump with a large pipe conducting water from the tender tank to the pump and a smaller one from the pump to the heater and from the heater to a clack valve on the boiler. A branch pipe is taken from the blast pipe to the heater. In the heater the cold water from the pump passes through a large number of small copper tubes and is heated by the exhaust steam surrounding the tubes.

A layer of soot in the tubes 1/16th inch deep will result in 25 per cent. less heat being extracted from the hot gases as they pass through the tube, than where the tubes are clean.

With a view of maintaining clean tubes at all times, and also eliminating the shed cleaning of tubes, steam-operated tube blowers are now being fitted to most modern locomotives. The "Superior" tube blowers are located on the outside of the firebox, one on each side

(Continued on page 60)



**T**HRIPS and Rutherglen bugs have done their worst, but Victoria's fruit yield is at present filling railway trucks, keeping railwaymen busy.

By slogans, posters and general publicity, the Department has already anticipated the arrival of the fruit. It is now transporting the hundreds of thousands of cases of that commodity which is inseparably associated with the exhortation to "Eat More."

**I**N 1875, the very first shipment of fruit from Victoria to overseas countries comprised a few bushels. Next year, three bushels were forwarded to Mauritius and 80 cases to the East. In 1880, a whole 13 bushels were sent to the United Kingdom.

From this insignificant beginning the Victorian fruit industry has developed into one of the State's biggest assets. The value of the fruit and garden products of last season is placed at £6,000,000; while the capital value of the 83,369 acres of orchards and 42,467 acres of vines in the State is estimated to be £10,385,760.

#### Millions Spent on Irrigation

With a present population of 1,700,000, Victoria has spent millions of pounds on works for the conservation of irrigation water, a large portion of which is being used in orchards and vineyards. Without this water extensive areas now used for producing fruit would be almost barren wastes, or, at the best, would be used only for grazing purposes.

Mildura and other Murray River settlements are good instances of this. In ad-

dition, one might also quote the magnificent Goulburn Valley, and in a similar way the apple district of Harcourt, where, were it not for irrigation, there would be very little settlement. Thus the huge outlay on water conservation has, to a considerable extent, been spent to provide irrigation so that we may be able to produce more fruit.

Last year, more than five and a half million bushels of fruit came from Victorian orchards. If all the cases containing that large crop had been placed in a row they would have formed an unbroken line, five cases deep, along the railway track from Melbourne to Sydney.

#### Losses from Pests

Pests have ravaged Victoria's orchards this season and serious losses have occurred. Apples and berry fruits have been depleted and, in a lesser degree, pears and cherries also. Nevertheless, the yield will be considerable. The Superintendent of Horticulture (Mr. J. M. Ward) said last month

(Continued on Page 30)



*How the Railways Department has Helped to Create a Home Market  
for the Victorian Fruitgrowers*

## Railway Accounting—Its Scope and Purpose

**S**OME people regard the preparation of the detailed returns and statements required, nowadays, by the accounting branches of the Railways Department, and, for that matter, of other Government Departments, as so much red tape. The value of statistics is not always apparent, but the following article shows conclusively that the accurate compilation of data is an essential part of railway operation.

(By T. F. BRENNAN, Chief Accountant, Railways Department.)

**A**MONGST other of the broad issues required of it, accountancy covers the recording of business transactions, and the interpretation of financial, operating and statistical results.

In a relatively small business it is possible for the owner or manager to be personally conversant with the more important details and to place himself directly in touch with its operations. In such a case the keeping of an elaborate set of accounts is, as a rule, unnecessary, but when any such business becomes so large and its detail so varied that one man can not have an adequate personal knowledge of the transactions, it becomes necessary to substitute system for personal knowledge.

In our own business, which is both a very large and highly specialised one, it is impossible for the management to be conversant with the details of the service in all its ramifications. A comprehensive set of financial and statistical records is therefore maintained, and these become virtually the eyes of the administration. System has taken the place of personal knowledge.

### Objects of Accounting

One of the primary objects of the accounting and auditing divisions is to audit the revenue and disbursements of the Department. Little need be said regarding the necessity for accuracy in recording the receipt and disbursement of money, but the value of accuracy in recording much of the information required by the accounting division is, perhaps, not so obvious.

It is from this detailed information that the financial and statistical statements are compiled. These statements are arguments which are placed before the management, and, if correctly compiled from accurate in-

formation, they should stand the test of logical reasoning. They show the trend of the business of the undertaking, and bring to light waste and inefficiency.

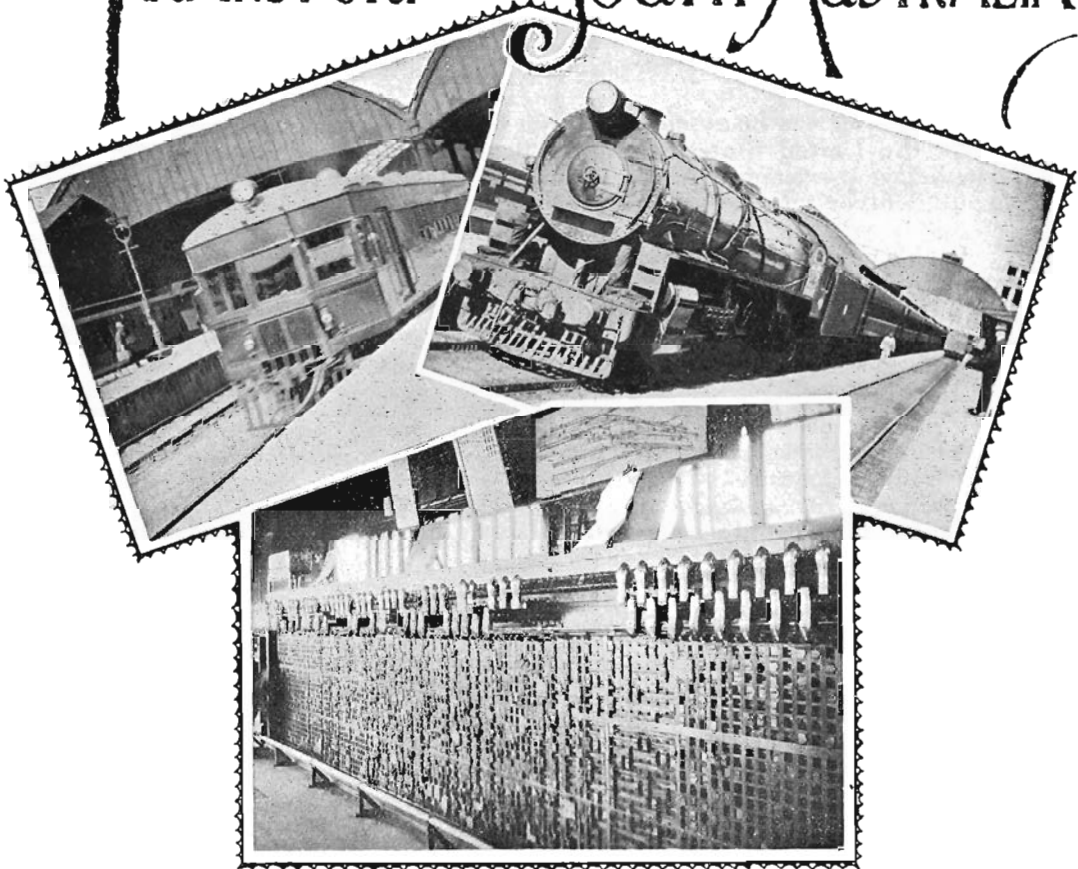
To the uninitiated, it may appear that, in seeking much of the detailed information now required, the administration is employing red tape methods, but it should be borne in mind that, frequently, red tape, as it is termed, is merely order and regularity as the alternative to rough ideas and rule-of-thumb methods.

### Gauging Operating Costs

The fluctuations in the revenue received from the various classes of service—passengers, goods, etc.—can be noted without difficulty, but the task of gauging the cost of operating the services is much more difficult. Since the beginning of rail transportation there has been the necessity for some form of statistical measurement, but with the growth of traffic and the extension of the operations of each system, it became increasingly difficult to keep account of the different sections and divisions of the business, and thus a series of average figures, or units, was evolved.

Each of these averages, or units, presents in a comprehensive figure the result of a number of similar operations, or the combined results of two or more dissimilar operations, and thereby the use of a confusing mass of detailed figures is avoided. Let me illustrate this point. Take, for example, a statement showing a number of trains running varying distances and carrying loads that not only vary with each train, but also vary as a train increases or decreases its load during the journey. The impossibility of obtaining any clear impression from the figures relating thereto will be readily

# TRANSPORT IN SOUTH AUSTRALIA



These three interesting snaps were taken by A.S.M. Forster of Bungaree, who recently spent a holiday in Adelaide. Top left shows the small type of bogie rail motor used on country runs from Central Station. Top right is the new "Mountain" 4-8-2 passenger and goods engine which is heading the 4.30 p.m. Express to Melbourne. The engine hauls the train to Tailem Bend where a "Pacific" engine takes it on to Serviceton. The bottom picture shows the power frame at the Central Station signal box, which controls both points and signals of all lines approaching the station and the yard.

appreciated. If instead, the figures are reduced to the following units the information conveyed by the list is given in condensed form:—

- (a) the train mileage, i.e. the total distance run by all the trains;
- (b) the ton mileage, i.e. the total tonnage hauled one mile;
- (c) the average train load, i.e. the average tonnage of all the trains over each mile of the journey;
- (d) the average truck load, i.e., the average tonnage in each truck.

And so on, using other units, until the movement of these trains had been tested by comparison with other periods and other districts, and the results found satisfactory or otherwise.

The units of comparison in most general use for checking train operations are:—

- (a) the train mile; representing the number of trains run one mile;
- (b) the passenger mile; representing the number of passengers carried one mile;

(Continued on page 73)

# Is Motor 'Bus Popularity Waning ?

**H**AVE the Motor Bus and Truck reached the limit of their popularity ? Have their efforts to supplant electric traction failed ?

Victoria, yet, has insufficient data on which to base a definite yea or nay. But in the United States, where the problem of road v. rail transport was acute before it existed in Australia, experts have discovered a definite swing in public favor towards electric trains and trams.

In this connection, we make no apology for reprinting extracts from an article by Mr. A. V. Thompson, which recently appeared in the G. E. "Monogram." It furnishes food for thought.

**I** HAVE often made the statement, says Mr. Thompson, that the steam and electric railway industry is essentially a sound public necessity, and therefore cannot be supplanted by small transportation units such as 'buses and trucks especially adapted to "retail traffic."

At a recent hearing of the Interstate Commerce Commission, held in San Francisco, to determine the proper economic relationship of 'bus and truck haulage versus interstate railroads, competent authority testified that 60 miles was the limit for proper use for the truck and 'bus, and that their most efficient use was along lines of distribution where traffic thinned out.

## Electric Traffic Holds Its Own

In line with this, it is interesting to note that the Southern Pacific Company's earnings in July, and for the seven months of 1926, break all previous records; also, that a canvass of electric railway traffic shows that these utilities are just about holding their own on passenger traffic, with a very definite increase in freight tonnage, while the auto is reaching a point on the curve of "percentage of use" which is flattening out.

An interesting thing recently happened in a high class residential district in the north of Berkeley.

A popular vote taken two years ago on the matter of dispensing with electric railway service and substituting 'buses would, no doubt, have been favorable to the 'bus. This was the popular, though unstudied, conception of the matter.

During the past two years, the improvement clubs in the district have been giving

some thought to the question, and realise now that modern electric railway service, both for safety, cheapness, and reliability, and as an influence in permanently developing a community, stands alone. Acting upon this conviction, the improvement clubs, in friendly co-operation with the electric railway management, have demonstrated the need for more frequent service.

We have the interesting spectacle of a modern up-to-date community which, two years ago, would have been glad to accept the 'bus, now planning a community celebration because of the improvement in electric railway service.

This is not a new story, as experience and sound judgment are responsible for many similar cases throughout the country; but it is of special interest to the writer because of the opportunity to observe this change of heart right in the community in which he lives, and to have played a small part in this educational work.

## LAUGH IT OFF.

Are you worsted in a fight ?  
Laugh it off.  
Are you cheated of your right ?  
Laugh it off.  
Don't make tragedy of trifles,  
Don't shoot butterflies with rifles—  
Laugh it off.

Does your work get into kinks ?  
Laugh it off.  
Are you near all sorts of brinks ?  
Laugh it off.  
If it's sanity you're after,  
There's no recipe like laughter—  
Laugh it off.

—Eliot

# Grow More Grass!

**P**RI-MARY production, both in quantity and quality, depends first, last and all the time on keeping the land in a high state of fertility. Grazing or grain growing, dairying or orcharding, soil is the first consideration.

The Railways Department recognises this. It recognises, too, that science in the shape of artificial manures must be more widely applied if this State is to wrest the maximum of wealth from the land.

That is why Victorian rail trucks are carrying manures to the farmer at rates which yield no profit, and which, generally speaking, are the lowest in Australasia with the exception of those charged in West Australia.

“**G**ROW More Grass” is the Agricultural Department’s slogan — a slogan which has been enthusiastically echoed by the Railways Department from its station hoardings.

Grass is the country’s most precious crop. Wheat runs a good second. But where wheatgrowers are more and more realising the value of artificial manures—particularly in the Wimmera belt—pastoralists in many cases have still to recognise it.

At present there are about 14,000,000 head of stock in Victoria—sheep, cattle and horses—but repeatedly, and from the housetops, the Agricultural Department has proclaimed that this number could be increased enormously by pastures of reasonably high quality.

Therefore, grow more grass !

### Pastures Deteriorating

Already some Victorian pastures are showing signs of deterioration, and stock in many cases show evidence of malnutrition. It is in these districts that the use of artificial manures, particularly superphosphates, is necessary.

Agricultural Department tests over a period of 10 years show conclusively that top dressing is most profitable, and that it will do more to increase the stock-carrying capacity of grass lands than perhaps anything else, where the rainfall is 20 inches or more a year.

In 1922-23, the Chamber of Agriculture, in co-operation with the Department, laid down 22 experimental plots in various centres. The average yield of dry grass in the untreated plots was 16.6 cwt.

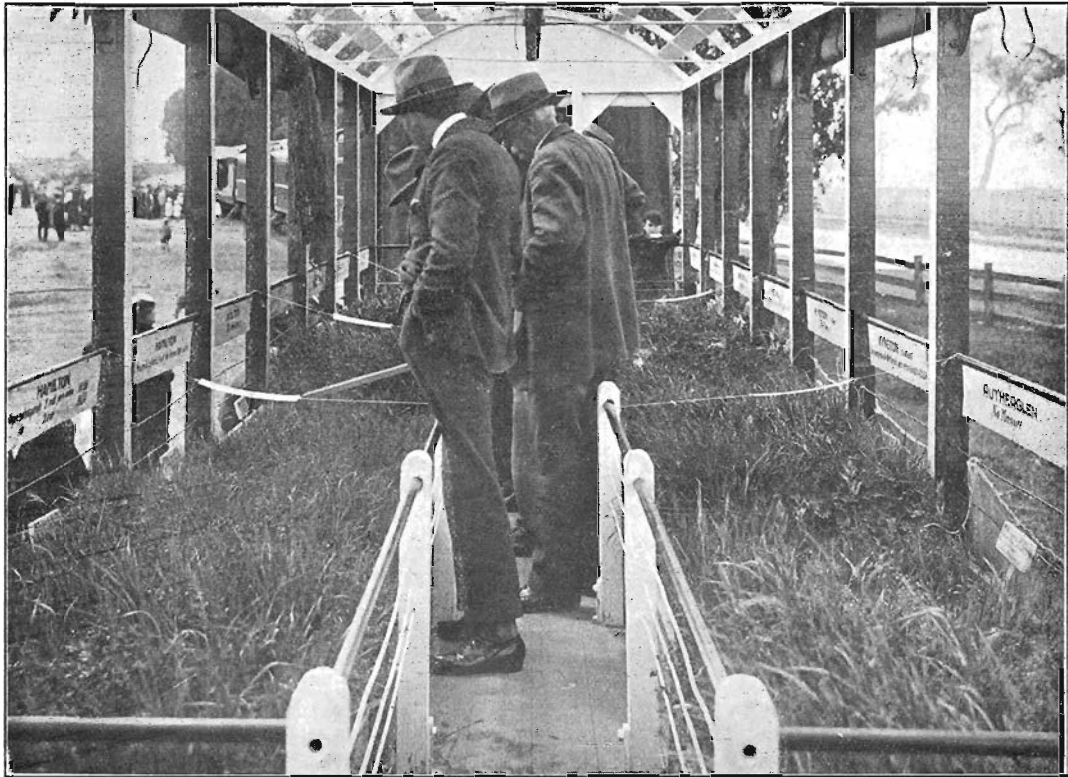
per acre ; those treated with 1 cwt. of superphosphate, 26.4 cwt.; and those with 2 cwt. of super, 32.3 cwt. Similarly clovers and trefoils have been proved to respond to superphosphate top-dressing.

And the cost? Generally speaking, the average for fertiliser is about 6s. a cwt. in Victoria. But as the effect of top-dressing persists in the soil for four years after application, it actually works out at about 1s. 6d. per cwt. per year, a comparatively trifling outlay in the light of the enormous improvement to the land treated.

### Cheap Freight

Transportation costs add very little. For a penny the Victorian Railways will carry 33 lbs. of artificial manure of any kind, for 100 miles; 23 lbs. for 200 miles; 17 lbs. for 300 miles; and 15 lbs. for 400 miles. No other Australian State or New Zealand will carry manure so cheaply, except West Australia. The Queensland rate on the 100-mile distance and the New South Wales charge for the 200-mile run is slightly cheaper, but generally the Victorian rate has the advantage as is shown in the following comparison of rates per ton :—

	50 Miles	100 Miles	200 Miles	300 Miles	400 Miles
	s. d.	s. d.	s. d.	s. d.	s. d.
Victoria ..	3 8	5 7	8 3	11 0	12 3
N.S. Wales ..	5 0	6 9	8 5	10 0	11 3
S. Australia ..	4 3	8 0	13 9	18 0	22 3
Queensland ..	4 10	5 3	10 0	11 8	13 4
W. Australia ..	3 3	4 1	6 2	8 3	10 4
New Zealand	5 8	8 2	11 7	15 0	20 0



*Small plots of growing pasture on the Better Farming Train illustrating the beneficial effects of superphosphate dressing. The plot on the extreme right shows thin, sparse, unfertilised pasture in direct contrast with the thick luscious grasses and clovers on the left.*

Time and again, it has been observed that sheep and cattle show preference for top-dressed pasture. An interesting example of this was recorded some time ago at Cudgee. In distributing the phosphate with the drill, narrow strips about 14 inches wide were inadvertently missed. Subsequently cattle were observed to eat only the treated sections and neglect the untreated, leaving strips of dry grass showing in the paddock.

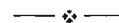
Generally speaking, the wider use of manure would induce not only greater productivity, but closer settlement, although to scatter phosphate broadcast without regard to rainfall is distinctly unwise. Unquestionably, its judicious use enhances the value of land. Prices for properties so treated have advanced enormously since 1901.

Wherefore the moral is obvious—let us grow more grass with the help of artificial manure.

#### GET ACQUAINTED WITH THE "OLD MAN."

Know the Success Family?  
The father of Success is Work;  
The mother of Success is Ambition.  
The oldest son is Common Sense;  
Some of the other boys are Perseverance, Honesty, Thoroughness, Foresight, Enthusiasm, Co-operation.  
The oldest daughter is Character;  
Some of her sisters are Cheerfulness, Loyalty, Courtesy, Care, Economy, Sincerity and Harmony.  
The baby is Opportunity.

Get well acquainted with the "old man" and you will be able to get along with the rest of the family.



#### OVER THE ODDS.

Foreman—Wot's up, Bill, 'urt yerself?  
Bill—No; gotta nail in me boot.  
Foreman—Why dontcher take it out, then?  
Bill—Wot! In me dinner hour?



# What the Tottenham-South Kensington Track Duplication Will Mean

**E**ACH succeeding year brings a greater expansion of railway goods transport and intensifies the problem of congestion—especially in and around the Melbourne yards.

But the Commissioners, with an eye to rapid and efficient operation, are keeping abreast of the times, and thus it comes about that the huge undertaking of duplicating the tracks between Tottenham and South Kensington is already under way. The following article gives some indication of the benefits likely to accrue from the scheme.

By J. D. MICHIE.

**T**HE independent goods lines between West Footscray and South Kensington, which form part of a complete scheme of goods train isolation, will connect up at the West Footscray end with two similar roads which now skirt the Tottenham gravitation yard between West Footscray and Sunshine. When the section now under construction is completed, all goods trains to and from the northern and north-western districts will travel on independent goods lines clear of the passenger lines between Sunshine and Melbourne.

## Cross Country Line.

Tottenham gravitation yards are designed to accommodate all goods traffic coming from the north-eastern, northern, north-western and south-western lines. It is at present suitably placed for dealing with the northern and north-western lines. The Standing Committee on Railways has already recommended a cross country goods line connection between Broadmeadows and Albion, over which the whole of the goods service for the north-eastern lines will travel.

Subsequently it is also designed to form a connection with the Geelong line, which, if completed, will have the effect of concentrating the arrival of all goods trains from country districts north of the Yarra into the Tottenham gravitation yards. The result of this will be the elimination of all country goods trains between Broadmeadows, Sunshine and Laverton from the suburban passenger services within that area.

When finished, Tottenham Gravitation, commencing at the Sunshine end, will consist of two independent through goods roads

extending to West Footscray. These will skirt a complete marshalling yard made up as follows:—

1. Six reception roads for the arrival of trains.
2. First classification group consisting of 16 sorting sidings.
3. Second classification group consisting of 26 sorting sidings.
4. Departure roads—eight in number.

Trains going in at the Sunshine end unmarshalled will be broken up, passed through the different groups by gravity shunting, and be available for despatch at the West Footscray end, in train, line and station order.

The marshalling groups can be tapped from either the up and down independent roads which will give the utmost flexibility. Load adjustment platforms and twin double track weighbridges are also provided.

## Eliminating Reverse Movements.

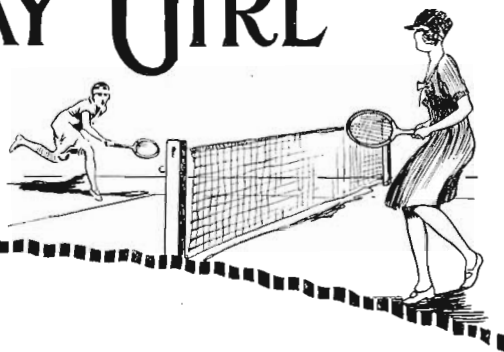
The reverse movements now common to most shunting yards will be almost entirely eliminated, and it is anticipated that one shunting engine during the 24 hours is the maximum that will be required.

At the present time only about half the scheme has been completed. The effect of the whole scheme, when brought into operation, will be that the pressure now on the Melbourne yard will be relieved to such an extent that some of the area now occupied can be released to provide more room and increased facilities for the handling of the

(Continued on page 74)

# The RAILWAY GIRL

at Work  
& Play



A CERTAIN observant epigrammatist once delivered himself to the effect that "Woman may have got us out of Eden but as a compensation she makes the earth very pleasant." And the male staff at the Railway Head Office can testify to the accuracy of this gallant remark. Even in the serious business of life her softening influence is apparent.

*The eternal feminine, as this article shows, is playing a responsible and ever-increasing part in the general scheme of railway service.*

By RICHARD HUGHES

IT was Mr. C. J. Harris, two years' retired Superintendent of Refreshment Room Services, who started the whole thing.

One can picture him leaning back in his chair with a far-away expression in his eyes, stroking his chin thoughtfully as the staggering idea occurs to him. In the adjoining offices, his clerks steadily push their pens and tap their typewriters, blissfully unaware of the bombshell which will soon be hurled into their midst.

Perhaps Mr. Harris first thrusts the idea aside. He dismisses it from his mind, picks up a memorandum, busies himself in the fluctuating prices of bacon and vegetables. But he cannot concentrate. The idea recurs. Again he toys restlessly with it, cautiously weighs the pros and cons, gradually yields to its insidious lure, finally capitulates.

### The First Girl.

And so in February 1922 the first girl to brighten the sombre masculinity of the railway head office commenced duty as Mr. Harris's confidential secretary.

The die was cast. The writing was on

the wall. More girls, still more arrived. The stern male fetish was definitely overthrown. The stodgy gods of conservatism were levelled to the dust. Cathedral-like corridors which had previously resounded but to the tread of heavy boots began to echo lighter footfalls. Musical feminine tones were heard where once gruff voices had ruled supreme. Male juniors self-consciously straightened their ties in the lift, in the mornings, sheepishly shuffled their feet. Mr. Harris, Mr. Harris!

### More Than 120, Now.

Now, upwards of 60 typistes and stenographers in the Way and Works, Rolling Stock, Refreshment Services, Transportation and Secretary's Branches are on the head office payroll. In addition, 59 girls operate the "Powers" machines in the Accountancy Branch.

Talent lurks modestly in their ranks. Three girls in the Secretary's Branch have climbed to the topmost pinnacle of achievement in the stenographer's world; have annexed the coveted Licensed Shorthand Writer's certificate. And it was a Head

Office girl who won the blue ribbon of first place at the last Commonwealth typewriting examinations.

"Languor in their hearts or weariness on their brows" are certainly not attributes of the 59 girls who work amid the whirr and clatter of the "Powers" machines on the third floor of the Spencer-street building. Their figure-juggling includes every kind, shape, form and species of railway statistics. They compile payroll particulars. They tot up car and truck mileages. They determine rolling stock costing. They maintain records of all classes of Transportation statistics. They draw up



figures relating to freight accounting.

Three damsels open the thousands of envelopes that converge weekly on the division from every station in the State. The trio sorts the various returns and waybills, and hands the lot over to the card punchers. These latter have no connection with the science that enabled Jack Dempsey to live so long without working. They control, with incredible speed, the keys of a remarkable machine which punches holes in a special card according to the particulars entered upon the station return. The cards are then sorted by another machine, uncannily efficient in operation and weirdly human in action. Finally, a tabulating machine prints off a detailed summary of the information shown on the cards.

Eve keeps a watchful eye on the three types of machine and doesn't require any help from Adam in the process. Even the daily testing of the machines for faults is carried out by a fair one.

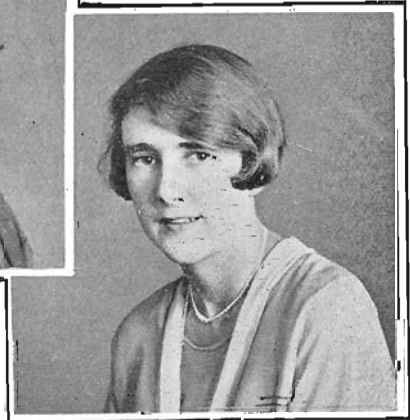
Quantity and quality of the work? Well, it was officially suggested that 1650 accurately

punched cards would be a fair daily minimum for one girl. So the majority of the energetic operators turn out something like 2000 daily. One of them consistently rings the bell with an average of 2500! The percentage of errors bobs around in the neighbourhood of one per cent, and occasionally drops to less than one-half.

There'll be no excuse, therefore, for any of these girls if, after they mislay their hearts, they mislay an odd penny or two in those irritating household accounts.

#### No Powder Puffs Visible.

So neat and tidy is the Spotswood storehouse that one would naturally expect to find some powder-puffs about the premises. But even they are carefully tidied away. In the white-stone building, comptometers and adding machines lead a strenuous existence, ceaselessly manipulated by soft well-manicured fingers. Their calculations cover a wide field. The values of the 60,000—sometimes 70,000—requisitions passing monthly



*THREE CLEVER LITTLE MAIDS ARE WE.—Miss M. Sullivan (left) and Miss E. Gorry (right) who have recently gained the coveted Licensed Shorthand Writer's Certificate. Miss E. Kinsella (centre) won first place in the last Commonwealth Typewriting Examinations.*

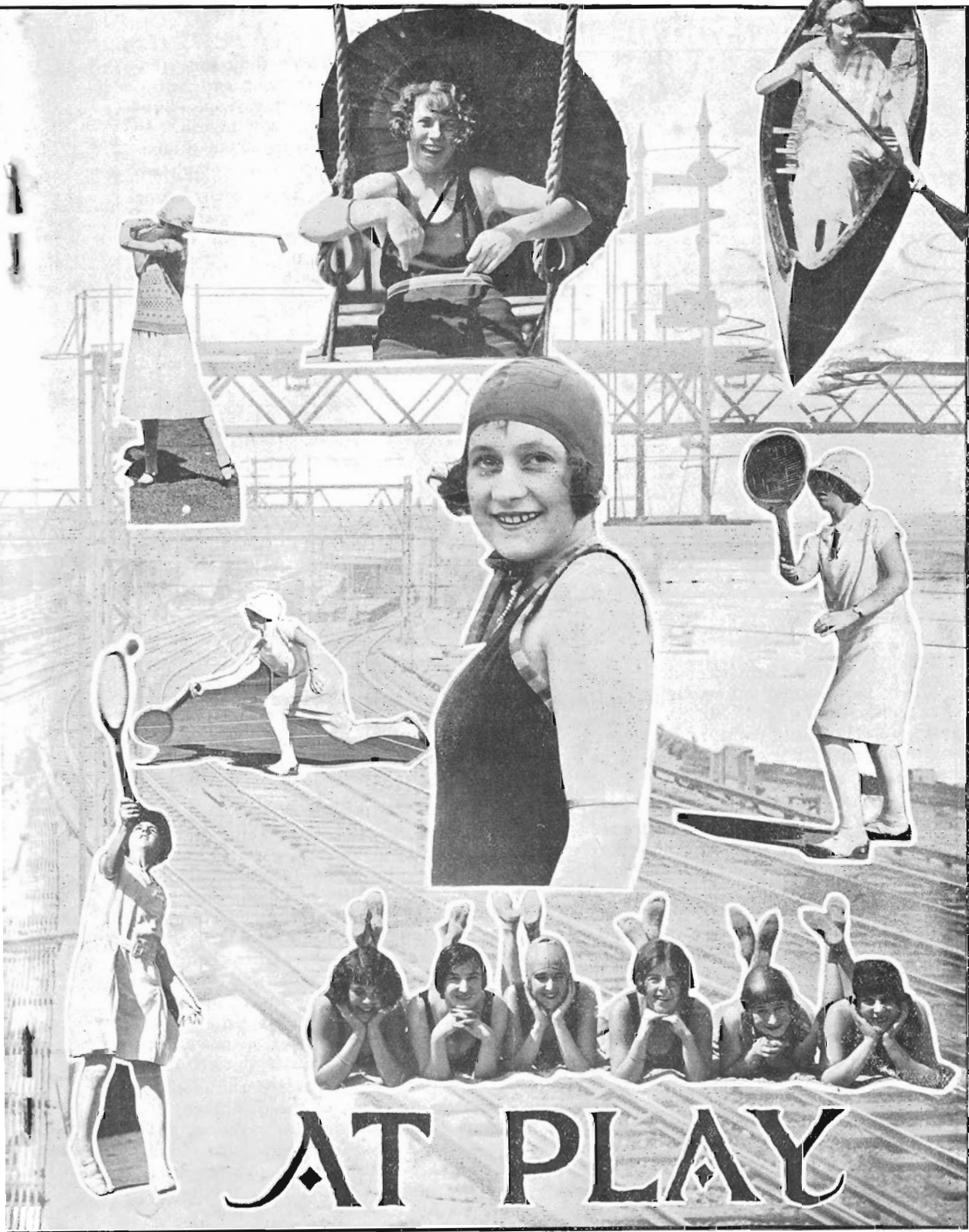
into the storehouse are extended, checked and summarised. Accuracy and speed again go hand in hand.

Another little band of specialists—14 strong—is ensconced in the basement at head office. This is the Duplicating Bureau. It

(Continued on page 42)

# AT WORK





# AT PLAY

Photographs by W. Howieson



*The Dictaphone Typiste at Work.*

is one of the spheres of activity controlled by Mr. M. F. Gray, the Printing Officer. It was inaugurated on June 1, 1923. It is the biggest concern of its kind in Australia. Chaos would ensue if it suddenly ceased to function.

#### **No Monotony.**

Circulars for all branches of the service are duplicated here. Jobs are frequently performed for country centres like Maryborough and Ballarat. That handy machine known as the "addressograph" gets plenty of exercise. The girls cut stencils on typewriters. They run off these stencils on a duplicating machine. The neatly typed sheets thus produced then revert to the office which sent along the rough draft. There is no monotonous similarity about the class of work which the feminine printers are called upon to undertake. A live stock notice might be followed by a special train schedule (the Transportation Branch finds 50 per cent. of the work for the Bureau). A detailed account of an Officers' Conference might come hot on the heels of an instruction relating to the issue of Minties to refreshment stations, which in turn might precede an official form of contract for the Chief Storekeeper.

Three thousand stencils are cut and half-a-million single copies duplicated every month. In one year 20,000 individual jobs are completed.

In their spare time (they do have spare time) the Duplicating Bureau girls display as much enterprise as they do energy in working hours. They edit, print and publish a staff journal of their own. They call it "The Whisper," and they'll soon be celebrating its third birthday. It is—let's be technical—a quarterly magazine of 36 pp. crown 4to, and it sells at sixpence a copy. Profits are showered upon a deserving charity at the end of the year.

A few weeks before last Christmas some anonymous friend presented "The Whisper" staff with three pounds. The girls converted the donation into as many plum-puddings as 60-shillings' worth of ingredients would manufacture and rolled the lot down to the Boys' Home at Frankston.

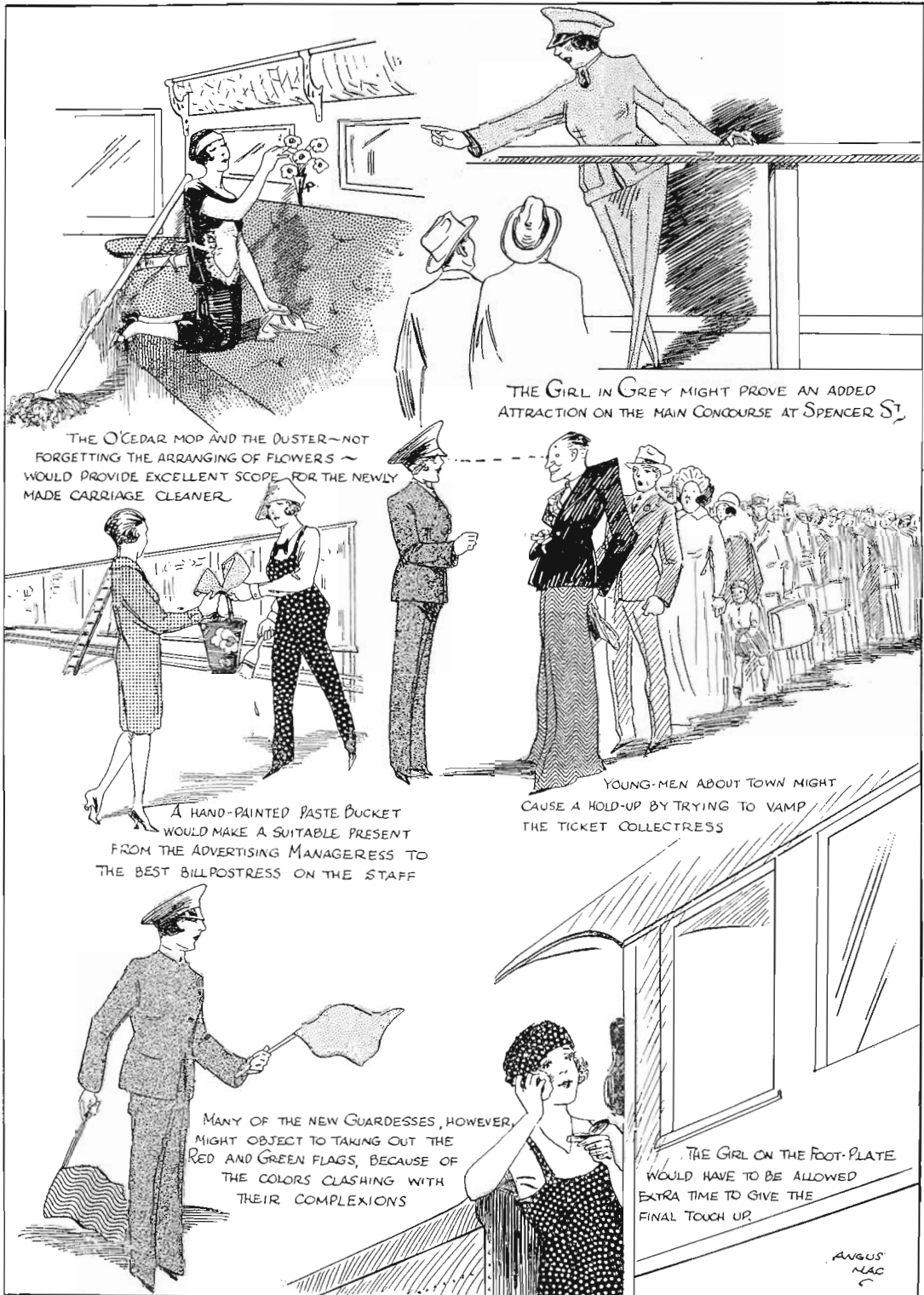
#### **Co-operative Bank Account.**

Two other thrifty habits of the Bureau staff are worth mentioning—worth imitating, too. They have a co-operative banking account into which they pay a certain small amount every pay day. In December they withdraw and divide it evenly. The windfall is very acceptable when holidays are approaching. In the same way each girl hands over sixpence on the most important day of the fortnight to swell a fund which provides annually a dinner in town and an evening at a theatre for the whole staff.

Amongst the cameras, tripods and glaring lights which form part of the equipment of the Railways Photographer works a girl whose duties are unique in the service. She can say literally that she has brought a splash of color into the department—quite a number of splashes, in fact. Her thoughts run on carmines and new blues and lamp blacks and yellows and ochres and sepias. She

*(Continued on page 44)*

# Angus Mac Wonders if the Railway Girl will Ever Come to This!



THE O'CEDAR MOP AND THE DUSTER~NOT FORGETTING THE ARRANGING OF FLOWERS ~ WOULD PROVIDE EXCELLENT SCOPE FOR THE NEWLY MADE CARRIAGE CLEANER

THE GIRL IN GREY MIGHT PROVE AN ADDED ATTRACTION ON THE MAIN CONCOURSE AT SPENCER ST.

A HAND-PAINTED PASTE BUCKET WOULD MAKE A SUITABLE PRESENT FROM THE ADVERTISING MANAGERESS TO THE BEST BILLPOSTRESS ON THE STAFF

YOUNG-MEN ABOUT TOWN MIGHT CAUSE A HOLD-UP BY TRYING TO VAMP THE TICKET COLLECTRESS

MANY OF THE NEW GUARDESSES, HOWEVER, MIGHT OBJECT TO TAKING OUT THE RED AND GREEN FLAGS, BECAUSE OF THE COLORS CLASHING WITH THEIR COMPLEXIONS

THE GIRL ON THE FOOT-PLATE WOULD HAVE TO BE ALLOWED EXTRA TIME TO GIVE THE FINAL TOUCH UP.

ANGUS  
MAC

tints photographs for exhibition at the Tourist Bureau and other places. She does color work for illustrations in pamphlets and brochures issued by the Betterment and Publicity Board. She re-touches portraits.

The Refreshment Services Branch is the solitary branch in which the feminine element outnumbers the sterner sex. There are nearly 500 girls in that branch and 284 of them wear the pink uniform of the waitress.

There are also a dozen housemaids (at The Chalet, Mt. Buffalo National Park) and one housekeeper, 30 cooks and 50 stall attendants. All the department's towels and linen and most of the waitresses' uniforms are made by four seamstresses at the Dining Car Depot, where in addition a staff of laundresses give dirt short shrift.

#### Popular Orange-Juice Girl.

The orange juice girl deserves an article to herself. In her first month at the now famous Flinders-street fruit drinks bar, she handed out 132,000 drinks to thirsty travellers and placed £2200 on the credit side of the department's ledgers.

Then, at some stations in Victoria the controlling influence is exclusively feminine. Three hundred and twenty-six ladies, including about a dozen in the suburban area, are known as caretakers. And the Way and Works staff officer, thumbing the pages of his huge nominal roll book, announces breathlessly that he has counted the names of 29 girls who are Assistant Gatekeepers.

Newport, too, has its two qualified nurses to render first aid to employes when they are called upon.

But it's about time some mention was made of the railway girl at play. What is true of Jack in the matter of "all work and no play" is equally sound where Jill is con-

cerned. "Dull," though, is the last adjective one would think of applying to the typical railway girl. She finds plenty of opportunity for play. Swimming, dancing,



*Duplicating Bureau girls converting £3 worth of ingredients into Christmas puddings for the Frankston Boys' Home.*

tennis, motoring, canoeing, golf—all have their devotees among the staff.

Off duty the clack of the typewriter is supplanted by a more agreeable smack of ball against racquet, white limbs gleam in the surf at St. Kilda, supple ankles play willing and graceful tribute to King Jazz.

Energy and enthusiasm develop as a matter of course from healthy recreation and outdoor sport. *Joie-de-vivre* has ever been synonymous with *joie-de-travailler*. Perhaps that is the secret behind the good service which the railway girl gives, always has given.

And to think that Signor Mussolini has actually asserted that women interfere with efficiency and cause delay in offices! "They do not appreciate the businesslike character of work," he declared with insufferable masculine pomposity. Send him out to Victoria. We'll show him!



*Refreshment Room girls keeping cool during the heat wave.*



## Only Eleven More Days for Courtesy Essays !

**R**AILWAYMEN in all branches of the service are responding enthusiastically to the invitation for short essays on Courtesy. Each mail brings its quota of competition entries—the first was received three days after the January Magazine was published—and it looks as if the judges' job of awarding the £5 prize for the best of them will be anything but a sinecure.

**T**HAT is all to the good. We want every Victorian railwayman and railwaywoman—all are eligible—to send in their ideas on courtesy. Everybody in the service has an equal chance of winning.

Quite apart from the competitive aspect, it does one good occasionally to crystallise into the written word his or her ideas on an abstract subject, be it religion, ethics, psychology, courtesy, or anything else. It is a mental exercise that always gives clarity to one's beliefs and principles.

In these days of keen competition in the sale of transport service, it's a good thing to sit down quietly and figure out with the help of pen, ink and paper, exactly how such an important item in our make-up, as courtesy, is going to make us successful salesmen. A clear idea on the subject is the first step to individual as well as collective advantage. Don't forget that !

The exchange of ideas, too, is very helpful. For that reason, we are going to publish quite a number of these competition essays, just as we publish articles and paragraphs written by railwaymen. After all, a magazine is an idea-mart.

### What is Courtesy ?

What is courtesy? What is its motive? What are its effects on your customer, on yourself?

✓ This is what an American writer said recently :—

Treating 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.

### COURTESY.

**T**HERE are five little words,  
I'd have you to know:  
They are 'Pardon me.' 'Thank  
You,' and 'Please.'  
Oh, use them quite often  
Wherever you go,  
There are few words more  
Powerful than these.  
These five little words are  
Filled with a power  
That money or fame cannot give ;  
So commit them to memory,  
This very hour,  
And use them as long as you live."

Helping a pretty girl across the street, holding her umbrella, carrying her dog ; none of these is courtesy. The first two are pleasures, and the last is politeness.

Courtesy is doing what 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 a reason.

Courtesy is good will ; and good will is prompted by a heart full of love to be kind.

We may not agree with his fine distinctions, but his ideas are illuminating. Our excuse for quoting him is that he gives one something to think about and—we hope—write about.

Last Day, February 12.

Railwaymen—and railwaywomen — have still eleven more days to think and write. All essays must reach the Betterment and Publicity Board, Railways Department, Spencer-street, Melbourne, not later than February 12.

**Write on one side of the paper only. Put your name, occupation and address on the bottom right hand corner and endorse the envelope "Competition," on the top left-hand corner. Keep your essays under the 250-word limit.**

The General President of the Institute (Mr. J. S. Rees), the Chairman of the Staff Board (Mr. D. Cameron), and the Chairman of the Betterment and Publicity Board (Mr. C. H. Holmes) are acting jointly as judges. Their decision will be final.

Where to Spend a Holiday

# Walhalla—A Delightful Mountain Retreat

**W**ALHALLA calls appealingly to the traveller to come and see its scenic beauty—thrillingly inspiring to the lover of the picturesque—as seen for example, at Lammer's Creek situated in a deep valley embowered in hazel and musk scrub and giant tree ferns. Here, the varied grandeur of mountain, stream and gully is unsurpassed in Victoria.

**T**HIRTY to forty years ago, Walhalla was known as one of the most remarkably situated goldfields in Victoria. Lying in a deep and narrow trough between steep and lofty mountain ranges, it resembles in everything but the character of its habitations, one of those secluded villages to be met with in out-of-the-way valleys in Switzerland.

But in place of the lowing of cattle, the tinkling of their bells among the tree-clad hills, and the bugle-sound of the horn of the herdsman, there was heard the rush of steam, the whirring of machinery and the thud of the quartz crushing mills; for the place was called into existence by mining enterprise.

This industry met with magnificent results. The Long Tunnel Extended Mining Company, for instance, with a paid-up capital of only £12,000, divided, during the life of that famous mine, upwards of £1,000,000 among its fortunate shareholders. The Extended Toombon, as well as other mines in the locality, also yielded most handsome returns.

### Gold Area Now Tourists' Mecca

Gold production is now negligible—although exploratory work is still going on to re-discover the rich vein which made Walhalla famous—but this delightful little town, in its deep and narrow valley hemmed in on either side by charming scenery, will always be the enchanting goal of the holiday maker.

Walhalla presents many fascinating attractions for the tourist. The journey there over the 26 miles of narrow gauge railway from Moe, is in itself a delightful experience. It would be difficult to imagine a finer scenic railway.

The train passes through a dense forest growth of numerous varieties of gum trees. Blue mountains, with summits clothed in cloud, and purple-tinted haze produce a

sweetness of colouring that would anywhere be difficult to rival. The breeze coming through the open windows of the carriages is heavily scented with eucalyptus-trees and wild-flowers.

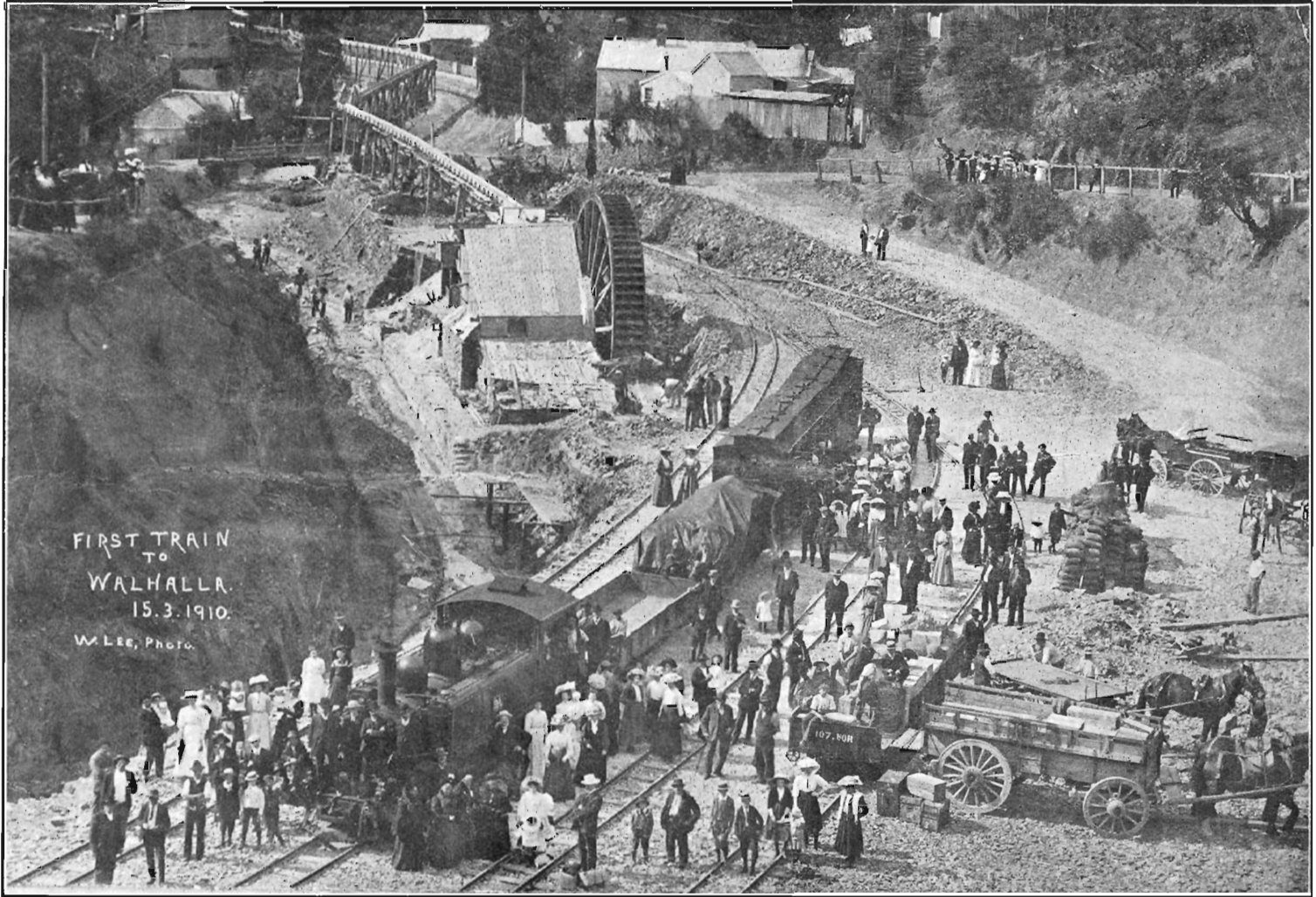
In places the line is so hemmed in by the luxuriant growth of vegetation that the boughs of trees almost sweep the sides of the passing cars. There are several neat little stations en route, but it would be both uninteresting and unnecessary to describe them here in detail. The views obtained of this mountainous region are beautiful in the extreme; at one moment the train is on one side of the Thomson River, and a few moments later it is skirting the base of a mountain on the opposite side.

### Wonderful Country

Climbing upward, the train travels through wonderful country. At Moondarra, fourteen and three quarter miles from Moe, the traveller sees on either side of him extensive areas of splendid red soil, which produces abundant crops of onions, potatoes and maize. On the Moondarra plateau, the traveller obtains his first view of giant Baw Baw away to the north.

Leaving the Moondarra plateau, the train descends into the valley of the Thomson River; crossing the Thomson by a bridge supported by cement piers which is a monument to the skill of the engineer who designed it, the train shortly afterwards enters the Stringer's Creek gorge. Walhalla is reached at length after a journey of three hours, and the train draws up at the platform, which is built right across the narrow valley of Stringer's Creek.

With its winding and narrow streets, formed almost in the bed of the deep valley of the creek, and its houses perched one above the other on the steep hillsides, Walhalla presents a wealth of appeal to tourists.



*WALHALLA, SEVENTEEN YEARS AGO.*

Why My Job is ImportantThe Lad Porter Must Keep His  
Wits About Him

"THE job of lad porter on the railways fascinated me for some time before I succeeded in getting my appointment to it," says Lad Porter Thomas R. Hanlon, Fairfield Park, who in the following article expresses a few of his ideas on the importance of his job, and what it may lead to in the Railway service.

THE importance of being a railwayman fascinated me for some years before I applied in the usual way, and afterwards received my appointment as lad porter.

In those days I used to think there could not possibly be more interesting work or a better job anywhere than that of lad porter, so that I made up my mind to try, and try again if necessary until I should succeed in obtaining employment in such a position, so that I might experience the thrill of working on a railway station, clothed in the uniform indicative of the position.

I received my long-looked-for appointment, about five months ago, and I must tell you, if ever there was anybody in this world overjoyed at having commenced his life's career I was that person, not so much for the bare consideration that I had attained the position of lad porter, but that I had been placed in a position in connection with which I felt at the time (and do so now) would open up to me great possibilities for advancement.

**Only Beginning**

In my present job, I am only beginning to fashion myself into that flexible kind of quantity which later on will have sufficient knowledge to achieve in practice efficient results in whatever duties may be assigned me.

Progress as well as happiness on the job is entirely in my own hands, but I feel that it just comes to this, that, unless I am enthusiastic in doing the best I can for myself, I cannot possibly expect that others will take more than a passing interest in me.

I was, some months ago, called into the Railways Institute to attend for a few weeks a class of instruction under Mr. P. Legg.

What he told us about the duties of our job opened up such a wide field for thought, that I am still thinking how I can best do what we were shown.

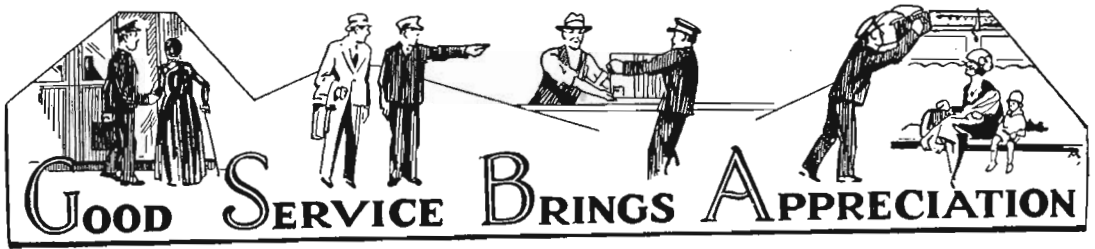
Placed as I am here at the barrier to check the tickets of passengers entering and leaving the station, I regard such a duty as being of very great importance. It must be strictly carried out to detect, for instance, possible passengers who in alighting here try to dodge the barrier by quitting the station at some point other than through the barrier gate, or lag behind after the departure of the train, and seat themselves in the waiting-room and explain when spoken to that they have not been travelling. Some, too, try to break their journey by such means. Such practices of course, on their part, would if not carefully watched be a loss to the revenue.

**Do It Courteously!**

During my shift at work I have, of course, to answer many questions, and I have come to realise how important it is to give correct information—whether it be the departure time of the next suburban or country train, parcels rates, information about a parcel on hand, and so on. My object is to do it courteously, because it is better to be on good terms with everybody.

I take my turn at booking in the down office, where the importance of issuing and checking tickets and a thorough application of all instructions about parcels rates, distances, and all about issuing weights is obvious to anybody. There are many other duties in connection with my job, and if you will come again in six months' time I will be able to tell you more.

Meanwhile I am getting busy on it.



#### FIRE FIGHTERS THANKED.

I BEG to bring under your notice the willing help given last Wednesday night (when my home was destroyed by fire) by, firstly, Messrs. W. McCormick (motor coach driver), and G. E. Clark, who were first on the scene, and, regardless of any danger, did their utmost to save any article they could. Also would I like to mention Messrs. N. R. Maxwell, driver, and G. Harding, and G. J. Gordon, driver, who also greatly assisted.

I feel it my duty to express my thanks through you to these men who have the consideration of the citizens at heart both on and off duty.

—L. Douglas Bear, Upper Ferntree Gully, writing to the Chairman of Commissioners.

#### A RECORD

WE have pleasure in bringing the facts as follow under your notice, viz.:—

December 28.—12.15 p.m.—posted letter order to Cresco Co., Geelong, for two trucks superphosphates.

December 29th.—Order received by Cresco Co.

December 29th.—Order despatched by Cresco Co.

December 31st.—2.30 p.m. 2 trucks arrived here! i.e. 3 days 2 hours after posting order goods were in our hands! This must be a record?

We hope that you continue through 1927 same as you finished up 1926. With best wishes.

—The Woomelang Hardware and Timber Co. Pty. Ltd. O. Dettmann, Secretary, writing to the Chairman of Commissioners.



#### RACING CLUB'S THANKS.

I AM requested by the President, Hon. F. Brown, to write an appreciation of the excellent manner in which the railway traffic was handled during the late cup meeting.

All passenger and horse trains arrived on schedule time, which tends towards the smooth running of the meeting. We wish to thank you for your part in the arrangements. Wishing you the compliments of the season.

—Harry McGoldrick, Secretary, Ballarat Turf Club, Ballarat, writing to the District Superintendent, Ballarat.



#### AN EDITOR'S TRIBUTE.

I AM writing to bring to your notice a service which was rendered to us by one of your officers last night. There is so much public criticism of the Railways Department that I am sure you will be glad to hear of one appreciative customer.

We had occasion about 10 o'clock last night to communicate urgently with a member of our staff who was a passenger on the train travelling to St. Arnaud. We got in touch with the officer in charge of telegraphs at about 10 o'clock, and gave him two messages for transmission. These messages reached our reporter before the train left Maryborough, and enabled us to complete arrangements for his transport from Mildura to Broken Hill by aeroplane.

I cannot speak too highly, not only of the efficiency with which the service was rendered, but of the courtesy of the official who acted for us. I have very great pleasure in bringing this courtesy to your notice.

—Lloyd Dumas, Editor, The Sun News - Pictorial, Flinders-street, Melbourne, writing to the Chairman of Commissioners.



#### PROMPT DELIVERY.

ON Monday, 6th inst., at 1 p.m., we ordered by telephone from the Massey Harris Co., a 6 ft. Binder, and as our customer was in urgent need of same, asked that it be sent promptly. The Binder arrived here on the Tuesday night, and was working on the 8th inst.

On behalf of our customer and ourselves, we wish to thank the Railways for their prompt delivery.

—A. & M. McDonald, Land and Commission Agents, Morwell, writing to the Stationmaster, Morwell.



#### "PARTICULARLY COURTEOUS OFFICER"

I DO not know whether this letter is correctly addressed or not; but I think your Department ought to know that last night I received a great deal of help from a particularly courteous officer at an extremely busy time, on the Spencer-street station, at 11.15 p.m.

The officer to whom I am very much indebted, wore a cap carrying the words "Station Master" and appeared to be beyond middle age. Would you please convey my appreciation of his help, to him. —Alfred H. Pain, 111 Mary-street, Richmond, writing to the Secretary for Railways.

#### SAFE TRANSIT OF FURNITURE.

IN reference to the transfer of my furniture from Merino on 27th ultimo, I have to state that it arrived at Euroa the day after we got here, and when unpacked, was found to be still in good order, there being no breakages whatever. This speaks well of the railways, considering the furniture had to travel nearly 330 miles. Thanking you for your assistance at Merino.

—G. H. Richardson, Teller, National Bank, Euroa, writing to the Station-master Merino.

## A KINDLY DEED.

I WANT to voice an appreciation of one of the railway employees. I was travelling in a crowded train, this morning, and was standing in the corridor of a carriage—I expected to have to stand all the way to Colac—when a conductor came to me and said: "I am afraid I can't do much for you this morning, but at Moriac I think I can find you a seat." He did this for me, and I am very grateful. I do not know his name, but a name does not matter. A kindly deed marks a man for good.

—Dr. J. R. M. Thornton, 89 Aberdeen-street, Geelong, writing to the Secretary.



## RECORD WINE TRANSPORT.

THE volume of business transacted with your Department for 1926 constituted record figures.

To enable us, as a country branch of our firm, to function properly, it is very necessary that adequate truck provision be made together with expeditious transit of our commodities. We now beg to testify to the efficient transport provided us during this period, and to also bring under notice the unfailing courtesy extended to us by the local Stationmaster and Asst. Stationmaster.

—B. Seppelt and Sons Ltd., Great Western, writing to the Chairman of Commissioners.

PICNIC TRAIN  
APPRECIATED

ON behalf of the United Sunday Schools, I wish to thank you for the fine train that was provided, and also for the courteous manner shown by the staff on the occasion of our recent annual picnic.

—W. J. Williams, Hon. Sec., United Sunday Schools, Ararat, writing to the Stationmaster, Ararat.



## WARRNAMBOOL REGATTA

MY Committee desire me to convey to you and members of your staff their appreciation and thanks for the courtesies and assistance extended to me during the unloading and reloading of visitors' boats for the above regatta. I assure you same was greatly appreciated by all concerned. Again thanking you.

—William A. Hope, Secretary, Warrnambool Boxing Day Regatta, writing to the Stationmaster, Warrnambool.

## FURNITURE HANDLED WELL

RE furniture sent from Essendon to Boort, a couple of weeks ago, I have pleasure in advising you that same arrived at Boort in perfect order—no breakages—and on the Wednesday afternoon, only consigned on the previous Monday at 5 o'clock, which is a very quick journey.

I appreciate your efforts in the way you carefully watched and instructed the carrier in packing same in the truck. Wishing you the compliments of the season.

—J. A. Davies, Edward Trenchard and Co., Boort, writing to the Goods Clerk, Essendon.



## PLEASING ECHO OF CUP DAY.

WE desire to thank your Department for assisting us with your Ticket Checking Staff on the second-class railway platform at Flemington on the recent Derby and Cup Days.

The staff carried out their duties with efficiency and courtesy, and Mr. Johnson who was in charge proved a most competent and tactful official of whom we must speak in the highest terms.

—Arthur V. Kewney, Secretary, Victorian Racing Club, writing to the Secretary for Railways.



## "EVERYTHING O.K."

JUST a line to let you know that the handling of this season's wool at Redesdale railway station has been entirely satisfactory.

Your Stationmaster has helped us in every way possible, and everything was O.K. Trusting you are well, with kind regards.

—Ernest F. James, Colibarr Estate, Redesdale, writing to the District Superintendent, Maryborough.



## N.Z. M.P.'s. APPRECIATION

I DESIRE to express to you my appreciation of the courtesy and attention of the officers of your Department while I was in your State with the Empire Parliamentary Delegation. The information afforded me by Messrs. W. T. McConnell and Curtis was most useful and interesting and added to the value of my visit.

—W. A. Veitch, M.P., Wanganui, N.Z., writing to the Minister for Railways.

## CASTERTON'S RECORD

NOW that our blood pressure is normal after the bustle of the wool season, we gratefully acknowledge the prompt despatch of wool, redgum blocks, bark, etc., from the Casterton railway station. It is frequently impressed on us that we are on a branch line, and that we should be grateful for any concessions. This season's loading record has been put up because the S.M. laid aside the gold braid and donned blueys. Trucks in were emptied to time on the threat that demurrage charges would be inflicted.—"Jack Downes" in the Casterton News of December 16.

[S.M. Norwood of Casterton, reports that from Oct. 1 to Dec. 15, 6,348 bales, 54 bags and 5 fadges of wool, together weighing 863 tons and representing a revenue of £3,193 were despatched. Only £15 was paid for casual labor, and at no period was a consignment on hand for more than two days. In the same period 250 tons of wattle bark, 7,280 bags of oats and an average of four truckloads of redgum paving blocks were loaded, besides eggs, honey and butter averaging 11 tons a week. The inwards merchandise handled was approximately 25 tons a week, apart from trucks unloaded by consignees].

### HONESTY

**T**HE Metropolitan Superintendent (Mr. T. W. J. Cox) sends in the following report:—

On the evening of the 28th ultimo, Senior Porter Williams of Flinders-street found a bag containing a large sum of money in one of the Darling trains. He immediately took it to the Stationmaster and in his presence counted the contents, which amounted to £33.

Later in the evening, Williams had the pleasure of knowing that the money had been returned to the anxious owner, who turned out to be a niece of one of our oldest S.Ms.

His honesty and prompt compliance with the regulations have been brought under the General Superintendent's notice.

### 'BUS COMFORT AND COURTESY

**I** SHOULD be glad if you would convey to the Commissioners an expression of the courtesy of the officers of your Department in the arrangements that were made for a trip by motor 'bus to Point Nepean, on December 18, by delegates attending the International Pacific Health Conference.

Your Mr. Robert, the driver, and the dining car attendant who supervised the arrangements for luncheon, gave every facility for ensuring a comfortable trip. I might add that the delegates from overseas were very favorably impressed with your motor 'bus service, the luncheon arrangements, and the courtesy of your officers.

—The Director-General of Health, writing to the Secretary for Railways.

### EFFICIENT FRUIT TRANSPORT

**D**URING the past season, we have handled between seven and eight thousand cases of pears on account of various growers in the Goulburn Valley. These pears were railed to us at Essendon, placed in cold storage for several months, and then re-trucked at Essendon for Sydney and Brisbane.

With the exception of one case slightly damaged between Essendon and Sydney, the various consignments were handled by your staff in a very efficient manner, enabling us to obtain prompt delivery for storage purposes and quick despatch to interstate buyers, which is essential, the result being that very satisfactory prices were realised by the growers.

We wish therefore to place on record our warm appreciation of the efforts of your staff in connection with these consignments, and especially to the Stationmaster at Essendon (Mr. Hally) and his staff, which enabled us to obtain the splendid results above-mentioned. Mr. Hally took more than a personal interest in the despatch of the fruit from Essendon, the packing of which into the trucks he specially supervised.

We shall be glad if you will kindly convey to the staff dealing with these consignments our thanks for their specially fine work.

—W. J. Floyd, Manager, Floyd's Ice and Cold Storage Works Pty. Ltd., Ascot Vale-road, Moonee Ponds, writing to the Secretary for Railways.

### CO-OPERATIVE SERVICE.

(By L. M. H.)

**I** HAVE a message which gives me pleasure to pass along the line. Recently I met a visitor from a Sister State who was interested in rail-roading. This gentleman spoke highly of our methods, and said that what struck him most forcibly was the interest in his job displayed by everyone, while the pride men took in explaining details to him and the light of enthusiasm which brightened their faces when doing so, were wonderful and inspiring.

He was astonished to think that such a large family of 29,000 could be moved by the one great spirit of service. What had brought this about? How was it done? He was all questions.

To railwaymen, the spirit of service and co-operation has been apparent for some time. They know that the light of enthusiasm has brightened their work. They have felt the satisfaction of having improved their service. But that satisfaction is multiplied into extreme pleasure and the light of enthusiasm is made brighter still when some one comes along who is full of appreciation not only of their methods but tells them their enthusiasm and pride of service astound him.

Now, Co-operators all, if these qualities are apparent to one, others must be conscious of them, and eventually continued good service will bring about universal recognition.

I accepted the visitor's praise as a tribute to the earnestness of the efforts of railwaymen, and I feel that my fellow workers should share the pleasure of my knowledge.

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### SECRETARY'S THANKS

**I** BEG leave to acknowledge the kindness extended to me during my 21 years as Secretary of the Geelong City Homing Club by the Staff at the Geelong Railway Station, especially the Parcels Office and previous Stationmasters. Thanking your servants for past favors.

—E. Knight, Hon. Secretary, Geelong City Homing Club, 22 Queen-street, Geelong West, writing to the Commissioners.

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### HELPING TO BOOST VICTORIA.

**I** HAVE the honor by direction to express the best thanks of my Council for your very fine and instructive lecture, illustrated with moving pictures, on Picturesque Victoria. I can assure you that the Council is very grateful to your Department and yourself for all the trouble you went to in this matter. The show and lecture were not only appreciated by the Council but by all those who attended.

I might add that the views of the Grampians came home to all those present, and from all sides I have heard the most favorable comments on the instructive evening's entertainment. It is only by these nights that we become fully acquainted with our own country, and there is no doubt it will in due course benefit us all.

—The Town Clerk, Stawell, writing to Mr. A. E. Williams, Govt. Tourist Bureau Enquiry Staff.



### Betterment Bees Buzz Elsewhere

THOSE adamant little things, known officially as exigencies of the service, that often tear asunder our little working bees and set them buzzing in other and divergent hives, have been at work on the Betterment and Publicity Board with the result that both Messrs. "Bill" McConnell and George Curtis have been sent to graze on pastures new—a metaphor just about as mixed as were probably their feelings when they first heard about the changes. The Betterment and Publicity Board was one of the happiest of little Railway families, the work of its members dove-tailing in like a solved Chinese puzzle—a state of affairs brought about largely by the personalities of the aforesaid Bill and George. Still, the tradition looks like being particularly well carried on by Messrs. Lance Bromilow and Jack Fowler, their successors, and two of the best fellows you could meet in a day's march.

### Service With a Smile

BILL McConnell, as everybody in Head Office knows, is the embodiment of service with a smile—one of those optimistic infectious smiles. His desk may be snowed under with urgent files, two telephones may be clamoring for his attentive ear, and somebody may have run off with his dictaphone, but somehow he'll find time to smile up at you and put you on the right track. He's built that way. Straight from Grenville College, Ballarat, he



joined the service as a boy and has since collected railway certificates by the bunch—safe-working, sound-operating, stationmaster's and all the rest of them. Probably he has travelled more widely over the Victorian system than most railmen. He has served north, south, east and west, as stationmaster, in the train-running Bureau, and later as traffic inspector—the youngest in the Service—for the Western District, where he became one of Metro. Cox's men—and they are notorious

for doing good work. Five years of that, and he was made Train Running Officer in the Central Office, and last year was promoted to the Betterment and Publicity Board. Now, he drops into the big job of Chief Train Controller, to supervise all the running in the Central District, which means the supervision, among other things and people, of ten control offices.

### "Brung Up" Together

George Curtis is just as cheery, in a different way. A benevolent soul who has the gift of seeing the humorous side of things, he has had, and looks like continuing a pretty successful career. Curiously enough, both he and his successor on the Betterment and Publicity Board, Jack Fowler, were nurtured together, in their railway infancy, at the Newport Workshops. George, however, had already got pistons and wheels and boilers and other engineering gadgets into his blood at the Ballarat Phoenix Foundry when he



joined up, in 1905, as apprentice fitter and turner—a few months before Jack. George, after helping to design the C and K engines, went out to inspect tyres turned out by Thompson's of Castlemaine, for the Railways, and Jack went out to help settle the little brawl in Europe about that time—it nearly settled him, although not until after he'd shown them all points in running an infantry company and a staff captain's job, and had gathered to himself an M.C. and a double mention in despatches in the process.

### Youngest D.R.S.

JACK duly hobbled out of third London Hospital—he tells some excellent stories about his little sojourn there, by the way—and came back to draw engines and, later, to do special work at the North Melbourne Loco. until he was appointed D.R.S.—at the time, the youngest in the service—at Geelong. There he remained until the Betterment Board beckoned just before Christmas last year, his old friend George Curtis having been sent from the Board (whither he had meantime made his way) to take charge of the locomotive section of the drawing office.







### The Sixty-fifth Mile Post

**A** LONG and useful railway career ended when Colonel C. A. Mitchell, V.D., Assistant Estate Officer, gazed ruefully at the calendar and admitted that he had reached his 65th mile post. He entered the service in 1887, had been honorary secretary of the V.R. library and Commissioners' representative on the first and following Councils of the Institute. He interested himself actively with



the aims and aspirations of the Professional Officers' Association, filled the Presidential chair and was awarded a Life Membership. When not wrapped in abstruse problems affecting leases and easements and land resumptions, he plied the calling of those who seek the bubble reputation in the cannon's mouth. During his career he was Railways Military Transport Officer and Staff Officer of the late V.R. Regiment. He was unfitted for active service when Gallipoli, Palestine and France beckoned, but he had four and a half years' strenuous experience as Special Intelligence Officer and Commandant of the Seymour training camp and the Ascot Vale isolation camp. He was promoted Lieutenant-Colonel for his services.

Before retiring to his irrigation orchard at Mildura, the Colonel was presented with a wallet of notes for himself and a wristlet watch for his wife by Mr. J. M. Ashworth, Assistant Chief Engineer of Way and Works, whose good wishes were endorsed by Messrs. Roberts, Rankin and Pestell.

### Takes Some Beating

**W**hat with "Boy" Charlton and Ponsford, record-breaking is developing into a monotonous habit these days. Carriage-BUILDER George Seabridge of Newport, however, puts up a record which should stand pretty high in the railway world. He has had 33 years' service, and during the whole of that time has never once been late for work in the morning. He started in the Telegraph Branch in 1894, had 12 months at Spencer-street and went to Newport in 1897, serving six years' apprenticeship. The clock has never yet scored a victory over him. Apparently it never will. Any challenges?

### A Big Job Done

**N**O railwayman heaved a deeper sigh of relief than did Mr. F. Towers, recently, at the satisfactory close of the biennial stocktaking of the whole of the Railway Department's Stores. The job involved the checking of more than £1,000,000 worth of goods. Mr. Towers has



been Book-keeper of the Stores Branch now for about eight years, and to his desk he is the friend that sticketh closer than a brother. A keen railwayman, he enjoys the close co-operation of his staff. For some years he was an enthusiastic follower of the Institute boxing and wrestling competitions and held down the seat of Councillor.

### 'Phone Chief for Overseas

**F**OR eight months Mr. E. G. Godfree, Telephone and Telegraph Engineer, will be missing from his office on the top floor of the Head Office Building. He has obtained special leave of absence and is making a trip to England. On his return he will pass through America. In both countries he will inquire into various aspects of railway practice. Mr. O'Connell is relieving him.

(Continued on next page)

"Gentlemen, the Teacher!"

POPULAR teachers usually get presents from their devoted pupils at Christmas time, but it is not the general practice for the students to drink their instructor's health in anything stronger than ginger-beer. In the Institute Council-room the other week,



however, Mr. A. Larkins, instructor of the Station Accounts and Management class, was toasted and "jolly-good-fellowed" in non-teetotal fashion after being handed a gold watch by a representative gathering of his docile pupils, many of whom are as old as he is. Mr. J. L. Keary opened the proceedings with the stern announcement that he was going to put the stop-watch on all the speakers. Mr. L. Mertens, of the Metropolitan Superintendent's staff, made the presentation, and the hearty "hear, hear's" which punctuated his appreciative

references to Mr. Larkins' very successful tuition, gave way to incredulous coughs when the modest dominie urged in response that the good results secured by his class were due to the efforts of the pupils themselves. Then someone proposed Mr. Galbraith's health, and somebody else thought of Mr. E. F. Hally, ex-instructor of the class and now S.M. at Essendon. And Mr. Larkins remembered that the newly-arrived son of Mr. McDonough, the member of his class who had arranged the little function, had not been honored. And, on the score of his success in winning the "Harold W. Clapp prize" for 1926, a similar omission in respect to Mr. G. E. Scammell, was rectified. And Mr. W. Phelan made the necessary remarks which preceded the elevation of glasses in honor of Mr. Keary. And then someone noticed it was a quarter to five!

Amphibious

FITTER J. D. Falloon, who secured extended leave of absence in June last is quite determined to pick up all the wrinkles he can about the mechanical side of both land and sea transport. Having distinguished himself at Newport as the youngest railwayman to qualify as fitter and turner, he sailed to America and back as fourth engineer on the 10,000-tonner Bolivia. Now he is helping to keep the cranks turning in the "Nairana" backwards and forwards on the Bass Strait run. Later on, he intends to get some experience on the big American railroads before settling down in Victoria again.



In Harness Again

EVERYBODY is glad to hear that Institute Councillor J. McCartney is back in harness after a very severe bout with double pneumonia, which at one time seemed likely to prevail in the fight. Fortunately, it didn't, and he now looks like putting in a good many more years in the good work which Institute members have learned to appreciate. He is one of the Institute's most active Councillors.



Accepted as Evidence—of Goodwill

A LARGE box of cigarettes, a silver cigarette holder and a gold mounted fountain pen were glittering exhibits at the Castlemaine railway station on a recent Saturday evening. Signalman A. Beretta, of the Castlemaine "B" box, gathered up the exhibits and listened modestly while Night Officer Tolliday told him how much the staff regretted his transfer to Stawell. Local representatives of all branches of the service voiced good wishes. Signalman O. Evans will move from the old "C" box to grasp the levers which Signalman Beretta has forsaken.

Hale and Hearty at 83

MR. Rupert Clarke, Block and Signal Inspector's Office, recently received a Christmas card from Mr. George Bowden, who some twenty years ago retired from the position of Block and Signal Inspector and is now in his eighty-third year.

His handwriting, to-day, is just as legible as it was in the days when he signed his name to many papers connected with the signalling arrangements of the metropolitan area. A fine tribute to the healthy nature of the railroader's job.

Hoots, Mon!

WHAT'S in a name? Quite a lot sometimes! For instance, if Mr. Chris. MacRae's name had been—well, Jones or Robinson, the staff of the General Storehouse at Spotswood wouldn't have been able to make the surprise presentation which they sprang on him when they heard of his marriage. Mr. W. Harris, speaking "on behalf of the boys," pressed upon the bridegroom an original drawing of a braw Chris. MacRae, attired in kilts, bagpipes, velvet beetle-shell jacket, tartan, sporran, buckled shoes, rolled golf stockings and other spectacular adjuncts to the genuine Highland costume. Before the boys had their innings, however, Mr. H. S. Sergeant, Travelling Storekeeper, handed over a valuable piece of furniture to the Benedict. Nice things were said also by Mr. F. Towers (Bookkeeper) and Messrs. N. Frazer and F. P. Mitchell.



*Left: Safe method of fitting a "come-along" clamp. The linesman's left arm is in a position to secure a safe hold and allow him to use his spanner with his right hand in the correct manner.*

*Right: Unsafe method of fitting the clamp. The linesman has no control over the ladder, while the method of using the spanner is incorrect*

### REGULAR INSPECTION OF LADDERS, TRESTLES AND TOOLS

**A**N important decision reached at the last meeting of the Safety Council was that somebody should be held responsible for the regular inspection of ladders, trestles, tools, etc., at all workshops and other depots.

**D**ISCUSSION disclosed that regular inspections are already carried out at the Newport and Jolimont Workshops, and that similar inspections are made of overhead equipment under the Electrical Branch, and of hand trucks, gang boards, etc., at the Melbourne Goods Sheds.

The Council agreed that the practice of making regular inspections was to be adopted

at all other workshops and depots, including large country goods sheds, where such a policy was not already in existence.

Every workman should keep a watchful eye over the condition of tools, and when defects are noticed they should be sent in to his depot so that they may be repaired or used as scrap material.

#### SAFETY COMMITTEES ESTABLISHED.

Up to date Safety Committees have been formed at the undermentioned locations :—

##### Rolling Stock Branch—

Newport, Jolimont and Bendigo Workshops.

Committees are shortly to be established at the Ballarat Workshops, the Car and Wagon Shops, and the North Melbourne Loco.

##### Way and Works Branch—

Arden-street Workshops, Spencer-street Workshops.

Supervising Inspector of Ironwork—Plumbing Staff, Spencer-street; Outside Staff.

Metropolitan Engineer—Depot, North Melbourne; Melbourne Yard.

Inspecting Engineer—Dandenong and Spotswood.

District Engineer—North Melbourne and Oakleigh.

##### Transportation Branch—

Melbourne Goods Sheds, Melbourne Yard, Ballarat, Ararat, Stawell, Horsham and Dimboola.

Committees are to be formed in other country districts at an early date.

##### Signal and Telegraph Branch—

Newport Signal Shops.

##### Electrical Branch—

Newport Power House, Electrical Maintenance and Repair Shop, Testing Engineer's Depot, Distribution Engineer's Depot.

##### Stores Branch—

Spotswood General Store.

These Safety Committees have been established to eliminate accident risks. You can help by submitting your ideas for safety to your local committee.

#### SAFE PRACTICE PAMPHLETS.

With a view to familiarising employes with the various causes of accidents common to their avocations, sectional pamphlets are at present being prepared. Those now in hand comprise the following :—

Shunting and station work; Track work; Electrical handbook for non-electrical men; Handbook dealing with boiler and engine rooms.

It is the intention to issue a copy of each publication, when printed, to all employes concerned

# Railwaymen Extend Their Knowledge

**E**XTENSIVE opportunities for education in railway and allied subjects are offered by the Railways Institute. The following railwaymen passed the examinations held towards the close of last year:—

## Algebra—Grade 1

C. C. Adams, App. F. and T., Newport, 79; H. V. Hardy, Clerk, D.S.'s. Office, Geelong, 67; J. Young, App. Blacksmith, Newport, 53; A. L. White, Lad Laborer, Spencer-street, 53; E. D. F. Town, App. F. and T., Newport, 53; A. G. Douglas, App. Blacksmith, Newport, 51.

## Algebra—Grade 2

R. W. Curtis, App. F. and T., Newport, 100; J. Robinson, App. Blacksmith, Newport, 82; W. Sandbank, Clerk, P.M.G.'s. Department, 76; N. E. C. Edgar, App. F. and T., Newport, 59; M. H. Meyer, App. F. and T., Newport, 58.

## Applied Mechanics

W. Sandbank, Clerk, G.P.O., 90; W. McG. Thomson, App. F. and T., Newport, 88; R. W. Curtis, App. F. and T., Newport, 86; J. P. Vincent, App. F. and T., Newport, 84; H. W. Sharp, App. F. and T., Newport 81; N. E. C. Edgar, App. F. and T., Newport, 77; C. C. Baird, App. F. and T., Newport, 76; J. E. Reynolds, App. Elec. Fitter, Newport, 72; N. L. Harris, App. Coppersmith, Newport, 69; P. E. Stillman, App. F. and T., Rolling S., Newport, 64; B. R. Noseda, App. F. and T., Rolling S., Newport 64; R. I. McCall, App. F. and T., Rolling S., Newport, 62; C. Baird, App. F. and T., Rolling S., Newport, 62; J. K. Storie, App. F. and T., Rolling S., Newport, 61; V. A. Zarella, App. Elec. Fitter, S. and T. Newport, 61; R. G. Colvin, App. F. and T., Newport, 59; J. W. Kidd, App. F. and T., Newport, 53; L. Duggan, App. F. and T., Newport, 52.

## Bookkeeping—Grade 1

G. K. McRae, Junior Clerk, S. and T., Spencer-street, 73; J. Miller, Junior Clerk, Melbourne Goods, 63; D. W. Daw, Junior Clerk, Accs. Branch, Spencer-street, 59.

## Bookkeeping—Grade 2

E. P. Rogan, Junior Clerk, Newport, 75; J. J. May, Junior Clerk, Spencer-street, 62; G. R. Bird, Clerk, Spencer-street, 60.

## Building Construction—Grade 1

A. R. Williamson, App. Carpenter, Arden-street, North Melbourne, 83; N. Schmidt, App. Carpenter, Arden-street, North Melbourne, 50.

## Building Construction—Grade 2

W. H. White, App. Carpenter, Arden-street, North Melbourne, 75; W. Robertson, App. Carpenter, Signal Shops, Newport, 73; A. Watts, App. Carpenter, Arden-street, North Melbourne, 72.

## Electricity and Magnetism—Grade 1

E. Kearney, App. Elec. Fitter, S. and T. Newport, 75; M. S. Kimber, App. F. and T., Newport, 75; W. Kerr, Elect. Fitter, S. and T. Newport, 55; S. J. Hearn, Lad Laborer, O'head Equip., North Melbourne, 51; N. L. Harris, App. Coppersmith, Newport, 50; M. H. Tippins, Fitter, S. and T. Shops, Newport, 50.

## Electricity and Magnetism—Grade 2

T. Bennett, Elect. Fitter, Newport, 70; V. E. Roberts, Elect. Fitter, Spencer-street, 68.

## Electricity and Magnetism—Practical

### Technology—Grade 3

S. W. Crellin, App. Elect. Fitter, S. and T. Branch, 75; K. M. Napper, App. Elect. Fitter, Newport, 67; F. C. Jacobsen, App. Elect. Fitter, Newport, 65.

## Engine Working—Grade 1 (Junior)

R. Plumridge, Cleaner, Hamilton, 79; E. J. Cody,

Cleaner, Wonthaggi, 77; C. Kettle, Cleaner, Colac, 75; T. De Graffe, Fireman, Ballarat, 73; W. F. Booth, Cleaner, Wonthaggi, 67; E. J. Drummond, Fireman, Wonthaggi, 65; J. W. Kellam, App. F. and T., Newport, 63; C. Goudy, Cleaner, Colac, 62; J. Cedelland, Cleaner, Hamilton, 60; R. Carlile, Cleaner, Wodonga, 56; H. A. Robinson, Sup. Cleaner, North Melbourne, 55; H. L. Hare, Cleaner, Traralgon, 55; G. R. Tweedale, Fireman, Wonthaggi, 54; S. W. Brown, Fireman, Korumburra, 53; A. Calsiferi, Fireman, Korumburra, 50; A. Bower, Cleaner, Benalla, 50.

## Engine Working—Grade 2 (Senior)

R. E. James, Fireman, Ararat, 87; H. P. Ward, Fitter, Ararat, 81; A. R. Goodman, App. F. and T., Newport, 78; A. Hargreaves, Fireman, Hamilton, 75; W. H. A. Gangell, Fireman, Stawell, 74; H. C. Coleman, Fitter, Ararat, 74; W. Philpott, Fireman, Hamilton, 70; J. V. Wishart, Fireman, Stawell, 70; J. Clancy, Fireman, Bendigo, 69; H. E. Mason, Fitter, North Melbourne, 67; H. W. Shepherd, Fitter, Stawell, 67; C. G. Kemmis, Fireman, Colac, 65; T. Cockerall, Fireman, Ballarat, 64; A. R. Lambden, Act. Driver, Seymour, 62; B. J. Taylor, Fireman, Benalla, 62; E. L. Mitchell, Fireman, Colac, 62; R. J. Martin, Fireman, Dandenong, 60; C. Ellis, Fireman, North Melbourne, 60; D. N. Bowden, Fireman, Stawell, 60; J. H. Jupp, Fitter, Stawell, 59; R. L. Benson, Fireman, North Melbourne, 59; G. Alexander, Fireman, Benalla, 59; E. J. Hyatt, Driver, Geelong, 59; B. Patterson, Fireman, Bendigo, 59; F. E. Bonar, Fireman, Korumburra, 58; E. A. Berry, Fireman, Mornington, 57; J. Pilkington, Fireman, Traralgon, 57; F. J. Walters, Fireman, Benalla, 56; L. T. Sells, Fireman, Colac, 56; J. C. Mangan, Fireman, Seymour, 56; F. W. Corrie, Fireman, Stawell, 56; G. Muhlhan, Fitter, Ararat, 55; H. R. Fagan, Fireman, Bendigo, 55; J. Payne, Fireman, Seymour, 54; M. W. Noonan, Fitter, Stawell, 53; T. A. Chandler, Fireman, Stawell, 53; D. Duncanson, Fireman, Traralgon, 52; M. Miles, Fireman, Geelong, 51; C. H. Gould, Fireman, North Melbourne, 51; W. H. G. Wilkinson, Fireman, Seymour, 50; T. Canning, Fireman, Seymour, 50; A. Hinchcliffe, Fireman, Seymour, 50; E. Cox, Fireman, Stawell, 50; T. Hardwick, Fireman, Stawell, 50; A. Kennedy, Fireman, Stawell, 50; S. E. Patterson, Fireman, Geelong, 50; C. A. A. Owens, Fireman, Korumburra, 50.

## English—Grade 1

A. R. McCombe, Lad Laborer, Newport, 89.8; S. C. C. De Silva, Junior Clerk, Refreshment, Flinders-street, 88.6; G. D. Dickinson, App. Upholsterer, Newport, 86.7; L. C. Blackbourne, Lad Laborer, Newport, 83; W. J. Curry, Lad Laborer, Newport, 76.3; V. Sullivan, Lad Laborer, E.L.S., Spencer-street, 75.3; W. S. McLaren, Storeman, W. and W. Branch, Bendigo, 75; L. J. McColl, App. F. and T., Bendigo, 71.6; P. Scott, Lad Laborer, Newport, 69.8; D. Livingstone, Lad Laborer, E.L.S., Spencer-street, 69.2; E. J. Headland, Lad Laborer, E.L.S., Spencer-street, 68; E. W. Fortune, Lad Laborer, Newport, 66.7; W. McMahon, Lad Laborer, Bendigo, 63.6; V. C. Greenough, Junior Clerk, M.M.B.W., Spencer-street, 60.9.

## English Course—Grade 2

G. Edsall, Junior Clerk, Const. Branch, Spencer-street, 89.5; R. Pattison, Junior Clerk, Audit Branch,

## Human Engineers

I WAS greatly interested in a talk I had with our esteemed Fellow-Rotarian, Harold Clapp, recently. Speaking about his job as Chief Railway Commissioner in Victoria, he said: "Don't you realise that our job is really a great Human Engineering job. We have nearly 30,000 people in our Railway Department, and we try to get them all to work enthusiastically in unity and harmony for one purpose or objective. We have some of the finest men in the Commonwealth in our Railway Service, and they all want to do what is right." There is a lot of food for thought there.

Not only has he to deal with 30,000 people inside the Department, but with nearly 2,000,000 human beings outside. He represents a new type of corporation executive, which has been thus described: "These men of the newer type are a distinct contrast with the sledge-hammer personalities of the earlier era. They do not lack force, but force is not their outstanding quality. They are doers; but, perhaps, even more conspicuously they are thinkers. Their task is to deal with human relationships on a vast scale, to study economic principles, to lay out policies for the permanent direction of their prodigious companies. They combine in a most interesting way the qualities of the man of action and the philosopher."

—The Chairman of the Business Methods (Ethics) Committee (Mr. E. R. Peacock) in a recent address before the Melbourne Rotary Club

87.6; H. V. Hardy, Clerk, D.S. Office, Geelong, 85.2; G. E. Lynch, Checker, Melbourne Goods, 78.7; W. H. Climas, App. Wood Machinist, Newport, 75.2; A. J. Sykes, Lad Laborer, S. and T., Newport, 75; G. A. Condon, Junior Clerk, Audit Branch, 71.3; J. Dundas, Sup. Jnr. Clerk, Secretary's Branch, 70.4; L. E. Guy, Lad Laborer, Newport, 69.2; A. R. Mowlan, Lad Laborer, Newport, 68.2; W. G. Humphreys, Junior Clerk, Audit Branch, 67.6; V. Holland, App. F. and T., Bendigo North, 67; D. Johnston, Lad Porter, North Melbourne, 66.1; E. A. Rose, Lad Laborer, T.L. Depot, 65.5; V. F. Wagstaff, App. Wood Machinist, Newport, 65.2; P. W. Merrett, Junior Clerk, Audit Branch, 64.9; E. W. Hall, Junior Clerk, Audit Branch, 62.

### Mechanical Drawing—Grade 1

C. L. David, Boilermaker, Newport, 90; D. A. McIver, App. Car and Wagon Bdr., Newport, 88; E. D. F. Brown, App. F. and T. Newport, 86; J. S. Watson, Boilermaker, Newport, 84; F. S. Preacher, App. Car Builder, Newport, 80; W. E. Glendenning, App. F. and T., Newport, 78; A. Lennox, App. F. and T., Newport, 75; E. Kennedy, Sup. Lad Laborer, Newport, 75; H. J. Penberthy, App. F. and T., Bendigo North, 75; G. W. G. Sweeney, App. F. and T., Bendigo North, 55; L. J. McColl, App. F. and T., Bendigo North, 55; W. R. Hanson, App. F. and T., Bendigo North, 55; J. P. Munce, App. Car and Wagon Builder, Newport, 55; E. Hourigan, App. Boilermaker, Newport, 55; A. J. Sykes, Lad Laborer, S. and T. Shops, Newport, 50; T. R. Waugh, App. Wood Machinist, Newport, 50; T. J. Slater, App. F. and T., Newport, 50.

### Mechanical Drawing—Grade 2

P. L. Allnutt, App. F. and T., Newport, 95; A. R. Collins, App. F. and T., Bendigo North, 90; C. M. Sleeman, App. Patternmaker, Newport, 88; H. Robinson, App. F. and T., Newport, 85; F. W. Smith, App. F. and T., Bendigo North, 82; M. H. Meyer, App. F. and T., S. and T. Shops, Newport, 80; J. M. Kiely, Car and Wagon Builder, Newport, 79; R. G. Jennings, App. F. and T., Newport, 78; A. C. Frostick, F. and T., Newport, 77; A. Westmore, App. F. and T., Newport, 76; W. H. Climas, App. Wood Machinist, Newport, 75; A. R. Newell, App. F. and T., Newport, 55; R. G. Colvin, App. F. and T., Newport, 50; A. Cotgreave App. F. and T., Newport, 50; F. M. Duckett, Elect. Fitter, Newport, 50; R. I. McCall, App. Fitter and Turner, Newport, 50.

### Mechanical Drawing—Grade 3

R. J. Hortle, App. Car Builder, Newport, 90; S. A. Twist, Car Builder, Newport, 80; R. F. Small, App. Patternmaker, Newport, 75.

### Shorthand—Elementary Theory

J. A. O'Meara, Junior Clerk, Melbourne Goods Shed, 92; T. A. Fleming, Junior Clerk, Williamstown Pier, 90; K. Briggs, Junior Clerk, Head Office, R.S. Branch, 83; B. Hawe, Junior Clerk, Power House, Newport, 78; A. L. Wallin, Lad Laborer, R.S. Branch, Seymour, 75; H. A. Cawkwell, Lad Laborer, Power House, Newport, 68.

### Shorthand—Advanced Theory

W. G. Hassett, Messenger, Head Office, E.E. Branch, 98; H. R. Day, Junior Clerk, Wodonga, 96; R. Mollison, Junior Clerk, Secretary's Branch, 87; D. W. Little, Junior Clerk, District Engineer's Office, North Melbourne, 84; T. E. Slattery, Junior Clerk, Metro Supt's. Office, 80; W. Powell, Junior Clerk, Head Office, S. and T. Branch, 80; C. C. Saunders, Junior Clerk, Melbourne Goods Shed, 80; T. V. Landy, Junior Clerk, District Engr's. Office, North Melbourne, 77; F. B. Ramage, Messenger, District Supt's. Office, Bendigo, 77; J. E. Anthony, Junior Clerk, Loco. North Melbourne, 75; B. T. Williams, Clerk, Parcels Office, Geelong, 75; G. L. Chapman, Lad Porter, Maryborough, 72; F. Schroder, Junior Clerk, District Engr's. Office, North Melbourne, 71; A. J. Quaine, Junior Clerk, Melbourne Goods Sheds, 70; G. W. Murray, Junior Clerk, District Supt's. Office, Bendigo, 65.

### Shorthand—Speed

R. J. Place, Junior Clerk, Secretary's Branch, 170 words per minute; Miss E. Hammett, Typiste, Head Office, W. and W. Branch, 130; L. E. Booth, Junior Clerk, Head Office, Transportation Branch, 120; A. G. Brown, Junior Clerk, Crown Solicitor's Office, 120; R. C. Kierath, Junior Clerk, District Supt's. Office, Seymour, 100; J. J. O'Connor, Junior Clerk, Head Office, S. and T. Branch, 100; J. D. O'Donnell, Junior Clerk, Head Office, R.S. Branch, 100; E. W. Sparks, Junior Clerk, District Supt's. Office, Ballarat, 100; D. Chapman, Junior Clerk, Federal Public Service, 90; Miss E. Cotton, Burroughs Machinist, Stores Branch, Spotswood, 90; W. Place, Clerk, Education Department, 90; T. M. Riley, Junior Clerk, South Melbourne, 80; Miss Muggridge, Typiste, Accountancy Branch, 70; G. Don, Junior Clerk, Workshops, Newport, 70.

(Continued on page 59)

# Jottings from the Institute



## SOCIAL CLASSES

Institute Social Classes recommenced on January 31. The present term will conclude on April 9, the second will extend from April 18 to June 25, the third from July 4 to September 10, and the last from September 19 to November 26.

Class tuition fees are 12s. 6d. per term and individual instruction 25s. The same talented staff of instructors will act in their various sections. Miss Winifred Moverley and Miss Adeline will teach dramatic art, elocution and public speaking; Mr. R. W. Brown, L.R.C.M., pianoforte; Mr. and Madame Gregor Wood, singing and voice production; Miss S. W. Ridoutt, banjo and banjomanolin playing; Mrs. Agnes Smythe, orchestral and stringed instruments; Messrs. A. Wallace and A. Belcher, woodwind and brass instruments; Misses Dorothy and Lucy Gladstone, fancy, ballet, toe and eccentric dancing; and Miss Ada Lockwood, highland and national dancing.

## MOONLIGHT TRIP

The popular Tuesday evening "Moonlight Trips," conducted by the Victorian Railways Institute, will be continued on Tuesdays, February 8 and 22. As usual the "Hygeia" will be the bay steamer, and tickets will cost two shillings. Specially selected dance music will be rendered by the railway bands.

## BAND ITEMS

On Monday evening, February 7, the Victorian Railways Military Band will broadcast from 3LO's studio. A fine programme will be submitted.

Members of the Newport Workshops Concert Band and the Victorian Railways Military Band, with their friends, were entertained by the Council of the Victorian Railways Institute in the Concert Hall a few weeks ago. Messrs. E. Campbell, W. Roberts and Reg. Brown provided music, and dancing was indulged in. Messrs. Dowsett and Guyot acted as M.Cs.

## MORE POPULAR WORKS FOR LIBRARY

At a recent meeting of the Council of the Institute the following suggestions from a member who was present at the Annual Meeting of Institute Members on October 2 last, was received and adopted, namely, that unpopular books ought to be with-

drawn from the library shelves and that works by popular authors should be increased in number.

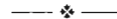
## BALLARAT'S CHRISTMAS TREE

Nearly 500 children were present at the Christmas Tree entertainment organised by the Ladies' Committee of the Ballarat Country Centre Area. For some weeks past the ladies had been busily engaged in preparing for the treat, and the Institute Hall was gaily decked out with blue and gold, the centre of attraction being a massive tree laden with toys and candles.

Father Christmas himself presented each child with a large Christmas stocking, paper hat and balloon, and ice cream and lollies were distributed ad lib.

The President (Mr. J. N. Dunn) thanked the ladies, on behalf of the Institute members. He assured them that such a treat had never before been provided for the children of railway employes at the Ballarat centre.

During the evening musical items were rendered by little Miss Truman, Pattie and Eddie Burke and other children, and when a number had left the building a dance for the older ones followed. "Auld Lang Syne" concluded the evening, which will long be remembered by the parents and children of the Ballarat Centre Area.



## BEREAVEMENT CARD

Mrs. E. Morgan, caretaker, Trawool, writes expressing her sincere gratitude and thanks to the various employes of the Melbourne Yard, especially Shunters S. Smith and F. Kennett, for their great kindness and assistance to herself and relatives during her great sorrow, at the time of the recent death of her brother, Shunter Archie Paterson, who was fatally injured during shunting operations in the Melbourne Yard.

The many friends of Mr. A. J. Moore, engine driver, Wodonga, will regret to hear of the death of his wife, which took place on the 26th ulto. We deeply sympathise with Mr. Moore and his family of six children in the loss they have sustained.

## Railway Exam. Results—Contd. from Page 57

### Safeworking

N. M. Tobias, Ticket Collector, Flinders-street, 95; A. J. Houston, Porter, Sandringham, 94; E. A. Lethlean, Clerk, Spencer-street, 93; D. M. Trainor, Operating Porter, Moulamein, 92; A. J. Miller, Shunter, Melbourne Yards, 91; K. W. McGregor, Telegraphist, Dandenong, 91; E. J. Smart, Shunter, Seymour, 90; P. D. McMahon, Shunter, Thornbury, 90; W. Nicholls, Porter, Flinders-street, 90; F. D. Greene, Control Officer, Spencer-street, 90; H. H. Allwood, Porter, Colac, 89; H. L. McDonald, Porter, Essendon, 89; R. S. Tuder, Porter, Toorak, 89; R. E. Wilson, Sup. Repairer, Yallourn, 87; J. S. Rule, Porter, Seymour, 86; C. H. Owen, Operating Porter, Moama, 84; Z. P. P. Jones, Block Recorder, North Melbourne Jun., 83; G. N. Hatton, Porter, Flinders-street, 83; F. J. Conway, Parcels Porter, Flinders-street, 83; A. G. Brooks, Laborer, Goods Shed, Bendigo, 83; W. Knight, Porter, Flinders-street, 72; H. C. Forster, Junior Clerk, Stawell, 72; W. J. Cork, Shunter, Bendigo, 72; J. K. H. Stephens, Block Recorder, Essendon, 70; J. Kenna, Shunter, North Melbourne, 69; P. J. McMahon, Ac. Storeman, Bendigo North, 69; A. L. Edwards, Porter, Flinders-street, 69; A. H. Kneale, Car Cleaner, Shelter Sheds, 68; R. C. Colling, Porter, Princes Bridge, 68; M. E. Ryan, Porter, Seymour, 68; T. E. Nixon, Shunter, Melbourne Yard, 63; V. J. Mullen, Porter, Stawell, 63; L. J. Moore, A.T.R.O., Seymour, 63; W. P. Kelly, Shunter, Seymour, 60.

### Station Accounts and Management

G. E. Scammell, A.S.M., Nar-Nar-Goon, 96; C. W. Cole, A.S.M., Nar-Nar-Goon, 94; A. W. Ilton, A.S.M., Laverton, 93.6; G. E. Crocker, Goods Clerk, Wonthaggi, 92.8; C. W. Smith, A.S.M., Hawthorn, 92.4; P. J. Tresher, Clerk, Numurkah, 90; L. B. Kelynack, A.S.M., Harcourt, 88.8; J. H. Mellow, A.S.M., Manor, 87.6; A. L. Smith, A.S.M., Parkdale, 87.2; H. A. Hunt, Parcels Porter, Flinders-street, 86; W. F. Thomas, Clerk, Secretary's Branch, 85.6; R. C. Hibbard, Operating Porter, Balranald, 84.8; H. A. Goudie, Lad Porter, Irymple, 83.6; D. Ross, Porter, Redcliffs, 82; J. J. McDonough, A.S.M., Little River, 81.2; W. J. Hayes, Clerk, C/o Metropolitan Supt., 81.2; A. C. Ritter, A.S.M., Ravenswood, 80.4; A. W. Maher, Operating Porter, Murrabit, 78.8; T. O'Rourke, Ac. D.P. Clerk, Warragul, 78.4; R. Monkhouse, A.S.M., Elphinstone, 77.2; T. P. Martin, A.S.M., Moreland, 77.2; C. Barrett, R.A.S.M., C/o Metro. Supt., 76.8; J. Bowie, A.S.M., Clayton, 76; R. McCormack, A.S.M., West Richmond, 76; H. Williams, Lad Porter, North Carlton, 74.8; L. D. Mertens, Clerk, C/o Metro. Supt. 73.2; R. F. Crisfield, Operating Porter, Nyah West, 72.4; R. Cobon, Clerk, Port Melbourne, 66; C. M. Connell, Junior Clerk, Garden Vale, 65.2.

### Typewriting

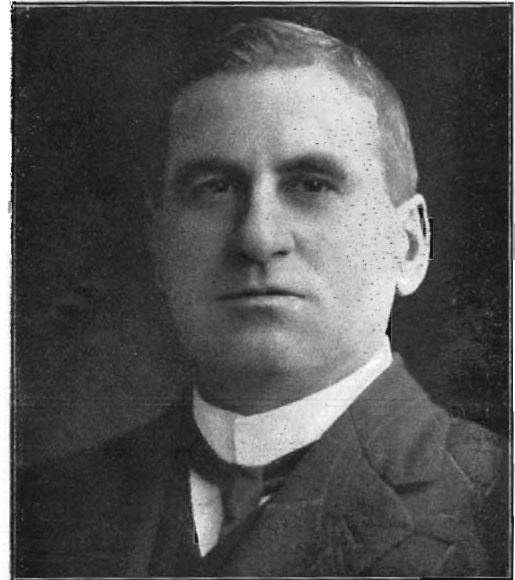
R. C. Kierath, Junior Clerk, District Supt's. Office, Seymour, 55 words per minute; Miss D. Griffin, Tabulating Machinist, H.O. Accounts Branch, 45; A. E. Lunn, Clerk, District Supt's. Office, Maryborough, 45; Miss A. Barry, Machinist, H.O., Accounts Branch, 40; E. W. Sparks, Junior Clerk, District Supt's. Office, Ballarat, 35; C. S. Burt, Junior Clerk, District Supt's. Office, Ballarat, 35; H. A. Cawkwell, Lad Laborer, Power House, Newport, 30; J. E. Anthony, Junior Clerk, Loco., North Melbourne, 30; H. R. Scown, Ac. Clerk, Head Office, P.S. Branch, 30; P. C. Hale, Junior Clerk, District Engr's. Office, Ballarat, 30; K.

(Continued on Page 75)

## Famous Railway Bowler Passes

**B**ALLARAT is mourning the death of Mr. Tom Williams, officer-in-charge of the local railway telegraph office.

A native of the City of Statues, Mr. Williams entered the railway service in 1885 as telegraph clerk at Spencer-street. He returned to his home town the following year and acted as telegraphist at Ballarat West. In 1888 he was promoted to the position of officer-in-charge of the Ballarat telegraph office. So strong were his Ballarat ties that time and again he declined promotion which



would have meant transfer from his native city.

For a number of years he was instructor in telegraphy at the Ballarat School of Mines and at the Railway Institute. As a member and one-time president of the famous Railway Carnival Committee, he helped to raise large sums of money for the Ballarat Orphanage.

Mr. Williams was one of the best known figures in the Australian bowling world. He won the Commonwealth Championship at Adelaide in 1922, and the same year accompanied an Australian bowling team to England. With the exception of the Victorian state championship he won every classic bowling event in Australia. He tried unsuccessfully on several occasions to secure the State honor, and was runner-up in 1925.

His family is a railroading one. His father was an engine-driver and two of his three sons are at present on the V.R. payroll.

Economic Considerations in Loco. Design—(Continued from page 27)

at a distance of about 3 feet back from the tube plate, and on the level of the third row of the flue tubes from the top. Steam from the dome is taken to each blower and controlled by cocks operated from the cab. The action of the tube blowers is semi-automatic in that, when the steam is turned on, the nozzle automatically travels through a tube (fitted between the inside and outside firebox plates) into the firebox. By turning a wheel in the cab the nozzle is given a rocking action, which sends a wide, flat, fan-shaped horizontal jet of steam up and down the face of one-half of the tube plate. Each side is operated separately for 40 seconds. The blowers are operated on leaving the shed, and at periods of about 60 minutes on the track.

Tests carried out on "C" engines showed a saving of nearly 5 per cent. in the coal consumption on a run on which the blowers were used as against runs on which they were not used.

The demand on the boiler by the steam required to operate the Westinghouse Brake

air pumps, boosters, and the feed water heater pump is considerable. The use of superheated steam in place of saturated steam for the auxiliary has resulted in reducing coal consumption.

Further, lubricating troubles experienced on pumps, due to the flushing of the wall with the condensed steam, do not occur under the system of using superheated steam.

Further features will be dealt with in a subsequent issue of this Magazine.

---

**ENGLISH BY EAR**

Teacher—Give me a sentence with the word "analyze."

Small Boy—My sister Anna says she never makes love, but oh, how Analyze.

**AN EXCELLENT JUDGE**

"Casey," said his friend Dugan, "how do you tell how old a chicken is?"

"I can always tell by the teeth," said Casey.

"By the teeth!" exclaimed Dugan. "You poor prune, a chicken has no teeth."

"No," admitted Casey, "but I have."

Stop that Leak!

The Valve that "lets by" or "blows" means power lost, Efficiency lost, MONEY LOST

The "VICTOR" Patent Stop Valve can be depended on to perform its duties with absolute reliability. Design, material, workmanship, are all of the highest order, and the most stringent tests have demonstrated the "VICTOR" Steam Tight Qualities under extreme pressure and super-heat.

"VICTOR"  
PATENT STOP VALVE  
For Superheated Steam & High Pressures

The Seatings and Facings of "VICTOR" Valves are made of Chrome Alloy, which is more than four times as hard as Cupro Nickel Alloy.

All Seatings and Facings are interchangeable and the Faces are reversible.

**ASBESTOS PRODUCTS FOR THE ENGINEER**

Every variety of design and working of steam plants is provided for in one or more of BELL'S ASBESTOS PRODUCTS. All packings are supplied in lengths or rings, and every kind is stocked. Special Jointings and Jointing material in Sheets, Pipe and Boiler Laggings, Flange and Valve Covers, Fireproof Suits, Firebar Cement, etc.

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ADELAIDE : Metal and Machinery Co., Hindley-st.

The  
'VICTOR'  
Patent Stop Valve

For pressure up to 300 lbs. steam. Made in a large range of patterns and sizes in Bronze, and Steel and Bronze. The universal satisfaction the 'Victor' gives is proved by the many repeat orders received.







### QUESTION OF COLOR

Do you see the Better Farming Train at the station, Dinny?

I do.

What do you think of it?

'Tis a fine institution indeed.

What do you think of the color?

Bedad, it might be better, but hold your whist and see the color of the flag that will start the train.

### COMMON AILMENT

"Benton claims he's suffering from matrimonial indigestion."

"What in the world is that?"

"His wife has yet to agree with him."

### OURS TOO!

"That lecturer brings things home to me I've never seen before."

"So does our laundryman."

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!"

### MY V.R. MAGAZINE

I know not where thou art.  
I only know that thou wert on my desk  
Peaceful and contented—a moment back,  
And as I turned my head  
Some heartless wretch  
Went South with thee;  
I know not who he was,  
Nor shall I investigate.  
Perchance it may have been  
The chap I stole thee from.

An absent-minded English bishop could not produce his ticket for the railway conductor. "Never mind, my lord," said the conductor, "it's all right, anyway, whether you find it or not." "Oh, no, it isn't," said the bishop, turning out his pockets. "I must find that ticket. I want to know where I am going."

### MUCH ADO—.

She stepped out boldly into the street,  
No rubbers covered her tiny feet,  
No umbrella had she—nor a coat,  
Her new straw hat—well, you just note,  
Far be it from her to start complaining.  
She didn't get wet—it wasn't raining!

### WHERE THEY DIFFERED

"Yes, Mary," said Mrs. Newlywed to her maid, "I do hate to have my husband kiss me after he comes from the barber's. I do so detest the odor of brilliantine on his moustache."

"Do you really, ma'am?" replied the maid. "I rather like it."

When Annie's arms her dog imprison,  
Oh! How I wish my neck were his'n!  
How often I would stop and turn,  
To get a pat from hands like her'n.

### LUCID

Passenger— Why are we so late?

Conductor—Well, sir, the train in front is behind, and this train was behind, before, besides.

### AND THAT'S A FACT

George—There goes that fellow that whistles at danger.

Peg—Oh, he must be a very brave fellow, who is he?

George—An engine driver.

### LIKE THEIR MAKERS

He dropped his cane on a station platform and made several vain attempts to stoop over to pick it up. An obliging porter picked up the cane with the remark:

"What's the matter? A little lumbago?"

"No; I bought these suspenders in Scotland and they won't give."

### THE SECRET

"What makes you always so popular?"

He asked the speedy young spark.

And she said with a grin,

As she powdered her chin,

"I keep all the boys in the dark."

"She thinks no man good enough for her; she may be right."

"And she may be left."

"Can I see the Minister of Agriculture?"

"Well, he's very busy, madam. What was it you wanted to see him about?"

"About a geranium of mine that isn't doing very well."

Small—What would you say of a man whose wife makes him wear socks that need mending?

Tall—I should say that his wife doesn't give a darn for him.



## Railway Housekeeping--The Women's Side

**F**ROM what I can learn, 29,000 Victorian Railwaymen are fully imbued with the idea of keeping their working places scrupulously clean. New methods of housekeeping have been adopted which provide for a place for everything and everything in its place. Waste is eliminated both in time and material. The men are given more hygienic and sanitary conditions to work under—but how about the womenfolk at the railwaymen's home?

Are all the menfolk of the Railway Department carrying the doctrine of cleanliness and orderliness into their homes? If some of the women could see their husband's handiwork on the job there would perhaps (I say it with great caution) be some very busy railwaymen at their domiciles during week-ends.

### What Every Women Wants

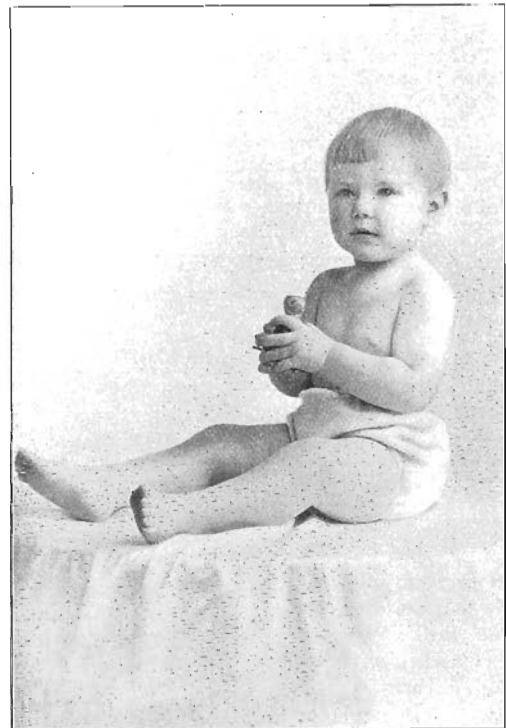
Nice, orderly, healthy surroundings are what every woman wants. If any lack this necessity it is time to remind the man about the house to get busy at home in the same manner as he has done at work.

Little children do not play about railway workshops or depots, otherwise there would be another strong argument for cleanliness in the Department. But they play about at home in all nooks and corners. Is your home clean and tidy and sanitary for the babies?

Every woman should ask herself that question—and, on performance, every railwayman's wife has something "on" her husband to remedy matters where they are not right!

A woman's heritage is her home, but let it be a clean, orderly home fit for both man and woman, and not forgetting the kiddies.

**Those Annoying Circles.**—To remove marks caused by hot dishes on a polished table, rub gently with a rag moistened with a little spirits of camphor. Then polish with soft cloth.



*This is "Pat," the year-old little daughter of Stationmaster V. C. Taylor of Milbrook. She was brought up on cow's milk and orange juice.*

### HOME HINTS

**To Clean White Hats.**—Rub all over with a clean rag moistened with peroxide and leave to dry.

**Yellow Linen.**—To prevent linen from turning yellow when packed away, place it between layers of dark blue tissue paper.

**How to Make a Swiss Roll.**—3 tablespoons jam, 1 dessertspoon icing sugar, 1 dessertspoon corn-flour. Bake sponge in Swiss Roll tin. Before cake is cooked have ready a damp cloth wrung out as dry as possible. Turn cake on to this, trim edges. Roll up in the cloth, leave a few seconds. Unroll. Place on paper sprinkled with sugar and cornflour. Spread with jam. Roll up again. Leave to cool.



TWO DAINTY FROCKS

The bloused effect is embodied in all the latest designs in frocks. Here are two attractive frocks which are simple to create.

Right: The saddle shoulder and sweater neck give a sporting turn to this slip-over frock. The bodice is bloused both back and front. A pleat is inserted below each pocket and the lower edge is straight. The embroidered monogram is a simple but attractive addition to the trimming.

Left: A bolero jacket with a scalloped edge is half of the chic of the slip-over frock. The back is plain, and may be bloused or not, and the gathered skirt appears at the front only. The waist line is finished with a smart sash tied in a neat bow slightly to the left at the back.



## FALSE PROPHETS

**A**H, meddle not, my lady, with Aphrodite's dower,  
The golden gifts she gave thee upon thy natal hour;  
For jealous is the goddess of her bounty great or small;  
She showers it on the cradle or it never comes at all.  
So keep the nose thou gottest, although it be a pug,  
And shun the plastic surgeon with his vain synthetic mug,  
A paraffin-filled petal that some warmish summer day  
Like other waxwork flora will surely melt away.  
Though they swear to make you hairless and promise  
you new skin,

Beware of beauty pedlars and the things they traffic in;  
For all their magic potions and the treatments that they tout  
Be sure your hairs are numbered and your skins will find you out.  
Ah! Venus Renovatrix, a luring vamp is she,  
With many a priest and priestess in shop and surgery;  
But harken to a doctor whose dope no dame can doubt;  
The beauty quacks will get you if you don't watch out.

Women's Work  
on the  
Better Farming  
Train

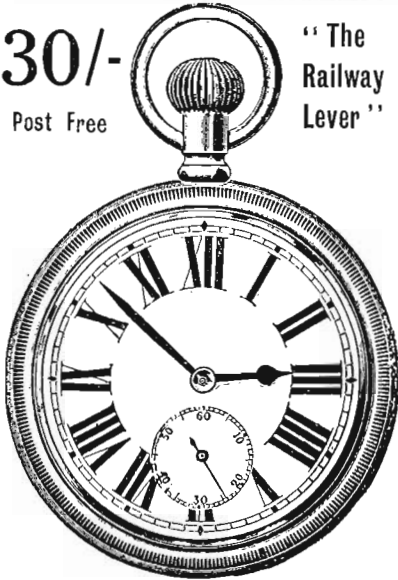


Miss M. Coder  
(Indicated with an Arrow)  
Needlework Instructress,  
demonstrating  
Batik-work

30/-

Post Free

"The Railway Lever"



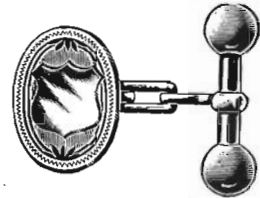
THE "RAILWAY" LEVER is fitted with 15 Jewels and all the latest Constructional Improvements. The Watch is guaranteed, in writing, three years. Strong, nickelled, screw back and front case, which makes it dustproof; also fitted with an extra heavy crystal glass, Built specially to give the maximum of service to Railway Men. Our price 30/-, post free.

**It Stands to Reason** that we can supply Highest Quality Goods at Lowest Prices in the Commonwealth, because we have eliminated Heavy Shop Rents and Middlemen's Profits.

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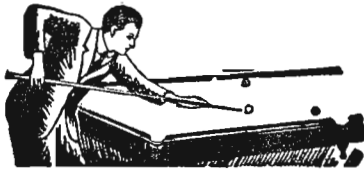
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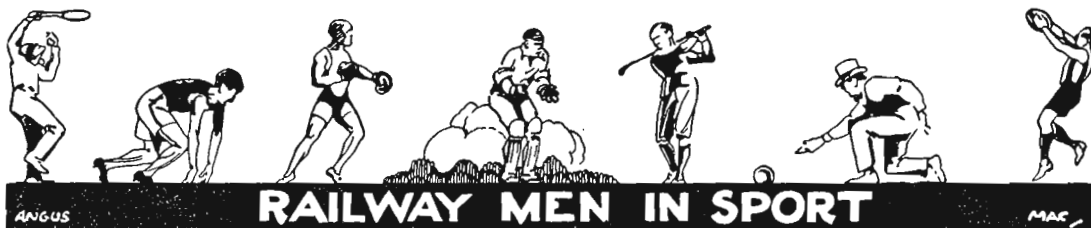
The New Model - 206  
**Conway Stewart**  
LEVER FILLER

**Buntain Pen**

Fully Guaranteed



*The Pen of Pens*



### RELIEVING STAFF DEFEAT HEAD OFFICE AT CRICKET.

**A**N 87-runs victory was secured by the Relieving Staff team in the annual match against the Administrative Staff at the St. Kilda cricket ground on January 4. Jacobs and Coutts scored freely for the winners, whose victory, however, was due mainly to the bowling of Ryan and Page. The Secretary for Railways (Mr. E. C. Eyers) was top scorer for the Head Office team with 25.

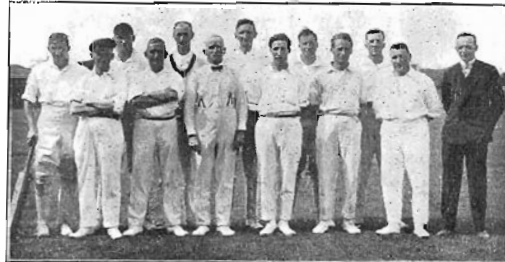
**SCORES** :—RELIEVING STAFF.—Raines, lbw b. deGruchy, 19; Taylor, b. deGruchy, 25; Jacobs, b. Williams, 50; Coutts, b. Phelan, 48; Ryan, c. and b.

Devine, 3; O'Brien, b. Phelan, 8; Andrews, b. Phelan, 1; E. Anderson, b. Phelan, 0; Page, c. Williams, b. Devine, 0; Lorkins, b. Grey, 3; Jamieson, not out, 7; Biddington, b. Donald, 11; Taylor, b. Eyers, 3; Sundries, 3. Total, 181.

**HEAD OFFICE STAFF**.—McClelland, b. Ryan, 0; Eyers, c. Taylor b. Ryan, 25; Hearle, b. Ryan, 4; Spencer, run out, 6; Henderson, b. Andrews, 1; Gray, b. Ryan, 11; Fancett, c. Ryan b. Taylor, 18; Devine, b. Page, 7; Bute, run out, 2; Donald, b. Page, 11; Phelan, lbw b. Page, 4; Williams, run out, 2; deGruchy, not out, 0; sundries, 3. Total, 94.



The Winners.



The Losers.

### MELBOURNE YARD F.C. SMOKE SOCIAL

**E**NTHUSIASM, clouds of blue tobacco smoke, humorous speeches, vociferous toasts and an orgy of presentation-making marked the social evening held by the Melbourne Yard football club in Unity Hall to celebrate its first premiership in the just-formed Victorian Railways Football Association.

Mr. J. S. Rees, General President of the Institute and Chief Clerk, represented the Commissioners, who were absent from Melbourne, and handed over the Cup which they had donated to the Association. Mr. W. Donald, President of the Association, proposed the toast of the Commissioners and Mr. Rees responded. Mr. J. Cummings, President of the Melbourne Yard team, proposed the toast of the Association, and Mr. Donald rose in the role of responder. Then Mr. Donald erected himself a third time and, supported by Mr. Brain, mooted the health of the blushing members of the premiership team. On Messrs. J. Cummings and W. Darvall devolved the task of making what is usually known as a suitable and feeling response.

The presentations then commenced. Mr. Rees presented the cup to Mr. Cummings; captain W. Gunn presented a framed photograph of the team to each player, to President Cummings, to head trainer C. O'Laughlin, to patron W. Harper and to hon. secretary W. Darvall; the players themselves presented a wallet and a silk tie to the trainer and a handsome umbrella to Mrs. Darvall; the Association

### INSTITUTE GYMNASIUM

**F**OLLOWING are the fees for attendance at the Institute Gymnasium classes, which reopened for 1927 on January 10 :—

**Boxing and Wrestling**.—(Financial Members in Class)—Adults, 17s. per term of 12 weeks or 58s. per season of 48 weeks. Under 21 and over 18, 15s. per term of 12 weeks, or 58s. per term of 48 weeks. Under 18 years, 12s. 6d. per term of 12 weeks, or 38s. per season of 48 weeks.

(Sons and Brothers of Financial Members).—Adults, £1 12s. 6d. per term of 12 weeks, or 78s. per season of 48 weeks. Under 21, over 18 years, £1 per term of 12 weeks, or 58s. per season of 48 weeks. Under 18 years, 17s. per term of 12 weeks, or 58s. per season of 48 weeks.

**Physical Culture and Gymnastics**.—Registration fee 2s. per annum. Bath, 5s. per annum.

**Private Tuition in Boxing, Wrestling, Jiu Jitsu, Weight Lifting and Acrobatics**.—Adults, 47s. per term of 24 lessons. Under 21, over 18 years, 35s. Under 18 years, 26s.

presented a silver ornament to Ken McWhirter, who was adjudged by the umpires to be the best and fairest player for the season; the club presented the ball used in the grand final to captain and coach Mr. Gunn, and a gold medal to George Garlick who headed the goal-kicking list with 38 goals for 11 games.

## Adventures of a Parcel

(Continued from Page 14)

the conversation. The Traralgon cake, now feeling quite at home, listened respectfully to the story of the crate's singularly eventful life, an account of the crate's manifold wanderings, an exhaustive verbal apologia of the crate's political, social and religious opinions, and a prolonged dissertation on the crate's views on prohibition, modern dress, Spiritualism and Sheffield-shield cricket.

At stopping places the crate would break off to greet new arrivals. At Woodend it welcomed a cylinder of mineral water from Daylesford. At Castlemaine it "good-eveninged" a ham and half-a-dozen bottles of sauce—products of Bendigo en route to Mildura.

"Donald you said, didn't you?" the crate asked the cake. "I thought so. Did I ever tell you about the time I went to Donald? Well, say, listen —"

Half asleep, the cake listened. On all sides the parcels and packages slumbered or chatted. The bundle of books, after endeavoring vainly to tell his funny story to a

very deaf perambulator, followed the example of the tin of biscuits and fell into a troubled doze.

Dawn was tingeing the east when a sudden jolt of buffers aroused the cake. Blinking blearily, it was lifted up by the guard. The crate nodded a sleepy farewell. The cake understood that it had reached its destination. With a pang came the realisation that it was sorry to leave. It was a pity, after all, that the journey wasn't even longer. Those other parcels—rather jolly fellows. Although that crate DID like the sound of his own voice. Still perhaps it'd run across them again some other day.

Back in the van the bundle of books was beginning furtively: "Talking of waiting for people reminds me of a very funny story I once heard —"

—  
An angry football enthusiast, who had watched his home team whacked thoroughly, stopped the referee as he was leaving the ground, and demanded of him "Where's your dog?"

"Dog?" ejaculated the referee. "I have no dog."

"Well, you're the first blind man I ever saw who didn't have a dog," retorted the disgruntled one.



**Hawk Eye**  
— *simplest real camera*

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*A splendid present for a youngster.*

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"The Wonder and the Glory of the Stars."—By George Forbes, M.A.—A brilliant "tourist" guide through the Heavens.

"Essays of To-day and Yesterday" (Harrap)—A pocket edition of gems from well-known writers.

"The Big Mogul."—By Joseph C. Lincoln—A fascinating story of a selfish, tyrannical, lovable, generous despot.

"The Elder Brother."—By Anthony Gibbs.—A novel set in the atmosphere of Continental hotels.

"Sem's Moroccan Love."—By Arthur Kay.—The romantic tale of a Manchester business man who falls in love with a Moroccan slave girl. A tale with a thrill in it.

"The Villa Petroff."—By David Whitelaw.—A romance of Bolsheviks, hidden jewels, murder and intrigue under the Soviet regime.

"Pharisees and Publicans."—By E. F. Benson.—A study of a bigoted, narrow wife who drives her husband into the arms of another woman.

"The Forest Lure."—By G. B. Burgin.—A delicate and romantic story of a young man blest with this world's goods who yet lives in a land of shadows.

**T**HE Wonder and The Glory of The Stars," by Professor George Forbes, M.A. (Cantab.), Ernest Benn, Ltd.

This recently published, fascinating and brilliant book consists of a series of sketches, which might very well be designated a tourist guide in a series of excursions over various parts of the heavens.

While claiming only to help those interested to recognise and to understand the stars and planets and to know something of the romance of their discovery, the book gives a full account of the many speculative hypotheses current to-day, but such suggestions are always considered in relation to the solid structure of astronomical science.

The volume is provided with a number of exceptionally clear and detailed photographs and original drawings that seem to put things in a new setting which will be of interest to both amateurs and professional astronomers.

**E**SSAYS of To-day and Yesterday," (Harrap) are being published in a handy pocket edition, at 3s. 6d. Each little book contains selections from the writings of some well-known author, such as Augustine Birrell (whose former work "Obiter Dicta," is in itself a literary gem), A. E. Benson, C. E. Montague and others.

These books, doubtless, will be popular (as they deserve to be) with those readers who delight to browse further afield among volumes other than works of fiction.

**T**HE Big Mogul," by Joseph C. Lincoln (D. Appleton and Company).—He was the "Big Mogul" of the County. In the village where his home was the Chief Mansion, he stood out as the leading citizen. Headstrong, tyrannical, selfish, generous, lovable contradiction that he was.

Captain Foster Townsend had risen to his position of wealth and influence through his own efforts. The story of this local magnate is made altogether absorbing as Mr. Lincoln tells it. From the pages of the J. C. Lincoln novel he looms as one of the most interesting figures that this author has yet depicted. When you have read "The Big Mogul" you know Foster Townsend—and it is an experience. Our copy through Robertson and Mullens.

**T**HE Elder Brother," by Anthony Gibbs (Hutchinson and Co.) The two sons of a variety actress and a gentleman adventurer are brought up together in the atmosphere of Continental hotels. The elder is a simple soul and something of a visionary, while the other is modern, a wizard of syncopation and a cynic. The gods begrudge the younger boy nothing—at the expense of the other.

**S**EM'S Moroccan Love," by Arthur Kay. This romantic story tells of a Manchester man who journeys to Morocco on business. He there falls in love with a slave girl, who, in her turn, is devoted to him.

Numerous thrilling adventures and dramatic moments are afforded by a political conspiracy, and in the end the devoted slave sacrifices her life for her English master.

**T**HE Villa Petroff," by David Whitelaw.—Bolsheviks and hidden jewels, murder and romance, are elements in one of the most intriguing stories that David Whitelaw has yet written.

Dark plotting and desperate expedients lead the reader from adventure to adventure in a story which ends in a lovers' meeting.

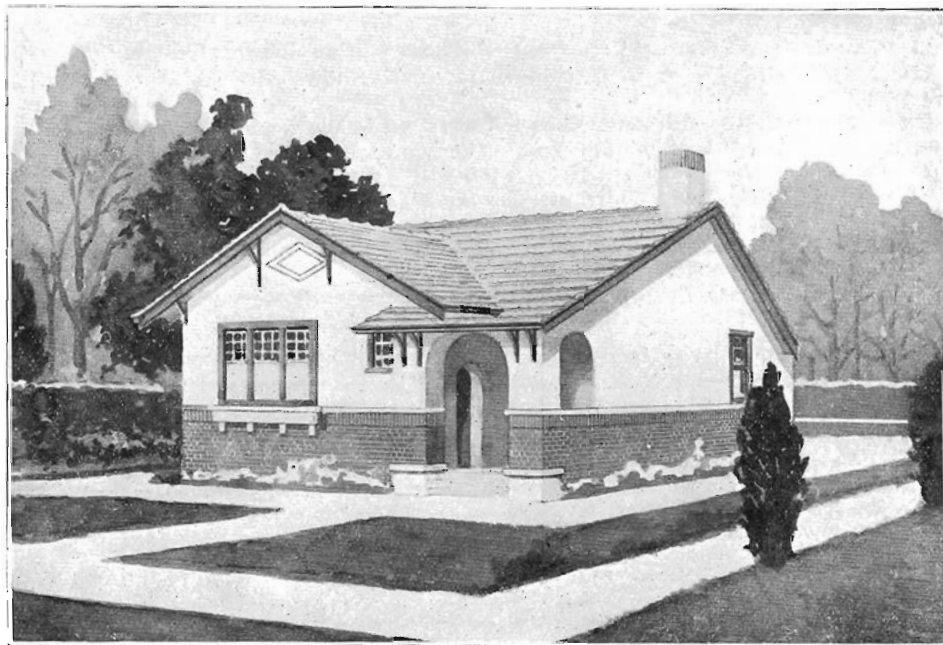
**P**HARISEES and Publicans," by E. F. Benson. This novel tells of a narrow, bigoted wife who torments her husband with her sanctimonious and hypocritical intrigues, driving him to the arms of another woman.

Here are pictures of not unknown types, and the story is notable for its shrewd insight, brilliant satire and delightful humor.

**T**HE Forest Lure," by G. B. Burgin. In this story of a young man who had all that he can desire and yet lives in a land of shadows until a gipsy awakens his soul, Mr. Burgin has done some of his best work.

He weaves his original theme with delicacy and romance, and in Simantha he has executed a glowing and memorable figure.

## Planning The Small Home



**T**HERE is no doubt that the services of the competent designer are required for the designing and planning of the small home. Useless and wasteful passage space can be eliminated and the rooms consequently made much larger and brighter. Doors and windows should be placed so as to avoid draughts, and in order to place the furniture in the most suitable positions. Careful attention should be given to the outlook from the windows in order to bring into vision the best views to be obtained from the home site.

If the land is of sufficient breadth, provision should be made for a double drive down one side. In the meantime, if no car or other vehicle is used, the section from the house to the fence may be trellised.

The ideal small home is one containing a lounge room with double doors, connecting a small breakfast room, an entry to the lounge room through double doors from a small square hall. The kitchen should be placed

in close proximity to the breakfast room and fitted with good cupboards. The bathroom should be placed between the two bedrooms and fitted with a linen press and a shaving cabinet.

The laundry and other conveniences, including small woodshed, may be either included under the main roof, or if in an unsewered area, placed some small distance from the main building.

Such a home could be planned and built in timber with roof of grey or terra cotta tiles for about £650, this price being exclusive of fencing and sewerage.

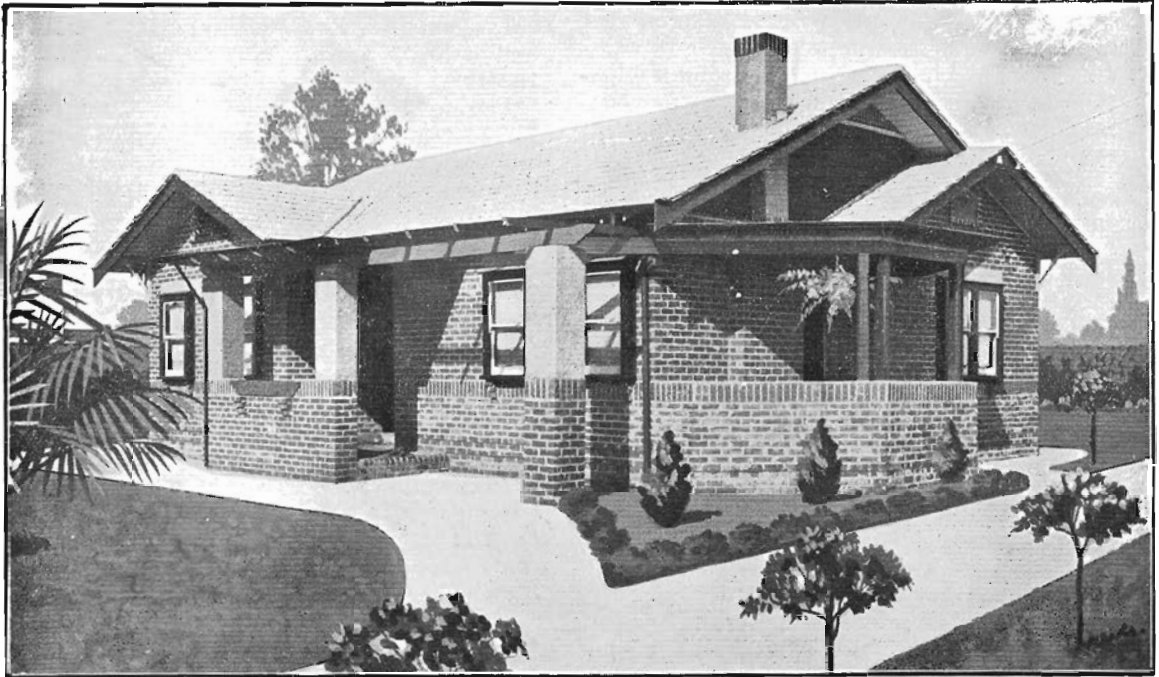
If the prospective home owner has land or a small deposit in cash the finance should be arranged on the basis of 26s. per week, paying principal and interest. This weekly payment is about on a par with the rental value of the property.

In these days of steady prosperity and wage earning, there is no better investment than the purchase of one's own home.



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This Villa in Timber, £670; Brick, £785.

## Wonderful Wimmera

(Continued from page 12)

Britain and New Zealand, and the results are evident in the sturdy nine-horse teams which haul the seed-drillers over Wimmera's black soil with such apparent ease. There are enough blue and red championship ribbons in Wimmera homes to decorate the main street of Horsham for a gala.

But among this wealth of wheat-growing and stock-breeding another industry has quietly taken root, budded and blossomed. Orcharding has become a big source of revenue to the Wimmera. Quantong, less than a dozen miles from Horsham, is the centre of it. There, 50 families hold about 1,500 acres of land of which 1,000 acres are under fruit trees and vines. The last big year saw a crop worth £20,000.

### Dried Fruit Success

Most of the old fruit-growing pioneers have retired and have either sold out or handed over their orchards to their sons. Quantong grows about 70,000 bushels of fruit a year, and competes successfully with Tasmania, Goulburn Valley and Mildura in all their products. Apples, pears, apricots, peaches and dried fruits from Quantong are sold all over the State and, in winter, its dried fruits supply the stores from Ballarat to Serviceton. Growers claim that their dried apricots and prunes are equal to any grown in Victoria.

Quantong supplies upwards of one-twelfth of the State's average export of fruit; in other words, about £10,000 worth a year. The turnover is increasing and growers are now building, in the Railway yards, a packing shed, for which the money was in hand before work was begun. That in itself is an indication that the prosperity of the wheat and stock industries is shared by the fruit-growers.

[The third and final Article on Wonderful Wimmera will deal with Horsham, the Shire centre, and the reflex of its prosperity.—Ed.V.R. Magazine.]

## Mussolini was once a Railway Worker

(Continued from page 20)

Italian State Railway passenger trains ran some 42,855,236 miles. The total number of tickets sold was 103 million, compared with 102 million in the preceding year, while receipts amounted to 1,415 million lire as against 1,261 million in 1923-1924.

During 1924-25 freight carried on the Italian roads amounted to 57,058,054 tons, as compared with 47,949,840 tons in the previous year. The total number of cars loaded with freight during the same period was 5,957,227, compared with 5,232,845 in the preceding year. Freight traffic in 1924-25 was 72 per cent. heavier than in 1913-14. The total receipts from freight traffic haulage amounted to 2,609 million lire, or 475 million more than in 1923-24.

### Big Jumps in Freights and Fares

In common with several other European railway systems, in Italy increases and various alterations have been recently made both to passenger fares and freight rates. Passenger fares have been raised from 200 to 225 per cent. while freight rates have been increased from 300 to 400 per cent. on the basic figures.

For the tourist, Italy comes as a veritable wonderland. No other European country can offer more beautiful marine scenery than that facing the voyager at far-famed Naples and bewitching Capri. For architectural beauty the cities of Milan, Florence and Venice are unexcelled the world over. Art with a very big "A" is written all over the face of this kindly Mediterranean land, which has given birth to so many outstanding wielders of the brush and chisel.

The Italian native ranks as the most romantic of Europeans, and while it is easy for the outsider to criticise the Mussolini regime and all that goes with it, the fact remains that in the hero-worship of the one-time railroad stone-mason, who now rules at Rome, loyal sons of Italy have found a new pride of race and a wonderful incentive to co-operative effort. The rehabilitation of the Italian railroads directed by the great world figure is an accomplishment of the first magnitude.

## **Railwaymen !! The Public depend on you—**

You can depend on "STANHOPE BICYCLES." (Guaranteed 10 years).

TERMS—£11 0 0 Cash, or ...  
£2 Deposit and 5/- Weekly.  
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Call and see me ...  
W. H. KAY, 381 Bridge-rd., Richmond (J1721)  
and 24 Waltham-st., Sandringham (X6566)



### UNCLE BEN IS EXPECTING LETTERS

Dear Nieces and Nephews.—The Christmas and New Year season, with its good cheer, feasts, presents and holiday jaunts is over and gone, leaving with you, I hope, many happy and cherished memories.

You will have begun another year's work at school, with good intentions to make the most of the time, in doing your best to be well prepared to pass your examinations.

Some of my children haven't written to me this time; the reason for this, no doubt, is they have been away on a holiday and have been busy, but will be sure to write telling me all about it this month. I am hoping we all shall spend a happy year together exchanging cheerful as well as informative items of news on this, our own page.

**Joan Anderson, Maryborough.**—You are welcomed into our family circle of nieces and nephews. Be sure to send in a letter, not later than the 12th of each month, telling us all about your school life, your animal pets or any other matter which you might feel would interest your nieces and nephews. Uncle Ben would also be greatly interested in whatever you may have to say.

#### Essay on Australian Birds

Uncle Ben, so far, has only received one essay, and he would like to get some more. He is leaving the matter open for another month, as he is quite sure that his children will then be settled down after the holidays, and their regular monthly contributions will be coming along as heretofore. With good wishes and happy days, to every one. I am, yours sincerely,

UNCLE BEN.

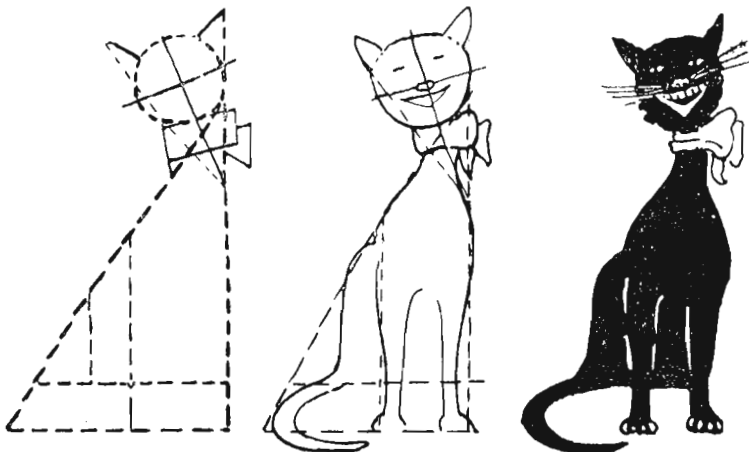
Bert and Bill were twins, and one night mother caught Bert laughing to himself.

"What are you laughing at?" she asked, in surprise.

"Nothing much, Mummy," replied Bert, giggling; "only you've given Bill two baths, and me none."



*This is niece Linda Cooke, of Kerang, dressed as an Indian Chief, which costume character she successfully typified at a local Fancy Dress Ball. Linda has been a regular and valued contributor to the Children's page since its commencement.*



---

Felix looks a difficult subject to draw, but really he's not, if you follow the stages indicated. Have a try and see how you get on.

---

# “SAFETY FIRST!”

Is the Railwayman's Slogan  
and it is Ours too.

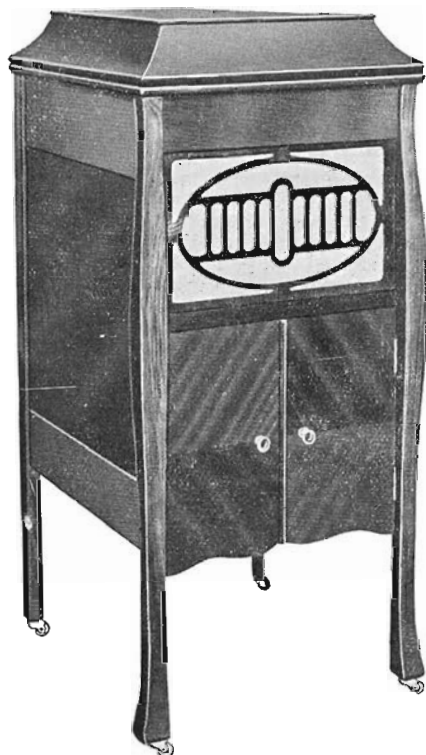
## OUR GRAMOPHONES FULLY GUARANTEED

The Cabinet Machine, as illustrated, is in Blackwood in Natural Colour and Rosewood Finish. Has beautifully 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.

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Owing to the continued demand for these Gramo-  
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readers of the Magazine in extending this offer for  
the month of February.



## Table Model

In Oak Cabinet, best Swiss  
Motor, heavily plated Tone  
Arm and Improved Speaker,  
with six selections

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Or on terms—10s. Deposit;  
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Master's Voice," "Columbia," and numerous other machines.

“The Victoria” Furnishing Co. Pty. Ltd.  
121 Victoria Street, Footscray, Melbourne

## Railway Accounting—(Cont'd from Page 33)

- (c) the ton mile; representing the number of tons of goods carried one mile.

The train mile as a basis of comparison is very generally used. Although it is of considerable value in some respects, it has the defect, as a test of efficiency, that it is variable. Every success that is attained in the direction of obtaining full train loads or better working efficiency has also, as a rule, the effect of reducing the train mileage; this in turn has the effect of increasing, or tending to increase, the cost per unit, i.e., per train mile. Again, the train mile is a record of distance only; a train may consist of 5 trucks or 50, of 50 tons or 500, and may convey furniture or coal. The train mile takes no notice of these varying factors.

A unit of greater value is one which represents the work done in carrying a given weight a known distance. This is supplied in the ton mile, and, in the case of passenger traffic, in the passenger mile.

It provides a unit comprehending the two factors of the transport sold, i.e. weight lifted and distance carried.

The ton mile (or passenger mile) is, in addition, the basis for many other units, viz. :—

- Average train load,
- Average wagon load,
- Average number of passengers per train,
- Average number of passengers per car,
- Average length of haul—goods,
- Average journey—passenger,
- Average rate per ton mile,
- Average rate per passenger mile,
- Density of traffic.

In addition to the units which apply to train operations, there are units which control each and every working department.

The Way and Works Branch, which is responsible for the maintenance of the tracks, buildings, etc., does not to the same extent lend itself to control by statistical units, but even here a comparison of the expenditure per "mile of line" and per "mile of single track" respectively for different periods gives a reliable indication of uncontrolled expenditure.

Many and varied statistical units are used in the Rolling Stock Branch to control its operations. From the basic unit "locomotive mileage" are compiled the number of tons of coal and gallons of oil consumed



The Railway Viaduct at Orbost

---

per mile, the number of gross tons handled and many others.

To know the cost of producing that which it sells is an essential requirement of every business. So it is with the Railway Department whose business it is to sell transportation. It is essential to know the cost of its operations in order to measure its efficiency and fix its selling price. Accuracy, therefore, in recording the data from which the accounting statements are compiled is essential if the management is to check waste and inefficiency, and otherwise obtain the best results from the service. To check waste is to save money, and money saved is money earned.

The original records are made by the staff who are on the job itself, and it is on them, in the first place, that the management must depend for the detailed information which is an essential factor in the successful operation of this great industry in the interests of the people of the State.

---

## The Call of Civilisation

(Continued from Page 31)

of necessity specialists.

Let every railroader ask himself the question: is there no chance for the brains of the railroader who can visualise what the railways of this country might be?

We must then fearlessly step out and search for success. The prize will be the pleasure of doing something worth while. Our standing in society in the end may be humble but our lives will have been successful—the object of life.

*The World Belongs to Those who Come Last.  
They shall find Hope and Strength as We  
Have Done.*

**BATTERY  
USERS  
RECEIVE  
GREATEST  
EFFECTIVE  
SILENT  
SERVICE**

**MR. SUPER HETERO-DYNE**, your triple-capacity battery, No. 10308, is to hand.

**MR. POWER AMPLIFIER**, your 22½ volt grid bias battery is also to hand.

**MR. CARBORUNDUM DETECTOR**, your No. 1 unicell awaits you.



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**NEW SYSTEM TELEPHONES** PTY. LTD.  
25 QUEEN'S BRIDGE STREET  
Cent. 1700 MELBOURNE

## Tottenham Track Duplication

(Continued from Page 37)

Melbourne terminal traffic, which at present is also sorely pressed for room.

Apart from the more expeditious handling of the goods traffic, the provision of this line when brought into commission will have an important bearing on the running of country passenger and suburban electric trains. The existing tracks between South Kensington and Footscray carry the heavy goods traffic of the south-western and northern lines, in addition to country passenger trains to these districts and the St. Albans and Williamstown electric trains.

The goods connection which it is proposed to build between Broadmeadows and Albion will also relieve the passenger and electric suburban service passing through Essendon.

Delays have been caused to passenger trains by the slower moving goods trains, and in the case of electric trains which are scheduled to run through to Frankston, Oakleigh or Darling as the case may be, the delays have a far reaching effect and react unfavorably on the running of trains on these lines.

With the large decrease in the number of goods trains handled on this section when the new goods line is in operation, the running of passenger trains will be facilitated and delays to goods trains will be reduced to a minimum.

[A second Article, giving an outline of what is involved in the constructional side of this huge scheme, will appear in our March issue.—Ed. V.R. Magazine.]

### TEN FRIENDSHIP COMMANDMENTS.

1. Don't contradict people even if you're sure you are right.
2. Don't be inquisitive about the affairs of your friends.
3. Don't underrate anything because you don't possess it.
4. Don't believe that everyone else in the world is happier than you are.
5. Don't conclude that you have never had an opportunity in life.
6. Don't believe all the evil you hear.
7. Don't be rude to your inferiors in social position.
8. Don't jeer at anybody's religious belief.
9. Learn to hide your aches and pains—few care.
10. "Do unto others as you would be done by."

—Blus Pencil.



### 3 RI "TAKES THE AIR"

(By H. L. Byrne).

**T**HE V.R. Institute Club (3 RI) met again after its holiday recess on Thursday evening, Jan. 6, with a good attendance.

We went "on the air" for the first time, using a small power low wave transmitter.

After considerable experimenting by Messrs. A. Kissick and H. L. Byrne, the certificated operators of the Club, Morse signals and speech were successfully and clearly received on a crystal set, situated in another part of the Institute Buildings.

As the set (a temporary one) is only designed to broadcast a distance of 10 miles, members were gratified at the initial success.

The Club will be on the air (generally) from 8.45 p.m. to 10.30 p.m. on a wave length of 180 metres, and members will be glad of reports of transmission from any listener-in. Please ring Railways 174.

The Buzzer class (transmission and reception) which was held on Club nights from 7 to 8 p.m. has been discontinued for some time, owing to the absence in the country of the Instructor, Mr. H. L. Byrne, is again in full swing, and at the present rate of progress made by the students, many of them should secure their operator's certificate before the close of 1927.

All members of the service are heartily invited to

join the V.R.I.R. Club, thereby gaining invaluable knowledge of the science of Radio, and pocket saving advantages in the purchase of component parts.

Mr. Donald McDonald, Consulting Engineer for 3 A.R., and late Lieut. Commander R.A. Navy, has very kindly consented to lecture before the Club in the early part of February.

As Mr. McDonald is one of Australia's foremost Wireless Engineers, and has just lately returned from a tour of America on behalf of 3 A.R., his discourse will doubtless be of great interest, and a fund of knowledge should be derived by all who may attend. The date of his lecture will be announced in the Weekly Notice, the "Listener In" and daily papers.

South Australia's Railway Institute Radio Club is making great headway and is an unqualified success. Wake up, members of the Victorian Railways service, and join up with your own Club! Don't let our neighbors in S.A. go one better than us!

We have the numbers to work on, and the Committee of the Club is keenly desirous of swelling the membership to 300 or more during the near future.

Membership now totals close on 130.

Enquiries addressed to Mr. A. Kissick, hon. secretary, Room 53, Railway Buildings, Spencer-street, will receive immediate attention. Membership fees are:—Adults, 3s. 9d. half-yearly. Juniors and Country Members, 2s. 6d.

## Railway Exam. Results

(Continued from page 59)

Biggs, Junior Clerk, Rolling Stock Accounts, H.O., 25; G. Edsall, Junior Clerk, Construction Branch, 25; Miss M. Cameron, Counter Hand, Refresh., Spencer-street, 25; J. A. O'Meara, Junior Clerk, Goods Shed, Melbourne, 25; T. Daly, Junior Clerk, Audit Branch, 25; J. Stewart, Junior Clerk, Accountancy Branch, 25; F. L. D'Arcy, Junior Clerk, District Supt's. Office, Ballarat, 25; T. Mathieson, Junior Clerk, Dudley-street, R.S. Branch, 25; R. R. Mayne, Clerk, R.S. Branch, Ballarat, 25; J. L. Dundas, Junior Clerk, Accountancy Branch, 20.

### Westinghouse Brake Grade 1 (Junior)

C. Kettle, Cleaner, Colac, 93; T. De Gaffe, Fireman, Ballarat, 92; C. Goudy, Cleaner, Colac, 90; E. J. Cody, Cleaner, Wonthaggi, 90; R. Plumridge, Cleaner, Hamilton, 87; J. M. Drummond, Fireman, Wonthaggi, 82; H. L. Hare, Cleaner, Traralgon, 82; J. W. Kellam, App. Fitter and Turner, Newport, 82; J. Cedelland, Cleaner, Hamilton, 73; W. J. Siggins, Fireman, North Melbourne, 67.

### Westinghouse Brake—Grade 2 (Senior)

E. L. Mitchell, Fireman, Colac, 93; H. C. Coleman, Fitter, Ararat, 92; W. H. A. Gangell, Fireman, Stawell, 91; G. Alexander, Fireman, Benalla, 89; R. E. James, Fireman, Ararat, 88; H. P. Ward, Fitter, Ararat, 88; A. R. Lambden, Fireman, Sey-

mour, 88; C. G. Kemmis, Fireman, Colac, 87; J. Clancy, Fireman, Bendigo, 87; H. W. Shepherd, Fitter, Stawell, 86; A. Hargreaves, Fireman, Hamilton, 85; E. A. Berry, Fireman, Mornington, 85; H. R. Fagan, Fireman, Bendigo, 84; J. Payne, Fireman, Seymour, 84; J. V. Wishart, Fireman, Stawell, 84; A. E. Dixon, Fireman, Colac, 84; B. J. Taylor, Fireman, Benalla, 84; S. E. Patterson, Fireman, Geelong, 83; G. T. Fary, Fitter, Ararat, 83; T. Canning, Fireman, Seymour, 83; J. H. Jupp, Fitter, Stawell, 82; R. L. Benson, Fireman, North Melbourne, 82; E. Cox, Fireman, Stawell, 81; D. N. Bowden, Fireman, Stawell, 80; J. Mangan, Fireman, Seymour, 79; T. Hardwick, Fireman, Stawell, 78; H. E. Mason, Fitter, North Melbourne, 78; F. W. Corrie, Fireman, Stawell, 77; J. Pilkington, Fireman, Traralgon, 77; D. Duncanson, Fireman, Traralgon, 77; A. Hinchcliffe, Fireman, Seymour, 76; R. J. Martin, Fireman, Dandenong, 75; B. Sadlier, Fireman, Dimboola, 74; A. R. Goodman, App. Fitter and Turner, Newport, 74; W. H. G. Wilkinson, Fireman, Seymour, 73; P. Rogerson, Fireman, Seymour, 72; E. Ellis, Fireman, North Melbourne, 72; T. Cockerall, Fireman, Ballarat, 72; G. Cotter, Driver, Geelong, 71; E. J. Hyatt, Driver, Geelong, 71; W. Philpott, Fireman, Hamilton, 69; M. Noonan, Fitter, Stawell, 68; M. Miles, Fireman, Geelong, 68; S. R. Evans, Fireman, Seymour, 66; P. Schulz, Fireman, North Melbourne, 66; H. J. Hallawell, Fireman, Wodonga, 65; L. T. Sells, Fireman, Colac, 65.

# Our Draughts Corner

(Conducted by W. LAMBERT, Hon. Secretary V.R.I. Draughts Club)

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 systematise 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 single corner game described in the last issue of the Magazine goes to show how careful a player must be, even in the early stages of a game, especially when nothing is exposed. The full game is here given and can be tried over:—

11 15	9 14	9 14
22 18	18 9	18 9
15 22	5 14	5 21
25 18	31 27	22 17
8 11	2 6	15 18
29 25	23 18	23 14
4 8	14 23	11 16
25 22	27 18	19 15
10 15	6 9	10 19
23 19	26 23	24 15
A6 10	1 5	16 19
27 23	21 17	14 10

### WHITE WINS.

A.—This is the losing move—7-10 or 12-16 will draw. Be careful of the take when the latter is played as the Goose Walk can be applied.

The following single corner game gives both sides equal opportunities. It would be well if this game were memorised especially in the early stages.

11 15	8 11	16 19	2 9
22 18	26 22	17 13	10 15
15 22	9 13	19 24	9 14
25 18	18 9	27 23	7 11
12 16	5 14	24 27	21 17
A29 25	22 18	23 18	11 16
10 14	13 22	27 31	17 13
25 22	18 9	22 17	15 19
16 20	22 25	31 26	14 18
24 19	9 5	18 14	24 27
6 10	11 15	6 10	32 23
28 24	21 17	13 9	19 26
8 11	C 2 6	26 22	13 9

19 16	30 21	9 6	26 30
4 8	15 19	22 13	9 6
16 12	24 15	14 9	Drawn
11 16	10 26	20 24	
B22 17	31 22	6 2	
		13 6	

A—18-14 is a safe move.

B—24-19 is a losing move by 8-11.

C—25-29 loses by 31-26, 7-11, 26-22, 2-7, 17-13 W.W.

### Instructor-Champion.

Mr. J. Boyles, our instructor, being the present Champion of Victoria, is leading in the Championship Tournament which is being conducted at the Central Club in the Hardware Chambers, Post Office Place. He has not yet lost a match. Playing recently at the above Club a simultaneous series of games, 19 were played, he having won 17, 2 were drawn.

### Championship Tourney.

The Railway Championship Tourney is progressing favorably. The first round now stands:—

#### Winners.—First Round.

Win	Draw	Win
2 Robinson	—	Curtain 4
*1 Mallon	2	Maynard 1
— James	2	Tydeman 2
3 Danks	—	Roirdan 1
*1 Grose	1	Bounds 1

Win	Draw	Win
— Campbell	3	Lambert 1
1 Landrigan	—	Homewood 3
*— Barry	—	Galvin —
2 Lockwood	—	Ogilvie 4
*— Jones	—	Morcombe —
		or Eastwood

\*Unfinished.

### Beginners' Section.

If the problems in the previous issues have been followed the beginner will now require to know the names of the standard openings. There are 47 openings on the board, and the manner in which the openings are made determines the name of the game that follows. I will give a list of games and the moves that determine them.

1. Alma 11-15, 23-19, 8-11, 22-17, 3-8.
2. Ayrshire Lassie 11-15, 24-20.
3. Black Doctor 11-15, 23-19, 8-11, 22-17, 9-13, 17-14, 10-17, 19-10, 7-14.
4. Boston 11-15, 22-17, 9-13, 17-14.
5. Bristol 11-16, 24-20.
6. Bristol Cross 11-16, 23-18.
7. Centre 11-15, 23-19, 8-11, 22-17, 15-18.
8. Cross 11-15, 23-18.
9. Defiance 11-15, 23-19, 9-14, 27-23.
10. Denny 10-14.
11. Double Corner 9-14.
12. Douglas 11-15, 22-17, 8-11, 17-13, 4-8, 25-22.

Try to memorise the two games in this issue, and try variations from the trunk line.



## Romance of Railway Files

Continued from page 22)

affecting them. They liked it so much that they stayed in too long of a morning! One of them in the end did not turn up at all. He swallowed so much salt water that he was put out of action for the day.

The gem of my collection in this regard is an excuse from a car cleaner (a returned soldier), some years ago. I quote it verbatim:—"Sir,—As you want to know as to whearabouts I was on the 7th inst. On the morning of the 7th inst. I was only feeling middling, but with full intentions of resumering work on the afternoon, but on my way to town I was meet my old cobber who had just returned and I spent the afternoon with him thinking there was no harm. Your obedient servant ———."

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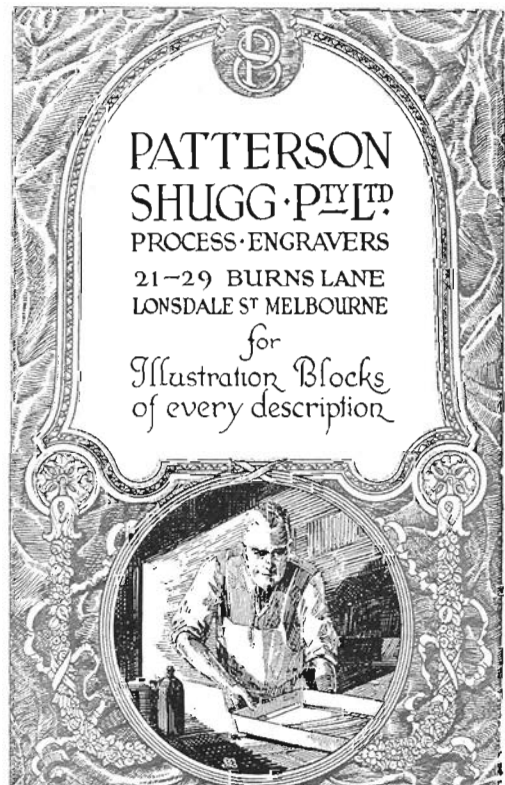
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of Australia.**

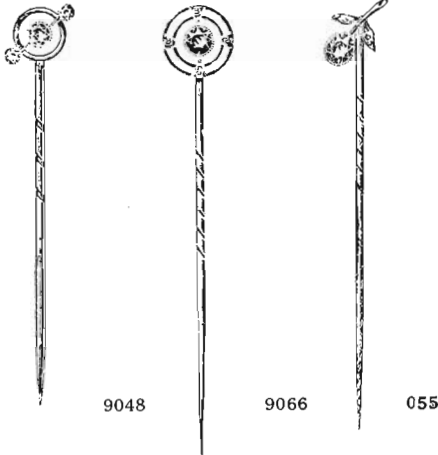
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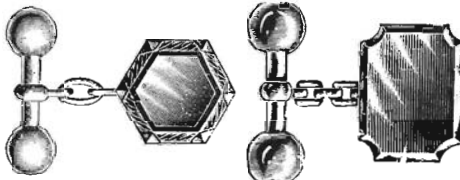
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## What It Costs to Run a Railway

(Continued from page 8)

hungry passengers as the Victorian Railways did last year, your annual pantry bill will show staggering items like: 144,709 four-lb. loaves of bread, 108,718 lbs. of butter, 84,689 gallons of milk, 42,000 lbs. of ham, 27,213 lbs. of bacon, 6,553 cwt. potatoes, 45,000 dozen eggs, 1,400 gallons and 14,000 bottles of sauce, 26,500 lbs. of tea, 16,835 lbs. of coffee, 184,000 lbs. of sugar.

In addition your butcher would rub his hands amiably and present an account for about £26,000! Your fishmonger would demand £2,900, your poulterer £5,457, greengrocer £4,000 (without potatoes), fruiterer £16,000.

### Those Bona-fide Travellers

Then, of course, there are those thirsty bona-fide travellers to be catered for. Your provedor would have to spend £33,000 for all the ale, brandy, whisky, gin and other liquor which would be consumed between July 1 and June 30. And you would be taxed six per cent. as other vendors of intoxicating liquor are, to supplement the fund which compensates delicensed hotel keepers. Aerated water purchases would relieve you of anything from £4,000 to £5,000.

Crockery and similar refreshment room equipment, including furniture for managers' quarters, would appropriate another £20,000 yearly. Magazines, periodicals and book-stall supplies generally would cost £48,400. Confectionery would run to £25,000. Tobacco and cigarettes would actually total £50,000. You would need to purchase 8,000 gross of matches in 12 months, 40,000 yards of serge and cloth for uniforms—

Very likely, though, you have now decided that after all you won't start a railway of your own.

A Scot was playing a round of golf with his daughter.

"Maggie," he said, "is to-day your birthday? Weel, then, I'll gie ye this hole."

"Look here," said the old lady, "do you want a meal badly enough to work for it?" "To tell the truth mum, I'm just hungry," he answered, "not desperate."

The most lovable quality any human can possess is tolerance. Tolerance is the vision that enables us to see things from another person's point of view. It is the generosity that concedes to others the right to their own opinion and their own peculiarities. It is the bigness that enables us to let people be happy in their own way instead of our way.

### **Beautification**—(Continued from Page 23)

in abundance and do all in our power to keep it clean and healthy. A plant affected with mildew—which seals up all those tiny mouths on the under-side of the leaves—cannot produce good blooms.

We must give close attention to those units entrusted with the spending of our plants' resources. The business man of to-day studies every method for eliminating waste motion in workshop and factory, and similar action must be taken to effect efficient insurance against waste in the rose-garden. All flower buds which show signs of being malformed must be removed as soon as the defect becomes apparent. They are wasters, exhausting our resources and giving no worthy result. Again, many stems will strive to produce far more flowers at one time than the frail resources can support with advantage. If all the buds are retained, they will fight and quarrel constantly in their efforts to secure the greater spending capacity, even at times requisitioning the assistance of a mischievous wind to bruise and batter one another, or inducing some friendly thorn spitefully to gash and tear the outer petals of a rival.

#### **Disbudding Prevents Waste**

A dreadful waste this, as what might otherwise have proved the best of blooms, loses its attraction if the outer petals are bruised and torn. It will pay then, early to select for retention two or three of the most likely looking buds on the truss, and remove the others. Care, however, must be exercised not to overdo the disbudding. A little healthy rivalry is good, and without it the remaining buds are liable to become so puffed up with conceit, that coarse and distasteful blooms result.

Having chosen your spending members (flower-buds), carefully watch and protect them from the attacks of enemies, such as Aphis and caterpillars. If the plants are kept growing strongly both can be kept in check with thumb and fingers. The help of insectivorous birds should also be enlisted by encouraging them to nest and feed in the garden.

Production, production, and more production is now the order of the day everywhere, and every wise manager realises that well-fed, contented workmen, supplied with good tools and located in well-ventilated, well-lighted workshops, fitted with up-to-

date conveniences, provide the best means to its attainment. The successful dairy-farmer, having chosen his stock wisely, spares no pains to see that food and conditions are calculated to help the herd produce its best. The race-horse owner knows that his thoroughbred cannot win Melbourne Cups if fed on chaff. We have seen that the flowers expend a great deal of the energy supplied by the roots, therefore, as soon as the flower-buds appear, liquid manure should be supplied at least once a fortnight. This will enable the roots to supply the necessary energy required for accelerating the production of bloom without the plant suffering from exhaustion to such an extent that the following crop of blooms is adversely affected.

### **SPRINGVALE FARM, Winton North, Vic.**

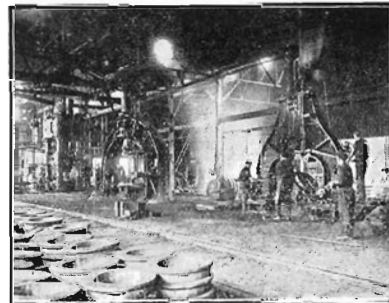
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Series No. 6.

### **General View of Our Tyre Forge.**

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# Garden Notes for February

## WHAT TO SOW AND PLANT.

Cabbage (Eastham, Enfield Market, Early York). Carrot (Early Horn, Guerande, Chantenay). Cauliflower (Late Eclipse and other main crop sorts). Cress, Endive, Kohl Rabi. Lettuce (Iceberg, New York, Neapolitan). Mushroom Spawn. Mustard. Potato (Early Manistee, Carmen, Scottish Triumph). Radish. Swede (Laing's Garden). Turnip (Orange Jelly, White Stone).

**H**YDRANGEAS in shady places are much in evidence. The variety Thos. Hogg ought to be planted. It is not so robust, but pure white, and does not change colour, or, rather, its whiteness.

**Roses.**—Notwithstanding the weather extremes, many varieties have been beautiful between the heat waves, when due attention was given. The outstanding varieties for color and almost every other good quality are George Dickson, Edward Mawley, while General Macarthur, Rhea Reid, and Marquis de Salisbury maintain their reputation to stand the heat if not the thrip. Madam Ravary and Mrs. Aaron Ward are grand garden yellows, as are also Madame Chatenay and Madame Jules Grolez in pinks. While rose beds can be allowed to remain in a rest condition, the standards and half-standards must not be allowed to suffer for lack of water, as the sun striking upon the long bare stems will perish the bark.

February is the month to prune for Autumn shows after a rest period. The pruning need not be so drastic as in winter, but much the same method may be followed. Rose budding is a most fascinating operation to the amateur, when understood. You can bud all through this month. The stocks should be watered well first, given a free running stock and a dormant bud, and the union is soon effected.

**Dahlias and Chrysanthemums** will need constant attention in stalking, tying and watering. Use the hose freely and forcefully over and under the leafage to keep them clean. February is the month for "taking the bud," i.e., selecting the crown or terminal bud for exhibition blooms. Intending exhibitors can usually obtain the dates for special sorts from the specialist nurseryman. For general purposes the Chrysanthemum is best grown in anything from 10 to 20 stems to a plant each bearing a bud. All other lateral shoots are pinched off, then fine medium-sized blooms follow, more useful either for the garden display, or as cut blooms, which last a long time in water. Nature is so prodigal of buds both with Dahlias and Chrysanthemums that unless disbudding (unloading) is followed neither can be appreciated.

**Delphiniums.**—Keep these up to the mark. Remove all old flowers and decayed matter. Apply a fresh mulch if required, after forking in the old.

**Gladioli.**—Plant now for flowering in the cool weather, when so desirable. Nice collections of bloom have been on view at Horticultural Meetings, etc., but seldom with more than five open flowers to a spike, whereas ten to twelve is easily possible.

**Carnations** may be renewed by layering this month. Keep all old wood removed, and don't let them lie about. If tied up regularly, they will not suffer from the heat so much. A little dusting of lime will prevent any fungus that may ensue upon overwatering or mulch.

**Winter Sweet Peas** are coming into prominence; they are a wonderful acquisition to our Queensland and New South Wales friends, who often envy our Spring Spencers. But in Victoria they must have the warmest aspect, and high, well drained ground. They will not succeed in wet, cold places. Sow them at once in rich soil.

**Water Lilies.**—A Lily pond is not the expensive luxury supposed. The beautiful varieties now to be seen in our public gardens can be grown either in large or small pools, tubs sunk in the ground, or ponds made of concrete, or the basin of the more elaborate fountain can be made to grow and flower the Nymphaeas. Judging by the florists' windows the old white Water Lily has stood them in good stead during the scarcity of other white flowers.

## Vegetable Garden.

A season like the present enforces our repeated recommendations to plant breaks, i.e., rows of tall growing things, such as **Sugar Corn, Asparagus**, in rows, at intervals to give partial shade and shelter to the crops between.

**Marrows, Cucumbers, Melons** will greatly benefit by a few head of **Maize** growing among them, and **French Beans** will not take red spider so readily if sheltered from the afternoon heat, as the sun passes over. A few hurdles made light with either lath or wire netting, strained that small twiggy tea-tree or brushwood can be interlaced, or even bracken fern, will serve either as wind breaks or they can be laid on top of a few short—say, 4 feet—posts over a bed of Lettuce, Saladings, newly-planted Celery, etc., or seed beds.

Continue to transplant **Cabbage, Cauliflower, Savoy, Brussels' Sprouts, Broccoli**. Remove the two or three outer leaves when planting; they will not exhaust so much and puddle them in. Do not forget that Cauliflower must have plenty of manure, or it will fail to head.

**French and Runner Beans** may still be sown for late succession, but not largely.

**Peas.**—Sow an early sort where variety for the table is essential, but otherwise leave till later.

**Onions** may have the necks bent down or twisted to promote ripening.

Burn up regularly all garden refuse, and take care of the ash. It is invaluable for all crops.



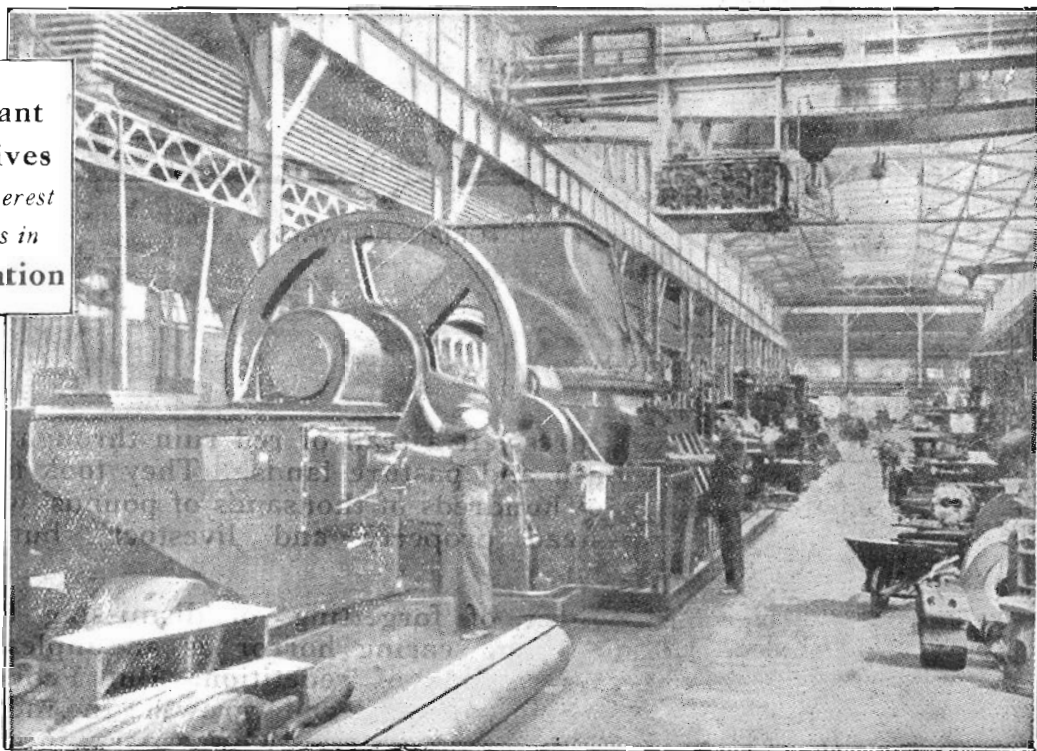
At an Irish Police Court the habitual drunkard was brought up.

"Ten shillings or a fortnight," remarked the magistrate.

"But, sir, Oi've only two bob in the world, at all," remarked the prisoner.

"Well you must go to gaol, then. If you had not spent the money getting drunk you would have been able to pay the fine."

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VICTORIAN RAILWAYS

## Remember the Fire Menace!

**L**AST Summer, fires left a trail of red ruin through Victoria's fair bush and pasture lands. They took fierce toll, not only of hundreds of thousands of pounds' worth of timber, homestead property and livestock, but of human life.

**W**E are in danger of forgetting—of dismissing those weeks of blinding, searing horror as an unpleasant nightmare, impossible of repetition. But February suns are again scorching trees and undergrowth; the menace again lifts its ugly head in every wind-blown spark, in every carelessly-thrown match. Already, parts of New South Wales have suffered destruction and death through the fire scourge.

**O**UR Rolling Stock Branch is seized with the necessity for constant vigilance. It insists on the maintained efficiency of locomotive spark-arresters; it insists on enginemen keeping constant watch for indications of fire in country adjoining railway property; it insists on engine crews stopping their trains, no matter of what class, to combat nearby outbreaks. Railwaymen must and do regard war against the menace as a personal obligation.

**B**UT does the holiday camper remember to extinguish his fire before he breaks camp? Does he think to put out the smouldering embers left by others? Does the grazier heed the possible consequences of burning-off, at this time of year? Does the week-end excursionist recognise in cigarette-butts and pipe-ash the seeds of wide-spread destruction?

**OR IS THE SUMMER OF 1926 FORGOTTEN?**

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CONSTRUCTIVE CRITICISM AND SUGGESTIONS ARE INVITED

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# THE VICTORIAN RAILWAYS MAGAZINE

VOL. 4. - No 3.  
MARCH 1927

6<sup>D</sup>



RAILWAYMEN AND THEIR DOGS

SEE PAGE 38.



## The Ideal

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THE artist strives continually for that ultimate truth and beauty always near to him, but always beyond his grasp.

The achievement of the artist-craftsmen of industry prove that they are not less earnest and devoted.

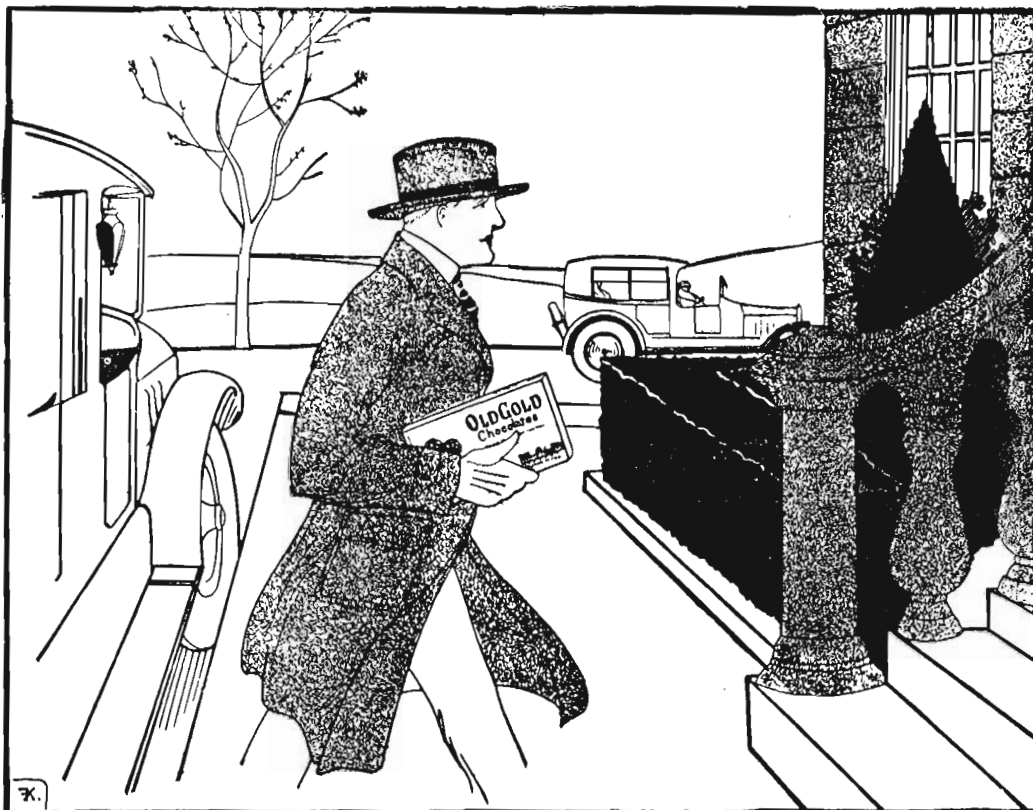
A.E.C. supremacy has not been achieved by profit-seeking alone, but by the policy of the firm which has always placed craftsmanship and personal service before material gain.

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**Associated Equipment Co. (Aust.) Pty. Ltd.**  
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*MacRobertson*

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The last word in Chocolate  
assortment. Packed in the most artistic box yet produced, and wrapped in  
specially prepared transparent paper.

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This popular line packed in  
dainty Cartons.

### 1/- Marzipan Fruits

Also packed in artistic Cartons.  
Sure to be popular.

*MacRobertson*

MELBOURNE

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## Do It the Right Way—It's Safer!

There is always a right and a wrong way of doing things. The right way is the safe way.

THE *safe* method of applying an earthing device is shown in the above photograph on the right. The lineman is allowing the device to make contact with the under side of the equipment to be earthed, his head being turned well away to shield his eyes from a possible arc, in the event of power not being cut off. The device would fall away from the fitting and break the arc, and the lineman's eyes would not be injured.

The *unsafe* method shown on the left. The lineman is applying the earthing device so that contact is being made on the top side of the equipment to be earthed. In the event of power not being cut off, an arc would start, and if the lineman released the device it would fall across the equipment and cause a short circuit. The overhead equipment might be burnt down, and result in physical injury to the lineman.

---

### LOOK AT YOUR WRENCH!

Hand tools of all kinds have been the cause of numerous minor and semi-serious accidents.

The slipping of wrenches, in particular, is a cause of mishap by no means uncommon. Everybody should be on the qui vive for it, and foremen especially should check the use of wrenches in their departments.

Are the wrenches suitable for the work they are being used on? Are they in good mechanical shape? Are they being used properly?

When an accident occurs owing to wrenches slipping, it should be carefully noted, and

all the contributing causes taken into account.

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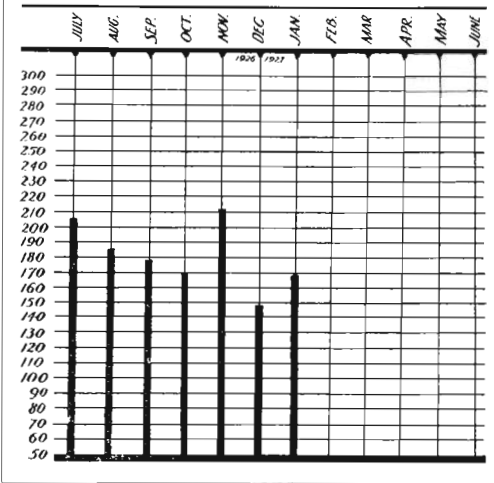
### WHAT WOULD YOU DO IN A FIRE?

Do you know exactly what to do in case of emergency—a fire in your department, or a severe accident?

Have you definitely checked up the location of the equipment necessary to cope with an emergency? If not, do it now!

It is suggested that every Foreman should see to it that all men in his department are instructed from time to time what to do in an emergency.

### ACCIDENTS REPORTED EACH MONTH



#### BE CHEERFUL !

The relation between mind and body is one of the closest intimacy. The state of the one predisposes the condition of the other. Health is the result when both are in perfect harmony.

Few people realise what a remarkable influence the mind has upon the general health ; that many of the diseases with which the human race is afflicted are the result of mental depression, grief, remorse, anxiety, discontent, guilt, distrust—all of which tend to break down the barriers of health, and leave an open road for disease and death.

#### What Imagination Does

Imagination is a powerful factor in the production of disease. Many are invalids today who might soon be well if they would only think so and keep on thinking so.

Courage, hope and faith are the promoters of health and long life.

The man whose thoughts are morbid, who is always gloomy and despondent, is on the high road to ill-health or has arrived there already.

Cultivate a cheerful, happy disposition, and be WELL.

Health begets cheerfulness ; cheerfulness begets courtesy ; and courtesy is one of the railwayman's chief assets.

### LOYALTY

Have faith in your organisation. If there is anything wrong, take it up with those who can make it right.

Criticise when things go wrong, but make your criticism constructive, and criticise yourself sometimes. Give due praise where it belongs.

Be enthusiastic ; it is contagious and wonderfully worth while.

We are going up the ladder of success in big strides, and you will get more pleasure out of the climb if you start now and work with the rest.

#### Let Us Know !

You cannot demonstrate your interest in the system better than by sending in your ideas as to how this or that should or should not be done.

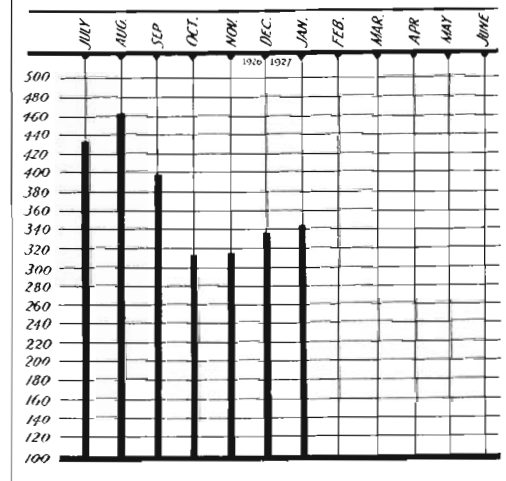
Submit your suggestions to the Betterment and Publicity Board, Railway Offices, Spencer-street.

Awards made in January for Adopted Suggestions.

Total Amount of Awards	Highest Awards
£212	£40

WORK WITH US AS WELL AS FOR US !

### SUGGESTIONS RECEIVED EACH MONTH



GUARANTEED CIRCULATION 32,000 COPIES.



# THE Victorian Railways Magazine

ISSUED UNDER THE AUSPICES OF THE  
VICTORIAN RAILWAYS COMMISSIONERS

Vol. IV.—No. 3.

MELBOURNE, MARCH, 1927.

Published Monthly.  
Price, SIXPENCE.

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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.

**F**OR 7s. per annum in advance, the Magazine will be forwarded to any address.

A copy is issued free to all permanent Victorian railwaymen, including temporary and casual employes with 6 months' service.

Articles and reports on matters of interest both to employes and the public, short stories and verse, personal paragraphs, 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, Betterment and Publicity Board, Railways Department, Spencer-street,

Melbourne, not later than the 12th of each month. Correspondence relating thereto is carried free over the Victorian Railways.

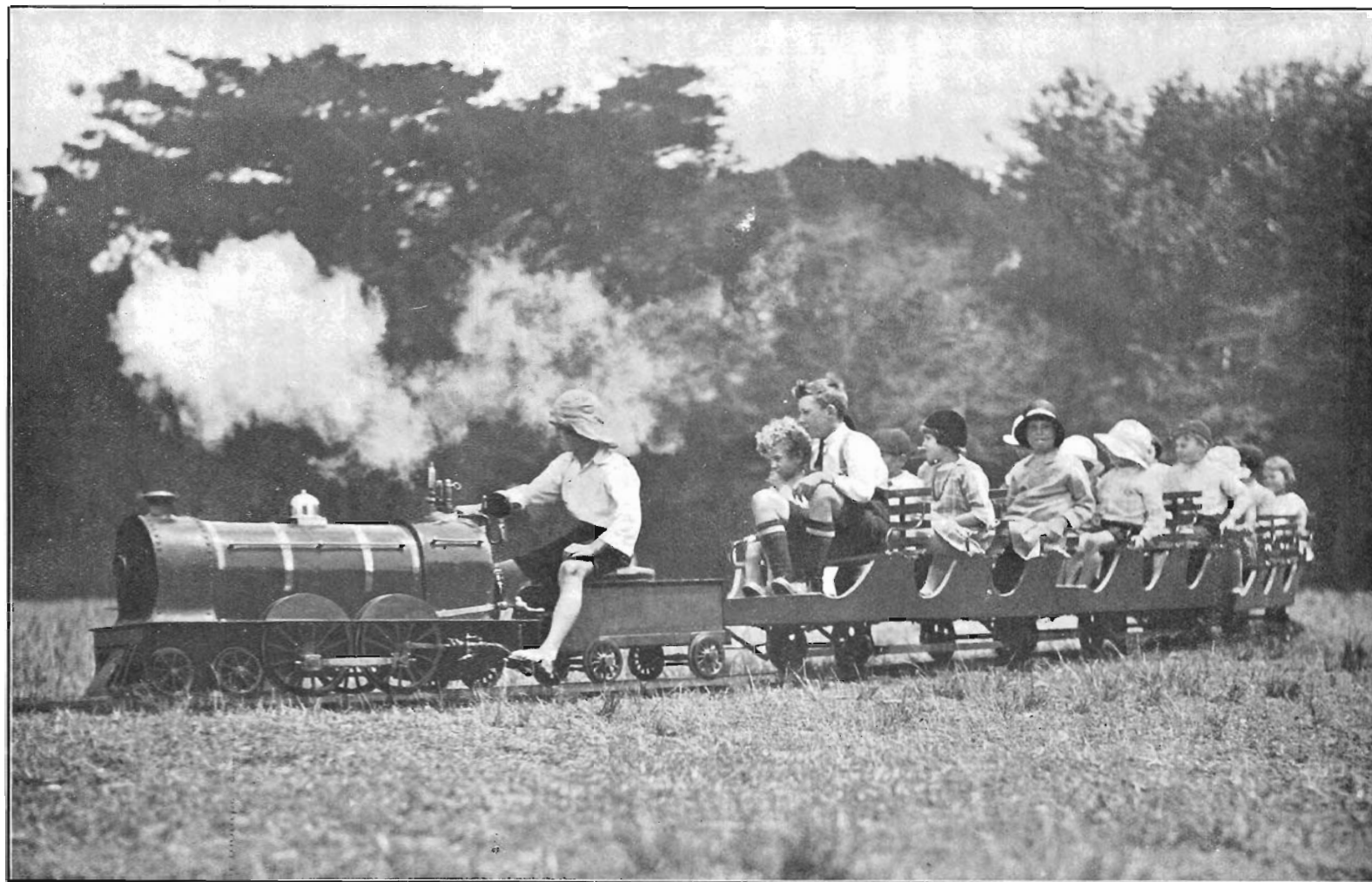
Matters for publication should bear the signature of contributor, and should state whether it is to appear over his name or a nom-de-plume.

Telephone enquiries to Railways 393.

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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THE RAILWAY IS THE BEST WAY !



Photograph by A. L. Reid.



## SELLING SERVICE

ONCE and for all, let's get it into our heads—railwaymen and public alike—that the Railways Department is a large co-operative business concern out to sell transportation service to its shareholders.

\* \* \* \*

THERE are some who still maintain that the Department is merely a public utility; that the idea of associating it with business is quite wrong. This has even been advanced as a reason why we should refrain from competing, on their own ground, with those who are filching legitimate railway traffic. No doubt, the exponents of this logic are quite prepared to foot the bill for lost revenue or unbusinesslike methods, but we are quite certain that our shareholders, as a body, are not.

\* \* \* \*

IT is this very competition which makes it more than ever necessary that the Department should be the highly organised business concern it is, offering the best service, and employing to the full the science of salesmanship.

\* \* \* \*

GOOD work is being done by Stationmasters and station staffs in selling service and in helping to keep that service on a high plane of efficiency. The latter, in itself, is a sales promoter. But we must remember that salesmanship is not confined to direct solicitation. The driver who starts a train smoothly is a salesman. The porter who, with a smile, puts a passenger on the right track and makes him comfortable, is a salesman. So is the telephone operator with a pleasing voice and a courteous manner, and the typist who turns out a neat accurate letter. There is no job on the railway, however far removed, apparently, from the public eye, that is not part of the plan for selling good service.

\* \* \* \*

THAT'S the way to look at it. It gives zest to a man's work to realise that in doing a job well he is really selling what he is producing.

# The ROMANCE of a RAILWAY TICKET

By J. D. MICHIE.

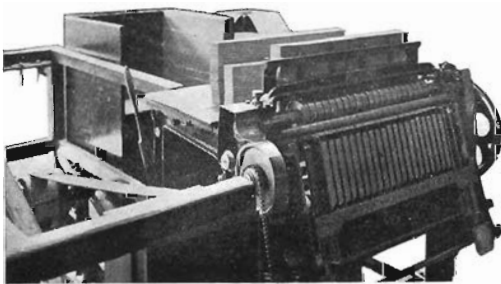
ON your train journey to or from town, at any hour of the day or evening, and, as soon as your train begins to move from the platform at some station or other, en route, the door of your compartment opens smartly and in steps a keen-eyed railway official, who, in a clear but not menacing voice, just utters two words—"Tickets Please."

The words seem to have a magical effect. Instantly each passenger makes haste to obey. But, alas, sometimes you will see a passenger who, with crest-fallen countenance, whispers into the checker's ear. At the next station both quit the train and go into the office. One may hazard a guess that it was the beginning of the Romance of a Railway Ticket for that passenger.

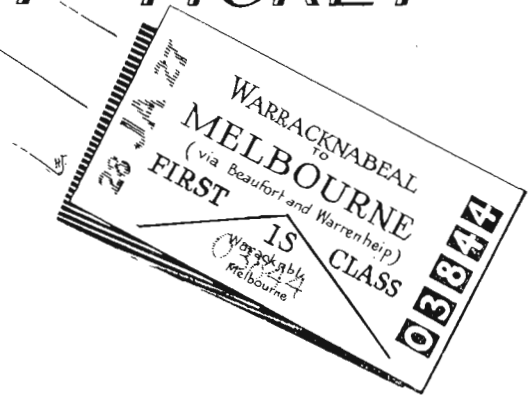
ROMANCE in a railway ticket? Impossible! Could anything, you ask, be more insignificant than the little piece of printed pasteboard, indited with conditions, symbols, and figures, the meaning of which, even if not known to every purchaser of a ticket, are well-known to the Railway authorities themselves.

But consider for a minute the hundred and one little incidents—humorous, tragic, pathetic—which are daily wrapped, figuratively speaking, round that little piece of pasteboard.

Here is the thin man, with more audacity than money, who, alone in the carriage, quietly deposits himself under the seat when



The machine which cuts tickets at Spencer-street before they are sent to the Government Printer.



the cry goes up for "All tickets, please!" There is the fond mother who redresses the four-year old boy in a long discarded baby's skirt, and hugs him to her breast to escape that half-fare.

Surely, too, you have noticed the agility of a second class ticket-holder, who, having ridden with calm serenity in a first, hurriedly quits and hastens on to join the throng in the second, lest the color of his ticket should be officially tested!

## Primitive System

In their infancy, one hundred years ago, some of the English railways possessed a ticket system which was at once primitive and cumbersome. Each passenger was supplied with a large green paper ticket, upon which the booking clerk had to write the date, the name of the traveller and name of the station, while at the same time he retained a counterpart of each ticket to enable him to keep a correct account of the money taken.

On some of the railway systems in those days metal tickets were used, on which was engraved the name of the station to which the traveller was going. When the passengers reached their destination, these tickets were collected by the guard, placed in a leather pouch, and taken back to the original station to be used again. During this con-





*A Battery of Ticket-printing Machines at Work.*

tinual handling, they became severely mutilated by unscrupulous—but sometimes very ingenious people—and weird and strange were the carved brass figures which now and then found their way back to the booking office.

We are indebted for our present system of ticket making to a Quaker railway clerk named Thomas Edmonson, who, in 1840, invented a machine which, though it, of course, passed through various improvements and additions as the time went on, remains practically the same in form and principle.

#### **Enterprise Brought Wealth.**

Walking one day in a field, the idea occurred to him how easily and expeditiously tickets might be printed with the name of the station, the class of carriage, and consecutive numbers, in one uniform arrangement. With the aid of a friendly watchmaker named Blaycock, Edmonson was enabled to construct the necessary machinery. He subsequently took out a patent.

This enterprising young Quaker let out his patent at the rate of ten shillings per mile per annum. In early life he had been a bankrupt, and the first use he made of his new wealth was to pay off every shilling he ever owed. He died in June, 1852, aged 58.

Edmonson having led the way, mechanical contrivances for printing, counting, stamping, and dating railway tickets, soon sprang into existence in shoals, so that the industry today, the world over, is of tremendous proportions.

The Government Printing Office turns out

for the Victorian Railways Department about 100,000,000 tickets a year, and the demand practically equals the supply.

A million tickets weigh just a ton, so that an aggregate weight of one hundred tons is distributed annually from the hundreds of stations and offices in the system.

There are no fewer than 150 different kinds of tickets on issue, including single and return, single and return for children, blank ticket for destination to be written in,



*A ticket counting machine which has a capacity of thousands an hour.*



“Tickets, please!”

monthly, quarterly (14 varieties), half-yearly and yearly (both metal symbols and in folder form), workmen’s daily return, workmen’s weekly tickets, family tickets to Zoo and seaside, combined rail and tram (Department’s lines), combined rail and admission to races or show (these are specially printed), issues for picnics and excursions, and so on.

The railway ticket printing division of the Government Printing Office possesses a large battery of printing machines, counting machines, besides numerous other instruments for cutting, smoothing and distributing. The thin pasteboard, of which one hundred tons in various colors is sent annually from the paper mills, is cut up by the Railway Department’s own machinery into little blank slips, and supplied in boxes to the Government Printer.

#### How Printing is Done.

Some hundreds of these blank tickets are placed in a kind of tube or hopper, with just sufficient room to sink down rapidly. The bottom of the tube is open, allowing the lowermost blank to rest upon a flat metal plate. A slider, with a rapid reciprocating horizontal motion, strikes the lowermost blank dexterously aside to a spot where the printing of the front is effected. When

finished, it is struck on again, and comes underneath to an exit or delivery tube up which it is driven by a series of jerks. For numbering, a peculiarly constructed wheel is used, which changes its particular digit every time a new blank is presented to it. A tell-tale index and a tell-tale bell, both automatically worked, give information as to the number of tickets printed.

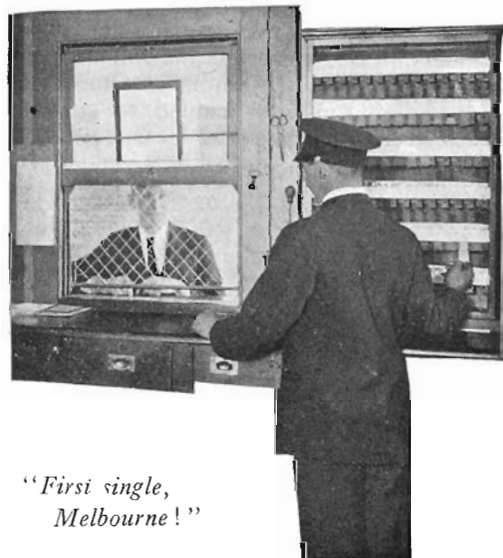
If the consecutive machinery does not go forward in perfect order, a spring is released which rings the bell to warn the attendant to ascertain the cause of the irregularity. On this point the greatest care is exercised, as, for obvious reasons, no tickets with duplicate numbers must be issued. The celerity and accuracy with which these machines are worked may be judged by the fact that 167 tickets are completely finished in a minute, and 10,000 in an hour.

#### Every Ticket Accounted For.

The numbers range from 000 to 99,999 in strictly consecutive order. It may be asked, why take such pains to give every ticket a distinctive number? The reason, looking a little closer, soon becomes clear. As the tickets are numbered 0 to 99,999, the booking clerk has to account for every ticket as so much money. The Auditor of Receipts controls the supply of all tickets sent out to the issuing stations and offices, and, of course, keeps a constant check upon sales.

Tickets for immediate use are placed in what are known as Station ticket cabinets, containing a number of compartments in the order of stations and classes, the lowest number being placed at the bottom.

(Continued on page 63)



“Firsi single,  
Melbourne!”

## A £580,000 Railway Job

**L**AST month we published a short article outlining some of the advantages which will accrue from the Tottenham-South Kensington track duplication scheme.

What exactly is involved in the job—the excavation of hundreds of thousands of cubic yards of solid rock, the building of bridges, the deviation and regrading of existing lines, the building of embankments, and the construction of a tunnel—is described interestingly in the following article.

By CHAS. H. PERRIN, Chief Engineer for Railway Construction.

**D**URING the close of last session the Victorian Parliament passed an Act authorising the construction of duplicate independent goods tracks from the Melbourne Yard to West Footscray.

The work includes the necessary regrading of the Bendigo line to abolish level crossings at Albert and Nicholson-streets, also the substitution of a subway at Victoria-street and a road bridge at Geelong-road for the existing level crossings.

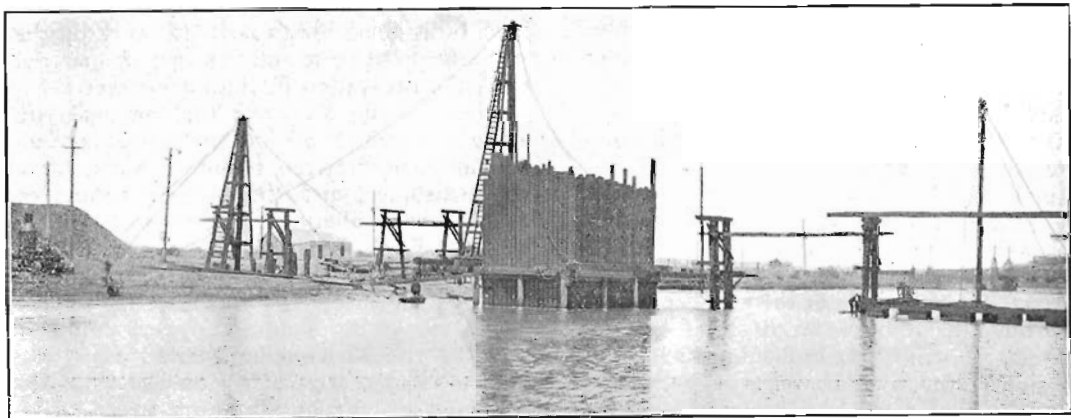
The cost of these works is estimated at £580,000, and they form part of a scheme decided upon by the Railways Commissioners to enable full use to be made of the Tottenham Yards, on which £375,000 has already been spent.

In recommending the early construction of these works to the Railways Standing Committee, the Commissioners emphasised that the direct connection from the Melbourne Yard to Tottenham was required in

order to relieve the congestion which now occurs on the main line between Footscray and South Kensington Junction, which is one of the busiest sections in the suburban area. It is most desirable to separate the goods and passenger traffic, as to get the goods trains through at all, a large headway is required between passenger trains.

Also, during suburban passenger peak periods, the movement of goods trains is blocked, and a sufficient number of trucks must be held at the terminal to keep work going on there. This accommodation can be utilised for working purposes when an independent goods line is provided.

Actual construction was commenced on September 1, last, by the Railway Construction Branch (Board of Land and Works), which had previously prepared the preliminary plans and estimates. All work involving interference with running tracks, electrification, signals, and so on, is being



*Coffer dam in the Maribyrnong River.*



Looking over the Maribyrnong River Bridge towards Bunbury-street. Pier No. 1 is in the foreground.

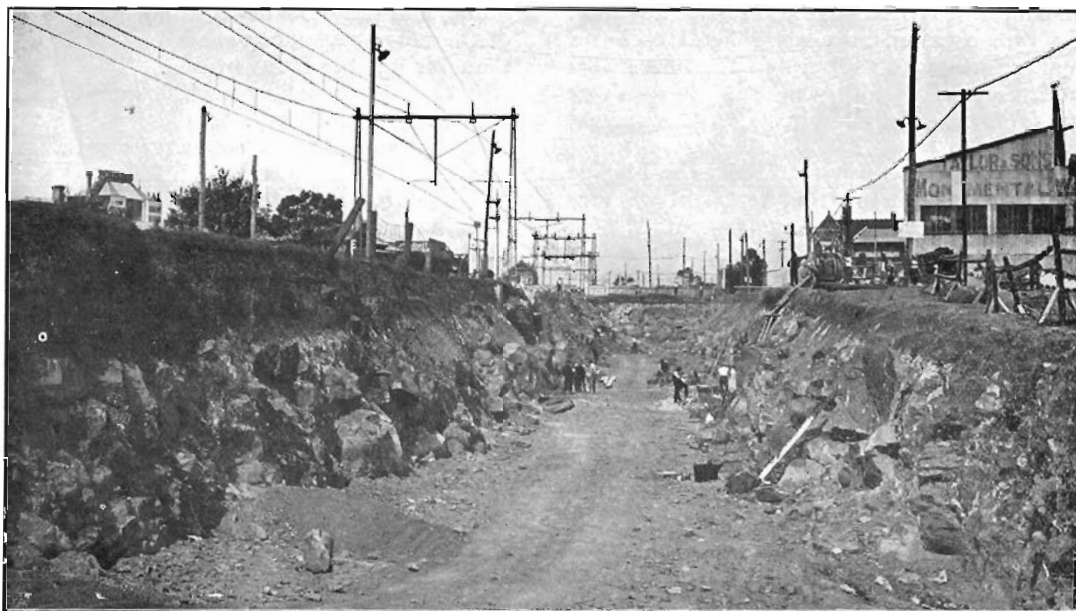
done by the respective Branches concerned, or under their superintendence, and thorough co-operation is being obtained.

A detailed schedule has been worked out providing for the completion of the above-mentioned works within two years, and this is being closely adhered to. Work is being carried on day and night, an efficient lighting installation having been provided. About 800 men are employed.

Leaving South Kensington station, the new goods line turns in a south-easterly direction crossing Dynon-road and the drainage canal on a high level bridge, and continuing on an embankment through land at present leased to the Hume Pipe Company, until the Maribyrnong River is reached. This will be spanned by a 175 ft. truss flanked by 85 ft. plate girder spans over roadways on each bank of the river. The deck system consists of reinforced concrete slabs on steel joists. Contracts for the whole of the steel work for this bridge have been let to local manufacturers. Much of the embankment on the west side of the river has already been deposited by motor trucks. Material, mostly rock, from cuttings in Footscray is being used.

At the Maribyrnong River Bridge three massive concrete piers have been completed, and the remaining river pier is being pushed on with. Here a coffer dam of interlocking steel sheet piling has been placed in eight feet of water, pumped out, and excavated to a depth of 20 feet below water level. Sixty-six foundation piles have been driven inside this coffer dam, and the concrete pier is now being built on them. A temporary bridge of timber piles and secondhand girders has been built alongside to facilitate work on the permanent structure and to transport material from the excavation in Bunbury-street.

After leaving the river the line will run along the centre of Bunbury-street on an embankment between retaining walls, for a short distance, and then into a tunnel or covered way, about a quarter of a mile in length. Excavation for this covered way is now being started. A reinforced concrete arch will be built, and the material will be refilled above it. Before this work could be attacked the Metropolitan Board of Works had to make extensive alterations to the sewerage system along Bunbury-street. Numerous diversions of water and gas mains, electric cables and telephones, have also to



*The cutting at Albert and Nicholson-streets showing the site of the bridge under which the lowered main line will pass. Note the solid rock formation.*

be made at various points throughout the job.

The line will emerge from the covered way to pass under bridges carrying the Geelong lines and the approach road to Footscray station. Here the most complex portion of the work is met. In order to reach the Gravitation Yards, which are on the north side of the Bendigo line, the new tracks must pass under that line, which it has been found necessary to deviate and regrade, commencing from the centre of Footscray station.

Before the goods line can be built, the existing main line has to be swung 40 feet to the south and lowered so that it may pass under Nicholson and Albert-streets. A large part of the excavation for this has already been done. The rock is largely solid bluestone, and extreme precautions have to be taken in the use of explosives. Notwithstanding all these precautions, it is unavoidable that at times a few stones are sent skywards, but so far no serious damage has resulted. This portion of the excavation was attacked with a  $\frac{3}{4}$  c.y. steam shovel on caterpillar traction, loading into motor trucks which led the material to the bank on the east side of the Maribyrnong River.

Between the river and West Footscray, a total of 169,000 cubic yards of material,

mostly solid rock, has to be excavated, of which about one-fourth has been done.

The bridge carrying the main line over the goods line will be on a sharp skew and curve, and will be built just alongside the present line. Abutments and the central pier will be of concrete and the decking of rolled steel joists embedded in concrete.

After the main line has been transferred to the new location (and this involves some complex work in altering the electrification and signals), the excavations for the new goods line will be commenced along what is at present the road bed of the main line. At the point where it passes under the newly located Bendigo line the cutting will be about 30 feet in depth. Two sets of double line will thence run almost parallel, the goods line gradually rising to the same level as the main line at Middle Footscray station.

At Nicholson and Albert-streets, bridges with concrete piers and rail decks will carry the roadway over the four tracks. Half the width of Nicholson-street will be closed to vehicular traffic, and single line working adopted for the tramway, but it has been found necessary to close Albert-street altogether for a few months.

Between Albert-street and Victoria-street, a wide reinforced concrete culvert, of special design, is being built for the main drain,

which crosses the line at this point, and which is subject to occasional excessive flooding. On rare occasions, the water here reaches a higher level than the rails of the new goods line, which, therefore, will cross this culvert in what may be described as a concrete trough.

It will be necessary to rebuild the Middle Footscray station on the west side of Victoria street, and a commencement is now being made. An island platform will be provided. Victoria-street is being lowered 13 feet so that vehicular traffic can pass under the line, and concrete retaining walls, faced with brickwork, are now under construc-

account of the excavation being in solid blue-stone, and the difficulty of drainage, the cost of the subway would have been £23,000 more than for the overhead bridge. This bridge will be of the usual type, with concrete abutments and a rail deck.

Contracts have been arranged with local firms for the steelwork of all bridges, with the exception of Dynon Road, but their erection will be carried out by the Railway Construction Branch. Mechanical plant is extensively used throughout the work. An electric drive compressor plant has been installed near Footscray station, and air is piped along the full length of the work, rock drills being



*Retaining walls being built on the west side of Victoria-street. The street is to be lowered 13 ft. to allow traffic to pass under the new line.*

tion. Flights of steps will be provided to enable residents on the west side of the street, adjoining the railway lines, to reach the level of the lowered roadway.

From this lowered level, a ramped subway will form the approach to the island platform of the new Middle Footscray station.

Between Middle Footscray and West Footscray stations, the lines will be on the surface, and this will necessitate the Geelong Road being raised 17 feet to pass over the four tracks. The local residents were anxious that this should be a subway, but on

indispensable. Two steam shovels, adaptable as cranes, and six petrol driven concrete mixers are among the more important items of plant. Motor tipping trucks, in large numbers, are hired as required to lead material to the banks.

The officers responsible for design and construction are enthusiastic in their efforts to keep the work moving to schedule, and the team work is of a high order. Much complex work in the design of structures had to be done under high pressure, the actual construction being at times only a day or two behind the drawing office.



# THINGS WE ARE TALKING ABOUT

With the parental "What shall we do with our Boys" problem getting more acute every day, small wonder is it that the 200 recently advertised vacancies for apprentices at the

## RAILWAY JOBS RUSHED

Railways Department's work-shops were largely over-applied for. But even the Staff Board hardly expected the avalanche of 1769 applications that descended upon it. No fewer than 922 of the would-be future C.M.E.'s and C.E.E.'s. had scholastic qualifications which would exempt them from the entrance examination. This indicates that, apart from the keen competition among boys for good openings, the better-educated lads are realising, more and more, the opportunities which ability can secure and take advantage of in the Railways. Of these 922, four had passed the University school leaving examination and 22 the intermediate. Two hold the Senior Technical Diploma, 42 the Intermediate Technical Certificate, 128 the Junior Technical Certificate, and 724 the Merit Certificate (eighth grade) of the State School.

\* \* \*

Slick's the word with the wheat traffic, and the following remarkable coincidence, which is vouched for by Acting Assistant District Superintendent Wadelton of the Bendigo District, bears it out. On January 20, a truck—11791 "I," to be exact—loaded with wheat, left Meatian for Williamstown. The

## OFF AGAIN ON AGAIN!

same truck was sent back empty, allotted to the same senders, loaded from the same stack and sent away to Williamstown again on January 25—only five days later. Meatian is 213 miles from Melbourne, January 23 was a Sunday, and this truck had to pass through two big yards—Bendigo and Korong Vale—both going and returning. The odds against the repetition of the incident are about 20,000 to 1, but Mr. Wadelton personally checked up this particular case, which was certainly one of "off again, on again, gone again."

\* \* \*

A correspondent, Mr. J. C. M. Rolland, of

Willaura, who has just completed a world tour, sends us a description of the latest product of the Canadian Pacific Railway, a new Pacific type engine, which, in view of the near advent of our own Pacific locomotive, is of particular interest. The boilers of these monsters are built to work at 250 lb. pressure, and are the first in North America to have nickel steel boiler shell plate. Careful draughtsmanship, and the use of the latest metallurgical knowledge, has given these locomotives increased power with comparatively small extra weight compared with the Pacifics they supersede. The cylinders are 23 in. by



30 in., the driving wheels of 6 ft. 3 in. diameter, the heating surface, 3272 sq. ft. (plus 864 ft. for the superheater), and the tractive force, 45,000 lb. The combined weight of engine and tender is 226 tons—slightly heavier than the South Australian Mountain locomotive. Each engine is fitted with a feed water heater.

\* \* \*

Mr. C. F. Littlebury of Calgary, Alberta who, by the way, is also one of our appreciative readers, and who sent Mr. Rolland the accompanying photographs specially for publication in the V.R. Magazine, cites, in the heavy blizzards and snowfalls, a reason why the cabs of these engines are completely closeable. Recently, he says, two main C.P.R. trains were 8½ and 10½ hours late

## 33½ HOURS LATE!



*Canadian-Pacific double-headed train passing through the Rocky Mountains division—a division nearly as long as the Melbourne to Sydney run.*

through heavy weather, and that "a Canadian National Railway train, due at 7 a.m. yesterday, is not yet heard of, and is now 33½ hours late."

\* \* \*

Only last month we were patting ourselves on the back over the ticket-collection record put up in a recent month, when of 378,000 tickets issued, only 6,811, or 1·79 per cent., were lost. But it appears that the maximum of ticket collecting efficiency has still to be determined. In other words, figures just compiled by the Auditor of Receipts blazon forth the fact that a subsequent month again broke all records with only 1·78 per cent. of 373,296 printed and blank tickets issued. Seymour district again headed the list with ·87 per cent. missing, followed by Geelong with 1·03 per cent. Spencer-street station allowed only ·64 per cent. to slip by uncollected—a remarkably low figure.

### RECORD BROKEN AGAIN

that the maximum of ticket collecting efficiency has still to be determined. In other words, figures just compiled

\* \* \*

Every day, the way of the fare-dodger is becoming harder. Rarely is a case un-

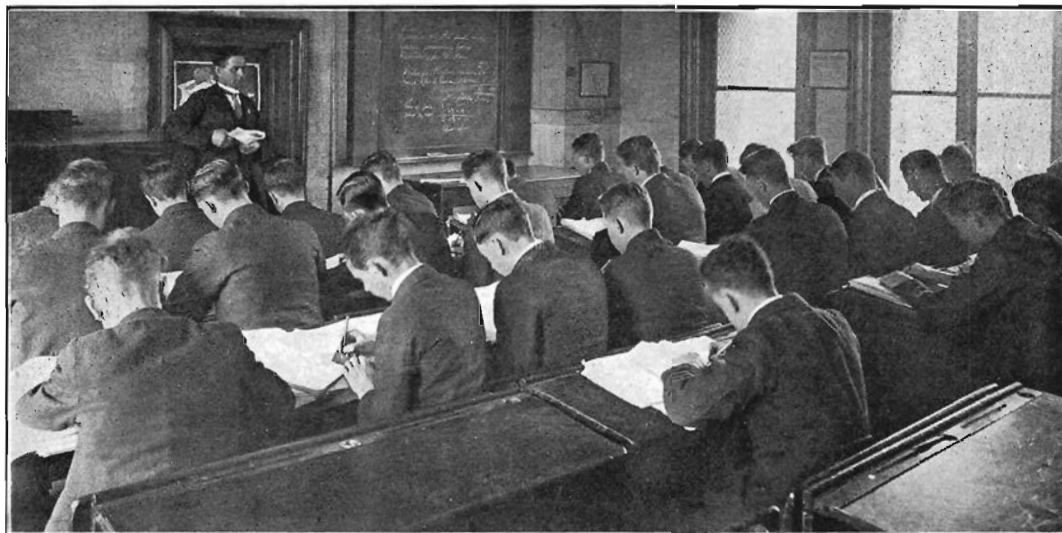
detected nowadays, even although it may result in a rough-and-tumble such as occurred at Spencer-street, the other day.

One of the special checkers **FARE DODGERS** noticed a man crouching under the seat of a horse-box attached to a race special and promptly hauled him out; whereupon the man, vociferously demanding to be allowed to go and buy a ticket, started to struggle and, knocking the ticket checker down, bolted. An exciting chase across the concourse ensued, but the ticket checker, with the help of Mr. Johnston the Chief Ticket Inspector, and a head porter, eventually ran the struggling quarry to earth and handed him over to a constable. On the return journey of the same train to Melbourne another fare-dodger was caught and later fined £3 at the Police Court. A day or two previously no fewer than four of these gentry were discovered within a few hours of each other in the same horse-box.

\* \* \*

Much has been said and written of co-operative effort in America, and the results





### RAILROADERS IN THE MAKING

*Junior Clerks in the Transportation Branch who underwent the recent six weeks' instructional course at the Institute under Messrs. F. Arblaster and J. L. Keary. The course included "Safety First," all phases of traffic, fare-calculation and ticket issues, parcels and goods business, the Powers System, and station routine, accounts and management*

achieved show that we are on the right track in Victoria in insisting more and more on the principle of pulling together and eliminating competition—anyway as far as transportation is concerned—both

#### CO- OPERATION

from within and without. A recent letter to the Chairman of Commissioners from Engine-cleaner Albert Davies of the Victorian Railways, who is now on extended leave in America to widen his experience, remarks on the spirit of co-operation which, as far as the railroads are concerned, is an outstanding feature among the employes. "Also," he says "at the Safety Meetings, and Fuel Conservation Meetings, each one is trying to eliminate accidents and save fuel." Regarding the latter, Mr. Davies says that the feed water pump is now in use on all Pacific type engines, and on all freight engines over 196,000 lbs. on drivers, while the use of the Franklin Booster is now general. This Booster, which was described in detail in the January issue of this Magazine, is now coming into use in Victoria.

\* \* \*

Mr. Davies has recently been firing on the

#### HUGE LETTUCE FREIGHTS

San Louis Mountain Railroad between San Francisco and Los Angeles. October and November, he says, constituted the peak period

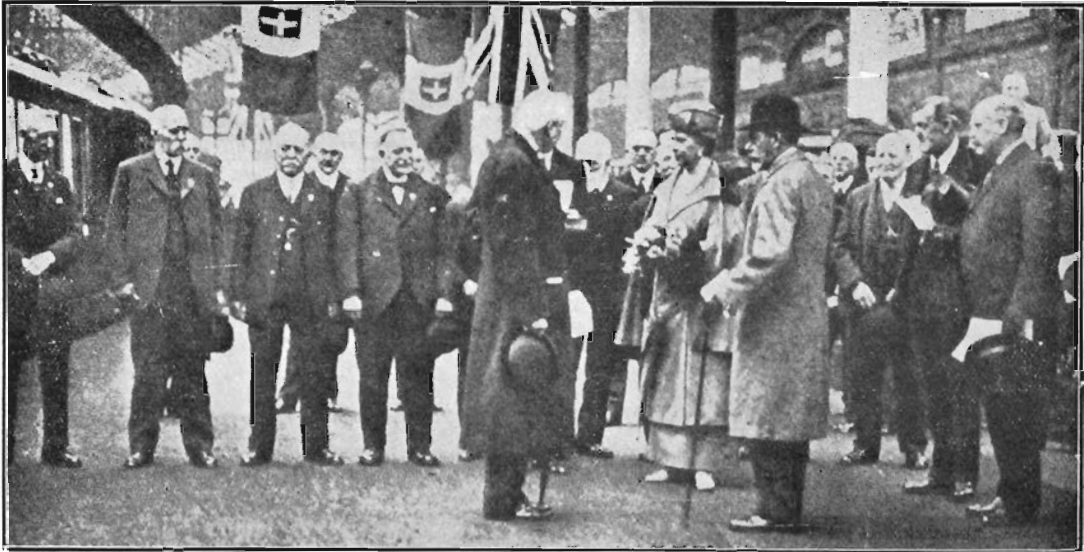
of a very busy season, in which trains were moved as fast as they could get them over the road. "Out of Salines," he writes, "over sixty express cars of lettuce moved every day." These cars are of 30 to 40 tons capacity, and are used for freight to the Eastern States. Truly, Uncle Sam seems fond of his salads!

\* \* \*

The Railways Department prides itself on its good service to the public, and the appreciative letters we publish from month to month are eloquent testimony that ours is no empty boast. Occasionally, however, the obverse side of the medal shows itself as a reminder that the ultimate of unflinching efficiency has still to be attained. We quote a recent case in point. The scene was a well-known station

#### NOT ALWAYS PERFECT

up the line, and the action centred round some lost luggage. Naturally, the owner went for help to the Stationmaster, who, in turn, had to rely on that of other stationmasters along the line. But, ask as he might and did, Stationmaster Number One failed to get assistance from the others, who apparently ignored or forgot about his inquiries. Then the Chairman of Commissioners received a note about it, and things began to move. A couple of characteristic wires, and



*An interesting ceremony took place at Euston station, London, recently, when nine retired engine drivers, none of whom was under 70, and all of whom have driven royal trains, were presented to the King and Queen. The combined ages of the drivers was 663 years, and their combined railway service 487 years. Between them they had driven royal trains 18,000 miles, their total mileage for all trains having reached the remarkable figure of 20,460,000 miles—all without accident of any kind.*

lo! the lost luggage appeared out of thin air before a relieved owner. It's quite obvious that it isn't the Chairman's job to fossick out the few suit cases and things that occasionally get lost or left behind, but it is somebody else's and the somebody elses in this case were falling down a little on the job. Enough said.

\* \* \*

Remarkable evidence of the benefits of that very technical movement known as Industrial Standardisation is contained in a sub-committee's report presented to the recent Imperial Conference. **STANDARDISATION**—It is shown that the reduction in the number of iron and steel sections produced in Great Britain, following on the standardisation of types, has resulted in a yearly saving of half a million pounds. "The value of the stocks of electric lamps held outside factories in Great Britain," the report proceeds, "is said to approach some £4,000,000 sterling, and it is believed that the ultimate effect of unification of the standard pressures, now being brought about, should cut down this sum by at least one-half. As a final illustration—and this should interest railwaymen—it may be added that in South Africa the number of types of engines required for the rail-

ways has been reduced in 16 years from 68 to 11."

\* \* \*

Some Government Department, or some responsible authority co-operating with the Government, which could assist, stimulate, protect, boost and generally foster standardisation, is a very necessary institution, the standardisationists urge. With such responsible bodies spread throughout the Empire, effective co-ordination would be possible. There would not, of course, be any interference with the valuable work already being performed by the various engineering standards associations which have been established in Great Britain, Northern Ireland, Canada, Australia, South Africa and India. The efforts of these associations would be supplemented by the activity of the official authority. The Victorian Railways Commissioners, by-the-by, have always interested themselves in the Australian Commonwealth Engineering Standards Association. Mr. E. H. Ballard, the department's Chief Engineer of Way and Works, is a vice-chairman and represents the Government of Victoria in the State branch of the Association.

**GOVERNMENT  
HELP  
WANTED**



**T**HE spirit of George Stephenson, the founder of the railway system, must have been hovering around somewhere in the neighborhood of Port Melbourne pier—or Sandridge, as it was then called—on September 12, 1854. On that day, the first steam train to venture along rails in Australia ran from Flinders-street to Sandridge, carrying the State Governor and the colony's most prominent personages. With the successful inauguration of this small undertaking, Victoria took its first stride forward on the path of national development.

Let us forget the calendar for a while and travel back along the years to that eventful September 12.

**"T**HE weather is remarkably warm for this time of the year, your Excellency." Gravely Mr. William Nicholson, M.L.C., chairman of directors of the Melbourne and Hobson's Bay Railway Company, mopped his brow with a large silk handkerchief. "Still, by no means excessively warm. I am inclined to regard

this sunshine as a happy omen for our new railway."

Gruffly His Excellency the State Governor of Victoria, Sir Charles Hotham, agreed. He clasped his hands under the tails of his frock coat, stretched his long lean legs, frowned portentously. He glanced keenly around him at the groups of top-hatted, mutton-chop whiskered, uncomfortably attired gentlemen chatting on the open platform, at the massed ranks of the 40th Regiment Band near by, at the crowds of interested miners, bullock drivers and colonists gathered outside, and at the singularly unpretentious engine and its four small carriages drawn up opposite. (The "Argus" reporter, in an ecstasy of admiration, was at that very moment jotting down: "Manufactured in England, the second-class and two first-class carriages are handsomely painted and varnished and very commodious.")

#### The First Engine

The people waited expectantly, pointed out the notabilities on the platform, criticised and praised the much-discussed engine—the first locomotive to be constructed in the Southern Hemisphere.

"There's Greeves, the M.L.C., standing near Nicholson. See the fellow scratching his ear? He's a vice-president—"

"... but I'd like to know just how they explain why the line cost twice as much to build as estimated."

"Who'd you say made the engine? Robertson, Martin, Smith and Co.? Ten months' job, wasn't it?"

"That's Moore talking to the engine driver. Moore, you know, the Mechanical Engineer. They say he gets eighteen guineas a week. Fact!"



The Argus reporter was jotting down

"Things 'ave changed. I mind the time when ole Johnny Batman 'ad been 'ere only six years. None of these 'ere steam-engines and noo-fangled notions then. I don't 'old with them meself."

Sir Charles Hotham cleared his throat authoritatively, turned his stern face with its bristling fringe of black beard to the chairman of directors at his elbow.

"Well, Mr. Nicholson, we may expect our English engines early in the new year, I understand. Until then I presume you will be able to carry on effectively with our—ha—home-grown product?"

The chairman of directors nodded, then hastily straightened his silk hat.

"Undoubtedly, your Excellency. We will handle the heavy goods traffic—wool and such like—with horses, but we anticipate no difficulty whatever in maintaining a regular steam schedule for passengers. The engine is 30 horse power and its power of traction is equal to 150 tons at a speed of 25 miles an hour. It cost us £2,500."

"And your arrangements generally?" pursued the Governor. "I have, of course, already been acquainted with them, but other State matters of pressing urgency have been concerning me lately. This damnable licence trouble with the diggers—" His face clouded.

Mr. Nicholson needed no further encouragement.

"To-morrow, your Excellency," he said, "we commence regular commercial operation. There will be a uniform charge of one shilling for every passenger each way. We will have no tickets. All fares will be paid at Flinders-street. Passengers to Sandridge will pay on entering the station, and those from Sandridge before leaving. Rules and regulations

similar to those in existence on Great Britain's railways have been adopted."

"Then, as you know, we have resolved that trains will run on the Lord's Day except during the hours of divine service in the morning. A lease has been granted to Mr. J. H. Brooks to cater for refreshments on the line.

"But here comes Mr. Moore, our Engineer."

Surreptitiously wiping some grease off his fingers, the Mechanical Engineer was walk-

ing away from the open cab of the little engine, where the portly white-whiskered driver stroked his beard and scrutinised his watch.

"We can start, your Excellency, immediately you are ready," Mr. Moore announced respectfully.

"Ten past 12," observed his Excellency, consulting his gold repeater. "Let us board the train then. Come gentlemen!"

The guests ceased their discussion of the long-drawn-out siege of Sebastopol, of the disturbing rumors from India, and of the threatening attitude of the Ballarat miners. They moved towards the carriages. The crowd outside pushed backwards and forwards. The military band filed into the open third-class carriage next to the engine.

"Ahem! We will have to make two trips." Mr. Nicholson coughed apologetically.

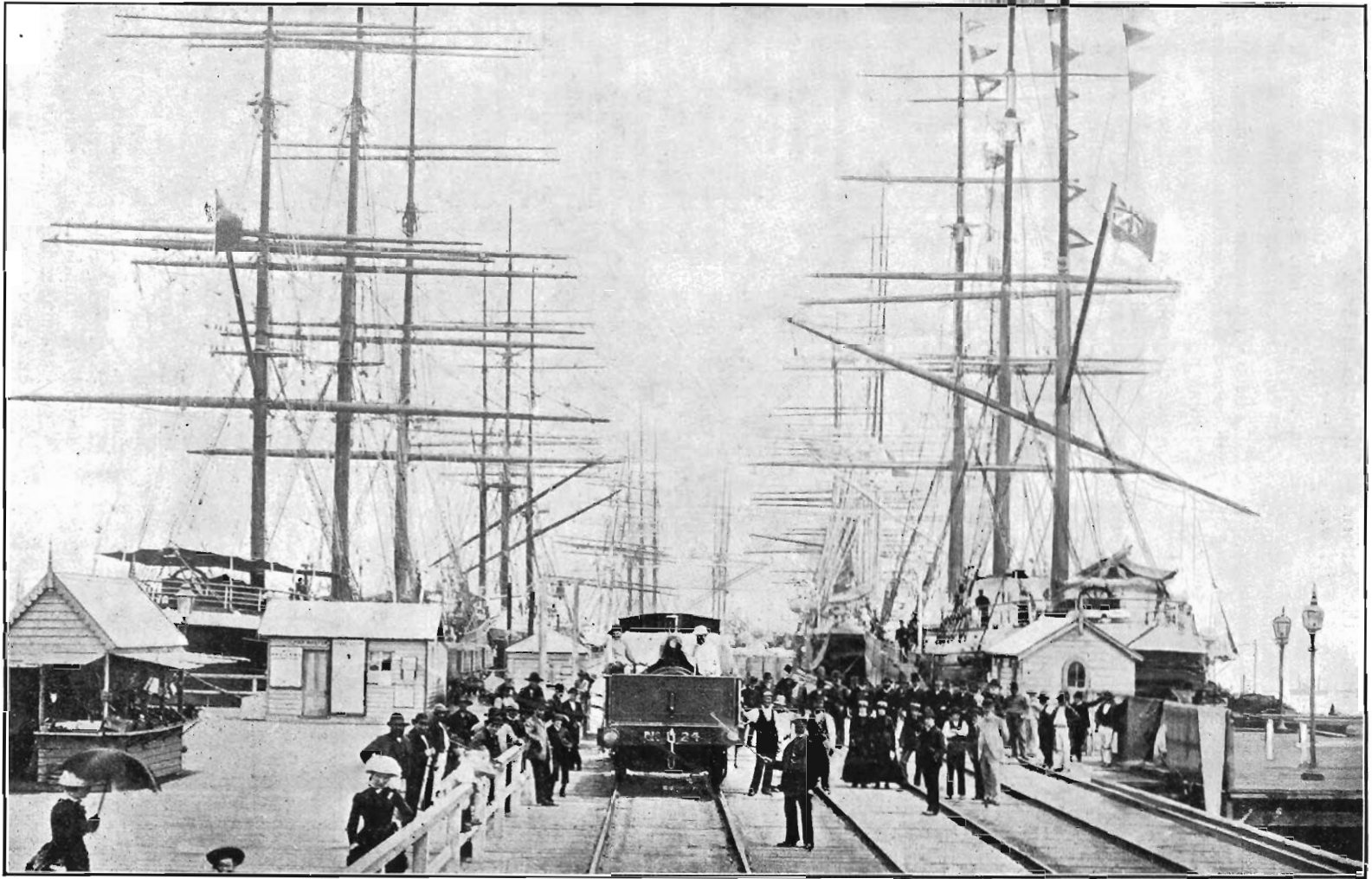
"There is, unfortunately, insufficient accommodation for all at present. However, the train will return in less than half an hour."

And so at twenty minutes past 12, Station-master William Jones waved to the driver, smoke belched from the ungainly funnel of the little engine, the band struck up a stirring march, the crowd roared itself hoarse,



*He clasped his hands under the tails of his frock coat*

ARCUS  
MAC



*There was nothing very pretentious about Victoria's first railway engine, which, incidentally, was Australia's first, too. This photograph, taken shortly after the train commenced running on the Melbourne and Hobson's Bay Railway Company's line, shows the engine drawn up on the Sandridge Pier—now Port Melbourne. The engine was manufactured in Victoria but the carriages were imported from England.*

and the disappointed guests on the platform watched Australia's first train puff its way fussily toward Sandridge.

Over the Yarra and past Sandridge North, the solitary intermediate station, the engine chuffed, while the band continued to play and the distinguished passengers graciously acknowledged the cheers of the excited colonists lining the track.

"We travel smoothly on this 5 ft. 3 inch gauge," remarked Sir Charles. "Mark my words though, Mr. Nicholson, this gauge clashing between your company and our northern friends will prove troublesome in years to come."

"The trouble is not of our making," responded Mr. Nicholson warmly. "Mr. Gladstone and my Lord Grey recommended 4 ft. 8½ inches, but the Sydney Railway Company insisted that 5 ft. 3 inches was the better width. The New South Wales Legislature passed an act to that effect and we were asked to follow suit. We did so, and now the Sydney Company has altered its views and reverted to the 4 ft. 8½ inch gauge."

"Most unfortunate." Moodily the Governor shook his head. "And apropos that little misunderstanding in the Council regarding Pritchard's tender for the Flinders-street station. I trust it has been entirely forgotten."

"The misunderstanding should never have existed, your Excellency. We accepted the tender of E. Nickless at £16,000 for the erection of the station in December last. Then, in January, we learned that he had been unable to find security for the execution of his tender. Therefore, we were obliged to accept D. Pritchard's £18,500 tender which—great heavens!"

The passengers started in alarm as a deafening explosion apparently near at hand

broke in on them.

"Why, of course, the guns of that warship in the Bay." Mr. Nicholson resumed his seat self-consciously. "It's just a salute."

The train was now at Sandridge. Along the pier it passed, crowds of sightseers welcoming it.

See the sailing vessels anchored on either side—towering masts, bristling spars. Look at the sailors clustering at the bulwarks, swarming up the rigging, jostling down the gangways to join the people on the pier. Hard luck for that very stout mariner who has fallen heavily over the dog which ran

between his legs. His companions appreciate the joke, but he doesn't. Mind that man on the bicycle there! Tell that boy to get clear of the track! On all sides, excitement, shouts, cheers, laughter, flags, music!

Triumphantly the train concluded its initial run. The passengers alighted, congratulated the driver and fireman, gravely inspected the wheels of the engine. The return trip for the waiting guests at Flinders-street was begun. The Governor, already constructing phrases like "most auspicious occasion," "a stepping-stone in the on-

ward march of our colony," was escorted into the decorated engine shed, where well-spread, white-clothed tables had been arranged for the official party.

Then came the speeches and the toasts, the statement of Mr. Thorne, representing the Geelong and Melbourne Railway Company, that *his* railway would be within three miles of Williamstown in a few weeks, the hint of Mr. Nicholson that another railway to St. Kilda and even to Brighton was not beyond the bounds of possibility. Finally, re-embarkation at 4.15 p.m. for Flinders-street once more.

Victoria had its railway.



Great Heavens! What's that?

# The Economics of Transport Competition

**R**AILWAYS are indispensable to the well-being of the whole community, and competitive transport is a pernicious form of economic waste that a growing community can ill afford. The following article sets out clearly and logically just what such competition means to Victoria.

(By T. F. BRENNAN, Chief Accountant, Railways Department).

**T**HE subject of the competition between the rail and road systems of transportation is a controversial one. Much has been said and written regarding it, and much more still remains to be written and said. In this article it is proposed to deal only with the economic value to the community of the unrestricted competition which now exists.

The total amount of money which has been invested in the Railway transportation system is more than £74,000,000. Of this, about £70,000,000 has been borrowed either from our own people or from the British public, and, of course, is interest-bearing, and about £4,000,000 represents the moneys provided by the Consolidated Revenue of the State. For the latter amount there is, of course, no liability to any outsider.

From the expenditure of this large sum of money the State has obtained the railway property, as we know it, comprising 4,600 route miles of railway, or nearly 6,000 miles of track, with the land on which the lines are laid, buildings, platforms, bridges, fixtures of various kinds, rolling stock, machinery and equipment.

## Concerns Everybody

These numerous items of property and land represent a splendid asset to the community for the purpose for which they were purchased or constructed. For break-up purposes their value would largely disappear, but the liability in respect of them—£70,000,000 as has been mentioned—would still remain. Every individual member of the community, in receipt of an income from any source is, therefore, directly interested in the financial welfare of the railways.

An efficient transportation system is a necessity for the development of any country. Railways have, so far, under all conditions, proved themselves to be the best system of land transportation for this purpose, included in which is, of course, the increasing of the productiveness of the country. It cannot be questioned that they have been the main

factor in the development and the consequent wealth-producing capacity of our own State.

It is not practicable to provide, for areas distant from the metropolis or from a seaport, and for the primary products of those areas, any effective means of transportation other than railways.

Last year, more than eight million tons of goods (excluding livestock) were transported by rail, and of this great quantity nearly 75 per cent. was low grade traffic, that is, goods on which low freight rates were charged.

The low grade traffic referred to comprises all our agricultural products, coal, firewood, manures, timbers, gravel, stone, etc., all of which are of the greatest importance to the prosperity of the community, but none of which could afford to pay high freight rates. These classes which, in many cases, are carried at bare cost, are almost entirely exempt from road competition; but the more highly paying classes on which the railways depend to make good the deficiencies on the lower classes are actively competed for by the road systems of transportation.

## Should They Make Way?

It is contended, from time to time, that, notwithstanding the road competition, railway traffic has increased and is increasing, and that, in any case, if the railways cannot compete with the modern methods of transportation they should make way for them.

No exception can fairly be taken to either of these contentions. As regards the first of them, the position is that the increase is mainly in the low grade traffic, and that the competition is in the high grade traffic, on which, as has been stated, the railways depend to offset the low rates on the low grade classes. The low rates are made possible only by the higher rates on the more valuable classes of goods, and if the higher rates are taken away, the rates for the other classes must be increased to the disadvantage of the primary products of the State, and the consequent disadvantage



*THE EMPIRE'S CHRISTMAS PUDDING.*—This interesting picture, just received from London, shows Mr. Arthur E. Hyland, a former Chairman of the Betterment and Publicity Board, and now Director of Australian Trade Publicity in Great Britain, stirring the pudding which the King consented to receive from the Empire Day Movement. The ingredients, which included Australian fruit, were grown in all parts of the Empire. Sir Joseph Cook, Australia's High Commissioner, on the right of the picture, was an interested spectator.

of the whole community, because our primary products are in open competition with the like products of the world. It may be answered that rates have already been increased. That is correct, but they have been increased by a much smaller percentage than the cost of operating the service has increased.

Now, as to the second contention—that if the railways cannot compete with roads they should make way for the latter—if the conditions under which the two systems compete were uniform and equal, this contention would be a reasonable one and no objections could logically be taken to it. The conditions are, however, unequal. On the one hand, the railways are required to pay the whole cost of the construction of the roadways upon which their vehicles run, and that of keeping them in safe and efficient repair

On the other hand, their competitors are given what are almost free roads. They do not directly pay anything towards the cost of the construction of the roads upon which they run, and their contributions to the cost of maintaining them are altogether disproportionate to the damage which they inflict upon them.

Some two or three years ago, in a message to Congress, the President of the United States of America said, in relation to motor transport: "It cannot supersede the railway lines no matter how generously we afford it highways out of the public Treasury. If freight traffic by motor were charged with its proper and proportionate share of highway construction we should find much of it waste-

(Continued on page 60)





### 3.—Horsham, The Hub

**T**HE spirit and characteristics of a community find their greatest expression in the centre of its civilisation. For that reason, England without its London, America without its New York, Wimmera without its Horsham, can neither be imagined nor described. Two previous articles in this Magazine have attempted to sketch the prosperity of the Wimmera—its wheat, its wool, its stock, and its fruit : an impression of Horsham, the reflex of them all, now completes the series.

By H. C. FENTON

**A** SENSE of pleasurable expectation possessed me as I stepped from the train.

I had heard so much about Horsham, the centre of one of Australia's richest tracts of country and the outlet for some of the world's finest wheat and wool. People had told me of its go-ahead proclivities, and had plied me with those terribly precise facts and figures which kill the humanness of everything, which, nevertheless, are supposed to prove everything, and which, for the want of a better medium to express myself, I perforce shall have to quote again, as I have in previous articles.

The ticket checker brought me to earth by politely demanding the token of my journey (they know their jobs, those fellows ; or was it that a snooze, curled up in my carriage corner, had dishevelled me like unto one that has surreptitiously ridden in a horse-box ?), and I passed the barrier into—disappointment.

#### So This Was Horsham !

Yes, disappointment. All I could see was a wide dusty road, flanked by a few houses, and stretching away past a wheat silo into an uninteresting distance. So this was Horsham. M'm. . . . .

I had yet to realise that the Wimmera pioneering spirit of solid work had no need to dress the doorstep of its habitat with imposing brass and tinkling cymbal. It was a case of come inside and see. So I proceeded to come inside—round a corner, then another, past more houses until, after half a mile or so,

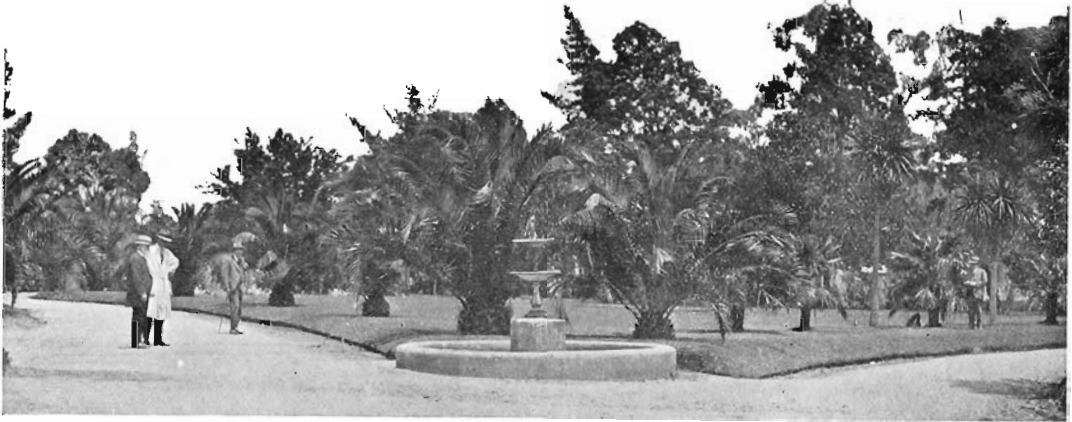
I came suddenly upon Horsham's main thoroughfare and disappointment vanished.

It was like emerging from the mazes of a straggly outer metropolitan suburb into Collins-street. Attractively dressed shop windows that would do credit to any town anywhere, flanked a wide asphalt street along which luxurious-looking cars purred at the touch of well-groomed owners. Elegantly dressed women shopped and passed the time of day. The ubiquitous flapper, smart and silken as her city sister—albeit perhaps a little more naturally sun-browned and a little less artificially rouged—laughed into the eyes of semi-oxford-bagged cavaliers in the approved manner of the Block, Oxford-street and the Bois de Boulogne.

#### Food For Thought

It was food for philosophy, all this prosperous sophistication two hundred miles from Melbourne, in what, 50 years ago, was an arid sheep-run where pioneers almost sweated blood to wrest a meagre living from unwilling soil.

Yet there was something indefinably solid behind it all, suggested perhaps by the up-to-date bank buildings and the imposing post office, none of which gave the impression exactly of flimsiness. There are eight banks and one agency, and all are doing good business. The post office (we are now coming to the facts and figures) has an annual revenue of about £12,000. It handles about a million and-a-half letters, half-a-million newspapers, and 50,000 telegrams a year. It issues

*The Botanical Gardens.*

£15,000 worth of money orders and £7,000 worth of postal notes, and sends 50,000 telegrams in the same period. Not bad for a town of 5,500 people!

Everywhere were evidences of the solidity built up by years of successful farming and the spirit of the Wimmera pioneers. My hotel, which, incidentally, regaled me with excellent food and sent me to sleep between spotless sheets and an imposing maple suite, was full of commercial travellers, who obviously regarded Horsham as a real business proposition. And evenings, that I noted were spent in writing up orders and accounts, seemed to prove the worth of their regard.

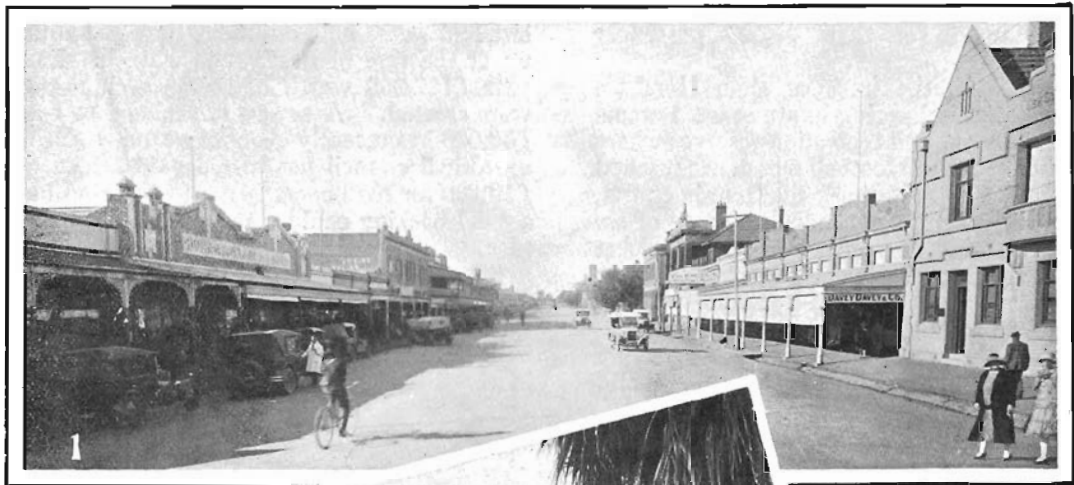
But Horsham doesn't buy all its manufactured goods from city houses. With such prosperity, it is inevitable that secondary industries should spring up in the district. A foundry for farm implements has been turning out scarifiers, ploughs, harrows, waggons, and trolleys uninterruptedly for

decades. The firm is now the biggest of its kind in the State's country districts. It employs nearly 60 men, sends its products all over Australia, and pays the Railways Department anything up to £200 a month in freight. Horsham, too, has a plaster sheet works which pays £250 a week in wages, and supplies not only Victoria, but New South Wales and South Australia with its products.

The flour milling industry has also become a feature of Horsham. A mill which is run by a well-known Melbourne company buys all its wheat in the Wimmera, and for the last six years has been kept going, night and day, with barely sufficient stoppages for repairs. The mill silo holds 50,000 bags—eight weeks' grist—and is kept filled. About £18,000 is paid in wages and about £20,000 in railway freight yearly by the mill.

*(Continued on page 28).*

*Horsham's New Base Hospital.*



Top : Horsham's Main Street. Centre : A corner of the garden in a Horsham home.  
Bottom : Horsham High School Pupils.

Talking of railway business, the last Departmental yearly returns show that Horsham supplied a total revenue of £50,104 and booked no fewer than 47,593 passenger journeys!

Apart from the business side, Horsham expresses its well-being in attractive Botanic Gardens, a modern recreation reserve (where the attendance at a football match has reached 10,000) a Show Ground, five tennis courts, an 18-hole golf links, a bowling green of six rinks, two croquet greens, football and cricket clubs, nine garages, eight churches, a State School, a High School, and a £20,000 theatre, where movies alternate with touring companies in luring Horsham and his wife into its 1100 seats, which, by the way, could

Its net annual valuation for municipal purposes is £61,000, and the capital property value is approximately £1,250,000. In the last four years new buildings have been put up at the rate of nearly one a week. Last year £127,309 worth of bricks and mortar were erected. A sewerage scheme to cost £50,000 has recently been approved, and the municipal council has just floated a loan of £10,000 for road construction. Nothing but a solid backing could stand all this expenditure.

But in its prosperity, Horsham and the Wimmera do not forget adversity. Of £30,000 required for its new and up-to-date base hospital, more than £20,000 was raised in the district—with ease. Similarly it has



*Mr. and Mrs. Young at their home.*

show points in comfort to some metropolitan theatres.

Curiosity sent me into the theatre one evening. It was comfortably filled with well-dressed people who bore the unmistakable stamp of country and country-town prosperity. There were no larrikins and no nouveau-riches, and everybody seemed to know everybody else. It was just a big family that talked wheat, fat stock and little Freddy's progress at the High School in the interval, and walked, not motored, home—there is no vulgar display of wealth for its own sake at Horsham—after the show.

At this stage, a few more facts and figures about Horsham itself seem to be appropriate.

the welfare of the coming generation at heart, and when the call comes for improvements to the High School, it digs deep into its pocket.

Horsham is very proud of that High School, which, by the way, under an enthusiastic Principal, carries its curriculum past the school and into the craft stage. It teaches the young idea its geography and its quadratic equations, and it teaches them how to build a shed and cook a decent meal, as well. And from what I saw of it, that selfsame young idea seems to be as keen on its own education as are its elders. For miles around it rides in, daily, on its bicycles

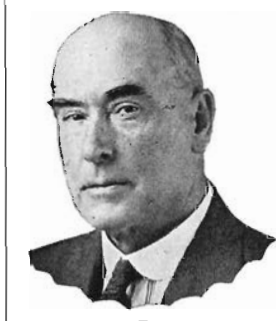
*(Continued on page 64)*

# How Uncle Sam Runs His Trains

THREE well-known railway officers—Messrs. V. F. Letcher, Commissioners' Special Officer, J. McClelland, Assistant General Passenger and Freight Agent, and M. J. Brennan, Statistical Officer—have just returned from a six months' examination of Uncle Sam's methods of running railroads. At our request, they have sketched in the following interesting and jointly-written article some of their outstanding impressions.



Mr. Letcher



Mr. Brennan



Mr. McClelland

“YOU'RE a long way from home. Come right in.” This was typical of the manner in which we were received by a great many of the railroad officers in the United States.

Americans have a very friendly feeling for the Australian people—a feeling that we should do all in our power to foster.

In some parts of America we found that the Victorian Railways were quite well known. Our film “The Victorian Railways at Work,” and the distribution of our literature in America, as well as the visits of many of our officers to that country, have attracted a good deal of attention in railroad circles.

Travelling through America, we were first of all impressed with the magnitude of the railroads, and then with the remarkable difference between railroad operations in that country and in Australia.

## Uniformity of Gauge

One of the most outstanding features is the uniformity of the gauge, which enables freight to be hauled in the same car from one coast of America to the other, a distance of approximately 4,000 miles. Another feature is the facility with which a passenger can travel on the railroads. Travelling from West to East or vice versa, a change of trains in Chicago is involved, but otherwise a passenger can take his seat for a journey of thousands of miles in a through sleeping car and remain in the same car until he reaches

his journey's end.

The absence of raised platforms, and the practice of joining and alighting from trains direct to and from the ground, gives American railroad stations an unfamiliar appearance.

Many imposing railroad stations were noticed, notably the Union Depot at Chicago, which was erected at a cost of about 18,000,000 dollars, excluding the cost of the land. This is a very elaborate structure, and the lofty and extensive concourse gave the interior a cathedral-like appearance.

## Rolling Stock Features

The size of the locomotives (many of which were oil burners), the universal use of the 50-ton box car, and the long trains of steel passenger cars, were matters of never-failing interest.

A distinctive feature of American railroad operations is the private ownership of freight and passenger cars. For example, the majority of the bogie refrigerator cars and many of the live stock cars are owned by outside organisations, while practically the whole of the sleeping cars are owned and operated in conjunction with the railroads by the Pullman Company.

The presence of colored stewards on the sleepers and dining cars is unfamiliar to the Australian visitor, and their unfailing courtesy is always the subject of favorable comment.

An innovation that never fails to interest



*The Call to Dinner in a Santa Fe  
Station Dining Room*

the Australian is the American practice of sleeping in "community sleeping cars," as they were aptly described by one member of the Delegation.

The provision of compartment cars, as in Australia, in which ladies can obtain separate accommodation, is available only to a limited extent, principally on the de luxe trains. The standard Pullman sleeper, which carries 99 per cent. of the traffic, however, provides for the absolute privacy of each berth by curtaining off, on each side, the upper and lower berths, which are available for either sex. Dressing and undressing proceeds under difficulties, and is accomplished by a series of gymnastic movements, lying on the sleeping berth. Community wash rooms are provided, one at either end for men and women respectively.

#### Comfortable Sleepers

The sleeping cars are beautifully appointed and comfortable to travel in. In the winter time the cars are steam heated, and the resultant comfort was fully appreciated when travelling through a country covered with snow and ice.

Observation cars are provided on many of the trains. Some of the de luxe trains running between the large cities are of International reputation, such as the Broadway Limited. This train was seen leaving Chicago. It was standing in six divisions on parallel tracks, each division consisting of a long string of beautifully appointed steel cars replete with every comfort and service—including those of a barber, valet, ladies' maid, and stenographer, shower baths, and other conveniences.

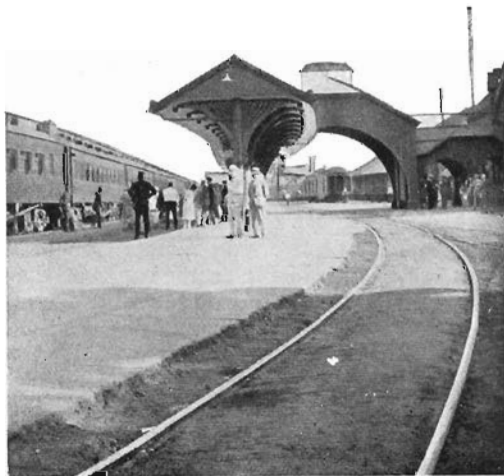
All divisions departed practically simultaneously. A feature of train departures in the United States is the almost entire absence of the noise and general commotion which accompanies the departure of trains in other lands.

#### " Boo-ard "

The colored Pullman porters in neat white coats stand at the steps of their cars with their little yellow footstools ready to assist passengers to enter and leave the cars, and after one melancholy call of "Boo—ard" take up their footstools and enter the train, which slides noiselessly out of the terminal, sometimes without the unwary traveller, who is not used to such matter of fact departures for long journeys.

An extra fare is charged for travelling on many of the fast de luxe trains, and a feature of the arrangements is that the Company guarantees time-keeping and refunds an amount to the passenger in the event of late running. This refund is paid promptly to the passenger on application at the station

*(Continued on Page 73)*



*Santa Fe Station, Los Angeles*



# A PLEA FOR WHISKERS

BY B.K.



TURN the pages of any illustrated journal and you cannot fail to come across a picture of a pink and white young man fatuously directing attention to the smoothness of his skin. In the worst of the pictures his hairless, womanly face is being stroked by a simpering young female. The idea, of course, is to popularise someone's shaving stick or so-and-so's safety razor. This is a commercial age, and we can hardly blame the advertiser for trying to sell his wares. But we can wonder that men should want to buy them.

Why men shave is a question that has never been satisfactorily answered. It has been said that it is for the sake of cleanliness, but that of course is proved to be utter nonsense by the fact that only the face is shaved, and the growth of hair on the head is most assiduously cultivated. Is it for comfort's sake? But only one bereft of his senses could argue that the dragging of re-

luctant hair from a protesting face is a comfortable proceeding. A more acceptable—if no less remarkable—explanation is that it is vanity that is responsible for the drudgery of shaving. Men diligently convert their features into the semblance of those of an unbeautiful female and fondly believe that thereby they become more attractive. Less manly, but more attractive. A remarkable notion, indeed! For, as the wise man Lao Tse remarked many centuries ago: "A hideous man finds more favor in a woman's eyes than the most beautiful of her sex."

The precise origin of the misguided custom of shaving is difficult to establish. It is held by some students that a shaven face was originally a badge of servitude. Others affirm that the practice developed about the time when our ancestors were hunting the mammoth and the auroch through the forests and across the prairies of Europe. The prehistoric hunter, it is surmised, would often

be hampered when stalking his dangerous quarry by his flowing whiskers becoming entangled in the brambles as he crawled through the dense undergrowth, and his dawning intelligence would suggest a curtailment of his beard. This theory appears to be supported by the rude drawings of the earliest times, in which the intrepid hunter is frequently depicted with a short beard trimmed to a sharp point.

We are aware, of course, that circumstances have arisen in different times and in different places which compelled man to dispense



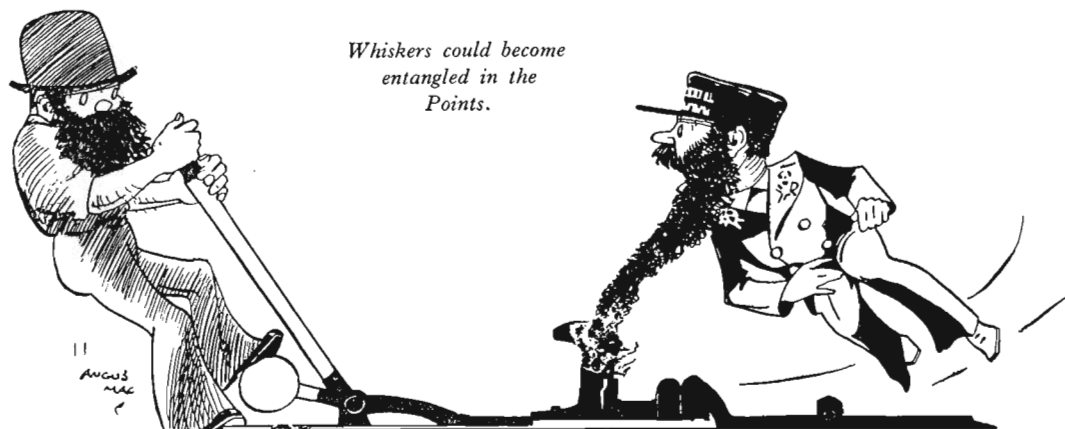
*A hideous man finds more favor in a woman's eyes than the most beautiful of her sex.*

with his beard, whether he liked it or not. We know, for instance, that the soldiers of Alexander the Great were obliged to shave in order to frustrate the enemy's unsportsman-like practice of seizing upon their beards. We know, too, that so many Irishmen are clean shaven because hair on the face is liable to be set aflame by the inverted short-stemmed pipe as universally smoked by that race. And some of us still remember how the early gold diggers of this country were constrained ruthlessly to prune their beards because, when climbing hand over hand up the windlass rope, they frequently grasped the hair on their chins as well as the rope, and suffered accordingly.

Most of us have seen the fascinating portraits of railwaymen in the Hobson's Bay service and of a somewhat later period. Every man who had reached the age of dis-

beard, once more, was sacrificed on the altar of efficiency.

Yet, on the other hand, there are excellent reasons for assuming that it was purely vanity that first prompted man to denude his face of the covering nature had designed for it. The cave dweller who, idling at home on a wet day, frivolously passed the time by bedaubing his face with colored clays, no doubt excited admiration and envy in the simple breasts of his fellows; and it is easy to imagine them vying with each other in similar efforts of beautification, until one, of more inventive turn, discovered that a larger area could be reclaimed for purposes of ornamentation by the more or less simple expedient of scraping the surface bare with a sharp flint. Confirmation of this view may be found in the practice that still exists among Red Indians, Melanesians, and other



cretion was adorned with a wonderful beard. The exactions of a railwayman's life, alas, compelled the beard to go. "Safety First" was not as well known a slogan then as to-day; but even at that time it was foreseen that whiskers could become entangled in the points or the signal rods with dire results. And the exchanging of staffs was a distinctly hazardous proceeding when whiskers were flying in a stiff breeze.

Every true railwayman was then, as every true railwayman is to-day, fully alive to the fact that public service is the first consideration, to which all else must be subordinated. Only in this spirit could our railways have grown to be the greatest of our public utilities. The safety of the traffic, the expeditious movements of trains, are of paramount importance. Whatever of personal interest impedes these must go. And so, with who knows what heartburnings, the

savage peoples, who continue to decorate their rudely-shaven faces with cicatrices and colored pigments.

It is disconcerting to realise that the two influences which are generally supposed to exercise the greatest power for good—women and the Church—have, apart from what may be termed fortuitous circumstances, been largely responsible for the decadence of the beard. The objections of both appear to have been based on the remarkable and entirely illogical grounds that hair on the chin is insanitary. Modern observers, however, are inclined to question the bona fides of women on this point, and hold that their antipathy has been in some way associated with interference in certain osculatory rites.

So far as the Church is concerned, it is clear that, at quite an early date, probably about the end of the 9th century, she made





*Antipathy has been, in some way, associated with interference in certain osculatory rites*

up her mind by some process of obscure reasoning that the growing of a beard was an act of indecency. She strictly enjoined upon all her pilgrims and penitents the necessity of constantly shaving their faces, flatly denounced as "filthy goats" all who affected long hair on the face, and at one stage resolutely refused the Sacrament to all who did not visit the barber. Her views may, of course, have been somewhat colored by confessions such as that of Julian, who, in a weak moment of exasperation, likened his beard to "a forest grown populous with troublesome little animals."

The attitude of the Church, by the way, was responsible for momentous events. There were, naturally enough, many men who disregarded the exhortations of the clergy. Among these was no less a personage than Louis VII of France, whose beard was probably his most manly attribute. Louis, it will be recollected, had married the wilful Eleanor of Aquitaine, who brought with her as dowry to the throne of France three beautiful and fertile provinces. It is nowhere suggested that Eleanor had much love for her husband, and when Louis, in atonement for the many vile cruelties of which he was guilty at the taking of Vilny, consented to the demand of Peter of Lombardy, Archbishop of Paris, that he should be publicly shaved, Eleanor lost no time in picking a quarrel on the grounds that her own dignity had been outraged. Quarrel succeeded quarrel, and at last a divorce was arranged.

There is nothing on record to show that the Church has officially withdrawn her ob-

jection to hairy chins. Our spiritual advisers, however, are no longer entirely unanimous on the subject. Indeed, "Elijah" Dowie, of recent memory, has graphically described those who shave as "pigs indulging in their daily scrape," and there exists among us a picturesque sect who aver that long tresses and unshorn beards go hand in hand with spirituality and longevity.

It is an interesting fact that the beard has always flourished during periods of national vigor; whereas, in civilised epochs at any rate, shaving has invariably gone hand in hand with masculine degeneration. In the past it has been the experience that successful wars have usually been followed by a more thorough cultivation of the beard; witness, as a striking instance, its rapid development after the Indian Mutiny. Up to the present the nations which emerged victorious from the late great war have been too preoccupied with internal disorders to permit of a peaceful and self-satisfied cultiva-

*(Continued on page 60)*

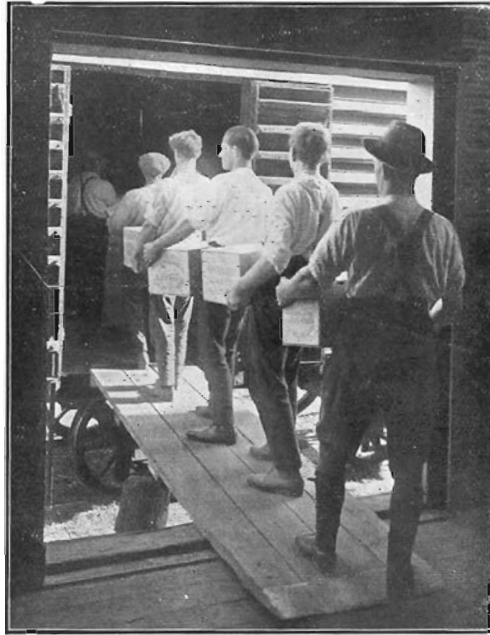


*Worthy of the strange and mighty oaths that were sworn upon them.*

# From Producer to Providore

(By W. T. McCONNELL, Chief Train Controller)

THE "Perishables" train is, par excellence, the King of the Railroad, where goods, and sometimes passenger traffic is concerned.



It has preference over all other loading; so as to reach the metropolis long before cock-crow in the morning, and woe betide the railwayman who causes any delay.

*Loading Up Perishables.*

WAY back on the farm there is a scene of hustle and scurry. It is time to gather up the load of perishable goods for despatch to market. Dad is busy with his assistants rounding up the 100 sheep ready for the trek to the railway station, where a truck supplied on the order of the agent is waiting to transport the sheep to the sale yards. Other members of the household are closing up the cans of cream, finishing off the egg packing, and tying the labels on the carcasses of veal and pork.

In the little drying shed which has been built right in the centre of activity, on the orchard down in the adjoining valley, busy hands are nailing down case lids, and carefully stencilling the address marks on each box. Knowledge that a time is allotted for acceptance of these goods at the railway station spurs their effort—they must not miss the market.

At the Railway siding specially fitted trucks, supplied to a pre-arranged schedule, are waiting. Refrigerated wagons for the butter trade, "louvred" vehicles, which provide for a maximum draught of fresh air passing around commodities loaded therein, are allotted for other traffic of a perishable nature, such as cream, milk,

fruit, vealers and porkers.

The Stationmaster has announced that "the Perishable train has just left." The loaders all know just what that means, and by a united effort, the last consignment is safely loaded. Advice for each item consigned is checked, invoices prepared, and all is in readiness as Number 66 arrives. The engine is detached with clock-like precision, that mass of harnessed energy moves into the siding and removes the trucks loaded with Perishables and stock.

An examination of the brakes, a brief consultation with the Control Officer who directs "proceed to — and cross No. 41 Express"; a shrill whistle, and No. 66 moves on another section towards the city.

Perishable trains, with their many and varied commodities from all stations in the far-flung reaches of Mildura and Balranald, Port Fairy and Orbost, are run to a specially prepared schedule to suit the requirements of each particular district. The trains converge at the important provincial stations, where the loads are assembled and completed ready for an express run to the city. At Melbourne, so great is the perishable traffic that it is necessary to employ a night staff, and a peep at the railway goods yard

## Essay Competition Closes

**F**EBRUARY 12, which saw the close of our "Courtesy" Essay Competition, was marked by a rush of entries. Practically every branch of the Railway Service is represented in the entries, the number and general excellence of which are, frankly, surprising.

**A** FEW belated essays straggled in, a day late, but these have been credited with an earnest endeavor to reach us on time and have accordingly been accepted.

The judges, Messrs. J. S. Rees (General President of the Institute), D. Cameron (Chairman, Staff Board) and C. H. Holmes (Chairman, Betterment and Publicity Board) are now hard at work on the difficult job of "picking the winner," and it will probably be some weeks before an announcement is made.

On the whole, the essays are of a very high standard. No great originality of thought has been displayed, but courtesy is admittedly a difficult subject to be brilliantly original about. Most of the essays carry sincerity, and that, after all, is what matters.

### The Business Side

Quite a large percentage of writers took as their text "Courtesy Costs Nothing," and an equally large number stressed the business side, one entrant summing it up as "a personal investment that needs nothing save endeavour for its capital and that pays big dividends in friendship, while grace and

charm are assets on its balance sheet."

Others stressed the interlinking of courtesy and co-operation, while others again likened courtesy to a lubricant oiling the cogs of human intercourse or the tyres of a motor car smoothing the bumps.

One essay aptly quoted C. J. Dennis's immortal "'Bloke:"

*Livin' and lovin', learnin' day by day,  
Pausin' a moment in the barmy strife  
To find that 'elpin' others on the way  
Is gold coined for yer profit. Sich is life.*

"Might may seem right in the crush, but courtesy shows strength of mind," is one entrant's definition—a shaft that should find a mark on the sensibilities (if any) of some people one occasionally meets at a football match or in the five o'clock rush for trains.

Owing to the large number of essays received, it may not be possible to announce the winner of the £5 prize in next month's issue, but we intend to publish one or two of the entries, believing that the ideas of railwaymen will be of interest, quite apart from the competition aspect, to other railwaymen.

(Continued from page 34)

will disclose a steady stream of city providores wending their way to the various warehouses and sale rooms long before the roosters herald the dawn of day.

The Perishable and Live Stock trains receive preference over all other loading.

There are, however, innumerable trains required for the conveyance of other commodities. Wheat trains from the North and West, coal from the South-East, and briquettes from the East, timber from the nearer ranges, sand and stone from other defined areas. Train after train with its lower grade freight is wending its way citywards, and must also be given quick despatch.

"No. 64 all Wheat loading just left—, and 66 Perishable close behind" runs a brief message to the Control Officer at 3 a.m.

"No. 66 is clearing live stock at —. Keep 64 ahead from yours" is the direction given.

And so the perishable traffic on all lines is controlled en route to the metropolis, and, at the same time, trains with non-perishables are kept moving.

"South Kensington No. 66 Perishable just left Sunshine. You have 64 just ahead, see that the perishable is not blocked in the Goods Yard."

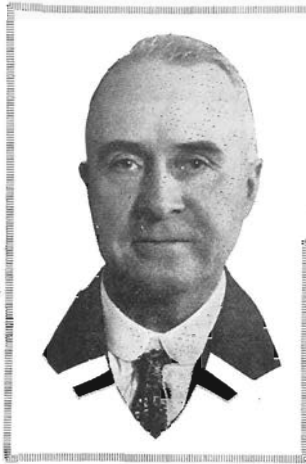
"Right Central Control, I will send the perishable through the south lines. She will get a straight run to the receiving roads."

"Foreman, Melbourne Yard" Central Control speaking, "No. 66 Northern with 20 Perishables left Sunshine at 4.30 a.m. Coming to you via the South lines."

6 a.m. "Control!" Foreman, Melbourne Yard speaking, "66 Northern arrived 5 a.m., perishables placed at the shed for delivery 5.20 a.m." And so the perishable traffic—which perhaps is a subject not very widely discussed—is controlled.

How relatively little recognition is accorded to its great importance!

# Life From Behind a Telegraph Counter



**L**IFE, in all its changing moods—with its tears and smiles, romance and tragedy, heartbreaks and laughter—passes before the eyes of Mr. F. H. Lilley at the telegraph counter in the Spencer-street Information Bureau. Severely Mr. Lilley dons the spectacles of officialdom, impassively he assesses joy and sorrow alike at anything up to a penny a word.

By R. H. JUNIOR

**H**E was a lean, angular, sharp-featured man, with tremulous lip and anxiety in his tired eyes. He leaned over the telegraph counter, hoarsely told the clerk that his wife was dying, that he wished to summon his son posthaste to Melbourne. His son was working on a farm up country. The farm was seven miles from the nearest station. He had distractedly come to the bureau without money. Every moment counted. Could a wire be sent and paid for afterwards? Moved by the man's genuine distress, the sympathetic clerk said that he would guarantee portorage for the necessary wire himself. The wire, of course, would be a little expensive in view of the distance. Gratefully the man scrawled his frantic message, left his address, promised to return.

#### Profuse Thanks

He did return. He came in with profuse thanks a few days later. The son had arrived just in time to be recognised by his dying mother and to say goodbye to her. The clerk waved aside the thanks, consoled with the bereaved husband, paused awkwardly, waited until the visitor was leaving, then diffidently mentioned the charge of seven shillings still due on the wire.

The atmosphere suddenly changed. The man became most indignant. Seven shillings for one wire! Who ever heard the like? It was sheer robbery; he would not pay. The clerk could pay. He washed his hands of the whole matter.

Disgraceful! Still fuming, the world's meanest man made his exit. The sympathetic clerk deducted seven shillings from his payroll that week.

Although this remarkable incident shook his faith in human nature at the time, Mr. Lilley now tells the story against himself with a

smile. It is only one of his many experiences.

Years ago, when he was a susceptible youth at the Princes-bridge railway station, his official position brought him the bitterest of disillusionments. A gentleman handed him a wire ratifying in endearing terms an appointment for that evening with the fickle fair one whom Mr. Lilley had fondly presumed to be enamoured of him alone. Just picture the pathetic scene—the unsuspecting rival nonchalantly fishing out his loose change, the stricken clerk mechanically checking the fatal words that have brought his world toppling about his ears! Surely some enterprising movie producer could work this situation into an intensely dramatic super-attraction.

#### Addresses Forgotten

Absent-minded people drift into the telegraph office. Plenty of them hand in their wires minus the addresses. Their attention has to be drawn to the absence of this somewhat important particular.

Insufficiently addressed telegrams are also much in evidence. There was a man, for instance, who addressed his wire to "Mrs. John Jones, 115 North Road." Mr. Lilley pointed out the omission of the suburb, hazarding the guess that the wire was doubtless intended for North Road, Brighton.

"Good Heavens, no!" responded the sender. "It's for North Road. *The* North Road. You know—in Fremantle, Western Australia." He made the addition with a pitying smile at the abysmal ignorance of the Melburnian who could not identify Fremantle's North Road.

One individual strolled in at a quarter to five in the evening and announced his intention of sending a wire to Sydney.

"I'll make it a reply-paid and wait here for the answer," he remarked, glancing at his watch. "My train doesn't leave for 15 minutes, so there'll be heaps of time." He got quite cross when the limitations of the telegraph were explained to him.

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E.T. No. 1. COMMONWEALTH OF AUSTRALIA — POSTMASTER-GENERAL'S DEPARTMENT. No. ....

Cash Register or Postage Stamps (Stamp) TELEGRAM

TELEGRAPH CHARGES.

For 16 words or less including address and signature: Inter-State, 1s. 4d. Within the State: 15 miles radius, 9d. Beyond 15 miles, 1s. Each additional word, 1d.

No. of Words 16 Address 1/1

Check 1/- Time m.

Remarks

See	you	tonight	X	X
X	X	X	X	X

From Phyllis

Sender's name or signature and address, if to be telegraphed, must be shown here. If not, the name and address must be written on back of this form.

In these modern days, Cupid can get in some deadly work with the telegram as well as with the bow. To compute the charge for this wire, which was handed in at the Spencer-street Information Bureau, each kiss was counted as one word. The fortunate recipient no doubt had a few similar words to say later on that evening.

An elderly lady, sending a telegram to a New South Wales address, suspiciously demanded that her wire be sent before she left the bureau. At that time a tube connected the bureau with the old telegraph office. Good-humoredly, Mr. Lilley pulled the wire in the carrier, pulled the cord with a flourish, and shot the carrier into the adjacent office.

“Half Way to Sydney”

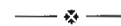
Much impressed, the old lady inquired how far the telegram would have progressed. “Half-way to Sydney by now, madam,” was Mr. Lilley’s solemn assurance. The old lady left with a pleasing mental picture of a brass carrier hurling her written message high through the heavens towards Sydney.

Telegram-senders fall into several distinct classes. Some masterful persons will stride in, seize a wire form, firmly and unhesitatingly pen a brief succinct sentence, scan it once, hand it over the counter, and depart as efficiently as they entered.

Others write a lengthy message, erase, alter, amend, mutilate and tear up form after form before adding the signature with a

doubtful, not-quite-satisfied-yet expression. This latter class includes several sub-divisions, each possessing certain marked characteristics. There is the Destructive Telegram-sender, the Smudger, the Ink-Dropper, the Pen-Handle Chewer, the Lady who Blots with another Wire Form, and the Man Who Wipes His Pen on His Trousers.

And, as might be expected, the man who spends most time and destroys most forms endeavouring to reduce his number of words to a minimum, is usually the man who fills his fountain pen from the Bureau inkwell before leaving.



HOW TO JUDGE MEN

George Horace Lorimer, Editor of the Saturday Evening Post, gives this advice on sizing up men :

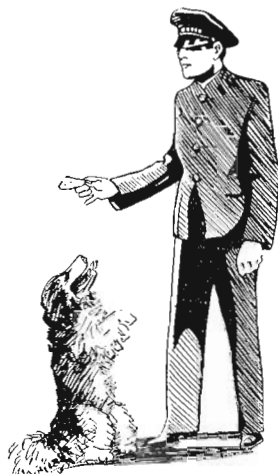
- “ Look in a man’s eyes for honesty ;
- Around his mouth for weakness
- At his chin for strength ;
- At his hands for temperament
- At his nails for cleanliness ;
- His tongue will tell you his experience, and prove or disprove his statements as it runs along.”

# RAILWAYMEN AND THEIR DOGS

By RICHARD HUGHES

**P**ROBABLY no man ever disliked dogs as intensely as Orpheus did when, distractedly following Eurydice to Hades, he found his entrance barred by the hundred-headed dog Cerberus. The Thracian lyre-player's dislike—natural enough, perhaps, under the circumstances—receives little support, however, from the well-known railwaymen who have been persuaded here to say something about their canine friends.

*Inquiries show that there must be six or seven railwaymen in Victoria who haven't got dogs. It is believed that perhaps three of these railwaymen aren't interested in dogs.*



“MY dog’s an Airedale.” Mr. Clapp scribbled his initials on a memorandum as he answered my question, pushed the paper from him, leaned back in his chair. “An Airedale. I like the Airedale best. So do the family. He’s a great children’s dog, sincere, reliable, intelligent, faithful. He makes a good watchdog, never barks at the moon, doesn’t make any noise without a real reason, always commands respect, but, at the same time, yields place to no dog in the matter of courtesy once he visas the credentials of the visitor. Our fellow is called Peter. He’s five years old, and the fifth Airedale we’ve had.

## Discretion, the Better part

“I remember a recent occasion when he showed that he could size up a situation. My elder boy, down on a holiday from Longerenong, was coming along the street in the evening. Three street roughs, amiably anxious for a little scrap with the odds in their favor, wanted to take issue with him just as he got near home. He stood at the gate and summoned Peter. Peter pattered heavily on to the scene and halted, grinning as only an Airedale can grin. Then the boy delivered his ultimatum. He would take them on one at a time, or, with the dog, tackle the three of them together. The bellicose youths had a good look at the dog and the dog had a good look at them.

“Then,” observed Mr. Clapp reflectively, “they dispersed.”

Peter, I learnt further, has only one meal a day—chopped-up raw meat and dog

biscuit. Cakes or sweets (including, by-the-by, raisins) are strictly taboo. To anyone interested in Airedales, the Chairman can recommend the book “All About Airedales,” by R. M. Palmer, A.B., which contains a remarkably true description of the dog as a type.

Commissioner Mr. Shannon has a weakness for Airedales too. Appropriately enough, his dog Jock is a half-brother of Mr. Clapp’s Peter.

“Shaggy, silver-grey, long-haired and bigger than the type of curly-haired Airedale you generally see here.” Thus Mr. Shannon described Jock. “Mrs. Clapp made us a present of him when he was six months old. Idiosyncrasies? Let me see. Well, yes, he can open gates. He springs up against our front gate, presses down the latch with one paw, holds the gate with the other and, backing slowly away, draws it open after him. No, he certainly wasn’t taught the trick.

## Must Shake Hands First

“Officially he recognises my daughter as his owner, presumably”—just a suspicion of cynicism here—“because she feeds him. She has him well trained, too. He knows, for instance, that he can’t have his meal unless he has shaken hands with her. I’ve seen him wait for as long as 10 minutes, sitting in front of his dinner and eyeing it with grave interest, but resisting his very obvious inclination to tackle it until my daughter went through the usual little ceremony with him.”

I went along and saw Mr. T. Casey, ticket collector at Spencer-street, next. He likes the pointer best. He has had a lot of dogs. He has had an English setter—"some of which are very good, others not so good." He has had a Gordon setter which is "a good sensible dog." He has had a "double-nose" pointer and a "dropper." He has never had an Irish setter. With commendable fairness, he refrains from criticism of that type. But, taking them all round, he likes the pointer best.

"How many dogs have I had?" Mr. Dan Matthews, cash clerk at the Spencer-street main booking office and president of the Williamstown Gun Club, echoed my question and laughed. "I wouldn't like to tell you exactly how many. Hundreds, I suppose. But then, I've been shooting all my life.

#### Streak of Lightning

"And I've gone in for coursing a good bit, too." He pursed his lips thoughtfully, and peered back into the past. "'British Foot' was my best courser—a streak of lightning with a tail and four legs. Then there was 'Puzzle.' I won the last trophy Ben Hepburn ever gave at Ballarat with him. Way back in the eighties.

"But my pointer Charley was my favorite. Finest old fellow you ever saw. I had him for 11 years. He was quite one of the family. Then he got pyorrhoea—old age, you know—and I—I had to destroy him." Abruptly Dan Matthews broke off. I would like to have seen Charley.

When Dan Matthews was District Superintendent's clerk at Stawell, more than 40 years ago, he knew a junior clerk there named Johnston who was as doggily inclined as he was. And the one-time junior is still doggily inclined. Only now he is Stationmaster at the busiest passenger station in the world.

"I've always had a dog and I'd be a lonely man without one," was Mr. Johnston's proud



*Pasedena Cavalier, Barrier Porter J. H. Skipper's  
Champion Bulldog,*

confession. "Shooting dogs they've always been. A shooting man, of course, wouldn't have anything but a shooting dog. Peter is the name of my present pointer. He's a real one-man dog just as I am a one-dog man."

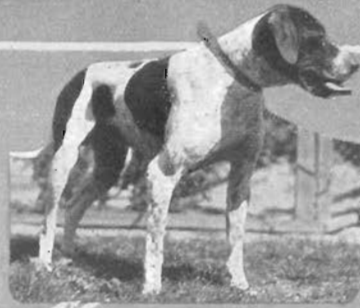
Stationmaster Johnston has considerable support in the dog line at Flinders-street. Victoria's champion English setter, "Prince Niaw," which disposed of all opposition with well-bred dignity at last year's Royal Agricultural Show, belongs to Mr. C. A. Wain, porter on No. 4 and 5 platform. The champion was bred by Passenger-guard J. Sullivan, who gave him to the present owner's father, then Stationmaster at Flinders-street.

#### Sporting Dogs Popular

The canine predilections of most of Flinders-street's guards run to the sporting dog. Guard Miller, "Bush" Thompson, D. McCrae, Mick Tyrrell—they all drop the green flag, grab a gun, and whistle up their eager four-footed allies when off duty. Con Walsh, the well-known motorman, is another Flinders-street identity who seldom spends a dogless holiday.

Mr. C. H. Holmes, chairman of the Betterment and Publicity Board, has a fine pointer

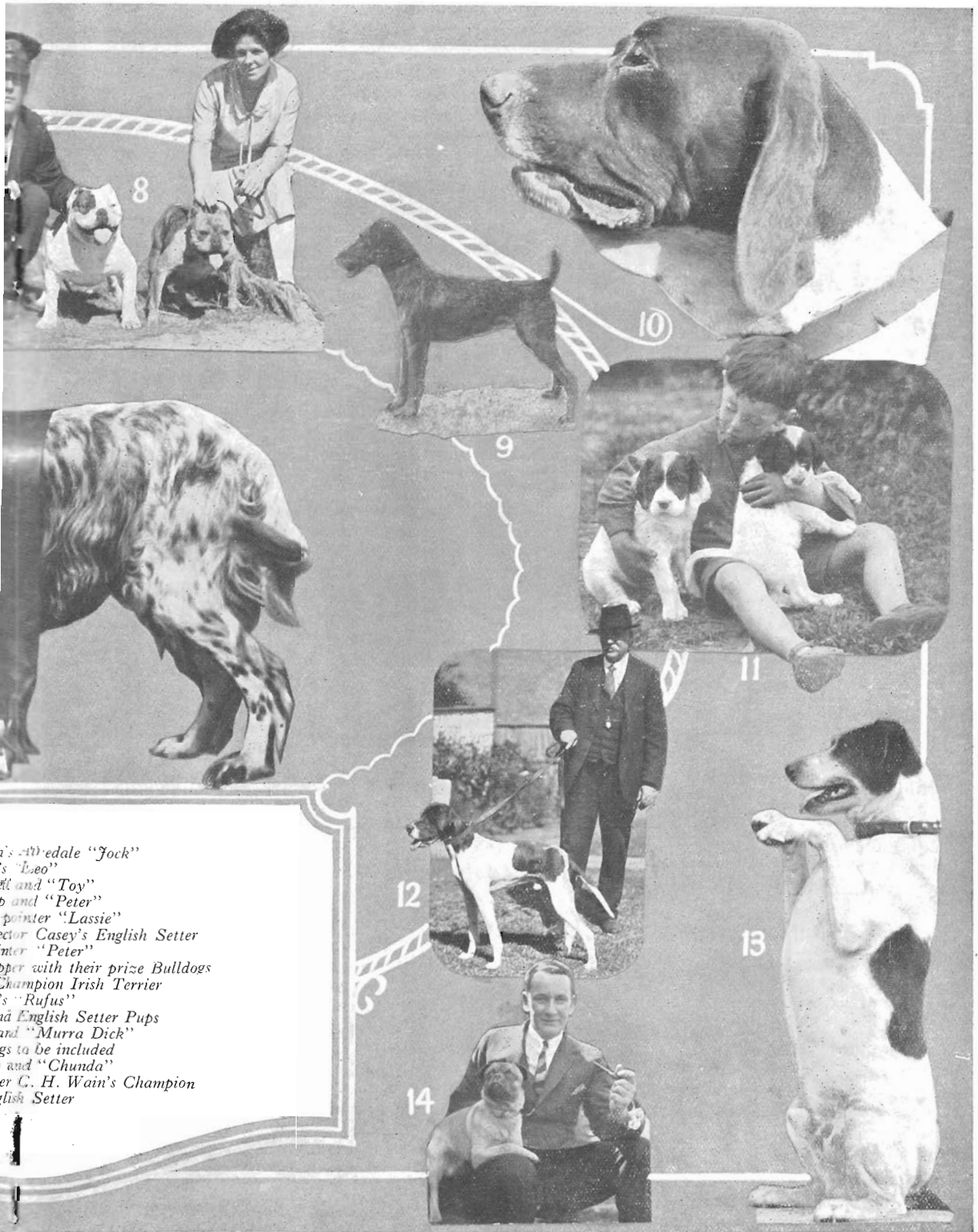
(Continued on Page 42)



1. Mr. W. M. Shannon's
2. Mr. R. W. Easterby's
3. Master Donald Colwell and
4. Master Harold Clapp and
5. Mr. C. H. Holmes's
6. "Belle," Ticket Collector
7. S.M. Johnston's Pointer
8. Porter and Mrs. Skipper
9. Mr. J. McArthur's Champ
10. Mr. T. H. Maddern's
11. Mr. C. Rolls's son and En
12. Mr. Dan Matthews and
13. The Editorial Dog begs to
14. Mr. G. H. Whitelaw and
15. "Prince Niaw," Porter C.

English





's "Jock"  
 's "Leo"  
 "Toy"  
 "Peter"  
 "Lassie"  
 's English Setter  
 "Peter"  
 's prize Bulldogs  
 's Irish Terrier  
 's "Rufus"  
 's English Setter Pups  
 and "Murra Dick"  
 's to be included  
 and "Chunda"  
 's C. H. Wain's Champion  
 's English Setter

12

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bitch, Lassie, whose "boy" friend is Bob, a black retriever. They live in a big yard, and Lassie spends her leisure hours stalking sparrows, eating lizards, and occasionally giving Bob a trouncing to remind him that he is just—a mere male.

Ballarat's District Superintendent, Mr. T. H. Maddern, also has a penchant for the pointer. Rufus is the name of his dog.

That *his* dog wasn't a sporting dog, Mr. H. P. Colwell, Chief Electrical Engineer, was at particular pains to assure me.

"Toy is a seven-year-old miniature English terrier," he explained. "Pure bred, he belongs to rather a noted prize-winning family of dogs, but has never competed himself. A miniature English terrier, you see, must be under the seven-pound limit and our chap, through over-eating and soft living, is a trifle out of his class. He's old and staid now, but when younger and less corpulent he was almost as quick as a cat, and would amuse himself by trying for birds flying low over the lawn. Occasionally I have seen him get a feather."

Bulldogs bring the cold, calculating glitter of the dog connoisseur into the eye of Mr. J. H. Skipper of Sandringham station staff.

"Treat a bulldog fairly," he told me, "and it makes a grand pal. I've owned and trained them for 10 years, and, in my opinion, there's nothing else on four legs that can beat them for courage."

Mr. Skipper's first show dog was "Pasadena Duchess." With this dog he has won close on 50 prizes since 1924. In 1926 this Sandringham barrier porter sprang his bulldog "Pasadena Cavalier" on the judges at the Tramway Show—in a figurative sense, that is. The "Cavalier" won first and champion

and three special prizes and has continued his sequence of victories ever since wherever he has been exhibited.

It was left to Mr. J. A. McArthur, of the General Superintendent's office, to urge the claims of the Irish terrier. He has been associated officially with various kennel clubs, and has had every opportunity of studying all breeds of dogs.

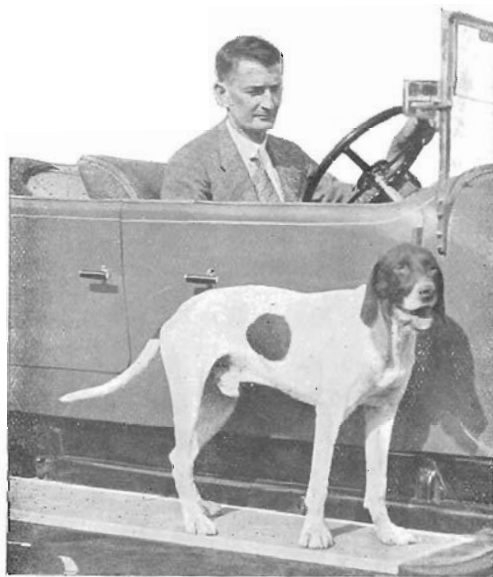
"The Irish terrier is my favorite." He gave his verdict firmly. "It's recklessly plucky, yet, unlike the usual run of game dogs, remarkably good tempered. When you see an Irish terrier playing with children, it's difficult to realise that it has a lion's courage and will fight to the last breath."

You would naturally expect Mr. McArthur to favor the Irish terrier, though. He owns one of those prodigies which occasionally dominate the dog world, winning trophies and championships with a consistency that becomes a trifle monotonous after a while. "Lady Patricia," reared by him from a pup, was the State champion, was unbeaten two years in succession at the Royal Show, and has won 10 blue ribbons, seven challenge

certificates, 27 first prizes and trophies galore.

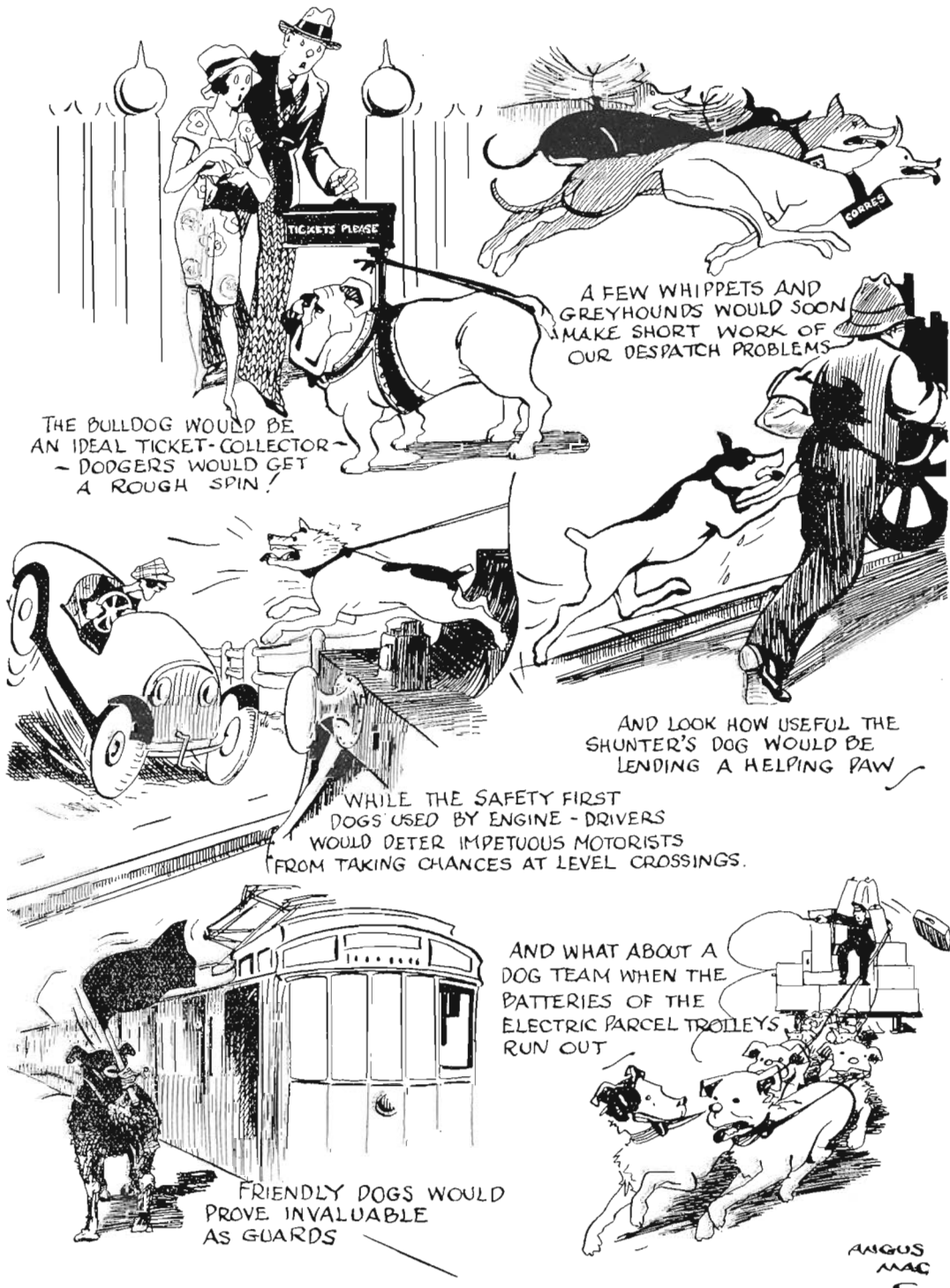
Traits peculiar to the Celestial are exhibited by the dog which belongs to Mr. G. H. Whitelaw, of the Rolling Stock drawing office. "Chunda" is the name of his nine-months-old Chinese pug, and Mr. Whitelaw can bring forward very satisfactory evidence of the dog's docile temper.

"Despite the repeated attempts of his youthful admirers to straighten his tail, he has never snapped yet," Mr. Whitelaw as-



Mr. T. H. Maddern and "Rufus."

Angus Mac—who hasn't a dog—wonders if they couldn't be trained for work as well as sport. He says he'd get one then.



THE BULLDOG WOULD BE AN IDEAL TICKET-COLLECTOR - DODGERS WOULD GET A ROUGH SPIN!

A FEW WHIPPETS AND GREYHOUNDS WOULD SOON MAKE SHORT WORK OF OUR DESPATCH PROBLEMS.

AND LOOK HOW USEFUL THE SHUNTER'S DOG WOULD BE LENDING A HELPING PAW

WHILE THE SAFETY FIRST DOGS USED BY ENGINE-DRIVERS WOULD DETER IMPETUOUS MOTORISTS FROM TAKING CHANCES AT LEVEL CROSSINGS.

AND WHAT ABOUT A DOG TEAM WHEN THE BATTERIES OF THE ELECTRIC PARCEL TROLLEYS RUN OUT

FRIENDLY DOGS WOULD PROVE INVALUABLE AS GUARDS

ANGUS  
MAC

sented. "Perhaps he realises that the children are merely seeking enlightenment in regard to the artificiality or otherwise of the curl of his abbreviated appendage. All the same, his restraint is deserving of great praise, I think."

Leo, of border collie and kelpie descent, belongs to Master Dick Easterby, a student at Longerenong College, and son of Mr. R. W. Easterby, chief clerk in the Way and Works branch. Leo, I was advised, is an adept at railway construction work, having run several subways under the backyard fence. He abhors cats and dislikes persons with bags, such as the postman, ice man, bottle-gatherer and dog-snatcher. However, he is on amiable terms with the butcher. At the seaside, he affords amusement to seagulls by chasing them far out to sea, and to rabbits by chasing them far inland. On one occasion at Mt. Martha he raised a fox, which, after a short period of pretended flight, turned and chased its pursuer home. This was Leo's fastest time.

Mr. Easterby bears striking testimony to Leo's sagacity. Travelling to Horscham once, the dog broke away from confinement at Ballarat and sought anxiously

to discover his owners, who were also on the train. With unerring instinct, the faithful animal made his way straight to the refreshment bar, certain of locating at least one of the family there.

The English setter has a sturdy champion in Mr. C. Rolls, Way and Works accountant, who has won 30 prizes at shows with his dogs in the past two years.

"I'm 44 years old and I've been patting

dogs for 40 years," he said. "Give me the English setter. It's a handsome dog, a good watch without being unduly savage, and it can be taught to retrieve. It has an amazingly accurate sense of direction, too. I have an English setter which I took some years ago from my home at Coburg to a trainer at Mont Albert. I escorted him by train to the head office, locked him in a small room all the day and walked him through the city

to Flinders-street in the evening. Then, when we landed at Mont Albert, there was a further walk of a mile from the station. Two days later the dog escaped and four days afterwards he arrived home safely at Coburg."

Mr. Rolls knows most of the dog men in the railways. He spoke of Phil O'Grady, an old retired guard with a magnificent pointer, Leading Platelayer Wally Godden and his Irish terriers, and Land Officer F. Calcutt, who has a fine strain of black pointers.

But the last railwayman I saw didn't have a dog.

"Just at present, no." Mr. A. W. Keown, Advertising Manager, thrust his head above the piles of contracts that covered his desk. "But the staff here are interested in dogs,

you know. They're all determined that railway advertising won't go to the dogs. And—er—although worries dog their footsteps, they're doggedly persuading clients that our rates are dog-cheap—"

I retreated hurriedly. He would have called me a "dog-gone" something or other if I had remained. And that would have been an undognified—I mean, undignified—way to finish this article.

## Man's Friend

The following is one of the world's famous speeches. It was delivered by Senator George Graham Vest, of Missouri, when representing the plaintiff in an action claiming damages for the wanton shooting of his dog by a neighbour. The jury, after two minutes' deliberation, awarded five hundred dollars instead of the two hundred asked for.

GENTLEMEN of the Jury,—The best friend a man has in this world may turn against him and become his enemy. His son or his daughter that he has reared with loving care may prove ungrateful. Those who are nearest and dearest to us, those whom we trust with our happiness and our good name may become traitors to their faith. The money that a man has he may lose. It flies from him perhaps when he needs it most. A man's reputation may be sacrificed in a moment of ill-considered action. The people who are prone to fall on their knees to do us honor when success is with us may be the first to throw the stone of malice when failure settles its cloud upon our heads. The one absolutely unselfish friend that man can have in this selfish world, the one that never deserts him, the one that never proves ungrateful or treacherous, is his dog.

Gentlemen of the Jury, a man's dog stands by him in prosperity and in poverty, in health and in sickness. He will sleep on the cold ground, where the wintry winds blow and the snow drives fiercely, if only he may be near his master's side. He will kiss the hand that has no food to offer, he will lick the wounds and sores that come in encounter with the roughness of the world. He guards the sleep of his pauper master as if he were a prince. When all other friends desert, he remains. When riches take wings and reputation falls to pieces, he is as constant in his love as the sun on its journey through the heavens. If fortune drives the master forth an outcast in the world, friendless and homeless, the faithful dog asks no higher privilege than that of accompanying him to guard against danger, to fight against his enemies, and when the last scene of all comes and death takes the master in its embrace and his body is laid away in the cold ground, no matter if all other friends pursue their way, there by his graveside will the noble dog be found, his head between his paws, his eyes sad but open in alert watchfulness, faithful and true even to death.

## Beautification—Raising New Rose Varieties

IN this, the last of Mr. Elliott's series of articles on Beautification, he gives suggestions to the rosarian how to get the best out of his roses. He formulates, too, a plan to stimulate the interest of railwaymen in brighter stations as well as better home gardens.

By R. G. Elliott, Author of Australasian Rose Book.

IN making comparison between a rose plant and a nation in previous articles, I enumerated those units which comprise the former, and investigated the various duties entrusted to them with the object of assisting in their performance when necessary.

There are still two units which have not received attention—the emigrating members or seeds, and the defending forces or thorns.

The chief object of the rosarian is to induce his plants to bear flowers in profusion. It is possibly his belief that the plant exists for that purpose only. The rose-plants also strive with all their energy to produce that profusion of bloom which gladdens his heart, but behind this is a more serious object.

### Produced at a Loss.

We have seen that the flowers—unlike other units which are all working in unison for the well-being of the plant—are produced at a loss. They are useful for one purpose only, and that quite apart from the direct interests of the parent, namely, the production of seed. Just as human beings, following an innate natural desire, labor to rear and educate a family, so the rose-plant accumulates energy, which is liberally spent on the production of flowers and eventually seeds. The flowers, which possess such attraction for us, are borne merely with the object of attracting bees and other insects, which, by cross-fertilizing, assist in seed production. The more showy the blooms and the sweeter the perfume, the greater the likelihood that bees will be attracted, and the better the chance of cross-fertilization. Therefore the plants put forth every effort to attain that end.

Those who make a study of rose-nurserymen's catalogues will notice that quite a number of new varieties appear every year. These are raised from seed, large areas in Great Britain, France, America and Germany being under cultivation for the purpose. A really good and distinct new rose is worth thousands of pounds to the distributor.

Useful as the bee is—and the advent of



This new rose "Rebeka" was raised from seed by the author. Its petals are a delicate shade of flesh-pink

many good varieties is due to its agency—raisers do not rely upon it entirely, but, to assure the crossing of varieties that are particularly desired, do the cross-fertilizing themselves. This is really a simple operation. To ensure that fertilization has not already taken place, select a half-opened bloom for the female or seedbearing parent—usually chosen for form and size—and carefully open it, removing some petals if necessary. Then remove the pollen-bearers or stamens, leaving the pistil exposed. Very carefully transfer the pollen from the stamens of the selected male parent—chosen for color—to the pistil of the female parent. On completion, the fertilized flower should be labelled and the varieties crossed recorded for future reference.

When the seeds are ripe, plant them in the open ground. Seeds planted in March will probably germinate before August, but sometimes they take very much longer. We, in Victoria, are most advantageously situated, as the seed can be planted in the open and the young plants thrive well, whereas in



*The Horticultural section of the Better Farming Train.*

Britain, America and on the Continent, where, by far the greatest number of new varieties are raised, germination can only be achieved under glass, and the greatest care must be exercised in raising the young plants.

With a climate such as we enjoy, there are great possibilities for those concentrating on the production of purely Australian roses. This most interesting phase of rose culture should receive the attention of every amateur gardener. Even if you do not produce anything of marketable value you are sure to get many sweet blooms.

#### **The Defence Force**

The thorns have been left to the last. They are the defenders of the plant, and, like most fighters, can safely be left to take care of themselves. Their devotion to duty is only too well known to most of us.

This closes the series of short articles on "the importance of beautification" which began in the October Magazine. Those who have followed them will remember that the object, set out at the inception, was to arouse interest in this important but rather neglected question. It is not feasible, in these short articles, to teach the art of rose-culture in its entirety unless extended over a very lengthy period. I have not attempted it, but rather have been content to accept the role of a mere stimulator of interest.

I have been requested to outline some scheme by which the greater beautification of the railway stations and railway homes could be accomplished. For disseminating information among employees, a Railways Horti-

cultural Society could be formed, with a branch—having its own local committee—at every centre. Local flower shows and monthly competitions could be held at these centres and arrangements made for lecturers attending meetings to instruct members. The parent society in Melbourne could, in addition, hold two shows a year, all the big centres contributing competitive exhibits. From most districts throughout Victoria, flowers for competition could be forwarded to the city, arrangements being made to collect and stage them. (I have seen rose-blooms, brought all the way from Adelaide, win the open championship at the Rose Show in the Melbourne Town Hall).

#### **Healthy Rivalry**

This would do much towards bringing flower-lovers together and the healthy rivalry between the various centres would act as a great stimulus. But it would need considerable organisation and probably the appointment of an organiser.

The Better Farming train is already doing much to stimulate interest in beautification. One car is specially devoted to horticulture, and lectures are given in various districts on flowers for which the climate and soil of each district is suitable. Railwaymen could get many points from these lectures.

A genuine desire for beautification, combined with persevering industry will accomplish much. But it must be recognised that considerable organisation would be required.

## Well Trimmed Lamps Make For Safe Working

**"YES,"** said Metropolitan Lamp Foreman, P. F. Murphy, ex-Mayor of Port Melbourne, "I know you represent that popular monthly—The Victorian Railways Magazine—but I am doubtful if you and your readers will find interesting what I can tell you, although I have my own ideas on the importance of the job."

But let Mr. Murphy speak, and let us draw conclusions.



**D**ESPITE the rapid strides of inventive ingenuity which has given Victoria probably the most up-to-date electric suburban train service in the world, kerosene oil-lit lamps are largely used in these trains as head and tail signals.

From a Safety First point of view, as well as from considerations of general utility, it is of the utmost importance that this light should fulfil all requirements, including dependability. To keep the lamps in good order means daily cleaning and proper trimming.

About 400 of these lamps are trimmed daily at the Flinders-street lamp room, and the number of each vehicle, comprising a train unit or units, in which lamps are placed is recorded, together with the name of the lampman, so that in the event of the failure of the light, the man responsible for having cleaned and trimmed the lamp can be readily ascertained.

### Miles of Walking

Besides this, about 800 lamps are trimmed and filled daily in the numerous semaphores in the Flinders-street yard—that these should exhibit a bright light at night goes without saying. The daily supervision of the essential services connected with keeping these semaphore and disc lights in proper order entails miles of walking to and fro.

The recompense for all this is that light failures are almost unknown; thus the smooth running of trains, in this respect, is practically assured. We regard it as being our province, as much as anybody else's, to secure efficiency.

I recall an incident that happened here on September 17, 1923. The fiat had gone forth that on that night, on account of strike troubles on the coal-fields, supplies of gas and electric light would be cut off. This

information was conveyed to the authorities about 4 p.m. The Railways administration, however, quickly sensed the likely effect of it, and 700 oil lamps of varied, but of a thoroughly serviceable kind, were despatched in good time to all stations in the metropolitan district, and very little inconvenience to railway patrons took place. Thus, it is obvious that the oil lamp is a most useful instrument, even as a standby, and is not so much a thing of the past as one might think.

### 1100 Cases of Kerosene a Year

From the Metropolitan lamprooms, van and roof lamps are sent out far and wide. We supply the Deniliquin, Balranald and Pinnaroo lines, as well as others, with roof and van lights, and attend to their repairs.

We also supply kerosene to out-stations, chiefly in single tins and cases. These and local requirements, absorb 1100 cases annually.

All steam passenger trains, as well as special trains for the conveyance of race-horses, are equipped with van and roof lights at Melbourne; likewise excursion trains from country centres.

I could go on and on telling you about the importance of my job, but I feel that the most important phase of it, after all, especially from a Safety First standpoint, is attention to the cleaning—particularly of fonts and wicks—and trimming of signal lights, together with the economical use of stores.

### CARELESSNESS

Adds to your troubles.  
Subtracts from your earnings.  
Multiplies your aches and pains.  
Takes interest from your work.  
Discounts your chances.  
Divides your thoughts.  
Lessens your chances for success.  
Cancel me—and I add to your happiness.

*Where to Spend a Holiday***Mt. Buffalo National Park—The Roof of Victoria**

All the world knows Mt. Buffalo National Park—by repute. Many know it by experience as the finest Mountain Resort in Australia, as full of picturesque delights as the fairyland of one's dreams. As a holiday playground it is without parallel; as a health tonic it is unsurpassed.



**BUFFALO** National Park is a bit more than 200 miles distant by rail from Melbourne, and is reached by road from either Porepunkah or Bright. From the railway an up-to-date motor service is run to the summit of the plateau.

The altitude is 5,645 feet.

The Railway Department's luxurious and up-to-date Chalet, which is close to the renowned Buffalo Gorge, is 4,400 feet above sea level. The Chalet has all the conveniences of a first class city hotel, and can accommodate 200 people. Cosy bungalows close by are available for special parties and families. The indoor social life is without a dull moment; the outdoor pleasures are gifts of the gods. Comfort, combined with magical beauty, superb thrill, and never forgotten enjoyment, make a visit to The Chalet a milestone in life.

**Realm of Scenic Wonder**

The journey connecting the railway and main road in the romantic valley with the enchanting plateau has been described as a realm of scenic wonder, but all the stupendous scenery of the marvellous Park holds one breathless with its impressionistic grandeur.

The diversity of the scenic panorama is like no other variety. Magnificent mountain views, gorges, waterfalls, creeks, colossal granite masses, fern gullies, lakes and streams, are embraced within the puissant vision. In the spring and summer the wild flowers are exquisite; in the winter the snow and ice are overwhelmingly magnificent.

Mt. Buffalo National Park has gained perhaps its greatest fame as a winter's resort—but is a place to see and be rewarded at any time of the year. Indeed it is not really

known in its variegated richness unless it is seen in every phase of its climatic flowering.

In the seasons, boating, bathing, trout-fishing, skating, ski-running, tobogganing, and so on, may be indulged in under conditions equal to those in the finest resorts of Europe. As a summer resort it has proved itself a respite from the swelter of the city. During the heat wave in January last, when Melbourne's thermometer several times passed the century mark, the temperature at Mt. Buffalo averaged 18 degrees lower throughout that baking week. The culminating day saw the mercury at 107 degrees in Melbourne and 78.5 degrees at The Chalet!

**An 85-Mile View**

Two minutes from The Chalet is Bent's Lookout (4,400 feet high) from which the tremendous chasm of the Buffalo Gorge can be seen. Eighty-five miles distant is the faint outline of Mount Kosciusko (altitude 7,328 feet), the highest peak in Australia. In the middle distance stands Mount Bogong (6,509 feet), and to the right Mount Fainter (6,160 feet), Feathertop (6,306 feet), and Hotham (6,100 feet).

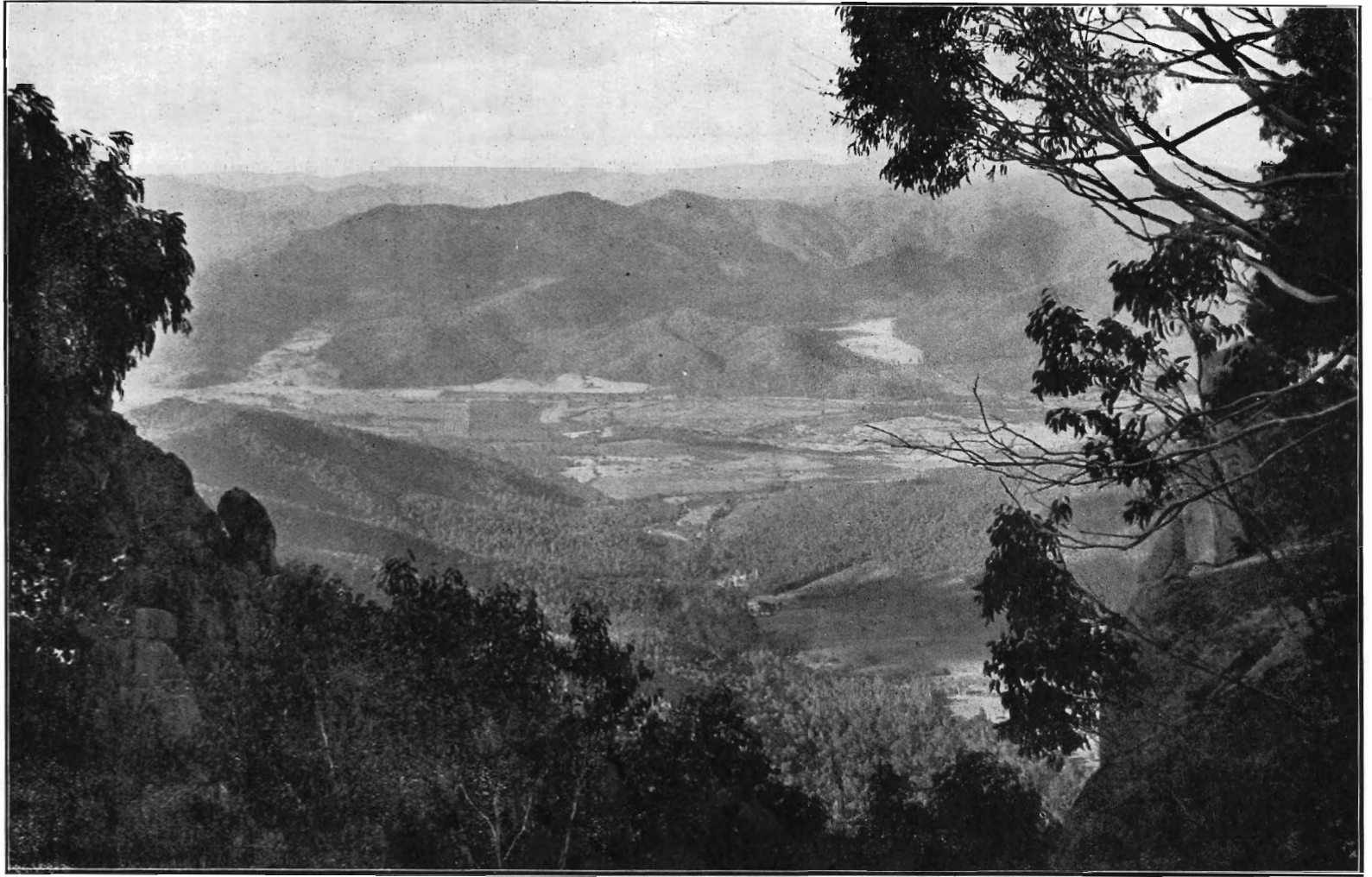
Immediately below are the Eurobin Falls and the winding ruddy ribbon of the road in the Buckland Valley. The Gorge, close by, consists of two stupendous cliffs of solid granite, varying in depth from 1,200 to 1,700 feet, over which thunder in a sheer leap of 1,700 feet, the waters of the famous Buffalo Falls.

Lake Catani is an attractive 60-acre sheet of water. It is surrounded by low hills, with trees right to the water's edge.

South-west, seven miles distant, can be discerned The Horn (5,645 feet), one of the highest peaks on the plateau, and a celebrated tourist trip.

But it is impossible to tell of all the wonders that may be seen and felt on an enviable visit to the well-named National Park at mighty Mt. Buffalo. Experience furnishes the only adequate description. Faltering words fall far short of it.





*Owens Valley from Mt. Buffalo National Park*

# What The Districts Are Doing

## CHANGES IN THE WESTERN DISTRICT

THIS season's wheat harvest has left its mark in District Superintendent Fletcher's territory. At Condah, No 2 Road has been extended, and 53 trucks can now be marshalled along it. Portland North has been presented with a brand new 70-foot turntable and additional sidings. These alterations will facilitate the handling of long wheat trains.

Way and Works men have been busily engaged in other directions, also, in the Western District. Winchelsea's windmill pumping plant is in commission, and the position of several buildings at Manor Quarries has been altered so that employees there need not now cross the line. Vite Vite residents, having complained of the presence of a triangular portion of the station yard which prevented big teams from turning from the main road to the station, the department shifted its fencing, and, with a graceful gesture, yielded the piece of land in dispute to the local council for inclusion in the roadway.

## RECORDS RISING IN NORTHERN VICTORIA

The topmost pinnacle of achievement in mixed train running was reached by the Cohuna line staff during January. The percentage of mixed trains running on time was 100 per cent. The Kerang—Murrabit line closely challenged this record with only one late train.

Then January claims items for the district were 94. Last year in the same month they were 122.

Ticket collection also improved during 1926, and Bendigo stepped up to third place among the districts. Only two stations on the Cohuna line failed to collect every ticket issued to them. The line percentage was '3. The Wycheproof—Kulwin section ran into second place with '8 per cent. Seventeen stations out of the 22 secured the coveted 100 per cent.

## HEAVY TRAFFIC IN BENDIGO DISTRICT

Up to the end of January, 7,347,000 bushels of wheat were transported from stations in the Bendigo district. Wycheproof loaded 35,000 bags of wheat during the month. From the Balranald line, 364,000 bushels were despatched, and it is estimated that for next year the yield from the district served by this line will be increased by more than 50 per cent.

Fruit and tomatoes are coming in, too. Harcourt has been sending an average of five trucks of apples weekly to Brisbane, and the Bendigo section contributed no less than 600,000 cases of tomatoes to the total accumulation of 850,000 cases from the whole State.

Bales of wool handled in the district during the season numbered 147,001. Last season the figure was 119,395. At Echuca wharf alone, 28,000 bales were handled.

## BIG FIGURES FROM THE PORT OF GEELONG

Wheat shipments at Geelong for the season to the end of January amounted to 661,754 bags, in ad-



Some of the Sheep Yarded at Bendigo Record Sale.

dition to 1,030,237 bags discharged into stacks awaiting shipment, while inward cargoes of coal totalled 15,367 tons. Wool arrivals for the season amounted to 142,115 bales, compared with 130,189 last year.

## RECORD SHEEP SALE

With the sub-division of many of the large sheep stations in the Southern Riverina, graziers have found it necessary to reduce the numbers of their flocks.

One of the stations recently sub-divided was Moolpa on the Balranald line. The owner offered for sale 40,000 pure-bred merinos bearing the one station brand and mark. This is stated to be a record. Every sheep offered found a ready purchaser at a satisfactory figure. The whole flock averaged 30s.

To yard the flock, special yards were constructed adjoining the station at Perekerten, and to convey intending buyers a special train was run from Echuca.

The selling agents, Messrs. McKenzie and Co., expressed to the department their appreciation of the transport services provided for the passengers and live stock.

## NON-CO-OPERATION

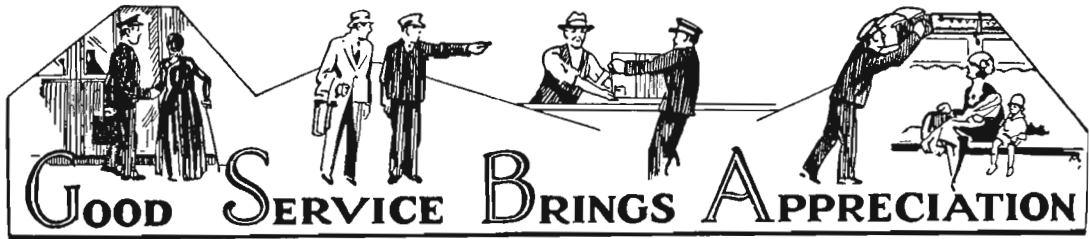
(By R. S. M.)

WHILE waiting at a Northern Depot station recently, my wife and I became interested in the efforts of a sturdy little chap of tender years trying to sweep the platform. But the big station broom was too heavy for the youngster, who soon tired of his self-appointed task. Instead of returning the broom to its proper place, however, he left it lying plumb in the middle of the platform.

We were amused to see quite half a dozen different members of the station staff pass the broom by with careless disdain, and in reply to my wife's obvious query I facetiously remarked that I supposed it would be left to the S.M. to remove it.

And, sure enough, the job was actually left to the S.M., who was observed to pick up the broom and place it in its proper place. In a friendly spirit of criticism, I suggest the S.M. concerned should plainly exhibit for the benefit of his staff a notice bearing the exhortation—

"Help us to help you,—and the S.M. in particular."



### PROMPT HELP IN SICKNESS.

**I** WOULD like to bring under your notice the following particulars:—

On Saturday, November 27, Mrs. Greig became seriously ill at Wangaratta, and it was found necessary to transfer her immediately to a private hospital in Melbourne for special treatment. Her condition was too low for her to travel the distance in an ambulance, and there was no train leaving Wangaratta before Monday, as the Sydney Express does not stop on Sunday. I therefore communicated with the Transport Department of the Victorian Railways, and asked for their assistance. Arrangements were at once made to stop the Sydney Express on Sunday morning, and her transfer was made in comfort and without a hitch with, I am pleased to say, satisfactory results, as she is now on the way to recovery.

Mrs. Greig and I now wish to personally thank the officers and staff of the Victorian Railways for the wonderful manner in which these arrangements were carried out in a minimum of time. Not a difficulty was put in our way, and the kindness and thoughtfulness of your staff was beyond all expectations. We particularly wish to thank the following:—Mr. Shepherd, Stationmaster at Wangaratta (who gave us considerable assistance after his working hours); Mr. McDonald, Transport Department; Mr. Jack Colligan, Conductor; the Chief Ambulance Officer, and others on duty on the train, and at the Spencer-street Station, on arrival.

—Hector M. Greig,  
Greig Bros. Pty. Ltd.,  
145-9, Flinders-lane, Melbourne, writing to the Chairman of Commissioners.

### THREE GRATEFUL TRAVELLERS

**W**E the undermentioned passengers on the 10 a.m. train from Balranald on the 13th inst., desire to express our appreciation of the courtesy and consideration shown us by all connected with the railway service during the trying time experienced by all after the accident at the 254 mile post.

Especially extolling the hospitality of the lady in charge of the refreshment room at Moulamein, who even placed her private bathroom at our service and provided towels.

—“Three Grateful Travellers”: J. R. Martin (3 Yuille-street, Brighton Beach), R. H. Maxwell and — Benda, writing to the Commissioners.

### A DOUBLE APPRECIATION.

**I** AM directed by His Worship the Mayor (Cr. J. A. Michelsen) to convey to you his sincere thanks for the able assistance rendered by the officials of your department in connection with the visit to Bendigo of His Excellency the Governor-General. The close attention to duty, the courtesy and tact displayed by the members of your staff was much appreciated, and greatly assisted in the success of His Excellency's visit to our city.

—The Town Clerk of Bendigo, writing to the District Supt., Bendigo, on Nov. 26, 1926.

**I** AM directed by His Worship the Mayor (Cr. J. A. Michelsen), to again express to you his sincere thanks for the splendid assistance rendered by the officers of your department in connection with the recent visit to Bendigo of Their Excellencies, Lord and Lady Somers. The courtesy and tact displayed by the members of your staff was much appreciated, and Their Excellencies expressed pleasure at the comfort provided in connection with their arrangements.

—The Town Clerk of Bendigo, writing again to the District Supt. on December 21, 1926.

### LOAN OF FARE

**P**LEASE find enclosed stamps to the value of one shilling, which represents price of return fare to Melbourne from Park-street, loaned to me last Sunday when I found myself on the car without money. I wish to thank Conductor F. Clarke (823) for courtesy shown to me at the time, and to apologise that I have been till now in sending the money.

—Jessie M. Waller, 1 Fairleigh Grove, Middle Brighton, writing to the General Superintendent of Transportation.

### COURTESY HELPS CLAIM SETTLEMENT

**I** HAVE much pleasure in acknowledging yours of 2nd inst., and to inform you I received the table that was damaged in transit from Ouyen—which is now entirely satisfactory to me.

Any trouble or inconvenience that was caused was greatly minimised by the unfailing courtesy from all officers concerned therewith. Again thanking you. —G. F. McIntyre, 7 Glengyle-street, Moreland, writing to the Claims Agent.

[The table was damaged during transit and repaired at the Arden-street Workshops.]

*The Wife, Too*

FOR 39 years Repairer Hughie McShanag has drawn railway pay, and for the whole of that period he has been stationed in the Castlemaine district. So, when it was learned that his 39th year would be his last on the job, the Castlemaine railwaymen gathered together, told him what a good fellow he was and presented him with a gold Waltham watch. And, because it was recognised that the fact of his being such a good fellow was due in no small measure to the early training he had received at the hands of his wife, he was asked to accept two boxes of stainless cutlery for her, too. Road-Foreman E. Leheny, who was in the chair, then led the party to a nearby hostelry



where a toast list appropriate to the occasion was suitably dealt with.

*A 38-years' Avoca-tion*

REPAIRER Frederick Gee, just retired, has been a Victorian railwayman for 38 years, and for 36 years he has worked on the Avoca track. This gives him the departmental record for length of service on that line. He had good practice in shovel-swinging before he joined the railways. For 12 years he searched for gold at Creswick. He was a digger at the New Australasia mine at the time of one of the greatest disasters in the history of Victorian mining. In sinking a reef drive, old workings were entered, and 27 men were caught by the burst of water. Fred Gee was a member of the rescue party which pluckily ventured into the black swirling waters of the flooded mine to drag five of the trapped men to safety. He also assisted to clean up the drives after the water had been pumped out. Railway track work can be strenuous, but Fred Gee gives the palm to mining.

*Police on the Scene*

BEAUFORT'S entire police force—both of them—and a representative assortment of the town's leading residents crowded into the local station-master's office one night a few weeks ago. The

residents didn't come along to see the constables make an arrest, nor did the constables come along to maintain law and order amongst the residents. Everybody was there to say goodbye to Mr. Martin Fitzpatrick, junr., of the station staff, to assure him of their regret at his transfer to Melbourne, to watch S.M. Bennett hand him a wallet of notes, to laugh at Constable McCarthy's semi-official testimony to the law-abiding character of Mr. Fitzpatrick, to applaud another speaker's suggestion that if "one Fitzpatrick could climb to a Commissioner's chair, why not a second?" and to sing "For he's a jolly good fellow" with much enthusiasm.

*A Transportation Expert*

THE record of recent Betterment and Publicity Board changes which we published last month would be quite incomplete without a reference to Lance Bromilow, which, because the machines ran hot or our nib got crossed, we missed making. Besides, we hadn't got his photograph. But here he is, his smile betokening a worthy successor to Bill McConnell. Lance joined up as a clerk at Kyneton Goods, and subsequent years found him driving his pen across Departmental papers at the Head Office, Telegraph Branch, in the Geelong District Superintendent's office, and later in the train running office when it first saw the light in Room 10, in Superintendent John Richmond's time. He was with that phase



of Departmental activity when it was broken out into a separate entity—but a few months later he was sent to do special work for Mr. Miscamble, who was then reorganising goods transportation. A term in the Outdoor Superintendent's office, where he put many of the goods train services on an efficient footing and co-ordinated them with the train running division, preceded his new job in the Betterment and Publicity Board. Outside the office, Lance is an enthusiast of the gun and the bowling green. He, too, is that rare bird, the modest fisherman. Once he was a keen yachtsman, until his boat got wrecked at Frankston. Now, he's married, and risks like that, as everybody knows, aren't permitted.



Well Named



*App. Allnutt*

engineering diploma, to the railway lads who obtain the highest marks in the Technical Colleges at Newport, Ballarat and Bendigo. App. Fitter and Turner P. L. Allnutt is the fortunate youth who goes to the Uni. this year. He was educated at the Brighton Grammar School, was top of his form each year from 1920 to 1925, and dux of the school in his last year. Passes in seven subjects brought him Intermediate honors in 1924, and his School Leaving certificate duly arrived in 1925. At the Newport Technica College he was top of the class each term, and at the final exam. his percentages being 92.6, 94.2 and 98.3. He also gained first place in the Institute's evening class in Mechanical Drawing. Altogether a remarkable record.



*App. Rankin*

PLENTY of encouragement comes the way of railway apprentices in Victoria who show that they have natural ability and the inclination to study. Every year the Commissioners select an eligible youth for the free place allotted to the Department by the Melbourne University, and pay him his salary during his four years of study for his Bachelor of Mechanical or Electrical Engineering. In addition, they award three scholarships, for a three-year course at the Workingmen's College, for an

Three of a Kind

WORKINGMEN'S College scholarships have been won by Apprentices Rankin, Gibson, and Napper, and for the next three years these lads will be paid by the Commissioners while



*App. Napper*

they qualify for their engineering diplomas. App. Rankin learnt the three R's at the Yarraville State school from 1911 to 1920, and attended the Footscray Technical College for two years. Before joining the Department, he had 18 months' experience with the electrical engineering firm of R. L. Aubert and Co. He won the Russell prize at the workshops, the Senior Technical certificate at the Footscray night school and the Commissioners' £5 prize at the Technical College in 1925. n 1924, App. Gibson

Leaving Scotch College started in the service in 1925 as an apprentice testing electrician. He laid efficient hands on the Harold W. Clapp prize that year at the Institute. The third scholarship winner, App. Napper, was educated at Sale High School and studied for a year at the local technical school. He gained first place at the technical school's 1925 examinations. Both App. Napper and App. Gibson, by the way, shine on the football field as well as in the classroom. The latter won the best and fairest player's medal with an Essendon team last year, and the former is one of the stars of the Brighton Vale side in the Metropolitan Amateurs.



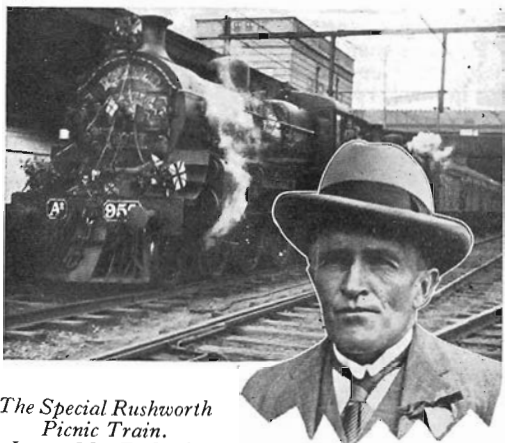
*App. Gibson*

# A DAY OFF!

*A Day in such serene enjoyment spent  
Is worth an age of splendid discontent.*

—JAS. MONTGOMERY

**F**EBRUARY was picnic month, and various branches of the Railway Family accordingly hied them to the sea or bush for one or other of the twenty eight glorious days. Incidentally, they helped other folk to a generous slice of the same enjoyment, as witness the success of the Rushworth picnic, the biggest railway job of its kind yet undertaken.



*The Special Rushworth  
Picnic Train.  
Inset: Mr. E. Coyle*

## RUSHWORTH COMES TO TOWN.

**M**R. E. COYLE of Rushworth is a man of enterprise. Every year he gets in touch with Mr. H. Cooke, the Chief Time Tables Officer. He announces that he is going to conduct a special excursion from his district to Melbourne. He asks for special low fares and a special train. Then he busies himself selling his tickets around the district. Perhaps a thousand adults, children and teachers, buy them. The train picks up the travellers at daybreak, reaches Melbourne at 11.30 a.m., and returns home after tea. The children have had their day at the beach or in the city, the fares have been ridiculously low, the railwayman has collected an acceptable amount of revenue, and in due course Mr. Coyle receives a 10 per cent. rebate on the earnings of the train—perhaps £50 or £60.

This year's picnic was the biggest of its kind which the Victorian Railways has yet handled. One thousand and thirty-three passengers were conveyed in two large comfortable carriages, the special train ran smoothly to time, and the 250-mile journey to St. Kilda and return cost each child less than four shillings. The train earned £537 and Mr. Coyle £53.

Aren't there any more Mr. Coyles about?

## MORNINGTON ATTRACTS REFRESHMENT STAFF.

Flinders-street refreshment room staff went picnicking to Mornington one Sunday last month. About 50 girls enjoyed the outing, and Mr. Carmalt, the Flinders-street manager, received some masculine

support amidst the feminine throng in the presence of Messrs. Turner and Gobel of Spencer-street and North Melbourne respectively.

The sun smiled on the party, the party smiled at the sun, and everybody smiled at everybody else. Sufficient ice cream and soft drinks were taken along to refresh the girls when they weren't bathing, racing, or indulging in the conventional and more solid gastronomic performances at midday and in the evening.

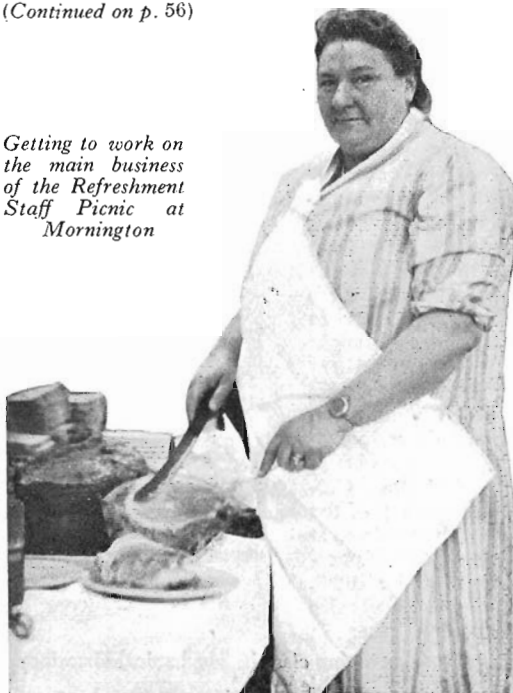
The prizes that were awarded to the girls who breasted the tape in the different races were given by regular customers at the Flinders-street room. Which is rather a good advertisement for the quality of the railway meals and service at the station.

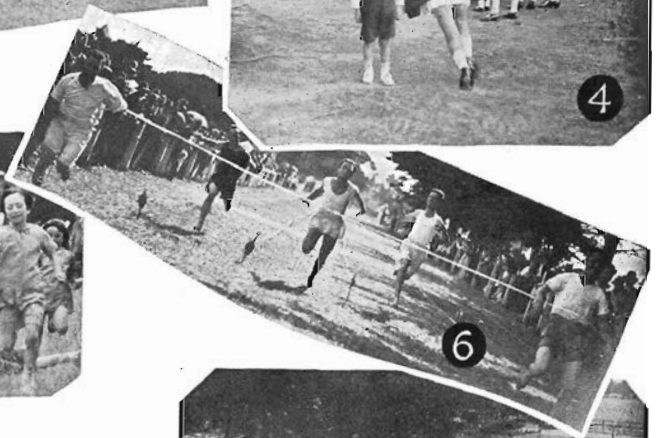
## BALLARAT GUARDS AT LAL LAL.

Provided they have plenty of enthusiasm, no lack of resource, and the willingness to go to a whole heap of trouble, a score of determined men can do quite a lot when they put their heads together. Ballarat's 20-odd guards saw the result of their long and careful

*(Continued on p. 56)*

*Getting to work on  
the main business  
of the Refreshment  
Staff Picnic at  
Mornington*





*Nos 3,4,5,8 BALLARAT GUARDS PICNIC AT LAL LAL  
6 & 7 SIGNALS & TELEGRAPH PICNIC AT QUEENSLIFF  
1 & 2 FLINDERS ST. REFRESHMENT STAFF PICNIC AT MORNINGTON*



The kiddies at the Retired Railwaymen's Social Club Picnic at Queenscliff enjoyed themselves quite as much as their grandfathers did.

(Continued from page 54)

plotting and planning one fine Sunday in the middle of the month, when perhaps the biggest and most successful picnic ever organised in the city of Statues left for Lal Lal racecourse.

Tickets, which cost five shillings apiece for non-guards, included the 26-mile trip, two meals and ice cream and lollies for the children. Each Guard had handed over sixpence on every pay day during the year, and this contribution paid for himself, his wife, three children over 14, and as many under as he could lay claim to.

Six hundred picnickers made the outing, reaching the course at 11 a.m. and returning at 7 p.m. The children raced, and the married ladies raced, and the single ladies raced, and the visitors raced. The guards doffed their coats and raced, the shunters tucked their trousers under their socks and raced, and the porters took their boots off and raced. At midday and five o'clock, everybody raced—to the pavilion for dinner and tea. Guard J. Long won the Guards' Handicap and D. Darcy the President's Handicap. It is not recorded who won the dinner or tea race.

At the official luncheon during the afternoon (Mr. H. Britton presiding) the secretary, Mr. H. W. Bowman, drew a comparison between the number present that day and on the occasion of the very first annual picnic three years before, when nine guards hired one motor and took a run round the lake. Mr. Enright, secretary of the Lal Lal racing club, assured the committee that the club had been only too pleased to place the course at their disposal, and Mr. T. H. Maddern, District Superintendent, joined his congratulations with those of several other speakers.

#### THE "OLD BRIGADE" AT QUEENSCLIFF.

A most successful outing was held by members of the Retired Railwaymen's Social Club, and their families at Queenscliff on February 3. The "Weeroona" carried a merry party down the Bay and back again, full use being made of the ample deck space.

A cheerful assemblage of old and young folks seemed to enjoy every minute of the day. The elder ones appeared to regard the occasion as one which afforded an opportunity for reunion with their colleagues of years ago. Large and small groups were everywhere seen carrying on animated conversations, recounting triumphs of transportation, or progress of Engineering in the days long past.

Others quietly enjoyed the lively music which was discoursed on board as well as at the picnic grounds by members of the V.R.I.M. Band

Founded in the early part of 1922, the Club has enjoyed considerable popularity. It has provided a convenient medium for retired railroaders to fraternise, at its monthly meetings, among themselves, and at the annual picnic with those still in the service. The Club, which was organised by Messrs J. Ward, E. Dunn, and others, is filling a long-felt want.

A good programme of sports was carried out at the picnic during the afternoon.

#### "SIGS" GO DOWN THE BAY, TOO.

Signal and Telegraph branch employes, accompanied by their wives, children, aunts, cousins and sweethearts, to the number of two thousand, streamed up the "Weeroona's" gangway on the occasion of the branch's 15th Annual Picnic to Queenscliff. Mr. F. M. Calcutt, Chief Engineer of Signals and Telegraphs, left official worries behind him for the day and strolled around the deck, renewing old acquaintances. The Sarsfield Orchestra and Newport Workshops' Band rendered selections during the trip.

Toys and lollies were distributed to the children as they boarded the boat, and hot water and milk was dispensed free at the reserve on arrival at Queenscliff. The official luncheon was held at the Esplanade Hotel. A detailed programme of sports was carried out, including such complicated exercises as nail driving for ladies, bowling at the wicket, guessing, stepping the chain, and throwing the cricket ball.

This picnic is one of the cheapest bay trips of the year, adult tickets costing 2s. 6d. and children under 14 1s.



# Victorian Railways Honor Roll

## RECENT RETIREMENTS

*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.*

	Date of Appointment.	Length of Service
F. J. Coles, Clerk, Flinders-street .. .. .	1883	44 years
G. Groves, Guard, Tooronga .. .. .	1883	44 years
J. Jackson, B. and S. Inspector, Flinders-street .. .. .	1884	43 years
A. H. Palmer, Electric Train Driver, Jolimont .. .. .	1884	43 years
J. H. Hancock, Trimmer, Maryborough .. .. .	1885	42 years
G. J. Ricketts, Guard, Spencer-street .. .. .	1885	42 years
T. Mooney, Yard Foreman, Bendigo .. .. .	1885	42 years
T. F. Purcell, Stationmaster, North Carlton .. .. .	1885	42 years
W. J. Hunt, E.S. Guard, Ringwood, .. .. .	1886	41 years
W. H. Sproston, Signalman, Melbourne Yard .. .. .	1886	41 years
G. J. Ricketts, Passenger Guard, Spencer-street .. .. .	1885	41 years
J. Nicholson, Driver, Geelong .. .. .	1886	41 years
J. B. Cusack, Driver, North Melbourne .. .. .	1886	41 years
C. A. Mitchell, Asst. Estate Officer, Spencer-street .. .. .	1887	40 years
F. J. Smith, Parcels Porter, Ballarat .. .. .	1887	40 years
J. Moore, Stationmaster, Jumbunna .. .. .	1887	40 years
J. Cullen, Signalman, Melbourne Yard .. .. .	1888	39 years
F. Giese, Signalman, Clifton Hill .. .. .	1888	39 years
J. Watson, Ganger, Burnley .. .. .	1888	39 years
W. Berryman, Driver, Ballarat .. .. .	1888	39 years
J. Ryan, Trimmer, North Melbourne .. .. .	1888	39 years
S. Sullivan, Laborer, North Melbourne .. .. .	1888	39 years
J. Hawkins, Driver, Murchison East .. .. .	1888	39 years
M. J. Mahony, Stationmaster, North Carlton .. .. .	1888	39 years
G. J. Russell, Ganger, Rupanyup .. .. .	1888	39 years
H. Falvey, Stationmaster, Arcadia .. .. .	1889	38 years
D. Copland, Point Cleaner, Geelong .. .. .	1889	38 years
H. P. Downing, Ticket Checker, Spencer-street .. .. .	1889	38 years
C. O'Leary, Signalman, Wangaratta .. .. .	1889	38 years
J. Wickenton, Works Foreman, Malvern .. .. .	1889	38 years
F. Gee, Repairer, Avoca .. .. .	1889	38 years
H. Yung, Ganger, Camberwell .. .. .	1889	38 years
A. McArthur, Trimmer, North Melbourne .. .. .	1889	38 years
M. Rourke, Electric Train Driver, Jolimont .. .. .	1889	38 years
J. Quilter, Striker, Newport .. .. .	1890	37 years
C. E. Stone, Leading Hand Fitter, Newport .. .. .	1890	37 years
G. Jacobs, Repairer, Tunstall .. .. .	1890	37 years
J. Gellie, Goods Guard, Traralgon .. .. .	1889	37 years
D. Chandler, Boiler Stayer, Newport .. .. .	1898	29 years
J. Davie, Striker, North Melbourne .. .. .	1898	29 years
H. D. Hall, Leading Skilled Laborer, Newport .. .. .	1898	29 years
I. Hindle, Road Foreman, Newport .. .. .	1898	29 years
S. A. Bowlase, Car and Wagon Builder, North Melbourne .. .. .	1899	28 years
A. Pirrie, Boilermaker's Help, Newport .. .. .	1900	27 years
W. Higgins, Repairer, Millbrook .. .. .	1901	26 years
T. Hammond, Signalman, Melbourne Yard .. .. .	1901	26 years
A. Hobbs, Boilermaker's Help, Newport .. .. .	1904	23 years
W. Grossmith, Upholsterer, Jolimont .. .. .	1905	22 years
A. Chisholm, Boilermaker, Jolimont .. .. .	1905	22 years
D. Johns, Padder, North Melbourne .. .. .	1906	21 years
P. McLarty, Springmaker, Newport .. .. .	1908	19 years
J. Varey, Fitter, Newport .. .. .	1910	17 years
E. W. J. Walters, Office Cleaner, Spencer-street .. .. .	1910	17 years
A. McPherson, Gatekeeper, Brunswick .. .. .	1912	15 years
F. Preston, Repairer, Mooroopna .. .. .	1912	15 years
J. Stewart, Striker, Newport .. .. .	1912	15 years
W. T. Woolfe, Gateman, Brighton Beach .. .. .	1912	15 years
D. W. Lewis, Goods Guard, Wodonga .. .. .	1913	14 years
W. J. Clarke, Fitter, Newport .. .. .	1914	13 years



By EILEEN

## The Art of Shopping

**T**HERE are very few who do not find pleasure in obtaining a bargain, but to shop wisely and well is an art. A wealth of fascinating articles and trifles of all descriptions alluringly displayed is apt to upset our concentration on just what we want to buy; and our knowledge where to buy it to the best advantage.

**H**OW delightful and easy it sometimes is to wander off at random here and there; to enthuse over this and that! But then we are prone to buy indiscreetly. How sad our purse looks afterwards! And then how tired we are and how inclined to be bad-tempered because we discover we haven't bought even one of the things required.

It will certainly help if a list is taken on which are jotted down various suggestions, but be very sure that you do not get flurried and lose it after a cursory glance on making the first purchase!

### Blouse or Curtains ?

If you are haphazard in your shopping methods you are liable to be sold anything by efficient saleswomen. They are quick to note both the good and bad shopper. Sometimes we must try the patience of the saleswoman. It is healthy to change one's mind, but why go out to buy a silk blouse and come home with new curtains!

Sometimes on inspecting the contents of a department, we keep the assistants running around for us and haggle over prices, and finally walk away without buying a single article. How sad the world is then! How trying for the shop assistants.

Cultivate a direct purpose in shopping. Use all your instinct, experience and knowledge, but, above all, know just what you want and see that you get it. In so doing look keenly around beforehand, compare and discriminate between different values, and you will get bargains.



*With an Autumn early-morning nip in the air we shall have to begin thinking of frocks a little heavier than we are wearing just now. This is a very smart little suit, the jacket blouse of velveteen with a skirt of wool jersey. The blouse is double-breasted, and would require about  $2\frac{3}{4}$  yds. of velvet. The skirt would require about  $1\frac{3}{4}$  yds. of 54-inch material. Worn with one of the latest vagabond hats, this is very becoming for a cool day.*

## THE ANSWER'S A LEMON!

THE care of the hands is one of the many problems which confront every woman. Chemist's shops are full of preparations or retaining the natural whiteness of the hands, but Nature can provide the most



*Pretty hands are an attraction that no woman can afford to forget.*

efficient remedy for discoloration. Our grandmothers, years ago, used lemons for this purpose, and I think we cannot do better than follow their example.

Pretty hands are a delight to the owner, and an attraction that no woman can afford to forget. Lemon juice whitens the hands and the nails. Keep a lemon handy to the sink and always apply it before washing the hands.

### Keep Them Soft and White

Your hands are always prominent, so why not keep them beautiful, soft, white and smooth?

A little lemon juice in warm water will remove that oily, greasy look from the face and hands in hot weather, or after tennis and other active exertions.

There are many ways in which the lemon should be used in the toilet. The skin is not the only thing that benefits from its use. A little lemon juice in the rinsing water will remove all soap from the hair and scalp,

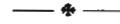
and will tend to brighten the hair. Use it just before the final rinsing, and you will notice that your hair feels much cleaner, and has that smooth, glossy appearance.



## HOME HINTS

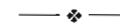
**Substitute for Starch.**—If you are short of starch on washing day, Cornina is just as effective. In fact, many people prefer this for very fine linen. Mix the same way as starch, in cold water, then add boiling water.

**Steamed Sponge Pudding.**— $\frac{1}{4}$  lb. butter, 1 small cup sugar; 2 eggs, 2 cups self-raising flour. Melt the butter, then mix in sugar and beat with eggs. Add flour, and soften with a little milk. Put mixture in a basin, cover tightly with a pudding cloth, and then stand basin in a saucepan of boiling water. Boil slowly for about 2 hours, taking care that the water does not boil into the pudding.



Eileen will be glad to hear of the social activities, both in town and country, of railwaymen's women-folk and of railwaywomen, of whom there are a large number in the service, as well.

Address bright, newsy items to her care: Betterment and Publicity Board, Head Office, Spencer-street.



## ORANGE BLOSSOMS



*Mr. and Mrs. N. W. Owen, who were recently married at the Independent Church, Collins-street, Melbourne. Mr. Owen, who is a fireman at North Melbourne, is well known to Seymour residents. He was located at that centre for several years.*

The Economics of Transport Competition

—(Continued from page 24)

ful and more costly than the like service by rail."

That puts the position very tersely and very clearly. The like position obtains in Victoria to-day. Railways are indispensable to the well-being of the whole community. The community has incurred a huge liability for their construction, and it must find the cost of operating them and of paying interest on that liability, either from the users of the service itself or from the general taxpayers. Yet it directly and in effect subsidises the road system of transportation to the extent that the operation of its own transportation system is made more difficult and more costly.

It is clear that, from the community point of view, this position is an illogical one, and that from the standpoint of the economics of the community it is costly and wasteful.

**Those Feet**

(With apologies to Longfellow.)

**R**IDES in train cars oft remind us  
Other folk with muddy shoes  
Have, departing, left behind them  
Footprints that they want to lose.

Footprints, that perhaps another  
Riding homeward in the train  
Little recking of disaster  
Sitting, may take up again.

Checkers, then be up and doing  
Seats aren't footstools any more  
Keep achieving, keep pursuing,  
Keep their feet upon the floor.

—Norman Long, Korong Vale.

**SPRINGVALE FARM, Winton North, Vic.**

Sydney Express and Mt. Buffalo trains stop at Winton, Victoria - Close to Mokoan Ranges, 2000 ft. above sea level, faces the Winton Lake (7 miles by 3 miles). Ibis, pelicans, mallee-hens, plovers, gulls, wild ducks, black swans, cranes, native companions and various other kinds of game, and fringed with mighty silent gum trees. First-class meals, Spacious grounds, Tennis Court Hacks and Conveyances, Poultry, Fruit, Piano, Spring Water, Cream, Ideal Climate, Golf, Own Dairy Herd, Orchard, Walks and Drives, Excellent Shooting, Beautiful Wild Flowers

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Water, and Air-tight  
JOINTS**

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*- the Packing*  
Reefer is a scientifically designed packing so made that whilst affording the maximum metal bearing surface, it is comparatively light in weight. It accommodates itself to all pressures, temperature, and sudden alterations of load.



**"VICTOR" VALVES**  
have been designed to meet the demand for a reliable Superheated Steam and H.P. Valve that will operate without loss of efficiency. All Seatings and Faces are interchangeable, and the Faces are reversible. Both Seatings and Faces are made of Chrome Alloy.



### AGE BEATS LARRY COPELAND

Larry Copeland, the Institute's well-known boxing instructor and formerly light-weight champion of South Australia (his ring name is "Larry Foley"), went up to Broken Hill for a restful holiday a few weeks ago. But some persuasive individuals lured him into the Stadium's hempen square to provide the main item on a Saturday-night bill against Dick French. And the holiday temporarily lost its restfulness. Six long years had elapsed since Larry last crawled under the ropes and six years is a lifetime in a boxer's career. French was much the younger and had a slight advantage in weight, but he was lucky to weather the first four rounds. Larry hit him with everything except the gong, smashing him against the ropes and chas-



ing him round the ring. None knew better than he that he had no chance against the youthful and vigorous Richard unless he finished the bout inside six rounds. And he didn't. French managed to survive the terrible punishment that came his way in the fourth round, and from then on anno domini weighed heavily on Larry. He fought doggedly with all his old pluck, took a count three times, and eventually had to retire in the 13th round. An enthusiastic crowd rocked the stadium to its foundations with appreciative cheering as the battered veteran left the ring.

### THE FIRST PREMIERS

In years to come, when the one-year-old Victorian Railways Football Association will have its old identities and greybeards boasting about the games they played "way back in 1926," the photograph below will be of historic interest. It shows the Melbourne Yard team which won the first premiership.

### A NEW ONE

He (stopping the car): "I can't drive any further for a while. My wrist is asleep."  
She: "How original!"





### UNCLE BEN EXPECTS A BIGGER MAIL THIS MONTH

**D**EAR Nieces and Nephews.—Some of you did not write to me this month. I suppose that with school commencement after the holidays, you were busy collecting your books; in many cases they would be new ones, for, I am sure, you will have started the 1927 school year in a higher grade than that in which you stood during 1926.

I will be very pleased to learn all about how you get along with your new lessons. Yours sincerely,

UNCLE BEN.

**Mirie Russell**, 11 Rice-street, Ballarat East writes :—I spent a very happy time during my holidays. Accompanied by friends we were present at several picnics, and also enjoyed a lovely day at the Ballarat Gardens, with boating on the Lake, and in many other ways had lots of fun. Am preparing for a busy year at school.

Uncle Ben sends many thanks for your good wishes, Mirie. If possible at all he will call upon you.

**Frank Godfrey**, Alphington.—Pleased to hear from you again, Frank. Your drawing of Felix is not just quite as smart as some of the former drawings you sent. It is good, though, and I should like you to keep up your enthusiasm by copying the picture which is printed each month on this page. I hope you are quite settled in your new home.—Uncle Ben.

**Alice Stewart**, Korong Vale.—Thank you for sending the nice little snap, Alice; yes, it will be returned to you uninjured. Uncle Ben hopes you will now write to him each month. He is sure you have many interesting items of news that would not only interest him, but all your nephews and nieces as well.—Uncle Ben.

**Joan Anderson**, Maryborough, writes :—I am greatly interested in "The Children's Page." I read it every month. Maryborough is a big and very busy railway town. My father works at the loco. sheds, and brings me the Magazine. We all like to read it.

Very pleased to hear from you Joan, and will look forward to getting a letter from you each month. Tell me what you liked best to read about, and the



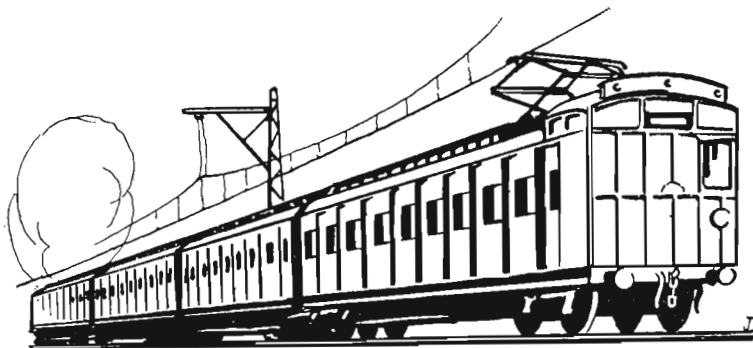
*Niece Alice Stewart of Korong Vale is on holidays ; with her brother and two sisters and some ice cream she seems to be having a good time.*

pictures in the Magazine that most pleased you.—Uncle Ben.

### ESSAY ON AUSTRALIAN BIRDS

Uncle Ben is rather disappointed that he has only received three essays upon the above subject. He had difficulty in deciding which was the best, as each was good. He thinks, however, that the one by Joan Anderson, Maryborough, comes first; Mirie Russell, Ballarat East, second; Frank Godfrey, Alphington, third. Thanks are due to these essayists for their trouble. Next month a nice easy question will be submitted to all nephews and nieces for an answer.

In the meantime, I should like each of my nephews and nieces to send in a copy drawing of the picture exercise which appears on this page. Uncle Ben.



*This month Uncle Ben wants you to try and draw this electric train without the help of guide lines. See how well you can do it.*

## The Romance of a Railway Ticket—(Continued from Page 10)

are placed in rows or sub-divisions, and under each row, there appears the number of the ticket next to be used. When the booking for a train, or for the day, has been completed, the names of the stations to which passengers have taken tickets are entered in a Train Book. The cash taken between bookings has to agree with the total in this book.

At the end of every month a return of all the tickets sold has to be sent by all the booking-clerks to the Audit Branch. An entry is made in the Classification Book of the commencing and closing number of each set of tickets; and the total amount of money received for ordinary tickets, season tickets, parcels, telegrams, and so on, must agree with the sum paid into the bank. Everything must balance to a halfpenny.

### Absent-Minded

The booking-clerk is not without his amusing experiences. Passengers will often ask for tickets to the station at which they are booking, or to places they are thinking of, but not going to. Others have not sufficient money, and offer to leave some article or other as security. The clerk, however, is usually versatile enough to suggest a satisfactory settlement of the trouble.

So far nothing has been said about that forbearing and keen-eyed railway official—the ticket collector. Taken on the whole, he is one of the most civil and conscientious of men.

Some of them will tell you (even at the risk of being ungallant) that the ladies, as a rule, give the most trouble. One, for instance, couldn't find her ticket, and had only a sovereign to pay a ninepenny fare. The collector couldn't stop the train while he hunted for the nineteen and threepence, so perforce had to shepherd the lady until her destination station had been reached, only to find to his chargin on arrival that she had been sitting on the ticket all the time.

Many are the queer places in which people



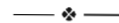
Used Tickets being carted back to  
the Mill

will hunt to find that return half that never turns up. One collector told me that an eccentric old gentleman even insisted on going to the luggage van to find out whether his ticket was stowed with his luggage.

### Reincarnation

When the tickets are collected and examined at different points on the lines, they are far from being done with. At the close of each day the tickets are arranged according to their respective numbers and stations, and sent to headquarters for examination.

What becomes of all these old tickets? When they have been finally checked at the offices of the Railway Department, they are packed into sacks and conveyed to the paper mills, there to be converted into cardboard, some of which must again figure in the booking-offices as new tickets. Surely this is romantic enough—to think that we may be carrying a railway ticket which many years ago may, with a different coat, have franked some famous personage to his destination.



### Economy

He had served some time as a fireman and was due for promotion to driver. An official impressed upon him the necessity for economy, and pointed out that both oil and waste cost money. A few days later the official asked the budding driver: "Suppose you are on your engine on a single line, and as you go round a curve you see rushing towards you another train. What would you do?"

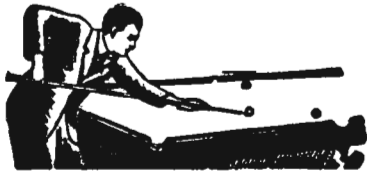
"Grab the oil can and the waste and jump," was the reply.

# Conway Stewart

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Pens with any other  
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**ALCOCK'S BIJOU JUNIOR Billiard Table** (lift on). Perfectly made—beautifully finished—absolute accuracy. Fitted with SLATE bed, fast-running cushions. Metal Buttons on Cushions. BRASS Adjusting Toes to Level Table. Set of Billiard BALLS, CUES, MARKING BOARD, and SPIRIT LEVEL.

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NAME.....  
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V. Rail.

## Wonderful Wimmera (Cont. from page 28)

and ponies, intent on missing nothing. Perhaps one of the best indications of Wimmera prosperity lies in the many beautiful homes in and around Horsham. I was privileged to see one at close quarters—that of Mr. Thomas Young, whom I have already referred to as the greatest living Wimmera pioneer. In its setting of spacious green lawns and gay flower beds it has an old-world charm that many modern and imposing houses strive but just fail to get. Only the stately palms that waved gently in the evening breeze brought me back to the Australian atmosphere, and even this was redolent of the days of "The Colonies."

Retiring Wimmera farmers appear increasingly to be building their homes around Horsham where their main interests and friendships have been formed, instead of settling in cities where they have to begin all over again. This, of course, is helping towards the greater growth and prosperity of the town and the district which gave them prosperity—helping to make Horsham in spirit as well as in material things, more and more the Hub of the Wimmera.



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# Jottings from the Institute



## OPPORTUNITY STILL KNOCKS

THERE is still opportunity for enrolment in the Institute's Educational Classes which re-opened on January 31. Oral classes are held at Melbourne, Ararat, Bendigo, Ballarat, Benalla, Colac, Geelong, Hamilton, Korumburra, Maryborough, Seymour, Stawell, Wonthaggi, Woome- lang and Wodonga. Correspondence classes can be joined by any railwayman in the State.

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

Correspondence courses include Arithmetic, Algebra, English, Shorthand, Safeworking, Station Accounts and Management, Engine Working and Westinghouse Brake, Permanent Way Maintenance and Construction. With such exceptional opportunities given to Railway employes to gain knowledge, every unit in the service should not only be thoroughly conversant with any intricacies arising out of his particular class of work, but should be able to speak correctly and write with grammatical accuracy.

## RETIRED RAILWAYMEN'S CLUB

The Retired Railwaymen's Social Club has now affiliated with the Victorian Railways Institute, and a social and lounge room has been provided by the Council of the Institute for the exclusive use of its members between 10 a.m. and 6 p.m., where members of the Club may meet and continue old friendships.

A nominal membership subscription has been arranged to cover the cost of both organisations, the Institute moiety being 5s. per year, which, in addition to these privileges, gives them the use of the library and billiard rooms, and makes their families eligible for the social classes.

The library, which now has 55,000 books, is as good as, if not better than, any library in the State. Each country centre also maintains a library, but

for the convenience of those who live outside an Institute Centre, two books at a time can be sent and returned by rail, free.

The Social Division is of interest to the Retired Railwaymen. Education in social attainments for members of their families is provided at exceptionally low fees. Tuition in violin, singing, pianoforte, elocution, banjo, mandoline, ballroom and fancy dancing, and National dancing, is given by the best teachers obtainable.

The Billiard rooms are equipped with the best tables, while comfortably furnished reading rooms have files of newspapers and periodicals.

## REMEMBER BY-LAW 4.

It has been remarked that, each year, class students who have obtained the highest percentage in their respective examinations have been unable to claim the prize through having failed to comply with By-law 4, which says: "No prize will be awarded to any candidate who has not effectively attended the Institute Classes in the subject of the examination for such prize, for at least three terms. Effective attendance to be secured by attending at least 45 per cent. of the class meetings held during the year in the subject referred to."

The moral, of course, is, Enrol Early.

## BAND RECITALS

The Newport Workshops Concert Band is announced to give recitals every Wednesday at 8 p.m. in the Beach Rotunda, Williamstown, up to and including March 30.

The Victorian Railways Military Band will give similar performances, every Wednesday evening, in the Sandringham Beach Rotunda.

## TOBACCO—CHEAP

One of the benefits of Institute membership is the concession which it carries on the purchase of tobacco and cigarettes—a by no means small item, these days.

The Institute tobacco cabinet is always kept fully stocked, and all brands are sold at reduced rates.

Country members may obtain the concession at their local centre area.

## What the Superannuation Regulations Mean

**R**EGULATIONS issued under the State Superannuation Act, 1925, were approved by the Governor-in-Council on December 14, 1926. We have been asked to publish the following digest of them, which all contributors to the Fund should note carefully:—

### INCREASE IN NUMBER OF UNITS

**Officers and employes who are in receipt of £234 p. a. or under:**—Any officer or employe who was in the service on January 1, 1926, and who is in receipt of £234 per annum (14s 11d. per day) or under, may elect to increase the number of units for which he is contributing, to make a total not exceeding four, at any time within two years from January 1, 1926. If appointed after January 1, the election may be made at any time within two years from the date of permanent appointment.

Contributions for any such additional units are payable from the pay day following the date of election.

**Officers and employes who were 30 years of age or over on November 25, 1925, and who are in receipt of over £234 per annum.**—When the salary of any such officer or employe is increased, and by reason of that increase falls within a higher salary group, he may, within three months from the pay day on which payment at the increased rate is first actually made, elect to increase the number of units for which he is contributing, provided that the total number shall not exceed the number specified for the salary group in which his salary falls.

If, however, the increased rate was paid prior to December 14, 1926, he may so elect within three months from that date, i.e., at any time before March 14, 1927.

Contributions for any such additional units are payable from the pay day on which payment at the increased rate of pay is first actually made.

The number of units specified for each salary group is as follows:—

Annual Salary	No. of Units
£235 (15s. p.d.) to £260 (16s. 7d. p.d.)	4
£261 (16s. 8d. p.d.) to £312 (19s. 11d. p.d.)	5
£313 (20s. p.d.) to £364 (23s. 3d. p.d.)	6
£365 (23s. 4d. p.d.) to £416 (26s. 6d. p.d.)	7
£417 to £468	8
£469 to £520	9
£521 to £572	10
£573 to £624	11
£625 and over	12

It should be specially noted that under this provision, any officer or employe who did not, in the first instance, take the full number of units to which his salary entitled him, may elect to contribute for additional units at rates appropriate to his age next birthday, provided, of course, that his salary has been increased to an amount which falls within a higher salary group.

All applications for additional units should be addressed to the Auditor of Disbursements, Railway Offices, Spencer-street.



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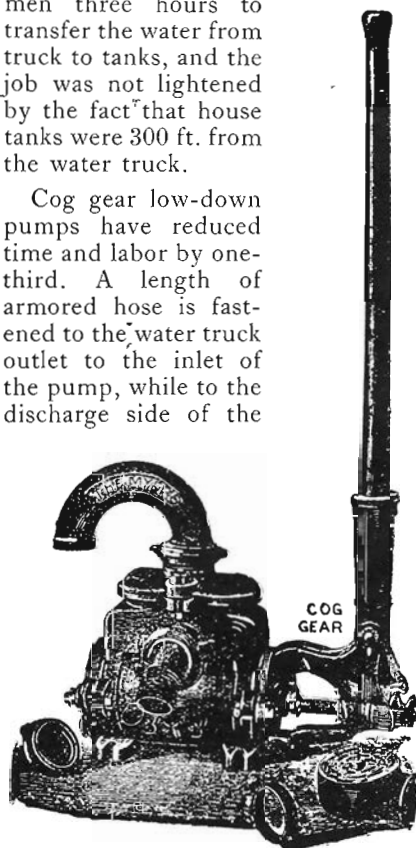
## Water-Truck Pumps

**T**O railwaymen and others who are compelled to live some distance from water mains, the supply of water for departmental and domestic requirements is often a problem at this time of year. The advent of the cog gear low-down pump, of which an extra supply was made available to District Engineers last year, has, however, made a great improvement.

In the good (?) old days water was brought in 2,000-gallon trucks as close as possible to the residence or depot requiring it. Then, with buckets, a gang of men got busy.

It often took three men three hours to transfer the water from truck to tanks, and the job was not lightened by the fact that house tanks were 300 ft. from the water truck.

Cog gear low-down pumps have reduced time and labor by one-third. A length of armored hose is fastened to the water truck outlet to the inlet of the pump, while to the discharge side of the



pump is fastened canvas hose of sufficient length to reach to the top of the tank to be filled. The hose is then shifted to the next tank and pumping is repeated until all are filled.

To discharge a truck by this method, including the shifting of hose, and so on, it

### THIRTY-FIVE YEARS AGO

**T**HE following are extracts from *The Victorian Railways Gazette* of July 1, 1892:—

*Among the employes who have attained the age of 65 and are retiring this month are Stationmasters J. Broadbent, J. C. Cutbush, J. White and J. Stanistreet.*

*A dastardly attempt to wreck the 2.20 p.m. train from Ballarat on June 20 was made near Talbot station by placing a large quantity of stones and cementy earth on the line. Fortunately Driver J. Lee was able to pull up in time.*

*For the four weeks ended June 16, 1892, the total receipts for traffic on the Victorian Railways were £205,268, while for the corresponding period of last year the receipts were £216,232.*

*Mr. P. P. Labertouche, the genial Secretary for Railways, goes on three months leave of absence, after which date he will retire from the service.*

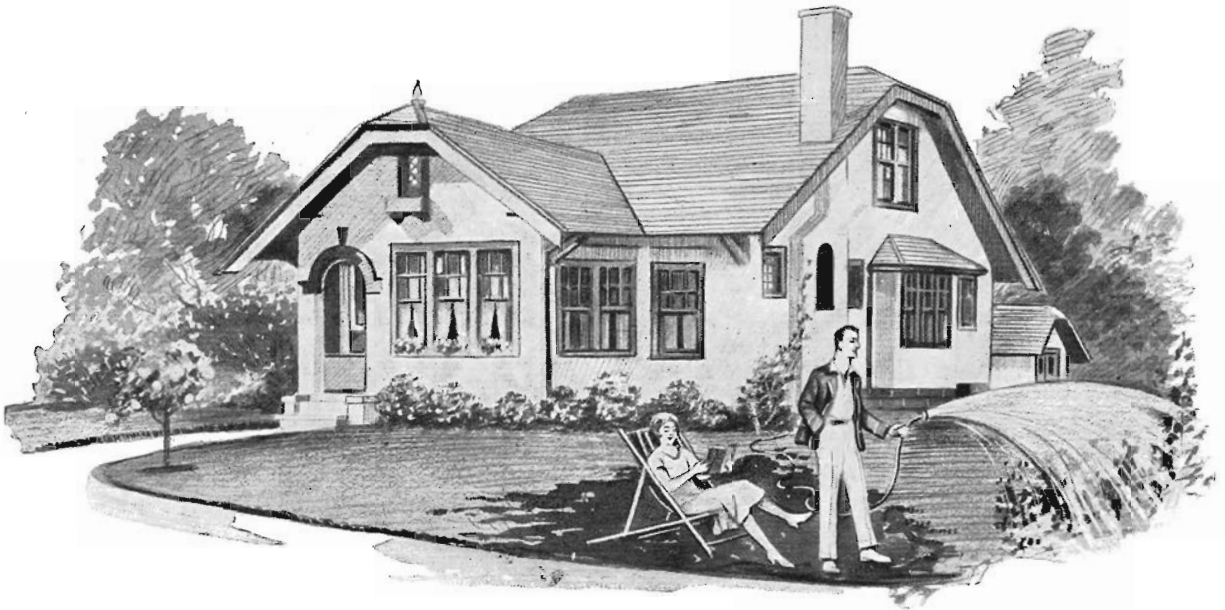
*The Cabinet of the South Australian Parliament has decided that the Eight Hours' System shall be extended to all the signalmen, porters and goods shed hands at a number of the larger towns on their lines.*

takes two men about 1½ hours, or three man-hours, against nine man-hours by the old bucket method.

Occasionally it happens that a water truck is delivered at a station, but the pump is elsewhere. Possibly the train schedule will not allow of its being brought in time from the place at which it was last in use. But it is a different story when an engine depot, such as Korong Vale runs out of water, as happened in the summer of 1924-25.

From a centre such as Bendigo, twenty 2000-gallon trucks are sent daily.

# Home Ownership as an Investment



*A Modern Suburban Home*

**T**HE ownership of the home, or the purchase of one on extended or easy terms, enables the owner to dispense with the problem of paying rent, and to apply the money, firstly, in paying the interest on the principal owing from time to time, and, secondly, in the reduction of the principal.

This method of obtaining a home is sound in this respect, that once the home is erected and the purchase begun, the instalments are met regularly, and the money instead of being paid away as rent, forms the commencement of sound savings, and, eventually, the acquisition of a permanent investment in the shape of one's own home. If the property be wisely financed, the instalments may be arranged on a weekly or monthly basis, and the amount paid in reduction of the principal and the interest need not be in excess of the rental value of the home.

There is no better method of compulsory saving than that of purchasing the home on the instalment plan, and one that in the end yields to the owner a full measure of satisfaction and pride.

## WOULD YOU EMPLOY YOURSELF?

*Honest, now—*

*Would you ?*

*Would you employ yourself ?*

*Just imagine yourself the "boss" for a minute—*

*Then check up your record for the past week, as an employe—*

*Remember it's your own money that will pay your salary—*

*If you applied for a job, would you get it ?*

*Has your work for a week made a profitable investment for the store ?*

*Have you analysed what you are doing and why ?*

*Have you been heart and soul "on the job" ?*

*And IN your job ?*

*What does this inventory show ?*

*You're "the boss," now, you know ?*

*Would you employ yourself ?*

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Remember the "National" organisation is composed of experts in each Branch, and they have had many years of experience in Home Building, to guide you in the selection of the site and the building of your new Home.



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Timber Homes from £500, Brick from £600. Deposit from £25 if no land. No deposit required if you own land. Homes already built for Sale, all Suburbs, on deposits of £25 and upwards.

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A Plea for Whiskers—(Continued from page 33)

**R**AILWAY  
whiskers  
of 54 years  
ago—as exem-  
plified in a  
group of Ben-  
digo guards  
photographed  
in 1873.

tion of hirsute adornments; still, it is noticeable that many men, effeminately clean-shaven before the war, are earnestly encouraging the growth of hair on the face, although, so far, on a strictly limited area beneath the nose. There is, of course, little to be said for a toothbrush moustache, except that it is a beginning, a sign, at least, of an uplift in masculinity. One sighs for a return of the times when beards were worn which were worthy of the strange and mighty oaths that were sworn upon them. It were a mild oath indeed that could be taken upon a toothbrush moustache.

**Deeds of Derring-Do**

For an example of national vigor, look to the reign of Elizabeth. That period, probably the richest in history in deeds of daring, was also singularly rich in beards. Men took their beards seriously in those days. To pluck another by beard was to lay upon him the most deadly of insults, removable only by a fight to the death. The audacious Drake had this in mind when, spoiling for a fight, and deprived of the opportunity by the fleetness of the Spanish vessels, he solemnly promised the aristocratic Castilian that he would return at a given time and

well and truly pull his beard, a promise, it is pleasing to recollect, fulfilled by him to the letter.

The beard, when all is said and done, must remain the true outward sign of virile masculinity. It can be grown with only indifferent success by woman, which is a point worthy of consideration in these days when man's perquisites, even to his cigarette and his walking stick, are one by one being filched from him by the "predominant" sex.

**MAKE SURE OF YOUR MAGAZINE!**

**T**HE Victorian Railways Magazine is issued free to all permanent Victorian railwaymen and temporary and casual employes with six months' service.

Each Branch of the Department makes a monthly requisition on the Printing Officer for the number of copies required. If you do not get your copy, see your officer-in-charge about it.

When you have finished with your Magazine, pass it on to a member of the public.

**Railwaymen!! The Public depend on you—**

You can depend on "STANHOPE BICYCLES." (Guaranteed 10 years).

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- "Beyond The Milky Way."—A fascinating survey of the Universe.  
"Nadine."—A bright, witty and sparkling romance which everybody should enjoy.  
"The Veil of Glamour."—A fine sense of climax holds the interest up to the concluding pages.  
"It's Not Done."—A modern novel, well written, and with well sustained interest.  
"The Kid Glove Skipper."—Carries the interest of the reader from page to page.  
"A Village Millionaire."—A pleasant, wholesome and picturesque story.  
"The Bonnie Earl."—A work which presents a thrilling glamour, sketched around a scene laid in Southern Scotland.

"BEYOND the Milky Way," by Dr. George E. Hale (Chas Scribner's Sons.)

Dr. Hale in this volume outlines some of the newest discoveries, both in astronomy, dealing with the infinitely large, and in physics, dealing with the infinitely small. Numerous illustrations are included. The first chapter, on "The Oriental Ancestry of the Telescope," tells of the devices used by the Egyptians, Chaldeans, Greeks, Chinese and Hindoos before the invention of that instrument.

Of particular interest are those parts of the second chapter, which shows how the late Ernest Fox Nichols was the first to measure the heat radiation of a star, and which points the way to future great developments. The final chapter summarises the suppositions in regard to another universe. Our copy through Robertson and Mullens.

"NADINE," by G. P. Robinson (Duckworth, London). If anybody cruising among the golden Islands of the Aegean deserved to become involved in the plots and intrigues of the comic-opera Principality of Maranos, "The Monte Carlo of the Eastern Mediterranean," and to carry off its gay princess, surely it was the young Englishman, so resourceful and witty and debonair, who is the hero of this story.

From beginning to end, from his first battle in a sordid cabin with a band of cut-throats, to his last splendid appearance in a tragi-comic coronation, fate and his enemies and Nadine never give him a moment's relaxation.

"THE Veil of Glamour," by Clive Arden (Leonard Parsons). Our copy through Robertson and Mullens.

This novel tells the story of a couple who determined to put into actual practice the "period of probation," which is often spoken of but rarely carried out—the living together before marriage—as an experiment.

Of the trials of temper, the temptations of proinquity, the moments of joy, and the final decision, the authoress has much to say; and, incidentally, of the attitude of village society towards the two who so daringly braved the conventions.

"IT'S Not Done," by William C. Bullitt (Brentano's Ltd.) The story of a man who has been born into a wealthy family.

He is essentially an aristocrat, and the conflict in the novel emerges from the attempt of his eager spirit to embrace the fullness and beauty of life, and

at the same time to carry an ancestral standard of personal honor through the conflicts of love and affairs.

"THE Kid Glove Skipper," by Lawrence David (Leonard Parsons). A novel of vivid color and interest, fearless in its candour.

It is not a war story, although we encounter Sub-Lieutenant Bridgeman, R.N.R., in the closing tragic days of 1918. We see the sensuous charms of Irene Bute work the undoing of a young officer in one service, and the rough seas of the Western ocean remake him in another, and eventually remake the painted lady herself also.

Through it all he remains John Bridgeman—bad philosopher, but good sailor—ever "ready to fight some more." His ultimate will to double victory in the teeth of a roaring West Indian hurricane, and the equally strong but more subtle opposition of the woman he loves, may appear as ruthless and cruel to some as it is physically magnificent.

"A VILLAGE Millionaire," by Richard Kinver (Leonard Parsons). Dick, the son of Sir John Maitland, an industrial magnate in the Western Midlands (England) and a member of an ancient family, falls in love with Lucy Halkett, the refined daughter of one of his father's foremen.

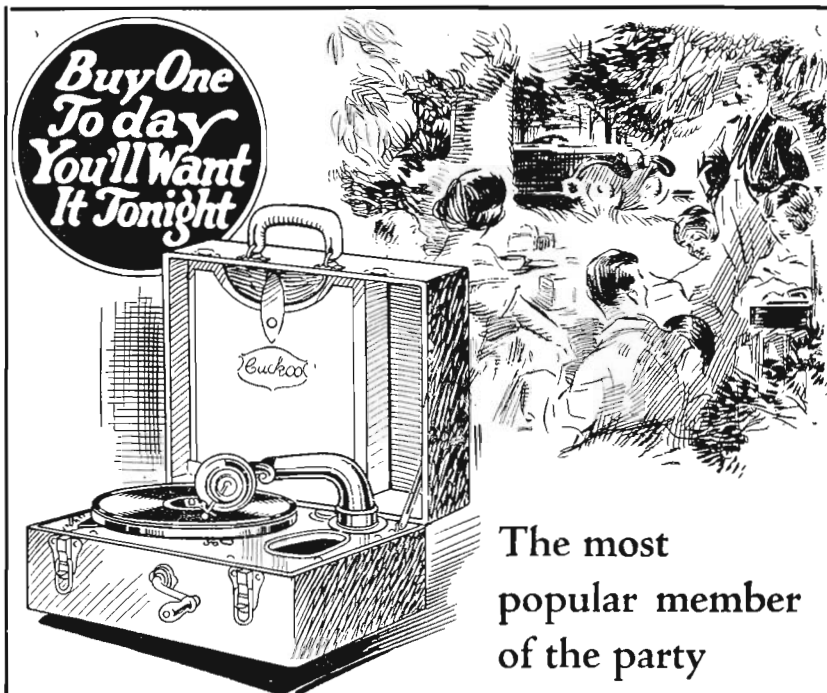
Sir John and his wife give at last a reluctant consent to Dick's marriage; but Lucy refuses to become wedded until she has gained the full affection and approval of her prospective parents-in-law. Halkett, a man of sterling character and intelligence, is the leader of a strike, but later, having had a fortune left him, he buys the steel works from his employer.

The conduct of a working-man when he attains to authority is a favorite subject with novelists, but provides Mr. Kinver with some original and convincing scenes.

"THE Bonnie Earl," by Amy McLaren (John Murray). In "The Bonnie Earl" Miss McLaren has laid her scene in Southern Scotland—this time on the west coast—and admirers of her very successful "Bawbee Jock" will not need to be told that her picture of country-house life and character done from within, richly humorous, and, by the same token, full of the sincerest sentiment.

Miss McLaren is fond of the people she describes, whether peasants or aristocrats, and has a deep feeling for the beautiful background against which they move. She certainly has a definite tale to tell.

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*How Uncle Sam Runs His Trains—Continued from page 30*



*The Locomotive of the 5.15 p.m. Chicago Limited from Los Angeles*



*Williams, Arizona, a Typical American Railroad Station*

ticket office, on his arrival.

All the railroads of America are privately operated, but are subject to regulation by the Interstate Commerce Commission and State Commissions.

The volume of the train services was a continual matter for astonishment. Between Philadelphia and New York, for example, a distance of about 90 miles, trains ran in each direction every hour all through the day and night.

Notwithstanding the fast, frequent and comfortable train services in America, motor competition is being severely felt by the railroads. Splendid concrete highways extend practically to every part of the country.

There is only one class of travel on American railroads, namely the "Day" coach, which is patronised by passengers who are equivalent to second class travellers here. An extra charge is made for travelling in the Pullman and observation cars, and additional payment is necessary for sleeping accommodation.

#### **Harvey Station Dining Rooms**

Dining cars are provided on nearly all long distance trains, and the use of station restaurants is confined to local and short distance traffic, except in the case of the Atchison Topeka and Santa Fe Company, which operates on the Los Angeles to Chicago route a number of station dining rooms familiarly known as the Harvey System. These dining rooms are beautifully appointed and the service is of a high order. The Santa Fe Railroad passes through one of the most picturesque routes in the United States—one made famous by the Indian and the Covered Wagon days of American history.

With a view to attracting passenger travel, the company has wisely retained the Indian features in the naming of its stations, which are of a picturesque Spanish type of architecture.

The freight traffic is of paramount im-

portance in America, and represents approximately 70 per cent. of the total earnings of the railroads.

Most of the freight is carried in trucks of 50-tons capacity. It was interesting to note the varied ownership of the freight cars standing in the railroad sidings throughout the country.

In San Francisco, we saw freight cars from Canada, as well as from the other distant parts of the North American Continent standing in the Southern Pacific railroad yards. A charge of one dollar per day is made for the time during which a truck remains on the rails of another Railroad Company.

A most ingenious system of accounting records every freight car on its devious wanderings throughout the great network of lines covering this vast country.

#### **Enthusiastic Workers**

The American railroad man impressed us as being a competent and enthusiastic worker, keen on boosting his own railroad and adding to its prosperity and good name with the travelling public.

Passengers are made to feel that a personal interest is being taken in their vacation by the ticket clerk who arranges their itinerary, while shippers of freight are provided with valuable service in the way of information of the arrival and delivery of their goods by the many freight agents who are engaged by the railroads to solicit business throughout the country.

Team work is apparent not only on the individual railroads but on the American railway system as a whole.

All the railroads of America are members of the American Railway Association, which functions by means of Committees of experts in the locomotive transportation and other divisions, and is an important factor in bringing about standard practices. A powerful and progressive body is the American Railroad Officers' Accounting Association, which ensures the use of uniform accounting



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methods.

The operations of many of the railroads assume mammoth proportions. For example, the freight revenue of the Pennsylvania railroad, which is one of the biggest railroads in the world, and probably carries the heaviest traffic of any, was £88,000,000 per annum compared with the Victorian Railways goods revenue of £5,250,000. Many of the other railroads we visited had freight revenues which amounted to upwards of £40,000,000, and it can be appreciated that it was not an easy matter to make a detailed study of such large organisations.

We were received with every courtesy and consideration by the many railroad men with whom we came in contact, and every facility was afforded us in the conduct of our investigations.

Many interesting methods were noticed in the particular field of our studies, and one could not pass through the study of such stupendous operations so efficiently performed without acquiring a larger vision for dealing with the problems near at home.

— \* —

### Good Service Appreciated

(Continued from page 51)

#### GOOD SERVICE AT MT. BUFFALO

I CANNOT leave the Chalet after a week's stay without expressing my appreciation of the excellent service rendered by the management and staff. From the time our party left Melbourne, the attention we received left nothing to be desired. The accommodations at the Chalet are excellent; the equipment first class in every respect, and compares very favorably with many of our first-class summer resorts.

I think that in a year or two it will be necessary to double its capacity as it is really a marvellous mountain resort.

—Louis Ingram, Beaser Falls, U.S.A., writing to Mr. A. E. Williams of the Tourist Bureau.

#### STOCK UNLOADING RECORD

WITH reference to a consignment of 24 trucks of sheep from Newmarket to Hopetoun on 20th inst., I wish to thank you, also your staff of officials, for the excellent arrangements made for the unloading at your end. It was something of a record to unload 2,800 sheep in half an hour, and, throughout the trip, only one sheep was lost, which speaks well for the railway staff right along the line.

If anything goes wrong, the Railways are always at fault. Therefore, I thought it only a fair thing to write and let you know that your efforts on my behalf were much appreciated. And I thank you one and all for the splendid help, courtesy and attention I received at your hand.

—W. W. Constable, Hopetoun, writing to the Stationmaster, Hopetoun.



### THE<sup>r</sup> GREATEST CURSE

The Duke de Stackpole, head of a distinguished Irish family, writes in his "Irish and Other Memories"—"An old story is told in connection with the national failing. 'Drink!' said the preacher, 'is the greatest curse to our country. It makes ye quarrel with yer family. It makes ye hate yer neighbours. It makes ye shoot at yer landlord. And it makes ye miss him.'"

### TOO GREAT A RISK

A woman and her daughter were at sea during rough weather. After a silence of some time the mother asked, "Are you seasick, dear?"

"No, I think not," replied the daughter; "but I'd hate to yawn."

### NOT REASSURING.

A doctor and a lawyer lived in the same suburb. Though they were not related, they were both named Smith. It happened that in June, Doctor Smith died, and in July, Lawyer Smith went for a holiday. From Brisbane the lawyer sent a wire to his wife which was delivered to the widow of the doctor. It said: "Arrived duly. Heat terrible."

She sang quite prettily, but her favourite song was called "Falling Dew," and her father couldn't stand it.

He said it reminded him of the rent.

A London taxi-driver, putting on a spurt to reach a railway at a certain time, ran down a cart, upsetting the contents. A police constable, confronting the taxi-driver, demanded his name.

"Michael O'Brien," came the reply.

P.C.: "Indeed, that's my name, too. Where do y' come from?"

T.D.: "Cork."

P.C.: "And so do I. Now just stand there a moment while I go over and charge this man with backing into ye."

### HE LOST HIS CASE.

A young lawyer, pleading his first case, had been retained by a farmer to prosecute a railway for killing 24 hogs. He wanted to impress the jury with the magnitude of the injury.

"Twenty-four hogs, gentlemen. Twenty-four; twice the number there in the jury box."

### FOREARMED.

The Girl—Can you drive with one hand?

The Boy (enthusiastically)—You bet I can.

The Girl—Have an apple.

### HE GOT IT.

Traffic Cop halting a speeding motorist:—Say, what's the idea of paying no attention when I tell you to stop?

The Speedy One—I'm sorry, but I am deaf.

Traffic Cop—Well, we'll see that you get your hearing in the morning.

He turned around, gazed at his wife in the back seat, and said: "Aw, shut up! I know what I am doing an' doncher ferget it!" One minute after-

ward St. Peter handed him a flute with six holes and told him to move over to the alto section.

Dean Inge, of St. Paul's, the famous publicist, who went on a lecture tour to America, brought back this clerical gem:

A man quite tipsy sagged down on the lobby lounge beside a dignified clergyman.

"Thishs fine hotel," he began.

"Yes, I find it very comfortable."

"Whatja say to havin' a drink?" asked the boozey one genially.

The Clergyman's face set severely. "No thank you, I never touch the vile stuff."

"Shay!" exclaimed the other, "whatja givin' me? You gotcha collar on backwards now!"



A Minor Railway Accident

# Our Draughts Corner

(Conducted by W. LAMBERT, Hon. Secretary V.R.I. Draughts Club)

**T**O systematise play.—The method adopted to number the board is only imaginary.

Set the black pieces on squares 1 to 12, and the white pieces on squares 21 to 32.

The numbers are then calculated, as on the diagram. Black plays first.

	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	

## Advanced Players

The single corner game.—In last month's issue the lines were continued to the second column in error.

In this issue the Cross game will be given as follows:—

11 15	24 20	14 17	22 18
23 18	6 10	21 14	1 5
8 11	22 17	10 17	18 9
27 23	9 13	25 22	5 14
4 8	30 26	17 26	32 28
23 19	13 22	31 22	12 16
10 14	25 9	11 15	24 19
19 10	5 14	19 10	14 18
14 23	26 23	7 14	23 14
26 19	2 7	28 24	16 23
7 14	29 25	8 11	Drawn

Problems No. 1.—Black 14-15-K11  
White 12-22-23  
Black to move and win.

No. 2.—Black 1-7-8-16-24-K31  
White 5-9-13-14-22-26  
White to move and win.

No. 3.—Black 3-12-K31  
White 15-22-24  
Black to move and win.

The position arising from the slip cross is very interesting, and a trap into which the unwary might easily fall, as white does, by moving into 22-17. This gives black an easy win.

Black 1-2-5-6-8-9-11-12-14-16-20  
White 15-17-18-21-23-25-26-28-30-31-32  
Black to move and win.

## Beginners' Section

I have been requested to repeat some of the notes given to beginners in previous issues. Owing to the wider distribution of the Magazine it is anticipated that a greater number will now interest themselves in this pleasant pastime.

One of the most important features of the game is to try to obtain the move over your opponent. For

example, place black king on 4 and a white king on 29. Which moves first wins, and so it is with quite a number of men on the board. But if an exchange takes place, the move will generally be transferred to your opponent. A simple method to be adopted to ascertain if you have the move can be calculated by counting all the pieces, black and white, on your system; that is to say, all pieces in columns 1, 2, 3, 4 (sixteen squares) and on the white side from 29, 30, 31, 32. Therefore, in the first white column, 29, 21, 13, 5 would be the first four and so on. Try and memorise the following lines:

If it is your turn to play, the system four you should survey.

If it's **even**, it is clear that you have a block to fear.

If it's **odd**, then it will prove that you rightly have the move.

Try over the Advanced Players' section and you will then see how the move is applied in a practical way.

## Solutions

Owing to the Magazine being a monthly issue, I will give solutions to the problems. But I would request that they be exhaustively tried out before referring to the answers.

No. 1—11-16, 12-8, 16-12, 23-19, 15-24, 8-3, 12-8, 3-12, 24-27, 12-16, 27-31, B.W.

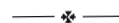
No. 2—22-17, 31-22, 9-6, 1-10, 13-9, 22-6, 5-1, 10-17, 1-28, W.W.

No. 3—31-26, 22-17, 26-22, 17-13, 22-18, 15-10, 18-15, 10-6, 12-16, 24-20, 15-10, 20-11, 10-1, 13-9, 1-5, 9-6, 3-7, 11-2, 5-1, B.W.

## Draughts Team

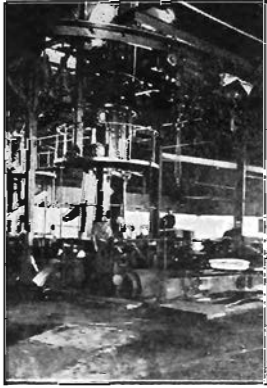
We would like to organise a team from the Spencer-street office, and we ask those interested to meet the secretary any Thursday evening at the club room (near the Library of the Institute) with this end in view.

The members of the Draughts Club extend to Mr. J. Robinson their deepest sympathy in his recent sad bereavement. They also extend to Mr. W. Eastwood their best wishes for a speedy recovery from his painful accident, and hope that he will soon be among us again.



## FAREWELL CONCERTS

Assisted by the V.R.I. Orchestra, Messrs. Edward Cahill and George Brooke, the well known concert artists, are giving three Farewell Concerts in the Assembly Hall before their departure for America. These will be held on Monday, March 7, and Saturday, March 12, at 8.15 p.m., while a Matinee will be given on Thursday, March 10.



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## Good Service Appreciated

(Continued from page 51)

### "A GREAT EFFORT"

REGARDING delivery of stock at our special sale at Newmarket on the 19th inst., we wish to compliment you on the efficient service and delivery you gave us in the handling of this big undertaking. It was certainly a great effort, and considerably helped the result of our sale, as it enabled us to get our big yarding of sheep drafted and placed for buyers' inspection prior to the commencement. —John McNamara and Co., Pty. Ltd., 428 Collins-street, Melbourne, writing to the Railways Live Stock Agent.

### HELP IN SICKNESS

I DESIRE to express my thanks to the officers of your Department who were responsible for the great kindness and consideration shown me on December 22 last. On that date I was travelling with my husband on the 4 p.m. Sydney Express, when he was suddenly taken ill with acute pains.

Knowing from previous experience that a drink of hot water would relieve him, I stepped off the train at Longwood and asked an official (the S.M., I think) if it would be possible to obtain some there. He informed me that as the train was just about to leave he could not get it for me, but that he would ring through to the next station and request that I be supplied with it on arrival. On reaching Euroa, an official was waiting with a pint jug of boiling water (having had to borrow the jug for the purpose). And, I can assure you, I was exceedingly grateful, for, as expected, it did ease my husband a little, but as I was very upset at the time, I am not sure that I expressed my thanks.

—Mrs. D. Ellt, Ellimatta, Canterbury-street, Oakleigh, writing to the Secretary for Railways.

### WALLET RESTORED

LAST evening, I left a wallet in the 5.57 p.m. Carrum train, and on arriving at business this morning, I received a letter from Mr. W. P. T. McCaskill, a clerk at the Caulfield Railway Station, informing me that a wallet containing a letter addressed to me had been handed in at that station and could be obtained upon my describing its contents. I have now received the wallet, and, as it contained a ticket to Sydney, Mr. McCaskill's thoughtfulness and promptitude in communicating with me has saved me a great deal of anxiety and probably the cost of a new ticket. I should esteem it a favor if you would convey to Mr. McCaskill, officially, my sincere thanks for his kindness. The Department is to be complimented upon the possession of so zealous an officer.

—Miss Ida Whiteley, 28 St. James-road, Malvern, writing to the Secretary for Railways.

### ANTIDOTE TO COMPLAINTS

AS an antidote to some of the complaints which doubtless reach your ears, I should like to pay a tribute to the courtesy and kindness of the officials on afternoon duty on No. 1 platform at Flinders-street. One day during this week a suit case of mine went astray, and every possible effort was made in the kindest way until it was traced and restored to me. With gratitude and appreciation.

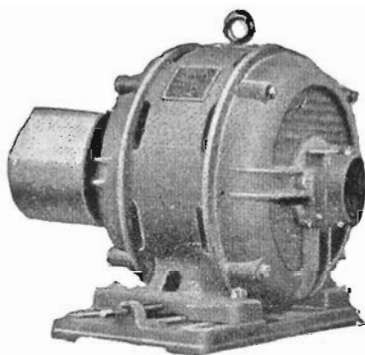
—Lynda C. Rylah, 134 Barkers-road, Hawthorn, writing to the Chairman of Commissioners.

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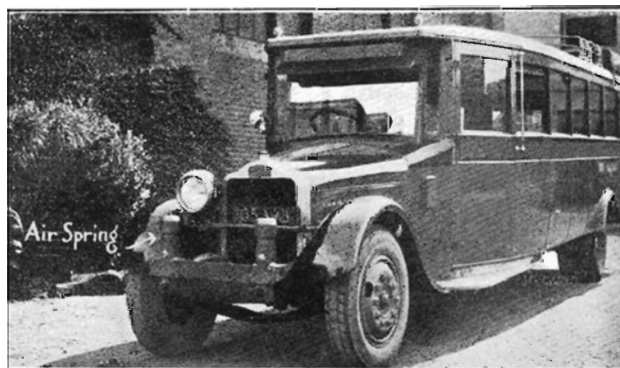
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# Garden Notes for March

## WHAT TO PLANT AND SOW

Cabbage (Eastham, Enfield Market, Early York). Carrot (Early Horn, Guerande, Chantenay). Cauliflower (Late Eclipse and other main crop sorts). Chinese Cabbage. Cress. Endive. Lettuce (Iceberg, New York, Neapolitan and Hanson). Kohl Rabi (Large Purple, Large Green). Mustard. Mushroom Spawn. Onion. Potato (bulbs). Onion Tree (bulbs). Parsley. Parsnip. Peas (English Wonder, William Hurst, Witham Wonder). Radish. Salsify. Spinach (Prickly). Swede (Laing's Garden). Turnip (Orange Jelly, White Stone).

### Flower Garden

**T**HIS season of the year is, as a rule, very disastrous to the garden, and the losses sustained are usually disheartening.

As these dry periods are always likely to occur, the best way to show that we have taken to heart the lesson is to prepare to meet them.

The best way to do this is to cover all beds, borders and shrubberies with mulching to a depth of six inches. This prevents the rapid evaporation of the moisture by the action of the sun and wind on the soil, and also lessens the quantity of water required.

It has long been thought that one has to put up with the scene of dullness that takes place between the last fading flower of the dahlia and the first of the bulbs with early spring. Such has been proved wrong, and by the selection and sowing of plants, which include Nice Stocks, Primula Malacoides, Pansies, Iceland Poppies and Wallflower, we can brighten both our hearts and gardens, and have a good supply of seedlings ready to be transplanted as soon as weather permits.

**Seed Raising.**—The results obtained by amateurs are sometimes very disappointing. To get the best results it is essential to obtain seed pans or boxes. In this way you obtain more control over them than if sown in the open. As drainage plays an important part, place about one inch of charcoal in the bottom of these, and then fill up with a light or sandy soil, then thoroughly soak and allow to drain.

It is important that seeds be not sown too deep; they should be placed on the surface and just covered. After sowing they must be placed in a cool situation, and on no account allowed to become dry. As soon as plants are large enough to handle, they should be picked out and planted in shallow trays, giving each plant sufficient room in which to form good strong roots.

**Sweet Peas.**—With the introduction of the variety known as Winter or Early Flowering Sweet Peas, we have obtained a great acquisition to those plants that brighten the dull months of winter. The ground should be trenched to a depth of 18 inches to 2 feet, and filled to within 6 inches of the top with well-decayed stable manure, and then covered with a good rich loam.

It is not advisable to transplant sweet peas, so that seed should be sown where they are required to remain. Seed should be covered about half an inch.

**Gladiolus.**—Autumn flowering Gladioli should be neatly staked before the heads become too heavy, as at this stage they are easily broken.

**Dahlias** may still be planted for late bloom. Make preparation for planting bulbs. Spring

flowering bulbs are widely planted by all gardeners, and since one cannot do much for the bulbs, once they are planted, we should do all that is possible to ensure success beforehand. The soil should be reasonably well dug, say, to a depth of 18 inches, and the best manure to use is bone meal. This should be used to the amount of one handful to the square yard, and placed about one foot below the surface. Such preparation as this, together with early planting, will lead to good results.

Lawns that have failed during the dry weather should be top-dressed with "Cicada." Thrip and other pests should be kept down by the use of Benzole Emulsion.

Carnations may be planted for winter flowering, but only strong, well-rooted plants will succeed now. Rose budding may be proceeded with whenever the stocks run freely, and the buds are mature. Water the stocks well first.

### Vegetable Garden

A season like the present enforces our repeated recommendations to plant brakes, i.e., rows of tall growing things, such as Sugar Corn, Asparagus, in rows, at intervals to give partial shade and shelter to the crops between.

**Marrows, Cucumbers and Melons** will greatly benefit by a few head of maize growing among them, and **French Beans** will not take the red spider so readily if sheltered from the afternoon heat, as the sun passes over. Continue to transplant **Cabbage, Cauliflower, Savoy, Brussels Sprouts, Broccoli**. Remove the two or three outer leaves when planting; they will not exhaust so much, and puddle them in. Do not forget that Cauliflower must have plenty of manure, otherwise it will fail to head.

**French and Runner Beans** may still be sown for late succession, but not largely.

Continue the training of **Tomatoes**, pinching lateral growths immediately they make their appearance, and stopping the main stem when four or five clusters of fruit have set. Apply liquid manure once a week, and keep a look-out for caterpillars. Place sticks or supports around, so that the sun and air can get to the fruit.

Deep stirring of the soil is one of the most important points in vegetable culture. There is no soil that cannot be improved by it, but its effects will be most noticeable in cold, heavy soils, where there is a vast mine of fertility that only requires to be judiciously worked. Cleanliness and surface culture of the soil are, to a certain degree, effective in the development of plants, but without deep stirring the land will not produce to the full extent of its capability.



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---

CONSTRUCTIVE CRITICISM AND SUGGESTIONS ARE INVITED

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# THE VICTORIAN RAILWAYS MAGAZINE



6<sup>D</sup>

ROYALTY ON THE RAILROAD  
· see Page 38

Vol 4. No 4  
April 1927



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WHEN Napoleon said "An Army fights on its stomach" he uttered a truism which applies equally to machines as to soldiers.

Even the most efficient unit must be supported by an organisation with the power and will to serve that unit

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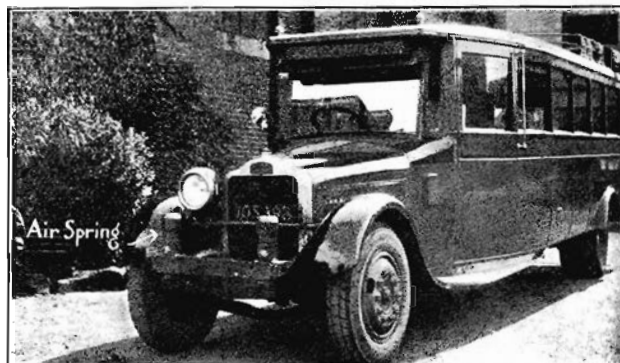
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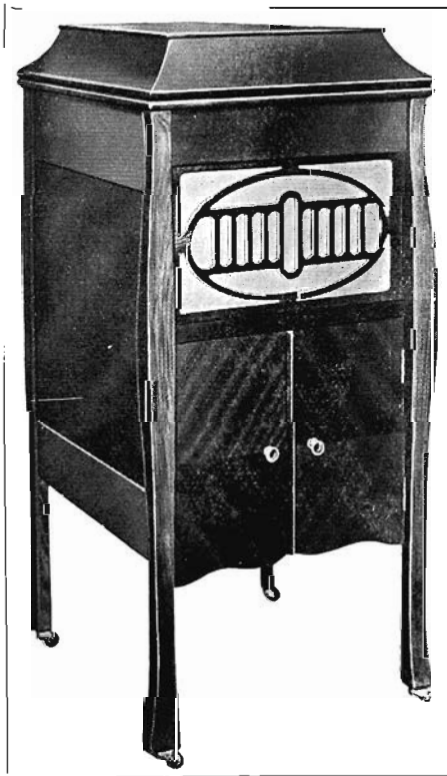
**“SAFETY FIRST”** is the Railwayman's Slogan and it is ours too. A guarantee of 12 months is given on our Machines against all defects.

WE are again offering this Cabinet in response to popular demand through the Magazine, its sales have been a record, and we have letters from clients from all parts of the State expressing their complete and entire satisfaction with it. These letters are available at our office to anyone who desires to see them.

The Cabinet is in Blackwood in Natural Color or Rosewood finish. Has beautiful, quartered Fiddle Back, Blackwood Panels. Has a genuine Double Spring Swiss Motor, 12 in. Plush Covered Turn Table, and plays all records. It has the latest Pattern Tone Arm and Speaker, and is fitted with Speed and Tone Controller. Complete with 6 Double-sided Records and Needles.

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UNSAFE

SAFE

Keep Control of that Ladder—It's Safer  
both for You and the Other Fellow

THE safe method of holding a ladder is shown in the above right-hand photograph. The workman has the ladder under proper control, and the safety of the man working aloft is ensured.

The unsafe method shown on the left involves danger both to the man on the ground and the one aloft, as the former has no control over the ladder in the event of its slipping. Carelessness is Selfishness.

#### THE REASON WHY.

IN this age of bustling activity, progress and achievement, it is generally accepted that of the many influences brought to bear upon mankind for good, none is more important than the work of safety.

In the workshops, belts are singing, thousands of spindles are humming and saws are buzzing, each accomplishing the purpose for which it was designed.

Yet with so many hazards about us, the sceptical workman still asks: "Why should we encourage Safety work?"

The answer is threefold:—

**Firstly**, we should encourage Safety for the benefit of the workman himself,

**Secondly**, safety should be encouraged for the sake of one's family or dependents,

**Thirdly**, the observance of safety methods is an unselfish service rendered to humanity.

**THINK FIRST BUT DON'T  
STOP THINKING**

#### A WORTH WHILE RECORD

OUT of 470-odd men engaged at the Arden-street Workshops, not one accident occurred during February which involved loss of time or wages. This is a record of which the men employed at this workshop are proud, and one which other workshops should strive to attain.

#### £2 FOR A BADGE OR BUTTON

AT the last meeting of the Safety Council it was decided that Safety Committeemen be provided with a badge or button to be worn during working hours in order that they might be readily known by workshop employes.

To ensure the adoption of the most suitable badge or button, employes throughout the service are invited to submit designs to the Chairman, Betterment and Publicity Board.

A prize of £2 will be awarded the competitor whose design is accepted.

The competition will close on April 30.



### WHY NOT LIVE LONGER ?

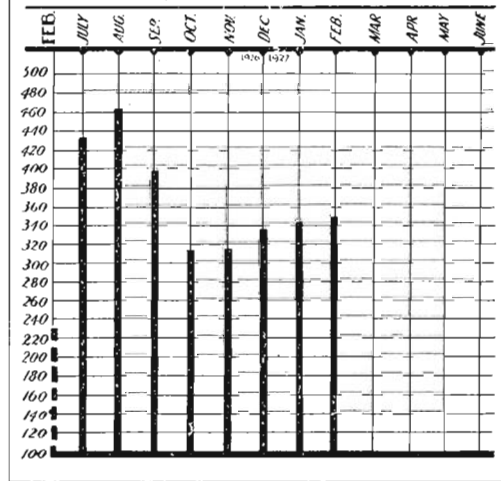
**A**S a help to achieve longer life, and, of course, better health and greater enjoyment of life, you should at all times follow healthy practices. Good health puts a song into our hearts, enables us to enjoy life to the full, and creates within us the urge to succeed.

If you are fortunate enough to possess a healthy body, let your habits be such as will keep it so. Remember it is easier to destroy health than to regain it.

### BETTERMENT "DON'TS"

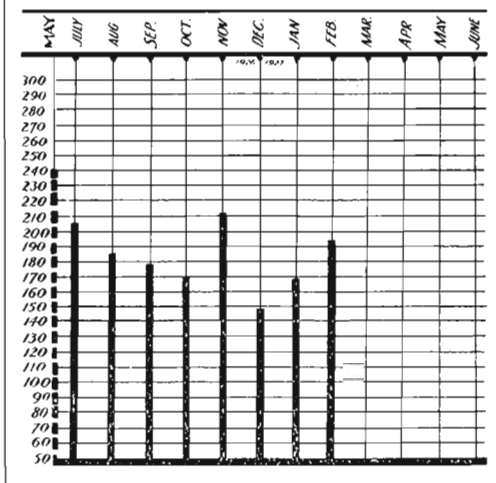
- Don't neglect to do your duty at all times.
- Don't hesitate to help a needy person if it is within your limits.
- Don't be discourteous.
- Don't drift into a groove—be ambitious.
- Don't drift into loose companionship.
- Don't drift into extravagant expenditure.
- Don't drift into bad habits.
- Don't neglect to write to your home folk regularly.
- Don't be idle when you are on the job.
- Don't follow unsafe practices.
- Don't take risks.
- Don't do anything that will bring your Service into disrepute.
- Don't forget to send in suggestions.

### SUGGESTIONS RECEIVED EACH MONTH



This chart, shows how the number of suggestions received each month by the Betterment and Publicity Board has increased since February, 1926 (shown by the dotted line). A large percentage of them have been adopted, and the suggestors have benefitted accordingly.

### ACCIDENTS REPORTED EACH MONTH



The application of Safety First principles has succeeded in reducing accidents from the peak of 240 (shown by the dotted line) but there is still room for considerable improvement.

### BIG THINGS GROW FROM SMALL BEGINNINGS

**T**HAT thought of yours might possess unlimited advantages if put into practice, and if you will only submit your ideas, no matter how trivial they may seem to you, they will be exhaustively investigated, and, maybe, your suggestion may prove of incalculable value.

The invention of the bootlace tag was only a small idea, but its universal use has proved its value. Who can tell whether or no that little idea of yours may, if put into operation, prove of equal utility.

Since the inception of the Betterment and Publicity Board, thousands of suggestions have been submitted, hundreds have been adopted, and large sums have been paid in the way of awards to the successful suggestors.

### BENEFIT BY YOUR IDEAS

Awards made during February for adopted suggestions :—

Total amount of award, £164.

Highest award, £28.

# DON'T ENVY OTHERS OWN YOUR OWN HOME !



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# THE Victorian Railways Magazine

ISSUED UNDER THE AUSPICES OF THE  
VICTORIAN RAILWAYS COMMISSIONERS

Vol. IV.—No. 4.

MELBOURNE, APRIL, 1927.

Published Monthly.  
Price, SIXPENCE.

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FOR 7s. per annum in advance, the Magazine will be forwarded to any address.

A copy is issued free to all permanent Victorian railwaymen, including temporary and casual employes with six months' service.

Articles and reports on matters of interest both to employes and the public, short stories and verse, personal paragraphs, 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, Betterment and Publicity Board, Railways Department, Spencer-street, Melbourne, not later than the 12th of each month,

Correspondence relating thereto is carried free over the Victorian Railways.

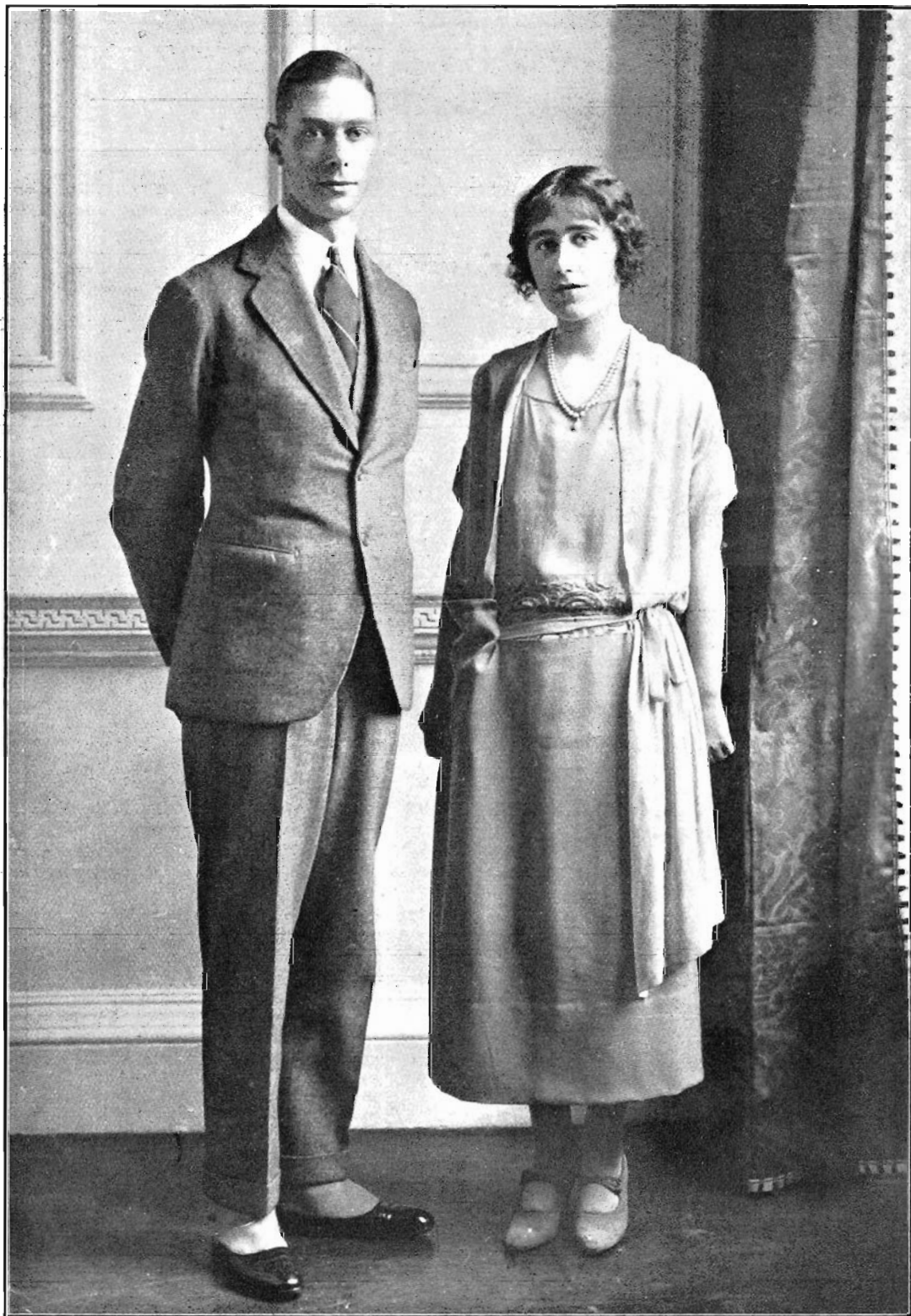
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# Our Royal Visitors





## PUNCTUALITY

*"Punctuality," said Louis XIV., 'is the politeness of Kings.'  
It is also the duty of gentlemen and the necessity of men of business.*

SAMUEL SMILES

**P**UNCTUALITY is one of the many indications of man's passion for order and his abhorrence of chaos, which began with the conscious measurement of time and space, and developed with the realisation that team-work triumphed over disjointed effort. Even prehistoric men fought and hunted in bands which moved *together* towards their objectives.

**T**O achieve its destiny, civilisation must run to schedule. It is a vast machine, the efficiency of which depends largely on the working to time of its human moving parts. Many an effort has been rendered abortive by unpunctuality; many a brilliant orchestral passage has been turned to utter discord by the late entry of wind or strings; many a battle has been lost by the failure of a fighting unit to occupy a given position at a given time.

**A** GAIN, the tardy or irregular movement of the magneto timing gear will render the most powerful car temporarily useless. What happens? The fault is remedied at once; possibly the defective part is discarded for a new one.

**B**UT the gifts of intelligence and feeling possessed by the human moving part demand that its punctuality be actuated by something more than academic motive or fear of consequences. In other words, the urge to be punctual, *to be there before starting time*, must spring from self-pride and pride in the job. To be a unit in a big effort, of a great business concern, or of a vast service operating for the general good such as the Railways, is a privilege for which the sense of appreciation dictates punctuality. That is the gentlemanly part.

**T**HIS month we welcome to Victoria the Duke and Duchess of York, members of a Royal Family whose punctuality, not so much the politeness of kings as the indication of a pride in their high calling and in our race, is proverbial the world over. Theirs is a worthy example. Let us follow it.

*Without punctuality you will never reach the top nor  
experience the greatest pride—the pride of the job well done.*

HAROLD W. CLAPP

# The Essence of the Contract

By J. D. MICHIE

*And then he drew a  
dial from his poke  
And looking on it with  
lack-lustre eye  
Says very wisely, "It  
is ten o'clock,  
Thus may we see,"  
quoth he, "how the  
world wags."*

—AS YOU LIKE IT



**P**ERHAPS no single act of Governmental administration has ever rivalled in importance that of having provided a system of accurate time measurement.

It is certainly indispensable to a railway system, in which, more than all else, time is the essence of the contract. The following article describes how true time is obtained and applied to the Victorian Railways.

**I**FOUND Mr. Shellew, the Railway official watchmaker, busily engaged with his three assistants in their neat and well ordered workroom at the Spencer-street station. White-faced, polished clocks and watches adorned the walls, tick-tick-ticking an accompaniment to the busy fingers that juggled hair springs, main springs, and all the tiny gadgets that make those essential wheels go round.

"The watch and clock service system of time measurement, and the methods that have been adopted to ensure accuracy in our watches and clocks, equals, if it does not surpass, that of any other railway system in Australia, or elsewhere," declared Mr. Shellew.

"Ours is a serious business," he said. "Although I have numerous watches under my charge, I haven't had the experience of a certain Pawnbroker who was brought to

his bedroom window in the middle of the night by a hammering at his front door. He flung up the sash. 'Whatsh the time?' was the question of the caller. 'Do you mean to tell me—,' stormed the pawnbroker. 'I wan'sh know the time,' repeated the midnight visitor. 'How dare you knock—.' 'Well,' broke in the reveler, 'You've gotsh my watchsh.'

At 10 a.m., each day, the correct time is distributed from Melbourne by telegraph to each station where there is a telegraph or telephone instrument. At certain small out-back stations that do not possess either the Guard of the first stopping train conveys the correct time.

In addition, the whole of the clocks at station platforms, offices and signal cabins on the Box Hill, Caulfield, Sandringham, St. Kilda, Port Melbourne, Williamstown,

and Coburg lines, and at the stations from Princes Bridge to Victoria Park, as well as those at the metropolitan stations, are regulated hourly by an electric control which is operated by the tower clock of the Flinders-street station.

This clock is under the continuous control of the synchronal device used by the time distributing department of the Melbourne Observatory. Railway patrons seem to take it for granted that our clocks always tell the correct time, because it is a common sight to witness a traveller setting his watch by the station clock. With ordinary care, in frequently observing that the time regulating signal is working efficiently, this public confidence in the accuracy of our clocks will always be retained.

Hundreds of watches and clocks pass through Mr. Shellew's workshop during the year. They are cleaned, oiled and otherwise repaired, carefully tested and regulated. This applies to the lesser sized clocks. The larger ones are dealt with where they are located.

#### Types of Clock Used

The dials of the clocks at the principal stations and junctions are two feet in diameter. Each possesses what is known as a dead-beat escapement; that is, each vibration of the pendulum registers one second of time. The diameter of the dial of platform clocks generally is 18 inches, and those in station offices and other railway buildings are 12 inches in diameter.

There are numerous small American and French made marble cased clocks which are used in the Head Offices at Spencer-street. Splendid timekeepers they are too.

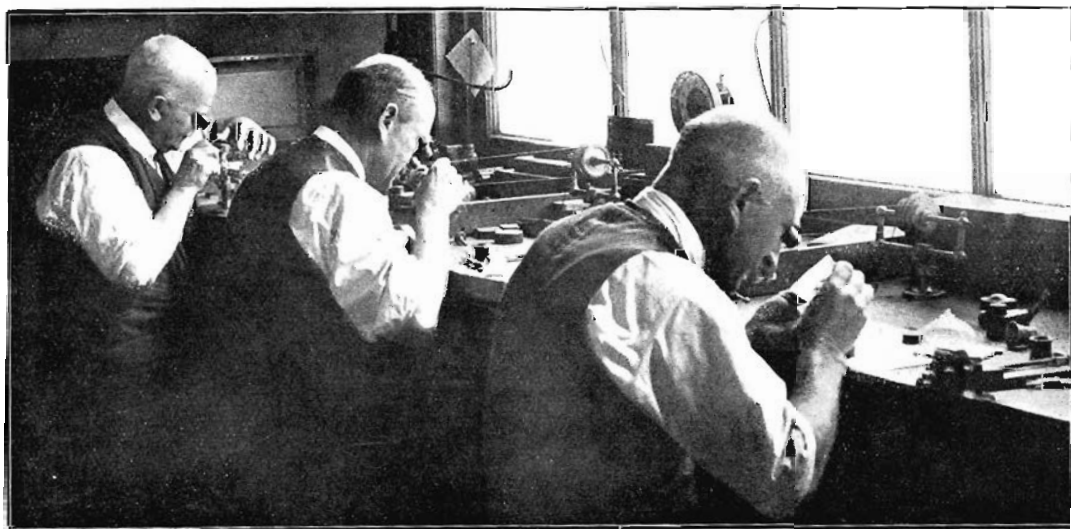
The four dials of the tower clock at the Newport Workshops are each five feet in diameter. The clock in the pediment of the Flinders-street station, facing Swanston and Flinders-streets has a single dial five feet in diameter. This is also the dimensions of the clock in the turret of the Melbourne Goods Sheds.

#### Still Going Strong

The clocks are mostly of British make, and of splendid timekeeping qualities. The clocks that were obtained many years ago from the Hobson's Bay Railway Company, when the Government took over its lines, together with its other properties, are just as good to-day as they were when first made.

The watchmaker and his assistants wind all clocks in the railway area between Princes Bridge and North Melbourne. They also attend to the tell-tale clocks which are installed in railway premises, as well as to the sign-on clocks at the various workshops.

The four dials of the tower clock at Flinders-street are 11 feet in diameter, those of the clock perched on the steel-framed tower at Spencer-street station are 10 feet. Both are very fine instruments; the latter in its running only varies about ten seconds a week, and this notwithstanding the fact that, during its life of a little more than 40 years,



*Mr. Shellew (right) and his two Assistants hard at it*

it has been dismantled five times and re-erected on different sites to make way for building alterations and reconstructions. The variation in the running of the Flinders-street clock amounts to eight seconds a week, sometimes less.

Some of the official watches in use to-day are by various makers. They have given good service, dating from as far back as 1874. As they become worn out, they are being replaced by a well-known Swiss watch, now adopted as a standard watch. These are issued to engine drivers, guards, and to leading shunters in the Melbourne Yards—employees whose duties require them strictly to carry out running time schedules.

Some of the engine drivers when they come to retire from the service express a keen desire to be permitted to purchase, as a token of remembrance, the railway watch which they say has long served them faithfully. This they are usually allowed to do.

But how is correct time obtained?

As already explained it is distributed from the Melbourne Observatory. The great standard of time is the period of the revolution of the earth on its axis (not the sun in its course across a definite meridian as is often supposed), which by the most exact observations, is found to be always the same. Observations taken on numerous stars, in different ages of the world, show that they all perform their daily revolution in the same time, and that their motion, during any part of the revolution, is always uniform. Here, then, we have an exact measure of time, probably more exact than anything which can be devised by art.

Although astronomical clocks have been brought to a great degree of perfection, so as hardly to vary a second for many months, none are absolutely perfect, and most are so far from it as to require to be corrected by means of the transit instrument every few days. Indeed for the nicest observa-

tions, it is usual not to attempt to bring the clock to a state of absolute correctness, but, after bringing it as near to such state as can conveniently be done, to ascertain how much it gains or loses in a day; that is, to understand the RATE of its going, and to make allowance accordingly. Briefly, these are the means employed by the Observatory officials to issue to the Victorian Railways Department a never failing supply of correct time measurements.

Zone time in railway work is of much value. Some of us can remember the inconvenience to travellers prior to February 1, 1895, when each State kept a time corresponding to the meridian of its capital, the dif-

ference between these several times being generally odd minutes and seconds. It will be remembered by many that at Albury there was a large clock with two minute hands, one red the other black, separated by an interval of 24 mins. 56 secs., which indicated the difference of time between Victoria and New South Wales.

This happily is now past. Tasmania, Victoria, New South Wales, Queensland and Papua all keep the one time. South Australia is half an hour later, while Western Australia is two hours later or eight hours earlier than Greenwich mean time.

When it is 10 p.m. in the Eastern States it is 9.30 p.m. in Adelaide, 8 p.m. in Perth, and noon in London on the same date.

— ♦ —

A man who was fast growing bald said to his doctor: "My hair is coming out. Please give me something to keep it in."

"Well," said the doctor, "here's an old pill-box will that do?"

— — —

Daughter—The preacher just phoned and said he was coming to call this afternoon.

Mother—Gracious, we must make a good impression; give baby the hymn book to play with.

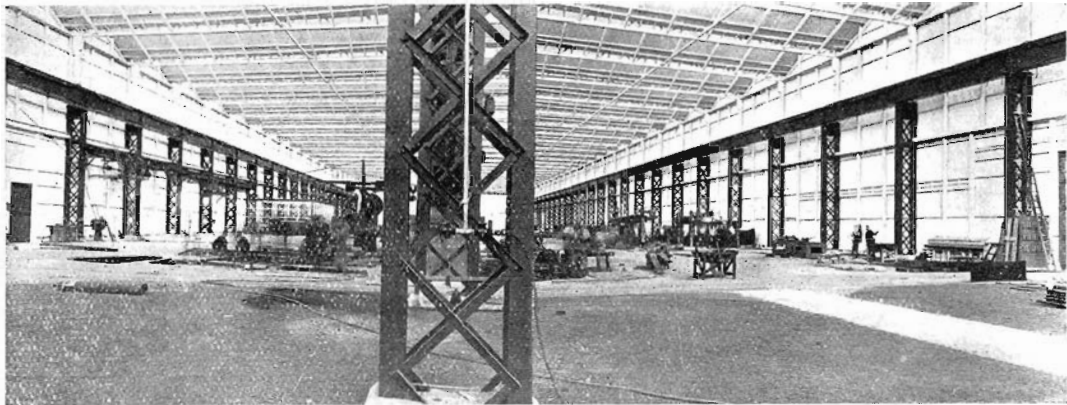
Mother—Johnny, if you eat more cake, you'll bust.  
Johnny—Well, pass the cake and get out the way,



*This photograph illustrates the size of Flinders Street Tower Clock Dial*



# Newport's New Boiler House



*Interior of the Completed Boiler House*

**I**TS tone is severely practical and its language coldly official, yet between the lines of the report on the construction of Newport's new boiler shop, which Mr. C. H. Fethney, Metropolitan Engineer, has just prepared and submitted to the Chairman of Railways Commissioners, one can divine the record of clanging hammers of the sweat of toil, of the human endeavor and organisation that has successfully carried through the biggest job at Newport since the inception of the Workshops.

**A**S a kind of preamble, Mr. Fethney first transports us to a pre-war Victoria. He gives us a depressing glimpse of a harassed workshops manager extending his hands beseechingly as he pleads for increased elbow-room and improved machinery to cope with locomotive boiler construction and repair work at Newport. Lightly he touches on the importunities of a railway administration in search of "parliamentary authority to proceed with the building of a structure of adequate size provided with complete equipment."

## **Postponed by the War**

The parliamentary purse was empty, however. "Various causes," observes Mr. Fethney, "from time to time prevented the appropriation of funds to enable the work to be put in hand." One of the causes, for instance, was Kaiser Wilhelm's dream of world power. The relation between an invasion of Belgium and the construction of a railway boiler shop in Victoria may strike the man in the street as a trifle obscure, but August 4, 1914, definitely relegated the railway project to a distant date.

That distant date ultimately proved to be the beginning of August 11 years later. Cabinet having handed over the necessary money, the Railways Commissioners officially directed Mr. Fethney to get busy.

He got busy to some order. The first estimate of the length of time the work would occupy was three years. Mr. Fethney with his engineers went into the whole matter again, prepared a revised progress chart, based it after mature reflection on a two year program.

Dissatisfied even with that substantial reduction, the controlling minds went methodically over the program a second time, blue-pencilling here, whittling down there. Finally they decided that the job could be completed at the end of February this year, a period of 18 months.

## **Better Still**

Laconically, the Metropolitan Engineer annotates here: ". . . this program was bettered by two months, the work comprised in the instructions, with a few minor exceptions, being completed and ready for use by the end of December, 1926." Actually, too, a much larger program was put through in the time. In addition to the work covered by the original instructions, £10,000 worth of considerable trifles like machine beds, flues, gangways and conduits were constructed concurrently.

The first four months were occupied with preliminary work—the preparation of detail plans, the drawing up of specifications and schedules for the various contracts, the clear-



Site on July 26 showing assembled steelwork

ing of the site, drainage and so on. Exactly 18 weeks elapsed from the time the erection of the steel columns commenced until the building was ready for service.

The shop was to be 800 ft. long by an average of 170 ft. in width with a height varying from 50 to 70 ft. A special pattern of steel column with extensive grillage foundations was required, as the supporting structures were called upon to bear the weight of travelling cranes with a lifting capacity of 35 tons, as well as the roof and walls.

The venerable 150 ft. chimney stack at the old Spencer-street power house was dismantled and re-erected at the boiler shop. Most of the old bricks were re-used, although new ones were obtained for the square base and firebrick lining.

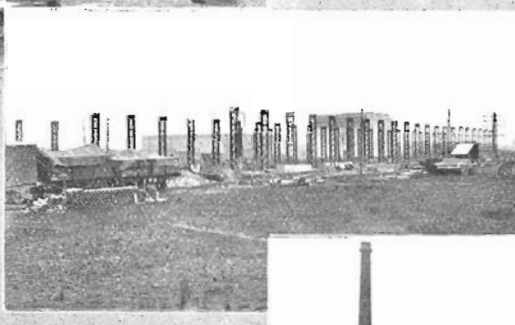
### The Work Begins

Introductory work was begun with the laying down of reinforced concrete foundations for the columns, and the construction of the underground system of firebrick lined flues. Sidings, fillings and earthworks appeared. Temporary tracks were laid down for the benefit of the grab crane, the concrete mixers and the scaffolding. Stacked in an accessible position alongside the site was the huge array of timber needed for posts, sills, wall framing, roof trusses, purlins, floors and gangways.

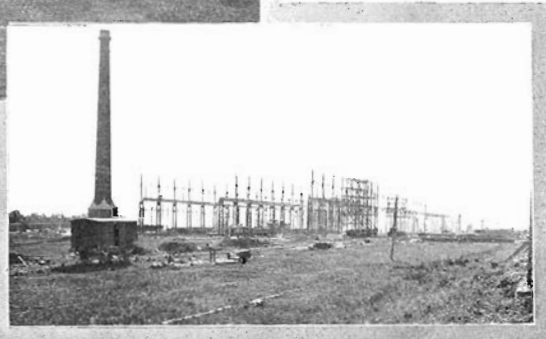
Mounted in solitary state on a truck, an electrically driven saw bench moved majesti-

cally past the stacks of material, enabling all timber to be cut to template, and the whole of the roof trusses—78 in number and 66 feet in span—to be framed up complete and ready for erection with a maximum amount of economy and a minimum amount of trouble.

Any machine bed foundations for which detail drawings were available were also proceeded with, and the way generally made clear for a big push when



Two days later. Erection of columns in progress



August 16: Columns and runway girders complete, and wall framing well advanced

the steelwork came to hand.

And so—"On July 26, 1926," proceeds Mr. Fethney evenly, "a commencement was made with the erection."

Steam cranes were assembled from far and near, wherever they could be spared. On some days as many as six were in energetic operation simultaneously. The columns reared their sturdy bulk skywards, the timber roof trusses were laid into position, the rafters thrown across. With the progress of the roof timbering came the galvanized iron gutters and the corrugated iron covering for roof and walls.

### Movable Scaffolding

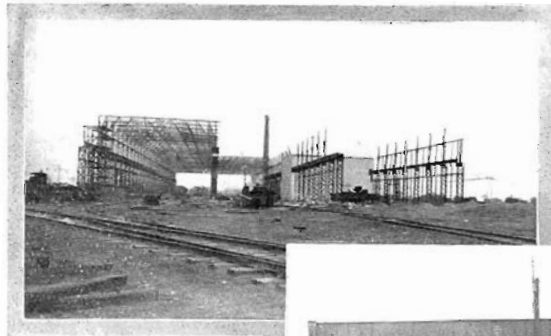
Ingenuity in the shape of movable scaffolding, mounted on trucks which ran along temporary rails beside the building, assured economy, rapidity and safety when the construction of the walls was commenced.

Some abnormally developed individual like Atlas would have been a decided acquisition at the site when the four heavy plate girders

for the riveting tower were required to be placed in position. Each girder weighed 16 tons and the workmen were confronted with the task of hoisting and securing the four at a height of 45 feet above the ground. The steam cranes were useless, possessing neither the lifting capacity nor necessary length of jib. Special lifting tackle was brought on the scene and the 64 tons of girder triumphantly hauled aloft. Mr. Fethney mentions, as an afterthought, that this was a "difficult job."

#### Hammered Pneumatically

Sixty-thousand square feet of sawn red gum was laid down as timber flooring. The specification called for the use of Ewbank nails for securing the flooring boards to the bearers, but so large a quantity was required that the stocks of various wholesale houses were soon exhausted. Perforce, wire nails were substituted. And wire nails in large quantities can't be hammered by hand very quickly. So a pneumatic tool was installed which pounded in the thousands of nails without bending a solitary one.



September 9: Wall framing complete and 38 roof trusses erected

Two large boiler pits, each 250 feet long, with brick walls and floors, were excavated, and, for the foundations for the giant gap riveter, no less than 600 cubic yards of terra firma, mostly solid blue stone, were dragged up. To line this immense pit, more than 200 cubic yards of concrete and six tons of reinforcement were required. Altogether 4,300 cubic yards of concrete were used in beds and foundations for machines of various types. Nearly three-

quarters of a mile of gangways for industrial cranes were spread throughout the boiler shop.

#### Special Patterned Sprays

Finally a bright coating of mill white was administered to the interior of the shop per medium of special patterned sprays. The whole of this finishing-off work was performed from the movable scaffolding, and the labor cost was less than one penny per square yard for approximately 70,000 square yards of surface covered.

Moved to a rare burst of enthusiasm, the Metropolitan Engineer declares that "nothing like this figure has previously been accomplished on either contract or day labor work."

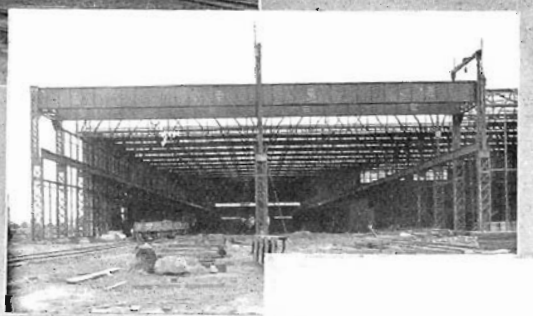
The quantity of material used in the construction of the Newport boiler shop is possibly the best indication of the magnitude of the job. Mr. Fethney quotes the following remarkable totals:—

Cement, 20,500 bags; cement concrete, 4,300 cubic yards; structural steel, 800 tons; timber, 1,000 tons; ordinary bricks, 250,000; fire bricks, 110,000; reinforcement, etc., 210 tons; galvanised corrugated iron, 150 tons; sash bars, 18,000 lin. ft.; glass, about one acre.

In addition, 7,000 cubic yards of material, principally bluestone, were excavated, 15,000 cubic yards of filling deposited and spread, and three miles of sidings laid.

#### Strictly According to Plan

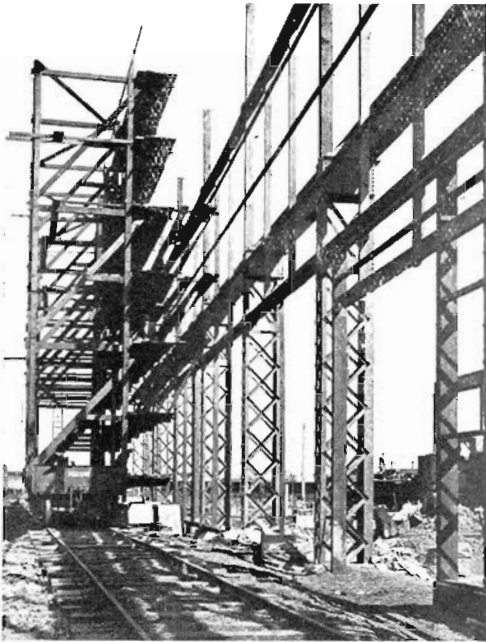
Let Mr. Fethney finish in his own words. "The whole work," he says, "was carried out strictly to the pre-arranged program. The



November 11: Steelwork of riveting tower finished



December 23: Exterior of shop complete



Movable Scaffolding in Use

various parts of the work were put in charge of leading hands selected for their suitability, and the co-operation was so successful that a timetable, originally cut down to what was considered the least possible time, was not only adhered to, but beaten by over two months."

## THE TOILER

(By John H. Wood.)

**F**RRIEND. . . as the years go stealing by,  
We grow no younger. . . you. . . or I.  
A little bit stiffer about the knee.  
A little more prone to charity. . .  
We comprehend, as we older grow  
The myriad things. . . we shall never know.  
We go on trudging the same old way  
The "treadmill round"—from day to day—  
With the same old sigh—at each set of sun.  
Thank heaven!—another day's work is done.  
Rain. . . or sunshine. . . cold. . . or heat—  
We must toil. . . till the "tale of bricks" . . . is  
complete.  
. . . The sum of it all—is little worth  
And our sole reward. . . "six feet of earth."

When the pleasure of life has lost its zest. . .  
We sometimes pray for the long-long rest  
. . . To lay down tools. . . and "give it best"  
But. . . there's something that urges us on:  
Were we loosed. . . we should miss the shackle's  
chafe.  
Were we free. . . we've forgotten how to laugh. . .  
So. . . we'd better carry on. . .  
Some of us may. . . at the close of our day—  
Hear God's voice say. . . "Well done."

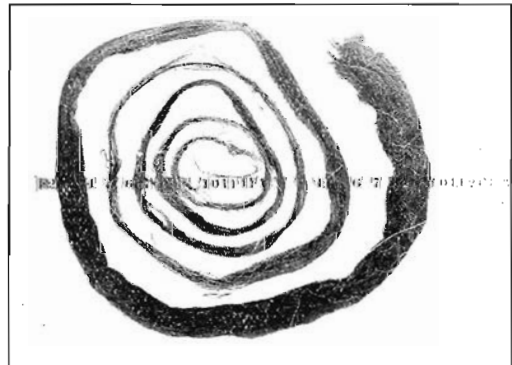
## THE MAN WHO HAS WON

I want to work by the side of the man  
Who has suffered, and seen and knows;  
Who has measured his place in the battle line,  
And has given and taken the blows;  
Who has never whined, when the scheme went  
wrong,  
Nor scoffed at the failing plan,  
But has taken his dose with a heart of trust  
And the grace of a gentleman;  
Who has parried and struck and sought and given  
And—scarred with a thousand spears—  
Still lifts his head to the stars of heaven  
And is not ashamed of his tears.

I want to grasp the hand of the man  
Who has been through it all, and seen;  
Who has walked with the night of an unseen dread  
And stuck by the world machine;  
Who has bared his breast to the winds of dawn,  
And thirsted, and starved, and felt  
The sting and blast of the burning blast  
Which the mouths of the foul have dealt;  
Who was tempted—and fell—and rose again,  
And gone on, trusty and true,  
With God supreme in his manly heart  
And his courage burning anew.

I'd give my all—be it little or great—  
To walk by his side to-day.  
I'd stand up there with the man who knows  
The clash and shock of the fray;  
Who has gritted his teeth, and clenched his fist  
And gone on doing his best,  
Because of love for his fellow men,  
And the faith in his strong man's breast.  
Oh, I'd like to walk with him,  
Hand in hand, together to journey along;  
For the man who's fought, and struggled and won,  
Is the man who can make men strong.

—MRS. ADINE CUMMINGS.



*Nature plays some queer pranks, sometimes. This is one of them—discovered in the 4-inch cast iron pipes connecting the Camperdown station water reservoir with the spring nearby. The stringy looking objects are willow roots which inconspicuously had entered the pipe, and which, although still attached to the parent roots about 3 feet away from the pipe entrance, had drifted along with the water and had grown healthily inside the pipe, where the spring water was probably devoid of oxygen.*



# THINGS WE ARE TALKING ABOUT

Three short weeks, and Melbourne will line its streets to acclaim the Duke and Duchess of York, members of the most democratic Royal Family in the world. Already the city is agog with preparations. Schemes for decorations are being discussed and carried out, shops are displaying

## THE ROYAL VISIT

their newest and most attractive wares. Federal and State officials are bustling about arranging this and that. Everywhere is an air of expectancy. The Royal visit is one of those interludes that brighten life's sometimes all-too-drab tenor. It gives us an opportunity to relax to the picturesqueness of pageantry—although, of course, many of us won't admit it!

\* \* \*

But it's more than that. The visit has a real purport. Some people talk extravagantly, and perhaps a little irresponsibly about the bonds of Empire, and so on, while others, just as irresponsibly, insist on the self-sufficiency of Australia.

## WHAT IT ALL MEANS

The British Empire, however, is too fundamental a fact to be influenced by parrots of either color. Disintegrationists will always find the solid core beneath the crust; gilders will never succeed in hiding the lily. It is the business of the Duke and Duchess of York to remind us that we have an Empire that is the greatest force for peace and human advancement in the world; to remind us that we have a creed that is occasionally worth repeating to ourselves—"I believe in the destiny of our race."

\* \* \*

That they will do their job, and do it well, goes without saying. Their own personalities, which have captured New Zealand, will make its success doubly sure. People there, of all shades of political opinion from Mr. Coates, the Conservative Prime Minister to Mr. Henry

## THE LOYAL HAND

Holland, the Socialist Leader, have hastened to give the Duke and the "little Duchess" the loyal hand. The Empire's throne is above party politics; it is not the possession of any one party or section of the people, as members of the British Royal House are invariably at pains to emphasise by word, gesture and deed.

\* \* \*

All of which brings us to our cover photograph, which is supplied through the Central News Agency, by courtesy of the Sun Pictorial. The picture shows the Duke and Duchess temporarily "possessed" by the railway section of the King's

## ON THE FOOTPLATE

subjects, to their apparent mutual satisfaction. The engine on which they are riding is one of the English Southern Railway's Lord Nelson type, the latest and most powerful in the British Isles. Like the Prince of Wales, the Duke is tremendously interested in the railroad, and is frequently found riding on the footplate and even taking charge of the throttle. It is up to Victorian railwaymen to show the Duke that our State can give him just

as good railway service as he is accustomed to in Great Britain.

\* \* \*

China is much in the limelight these days, and the cables are running hot with the squabbles of the Cantonese and the Northerners and their political moves and counter moves with western nations. We hear occasionally about Sun's troops being rushed

## RAILROADING IN CHINA

hither and thither by rail, together with various references to "trainloads" of troops, but not a word about the trains themselves, or their working. In the light of a recent report, however, silence on the point, from the Chinese viewpoint, is perhaps the better part of discretion. A newly opened line, we are told, running from Pootung, near Shanghai, to the coast, a distance of 10 miles, is chiefly remarkable for its assorted collection of rolling stock. The entire equipment comprises two small tractors, a converted tank, an English omnibus and a donkey engine. The schedule is notable for its elasticity, the arrival and departure of trains being governed almost entirely by the whims of the train crew. Some railroad!

\* \* \*

Something of an object lesson in the efficiency that beats down competition is supplied by the Illinois Central Railroad Company's latest figures, which show that the system moved more tons of freight and operated more efficiently in 1926 than

## EFFICIENCY

in any previous year. Revenue producing freight totalled 59,708,000 tons in 11 months compared with 56,742,000 tons in the corresponding 11 months of 1925, while the gross weight of the average freight train was 1,743 tons, as against 1,741 tons, and the average speed of freight trains was increased from 12.4 to 12.8 miles an hour. Freight locomotives travelled 77 miles a day, against 71.1 miles in 1925, and for each hour of operation' the average freight train moved 9,645 tons one mile' compared with 9,322 tons previously. The mileage per day of a freight car increased from 38.9 miles to 42 miles, and this included all cars, whether running, loading or in the repair shop. Continued improvements in operating practice and plant facilities including the use of more powerful locomotives and more capacious cars were responsible for this expeditious handling of a record year's freight.

\* \* \*

But the Illinois Central Railroad is not alone in efficiency improvement. Letters of appreciation we publish from month to month, ticket-checking records, and wheat handling figures go to show that the gospel of efficiency is being preached and practised increasingly on the Victorian Railway system.

## LESS COAL USED

The latest indication of it is contained in the official coal statement for January 1927, which shows that the consumption per train mile (88.94 lb.), and per 100 gross ton miles (30.68 lb.) are the lowest since February 1925. Consumption under the same

heading for January 1926, was 91.91 lb. and 31.95 lb. respectively. The quantity of Maitland coal used was 65 per cent. in January 1927, 53 per cent. in January 1926, and 97 per cent. in January 1925. The improvement is borne out over the whole of the seven months ended January 1927, the coal consumption per train mile being 96.15 lb., and per 100 gross ton miles, 33.98 lb. against 97 lb. and 35.30 lb. respectively for the previous corresponding period.

\* \* \*

Sydney ticket-collectors, according to report, have declared war on flappers who ride in smoking compartments. Recently, on the North Shore line, a number of shingled misses, comfortably at ease on smoker seats while mere males

**FLAPPERS  
IN  
SMOKERS**

were uncomfortably standing, were asked to pay an extra 7d. for the privilege, and on refusing were asked to supply their names

and addresses. The N.S.W. Railways Department subsequently and rightly defended its action by pointing to the fact that ladies' season tickets were cheaper than men's and were therefore concession tickets which did not permit the holders to ride in smokers. Thus, down-trodden man, as far as the Harbor City railways are concerned, has come into his own again. Happily, the position in Melbourne rarely calls for masculine assertion on this scale, although Departmental regulations are stricter, but in the older cities of the world he has tried it and has paid the penalty of capitulation to superior forces.

\* \* \*

The following notice recently circulated by the London Underground Company is eloquent of that surrender: "In view

of the increasing number of smokers (and women having taken to smoking) the Underground Company feels that the time has come to

extend still further the concession recently made in regard to lifts, and provide some extra accommodation for smokers in the under-ground cars. Sixty per cent. of the cars, to-day, are smoking cars and this is to be increased to seventy per cent. . . . Every carriage will be open to smokers, except those which are marked with a special symbol embodying the words 'No Smoking.' This symbol will comprise a blue star superimposed on a green disc and will be exhibited on the windows of non-smoking cars. The 'Smoking' notices now exhibited on the car windows will be withdrawn."

\* \* \*

Presence of mind is usually regarded as a necessity in man and a virtue in woman.

**PRESENCE  
OF MIND**

Virtue or necessity, differentiate as you will, its display by a Refreshment Staff girl at Traralgon the other day saved railway property from serious

damage, if not destruction. Painters were using a burning off lamp on the walls of the refreshment room which were very dry, when a fire started between the plinth and the weatherboards. Without a moment's delay, the girl seized the soda-acid fire extinguisher and smothered the blaze before the local fire brigade arrived, and before the estimated damage had exceeded 30s. That's the stuff of which railway or any service traditions are made.

\* \* \*

There was another and more spectacular fire fight down Gippsland way recently. A bush fire swept down on the Simpson Creek bridge, on the Orbst side of Waygara, and beat fiercely

**A HARD  
FIGHT**

around a heroic little band of railwaymen, who fought for hours in the flames and smoke. A rescue party left Orbst but was unable to penetrate through the ring of fire to the bridge. Eventually the heat forced the men into the bed of the creek, where they lay with terrified kangaroos and wallabies until the wind changed. The bridge was saved, although the whole of the surrounding country was burnt black and bare. Their work is just another example of the spirit that animates a service which is out to give service.

\* \* \*

Railway problems—technical and administrative were brought forward, discussed and grappled with at the recent

**RAILWAY  
OFFICERS  
MEET**

annual conference of Australasian railway officers which commenced in Sydney on March 14. The whole gamut of modern railroad practice was covered, from locomotive running to storekeeping methods, advertising to road competition, refreshment business to medical affairs. Queensland, New South Wales, Victoria, Tasmania, South Australia and Western Australia all sent along little coteries of expert officials, and the railway departments

of New Zealand and the Commonwealth system were represented, too. Officers engaged in certain lines of work were thus able to exchange views with similarly occupied chiefs in other States, to assist them and be assisted in turn.

\* \* \*

Victoria had 16 representatives on the scene. Mr. M. J. Canny, General Superintendent, Mr. A. E. Smith, Chief Mechanical Engineer, Mr. E. H. Ballard, Chief Engineer of Way and Works, Mr. H. P. Colwell, Chief Electrical Engineer, Mr. F. M. Calcutt, Chief Engineer of Signals

**VICTORIA'S  
BIG 16**

and Telegraphs, Mr. T. F. Brennan, Chief Accountant, Mr. W. E. Keast, General Passenger and Freight Agent, Mr. C. W. J. Coleman, Chief Storekeeper, and Mr. W. D. Bracher, Superintendent of Refreshment Room Services, all left their respective branches and made the trip to the Harbor

METROPOLITAN DISTRICT RAILWAY  
LONDON ELECTRIC RAILWAY  
CENTRAL LONDON RAILWAY  
CITY & SOUTH LONDON RAILWAY



**YOU MAY SMOKE  
EXCEPT WHERE  
YOU SEE THIS**

The London Underground Company's new "Smoking" Poster



Renmark's First Train

City. Mr. Ballard took his right-hand man, Mr. J. M. Ashworth, and Mr. Keast was accompanied by Mr. J. McClelland. Mr. M. J. Brennan, Statistical Officer, emerged from the sea of notes and reports which have accumulated from his American trip, and departed with his chief lieutenant, Mr. C. J. Savage. Mr. T. F. Brennan, who is looking after the Staff Board in Mr. Cameron's absence, Mr. A. W. Keown, Advertising Manager, and Dr. J. Gordon, Railways Medical Officer, were also in the party.

\* \* \*

The latest bridge over the Murray gives Renmark a train service, and judging from the accompanying photograph of the first train from Paringa it is more than welcome. Mr. D. Cameron, Staff Board Chairman, who was holiday-making at Renmark at the time, and who brought back the photograph, says that the occasion was marked by a big demonstration. The bridge of course was built by the South Australian Government, and it marks a new phase in the development of one of Australia's most important irrigation centres.

**RAILWAY  
FOR  
REMARK**

\* \* \*

Talking of bridges over the Murray, it was just two years ago that the work of strengthening the Echuca bridge to enable it to carry the heaviest locomotives in the Victorian system was begun. The work was completed early in March and exhaustive tests were carried out with a C class engine, weighing 128 tons, from which the bridge emerged with flying colors. The strengthening was carried out by electric welding, and the bridge is the first of its kind in the world to be treated by this method. Engineers from all parts of the Commonwealth and

**AN  
EXPERIMENT  
IN  
BRIDGES**

\* \* \*

some from overseas attended, from time to time, to watch the progress of the work which is regarded as something of an experiment.

\* \* \*

It was a happy thought that prompted the 210 young mechanics from the Railway Workshops and the Postal Department to spend a recent Saturday half-holiday wiring the whole of the Benevolent

**EFFICIENT  
KINDLINESS**

Asylum, Melbourne's largest hospital, for a wireless installation for the patients. In less than 2½ hours—possibly a world's record—they had used up two miles of wire, had installed 500 'phones, with 25 extra headphones, four loud speakers and two 100-volt and two six-volt batteries. All the equipment was supplied from the Herald's Appeal Fund. The work of the mechanics was quite a triumph of organisation, as well as a kindly and very gentlemanly act—or series of efficiently co-ordinated acts.

\* \* \*

As far as they have gone, the long engine run experiments between Melbourne and Serviceton, with an average of 400 tons of interstate freight, have been successful. The Mikado engine has stood up to the job well, and everybody, including District Rolling Stock Superintendent E. Jackson, who initiated the trials, late in February, seems to be satisfied. It is no small feat for a locomotive to do a trip of 600 miles or so, including shunting, without developing a fault. But the problem of hauling freight expeditiously to the border is fraught with other transport considerations, particularly variation in load, which, we understand, will have to be threshed out very thoroughly before experiment can become established practice.

**LONG  
ENGINE  
RUNS**

# By Road, Rail or Sea

By H. C. FENTON

**“W**E are prepared to organise tours to any part of Australia. Itineraries will not be confined to rail travel, but will embrace motor or sea transport, as well, if necessary.”

—MR. HAROLD W. CLAPP,  
Chairman of Victorian Railways Commissioners.

**V**ICTORIA Welcomes the Tourist: so runs the departmental slogan.

And Victoria is *welcoming* the tourist. Better still, Victoria, galvanised by railway publicity and organisation into practical appreciation of the value of the tourist traffic, is making sure that the tourist comes here to be welcomed.

The Railways Department has set the pace in attracting the tourist and in entertaining him when he gets here. A new and vigorous policy was set in motion at the beginning of this year when the Swanston-street Bureau was transferred to the control of the Betterment and Publicity Board. An agreement has since been made with Thomas Cook and Sons whereby the State is now boosted at the 166 Thomas Cook offices throughout the globe; a close liaison has been established with shipping companies which have courteously agreed to screen Victorian tourist films on their liners and distribute tourist literature both at their overseas offices and on the boats; a budget of information, indicating among other things, that a de luxe train—the Reso—and a luxurious sedan rail motor-car, accommodating seven people, can be chartered to take tourists anywhere round the State, has been circulated in overseas countries.

Already results are apparent. The charter-

ing of the Reso train by 66 of the Franconia's passengers who recently visited Australia on their world-cruise, was the direct outcome of the agreement with Thomas Cook and Sons.

The three-day tour covered Colac, Geelong, Kyabram, Shepparton and Mt. Buffalo National Park.

The Tourist Bureau's Assistant Manager, Mr. Roy Gollan, who was invited to join the Franconia in New Zealand and lecture to the tourists on the way across, and who, incidentally, reports that he was inundated with questions and requests for detailed information about Australia in general and Victoria in particular, says that there was a waiting list of 20 for the Reso tour, many of them declaring that they would have been content with any kind of accommodation if only they could have been included.

The success of that tour, backed by good organisation and the best service, is now history. Not a solitary complaint was voiced,

which the representatives of Thomas Cook and Sons on the train declared was unique for an overland tour.

“I had no idea such a train could have existed outside America” was the comment of Mr. Sherman Stevens, a Californian citrus grower. The meals, the service, the receptions at various centres, where local people

(Continued on page 22)

## WHAT FRANCONIANS SAID

**I** HAVE travelled the world over, and this trip on the Reso train has never been equalled. The 300 people who stayed on the boat missed the finest spot of the whole cruise in not seeing Buffalo.

—H. J. Wilkes, Buffalo City.

**W**E have everywhere been received with the utmost courtesy, and every possible effort has been made to show us those things in which we were interested. The look of the land and the people so closely resemble some portions of the United States that we have felt very much at home. This sense of brotherhood was expressed very well by a small boy. . . . I asked him what he thought of the Americans. He said: ‘Aw, they look about as good as the Australians.’”

—Wm. A. Rogers, President of Rogers Iron Co., and director of one of America's largest banks.

**W**E are surprised to find that your manners and customs and ideals are so much like our own, and the differences so few. That is a matter of importance, for many authorities believe that if the British Empire and the United States work efficiently together they can so dominate the world as to abolish war completely. Visits like ours help to make us realise that the civilisation and ideals of the United States are fundamentally British in origin.”

—Dr. Chas. Batchelder, former Secretary of State for Home Affairs of the Philippines.

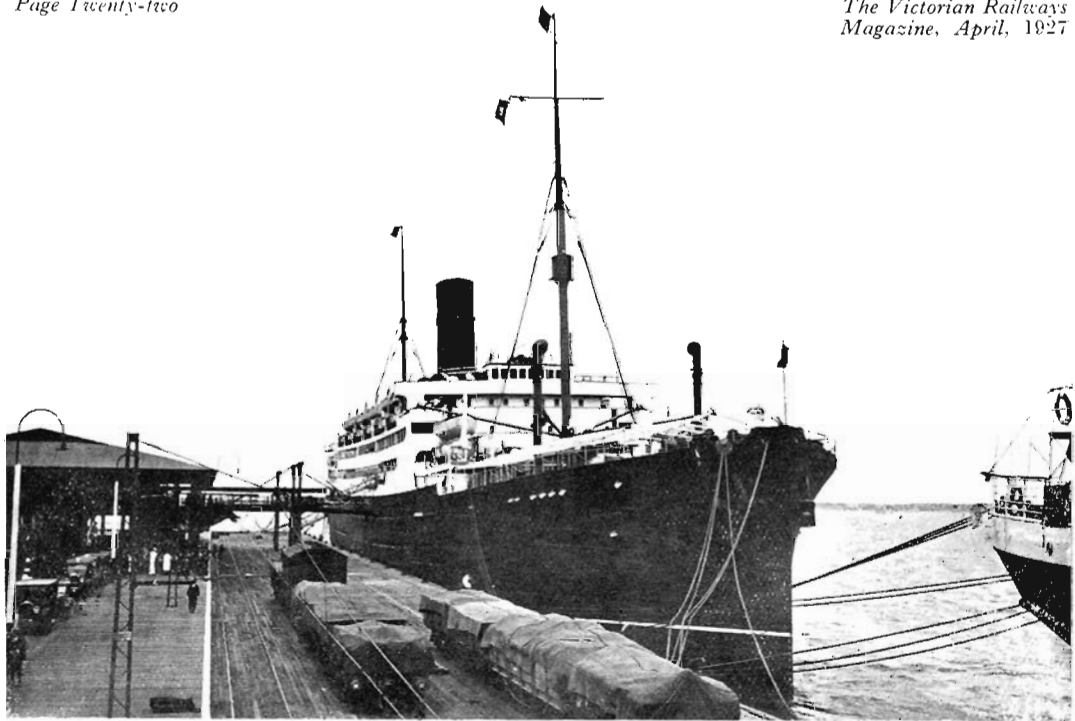
**E**VERY place where we stopped we were greeted and treated with the utmost cordiality, and, more than that, real good fellowship. We were greatly impressed by the dairying country and industry at Colac, entertained by the unique sight of a kangaroo drive, amazed with Geelong with its great woollen factories, Kyabram and Shepparton with their lovely orchards and big canning plant, and as a climax to it all, Mt. Buffalo, your great National Park and its lovely scenery.”

—F. W. Cheesebrough, President Cheesebrough Building Co., U.S.A.





1 and 2—Canberra Tourists  
 3—The "Franconians" at Colac.  
 and (4 and 5) at Mt. Buffalo  
 National Park



*The Franconia at Port Melbourne*

went out of their way to offer cars and other hospitality, the magnificence of Mt. Buffalo National Park—all were praised enthusiastically. One lady passenger declared that although she had been round the world three times she had never before been officially received by a Mayor!

"We wish to express to you and to your fellow Commissioners," runs a letter to Mr. Clapp signed by every body on the train, "our sincere appreciation of the courtesies extended and for the service rendered during the much enjoyed opportunity of viewing your inland country. We take this means of individually wishing you every success which is surely indicated through the progressive development that we have witnessed throughout our journey. One of the most impressive acts has been the unselfishness and interest with which the municipal authorities and citizens have engaged themselves on our behalf, and we wish to express to them through you our sincere thanks. The sense of hospitality ex-

hibited at every turn has placed us in a 'home atmosphere.'"

Every one of these tourists will return to his or her home town in England or America to add their meed to the boost which organised publicity and a growing reputation for hospitality and good service is giving to Victoria.

But in concentrating on the tourist traffic from overseas, the Department is not forgetting to encourage Australians to see Australia first and to start with Victoria. Mr. Clapp's announced preparedness to organise tours to any part of the Commonwealth, given the numbers and the common aim, applies just as much to Melbourne or Bendigo as to London or New Yorkers.

The tour to Canberra and by motor round the Princes Highway—a thousand miles by rail and road—is a case in point. It broke new ground in that it was the first special tour outside Victoria, and no less than the

(Continued on Page 79)

#### OUR PUBLICITY IS GOOD

"I CONSIDER that the literature issued on this ship concerning Australia has not been excelled, or even equalled, on any cruise which I have undertaken. I have never seen better literature prepared, even in the United States. Typographically, and in its use and method of expression, it is a most striking form of publicity. I think the office which produced this literature should be exceedingly proud of it, and, personally, I don't think I have ever seen anything put up in such good form.

"You Australians seem to be alive to the benefit of publicity. The fact that the authorities in Australia consider it worth while to send an expert 1200 miles to New Zealand to place before the passengers on a world cruise the facts concerning their country indicates that they are alive to the benefits which come from effective publicity. If you keep working along these lines aggressively and progressively, you are bound to make a wonderful impression among the people of the countries which are likely to yield results."

—George A. Schofield, a "Franconia" passenger, who is interested in big advertising in Chicago.

# ARE FARES FAIR ?

By T. F. BRENNAN,  
Chief Accountant, Victorian Railways

**T**HE principles underlying the fixing of fares and rates for the transportation of passengers and goods are not generally known and appreciated. This article (which will be continued in next month's issue) endeavors to make clear those principles, and to throw light on what might appear to be inconsistencies in the fares and freight rates charged by the Victorian Railways.

**I**T is clear that the total revenue to be derived from all sources must equal the total expenditure on operating and maintaining the railways, together with the interest on the capital expended in its construction.

That fact should be borne in mind by the public in the same way as, perforce, it must be by the railway managers. There is a tendency on the part of a section of the public to demand better and still better services, but to demur at paying the bill when in due course it is presented.

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, averaged 10s. 4d. per train mile, while from the goods traffic the average was 19s. 8d. per train mile (a train mile being one train run one 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 be provided.

In Victoria, as in most other countries, the passenger traffic is divided into two classes (first and second with us); first class country travel 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 2.38d. per mile and for the second class journey, 1.58d.

## Average of 1.25d. a 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 fares just quoted. For the last year for which statistics are available (that ended in June 30, 1926), the average fare paid was 1.25d. per mile, and the total earning from this traffic was thereby appreciably reduced below what they would have been had the standard first and second class only been charged, and had the same traffic been obtained.

On the suburban railway system the mileage

scale is approximately 3d. for the first mile and 1.3d. for each additional mile for first class single fare, and approximately 2d. for the first mile and 1d. 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.

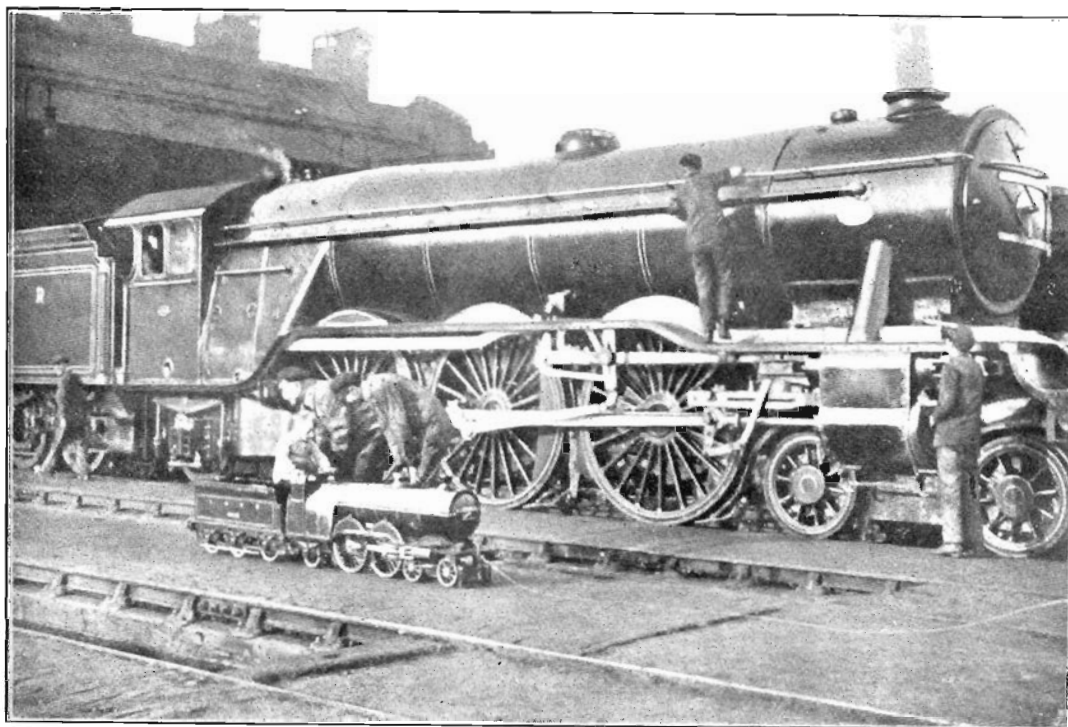
There have, however, been very many variations from the standard scale because of the necessity to meet the competition of other forms of transportation.

## “Charge What The Traffic Will Bear”

A phrase—perhaps it may even be defined as a principle—which has achieved wide publicity and much notoriety in connection with the matter of fixing the charges to be made for the services rendered by railways generally is “charge what the traffic will bear.” This is often erroneously interpreted to mean “get the highest charges possible from the traffic, irrespective of any question of the cost of providing the service.” Properly and fairly considered, this phrase or principle does not deserve the odium which attaches to it. It should in fact be considered in conjunction with the further principle “charge what the railway can bear” because, as has been stated, the total income should equal the outgoings including a fair return on the capital invested in the undertaking.

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 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. 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 mountainous,



*DIGNITY AND IMPUDENCE.—This picture was taken outside King's Cross station loco. sheds on the London and North-Eastern Railway, and shows a modern 4-6-2 heavy express passenger locomotive alongside a working model of a Great Northern 4-4-2 engine.*

with, perhaps, heavy grades and expensive bridges.

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 the trucks to be 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.

#### A Definite Scale

With regard to passenger fares, it has been mentioned that, except where variations have been necessary to meet competition, they are based on a definite scale, according to the mileage for which passengers are carried. In very many cases, however, competition has forced reductions, and in the case of our suburban system, the competition between trams and trains in certain districts has had the effect of cutting prices to a point which would be unpayable if extended to the whole system, and this in turn has produced anomalous

lies which have engendered irritation in many directions.

To illustrate this point, take as an example the following case. Because of competition with the trams, the fares to a station "A" are fixed at sums which are below those which are chargeable if calculated on the mileage basis. The fares to another station "B" on the same line, because of its location outside the competitive area, are calculated according to the mileage scale, and relatively the passengers from that station are charged higher prices for the services rendered to them than are the passengers from "A."

#### Is There a Grievance?

Consider now this question: is there a grievance suffered by the passengers from station "B?" Bear in mind, in this connection, that the total receipts from all sources have not been more than sufficient to meet the cost of all the services, and it may reasonably be inferred from this fact that the mileage scale has not been fixed on a basis higher than was necessary.

It is contended in some directions that the fares to station "B," and other stations similarly situated, should be reduced, but if the whole of the fares and the whole of the

(Continued on Page 78)

# AN EPIC OF SERVICE

**P**ROBABLY one of the most appreciative letters ever written from a member of the public to a railway organisation was published in a recent issue of the Saturday Evening Post. We reprint it, not so much because of its literary value, which is undoubted, but because it graphically describes what, in its way, is almost an epic of service by a colored redcap porter.

Miami, Florida, Dec. 8.

W. W. ATTERBURY, President,  
The Pennsylvania Railroad,  
Philadelphia, Pennsylvania.

**M**Y Dear Sir: I am taking the very great liberty of writing you because I have just experienced one of the finest acts of service which I have ever heard of happening to anyone on any railroad. And I thought perhaps you might like to hear about it, as a change from the great American pastime of complaining about railroads.

On Monday, I was to leave New York on the 12.30 noon Florida Special for Miami. I had four heavy and awkward pieces of hand luggage, and a lunch engagement. So I checked the luggage in the Pennsylvania Station check place, and went off to lunch. At lunch, as women will, I quite forgot to notice the time until someone told me it was 12.20. This was at 34th Street and Park Avenue.

## Wild Dash for the Train.

I made a flying dive for a taxi and prayed for no traffic jams. We got in one at Herald Square but at that it was 12.28 when we dashed down the ramp into Pennsy Station, I flourishing my deck of checks. I burst out of the taxi, threw the checks at a red cap—any red cap—and gasped “The Florida Special.”

“Mah Gawd, lady,” said the porter, “you gotta run.”

I ran. The red cap ran. Officials in buttons, beholding us, urged us to run faster. I flashed my ticket at the gate, galloped down



stairs, and below me the catacombs of the Pennsy were re-echoing “AIIIII abo-ard.”

Well, I found my coach. “Get on, lady,” said the porter of it (K 95), and I wailed, “But my bags—my bags.”

“If you’re going you’d better get on,” he said, and with no red cap anywhere in sight, I got on. And the train began to glide with that awful finality of New York trains, out of the station. I might have jumped off, except that the K 95 porter put a long muscular arm across the doorway. And there I was, everything I owned, almost, lost somewhere in the Pennsy Station, with an unknown porter.

## The Throes of Uncertainty.

I tried to be calm, awfully, coldly calm, and asked the porter what in the world I could do? The porter suggested I could get off at Manhattan Transfer and go back. But drat it, when would I ever get another reservation to Florida? So he said I could ask the conductor. The conductor, once asked, didn’t believe anything like that had ever before happened in the annals of the road, but of course I could get off at Manhattan Transfer. So I got off at Manhattan Transfer, but I was a very disturbed and uncertain woman.

And then, out of that office place, at the Transfer, there stepped a divine being in a uniform, with “Usher” printed across his manly bosom. I’m not sure what he looks like or whether he is somebody’s blue-eyed darling, or what, but he is fit to be head of a diplomatic corps, suave, and polished and infinitely, beautifully calm. I wasn’t calm. I managed to gasp, “I’ve lost all my luggage.”

(Continued on page 76)

## The Men Who Put Gippsland on The Map

**D**URING the first week of this month, a number of memorial cairns will be unveiled by Lord Somers, to the honor and memory of the explorers of Gippsland, Angus McMillan and Count Paul de Strzelecki.

The purpose of these memorials is to indicate approximately the line of travel of their first journeys, and to place a visible reminder upon our highways of their deeds, that those who pass by "may read and not forget." The following article retraces the journeyings that made them famous.

By H. HANSFORD, Lands Department.

**B**ORN in 1810, in the Island of Skye, Scotland, Angus McMillan at the age of 27 journeyed to Australia, and landed at Sydney in January 1838. He took employment with Captain Lachlan Macalister, who owned several cattle stations in the Colony.

After gaining some colonial experience, the following year he travelled southward as far as Currawong, in the Monaro district, in search of new pastures for his employer's stock.

From here, his first adventure towards the south coast was made. Accompanied by a native, and travelling down the Snowy River, he reached Mt. McLeod, near Buchan. From its summit he viewed the distant lakes and plains to the south-west, and determined to explore in that direction at the first opportunity.

In July 1839 a move was made into the new country, cattle and stores being taken down the Tambo River and a station formed at Numbla Munjie.

From a high hill, nearby, McMillan could see the country which it was ever in his mind to explore.

### Forced to Return

On December 20, 1839, he, at last, set out with three companions. After struggling through most difficult country for some days, their pack horse was disabled by a fall, and they were forced to return.

Their furthest point reached appears to have been about four miles south of Tambo Crossing.

Undaunted by his experiences, on January 11, 1840, a fresh start was made, the party on this occasion consisting of McMillan, Mr. Cameron, Matthew Macalister, E. Bath (stockman) and two natives.

After a fearful journey of some days they crossed the Coast Range, and the Shady and Monkey Creeks, and arrived on the banks of a large lake, which McMillan named Victoria (now Lake King). The waters were teeming with swans, ducks and pelicans.

On January 16 they reached a river (the Nicholson) and following it up, found a crossing (near Sarsfield). The next day, the Mitchell River was discovered and named (at Bairnsdale). After travelling ten miles through a beautiful she-oak forest, they camped on Providence Ponds. Next day they arrived at another lake (Lake Wellington). McMillan thought it was part of Lake Victoria.

On January 21, they crossed the Avon River (at Stratford). McMillan called it the "Cameron." Continuing their journey next day they camped at the Macalister River. Carrying the stores over on a fallen tree and inducing their horses to swim across they almost immediately came on another fine stream (the Thompson River) which they crossed as they did the Macalister.

Travelling south-west over open plains and after passing Snake's Ridge they reached the Latrobe River. The stream being too wide and deep to take the horses over, they crossed by felling a tree where the river narrowed.

### The First White Men

After inspecting the country in the vicinity, they turned east, following the river down for eight miles. Recrossing the stream next morning and after a vain search for a crossing for the horses, they reluctantly gave up hopes of reaching the coast, and made for the crossing on the Thompson on their homeward track.

This journey is notable historically, as it marks the first crossing by white men of the Nicholson, Avon, Macalister, Thompson and Latrobe Rivers.

In July 1840, McMillan again reached the Latrobe, but the flooded state of the river prevented his proceeding further.

In October, after six weeks of clearing a road from Numbla Munjie to the Avon, he again essayed the task of reaching the Inlet, but, after travelling some ten miles after crossing the Latrobe, the dense jungle about

Tom's Cap completely barred his progress.

It was not until the following year that McMillan, after his many efforts, succeeded in reaching the coast.

On February 7, 1841, accompanied by Tom Macalister, four stockmen and a native boy, he left Nuntin (the station established on the Avon). The party crossed the Latrobe early on the 11th, and cutting their way through the jungle that had previously blocked their path, reached the summit of Tom's Cap from whence they had a fine view of the Inlets and Promontory. That night they camped on Bruthen Creek, the following night on the Tarra River, about 12 miles south-east of Devon railway station, and the following day (February 14) they reached the Inlet.



Count Paul de Strzelecki

On the success of this journey, McMillan writes: "This was a happy day. Having accomplished my object, I had great cause to be thankful to Him who guided me and shielded me from many a danger."

In later years he did much useful work throughout Gippsland. In 1864 at the request of the Government, he opened a road for pack-horses and drays from Sale to the Omeo and Jordan goldfields, a distance of 227 miles. The work took 2½ months and 3 days and the cost was £3 10s. per mile.

He also was the first member elected for Gippsland in the Legislative Assembly.

Angus McMillan was of a genial and manly disposition, of rare courage and indomitable will. He was a "born bushman."

He died at the comparatively early age of

54 years on May 18, 1865, at Iguana Creek, amidst the scenes of his many adventures and labors, honored and respected by all.

Count Paul de Strzelecki, Polish scientist and traveller, arrived in Australia in 1839, and, in 1840, with James McArthur, James Riley (a lad of 19), two servants and a native named Charley Tarra, travelled from Goulburn, N.S.W., to the Murray River, which they followed to its source near Mount Kosciusko. This, Australia's highest peak, they ascended and named.

Retracing their steps to the Corryong Creek, they travelled in a southerly direction up its valley, and passing over the Gibbo range reached Lake Omeo, and, further, McMillan's station at Numbla Munjic.

Leaving the station on March 27, 1840,



Angus McMillan

they followed McMillan's tracks as far as the Macalister River. Travelling westerly, when high ranges intercepted their course, they turned to the south and arrived at the Thompson River (Strzelecki called it the Maconochie). Crossing the river, about four miles west of the present site of Heyfield and travelling 14 miles, they came to the Latrobe River, which they crossed four miles north-east of Traralgon.

Following a southerly route (the Inlet being their objective) for some 15 miles, they found it impossible, owing to the dense scrub and jungle, to proceed further in that direction. A consultation was held, and it was decided to abandon the horses, and to make their way, on foot, to Western Port, where they knew a cattle station had been

(Continued on Page 73)

# WHY THE '43 RAN LATE

BY W. J. M<sup>c</sup>C.



THE T.R.O. was delighted when he received a telephone message from the junction that the down perishable goods had departed that station on time. For two hours he had been in touch with stations en route rearranging the crossings of the trains, and had averted several possibly serious delays. It had been a beast of a day, considered the T.R.O. The train, owing to a derailment, had left Melbourne late. It is not a light task to direct an important train, which is out of schedule, through a congested train area without detention, but the T.R.O. succeeded with the co-operation of the others on the track.

There was another who rose to the occasion that afternoon. He was known to every railroader as "Prince Charlie"—driver Charles Downey. He had the reputation of seldom being late; he seemed to possess a magic wand on the days when his engine was not going well. Indeed, it was an event when he failed to land a delayed train at the terminal on time.

No one appreciated this more than the T.R.O. Many a time he appealed to Charlie to "give him a go," and it was given.

"Charlie," the T.R.O. said to him over the selector telephone, "We'll be in a tight corner if we don't get to the junction on time. You'll stand down three hours for the two divisions of the up express, and those eight trucks of stock won't make connection. We've promised that they will."

"All right, Control, but, by the Lord Harry, keep that infernal ballast out of the way."

"Thanks—we'll watch her. If we allow it to block you, take it from me, we'll all resign," replied the T.R.O.

"Good oh! I'll be there on time. If not, you'll find me and the train in a paddock somewhere up the track. Oh, I say, tell that cove at Sleepy Hollow to pull off his distant

**D**RIVER Charles Downey, to whom the T.R.O. had never appealed in vain to "give him a go," seldom owed the clock anything at the end of a run. He seemed to possess a magic wand on the days when his train wasn't running too well. But there came a day when he landed his train 15 minutes late at his terminal and failed to make an urgent connection. It was all because of—  
But let the story unfold itself.

for once in his life, will you?" demanded the driver, hurrying off before his question was answered.

Charlie reached the junction on time, but he was 15 minutes late at the terminal. The cause of his belated arrival was known, at first, only to four persons, namely, Casey (the S.M.), the Guard, the Fireman, and to Charlie himself, but the secret was soon divulged. Casey mentioned the affair to Mrs. Maloney, who whispered it over the fence to Mrs. Middleditch. Mr. Middleditch told the Roadmaster, and the R.M. happened to say to Casey: "What about it?" Casey at once looked up his General Appendix and despatched a flash, the Officer-in-Charge of the Telegraph did the rest of the broadcasting.

Should you desire to see Charlie angry, just ask him what was wrong with the 43, and you'll not be disappointed. His usual calm and pleasant expression will be replaced by a look which will induce you to flee for your life, and as you sprint along the six foot, you will hear the cheerful words "go to the devil," followed by a few lumps of coal.

Poor Charlie, he was not to blame for the 43's late running between the Junction and the Terminal. It was a case of waiting for the home signal at a certain roadside station to go to "proceed."

\* \* \*

At 5 p.m. on a Tuesday in the merry month of May, Stationmaster Casey walked to the "down" home signal to light up. He reckoned on doing this and returning in good



time to "pull off" and receive the staff from the down perishable goods. While this is not good railway practice, it suited Casey, for it meant that, as soon as the goods passed, he could set to and tuck in the boiled new potatoes and butter and stewed steak, then almost ready.

There was nothing particularly interesting between the station and the home signal, except an Ayrshire herd, headed by a massive bull. For some reason, Casey considered it a pleasant occupation each day to throw lumps of metal at the bull. The bull, needless to say, did not see any fun being pelted with bluestone. On the contrary, his resentment would have found formidable expression only for the stout fence which barred him from his tormentor.

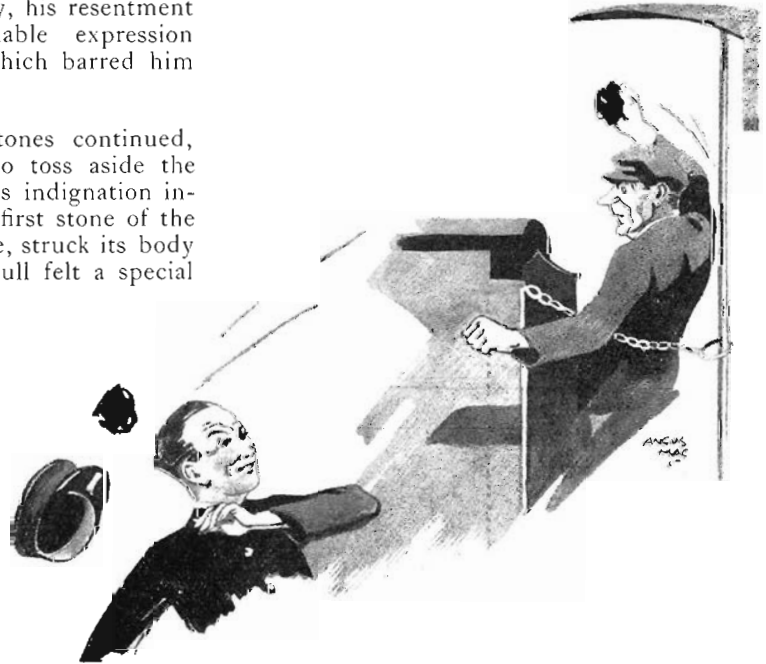
Daily, this tossing of stones continued, and daily the bull tried to toss aside the fence. As time went on its indignation increased, till at last—as the first stone of the day, a particularly large one, struck its body with a painful thud—the bull felt a special effort was necessary to end the career of this monstrous two-legged animal. Having clearly in mind what it desired to accomplish, the bull proceeded to the fence at great speed, its eyes bulging with rage, hoofs pawing so fiercely that earth was scattered in every direction, while its tail whirled at a rate which expressed how the beast felt about Casey.

The railing withstood the animal's repeated onslaught bravely, but the collapse came at last, and as ill luck would have it, its downfall took place on that hectic day which witnessed Charlie's failure to make the terminal on time.

The bull has not recorded what it thought when the fence gave way, but it can be said with certainty (Casey has clear recollections of the incident) that it proceeded as the crows fly—straight for its tormentor. Moreover, Casey remembers that when the unexpected happened, he himself hesitated for a stunned instant, and then advanced at pace hitherto unknown to him, to the home signal ladder. His climb up the ladder may well be imagined, likewise his consternation when he slipped and slid back almost to

of the signal post. His effort to recover was so strenuous that several of the bachelor buttons that held his trousers in position were wrenched off.

Meanwhile the bull advanced, but failed to overtake Casey, and having digested the fact that the signal ladder was not constructed for a quadruped, decided to wait for Casey to return to earth—a slower process than it would have arranged for. It passed the time grazing on the grass that had not been touched by its species for many years, and to the captive's dismay, declined to move from the



"Go to the Devil?"

signal post. Casey felt sure it had at some time or other been tied to a post with freedom of a dozen yards radius.

"Move on, you devil," yelled Casey from aloft. The bull, however, replied only by a bellow, and, as its quarry made no attempt to descend, continued to enjoy the excellent railway pasture.

At this moment Casey heard the '43 approaching.

"Get off, you brute," he cried, throwing his cap at the bull, "don't you know it's the '43 that is coming? Whistle you cow, Whistle!" he said, as the train approached the signal.



*Casey advanced at a pace hitherto  
unknown to him*

"What's wrong with Casey to-night?" asked Downey of his mate. "I'll wake him up," he grumbled, and he gave a long continuous whistle, until he spotted Casey on the signal post.

"Hi, Casey!" Downey called out, pulling up his train, "what the devil d'ye mean blocking us like this? Get down from there and pull the stick off. The D.S. will murder you for this."

"I can't," screamed the culprit.

"Look here, Casey," Charlie said impatiently, getting off his engine, "don't you know this is the '43?"

"I don't give a damn if you're the overland, I'll stop here till that bull moves."

"What bull?"

"Are you blind, Downey? Don't you see the brute yonder—near that louvre truck?"

Downey glanced in the direction indicated. There was the bull, quietly grazing, apparently unmoved by the fact that it was holding up one of the most important trains of the State. Downey glared disgustedly at Casey. He could not understand a country S.M. who was scared by a bull.

Had he himself been in a similar case, some excuse might have been offered considering that he was a city product and had little knowledge of them beyond that gained by shunting truck loads of them at Newmarket or tasting them in a sausage. However, something had to be done if the '43 was ever to get clear of the section.

"Is the brute fierce, Casey?" asked Downey, glancing doubtfully at the beast.

"Don't be asking such damn stupid questions," came the impatient reply.

"What the devil d'ye think I'm up here for? Get it off yourself; sure it's quiet as a pet. On yer way down, gaze on the fence, its a monument to its calm and beautiful nature. And, like a good fellow, get my cap off its horn."

"I'll get you the sack when I get to the terminal," Downey replied. "You're the biggest coward I've ever struck." And he moved off confidently to rout the bull.

It is a remarkable fact that most people, unacquainted with the proper methods of moving cattle, make the mistake of stoning them. Downey was no exception.

As soon as the first chunk got home, the stone thrower was startled by an appalling roar, as the enraged bovine bounded towards its assailant. For a moment Charlie felt glued to the ground, but roused himself when

*(Continued on page 70)*

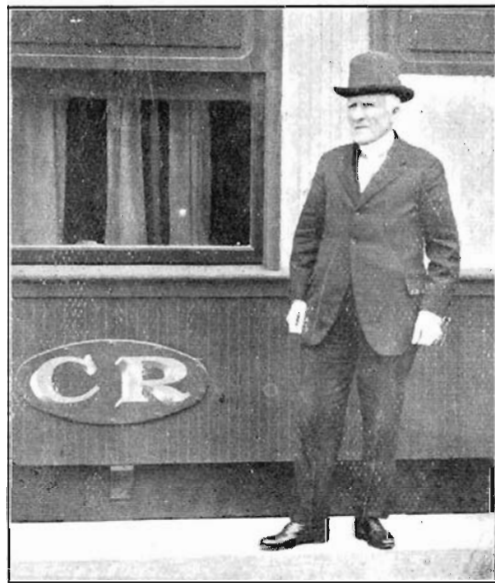


*Two railroaders perched upon a signal post*

# Arbitration Judge Gets First-Hand Evidence

**B**EFORE making his recent award governing the pay and working conditions of employes on the Trans-Continental and Oodnadatta lines of the Commonwealth Railways Sir John Quick, Deputy President of the Commonwealth Arbitration Court, made a thorough tour of inspection of the lines in question and interviewed men at various work points, so as to satisfy himself on such matters as isolation, climatic conditions, housing, food, and water supplies. The tour is here described by a Victorian Railwayman who accompanied Sir John's party.

By P. J. CAROLAN,  
*Railways Departmental Advocate*



*Sir John Quick about to leave Port Augusta*

**T**HE Trans-Australian line from Port Augusta to Kalgoorlie has a length of 1051 miles built on the 4 ft. 8½ in. standard gauge, and linking up at Kalgoorlie, at one end, with the 3 ft. 6 in. gauge line to Perth, and at Port Augusta, at the other end, with the 3 ft. 6 in. gauge line to Terowie where a change is made to the 5 ft. 3 in. broad gauge line to Adelaide.

By arrangement with the South Australian Government the Commonwealth took over the 3 ft. 6 in. gauge line from Quorn to Port Augusta, a distance of 25 miles, and the 3 ft. 6 in. gauge line running north from Quorn to Oodnadatta, a distance of 453 miles, and these lines have been worked by the Commonwealth Railways Commissioner since January 1, 1926.

The work of extending the line, north from Oodnadatta to Alice Springs, has been

commenced. A large and representative parliamentary party visited Oodnadatta in January last in connection with the function of turning the first sod. The distance from Oodnadatta to Alice Springs, which is reputed to have a most salubrious winter climate, is about 300 miles, and this section when completed will constitute another link in the ultimate goal—a through connection between Adelaide and Darwin.

It is highly instructive to a railwayman to travel over the Commonwealth system. It brings forcibly to mind what a country of magnificent distances Australia is, and how sparsely it is populated. It also strikingly illustrates what difficulties have been surmounted in the construction and operation of two great arterial ways, one running west and the other north, through country which is waterless and uninhabited.



*Back at Port Augusta from Kalgoorlie*



*A Native Camp at Lyndhurst.*

A great deal of the country traversed is timbered with myall, mulga and other native timbers and shrubs. There is not much of the route that is desert in the commonly accepted meaning of the term—a barren waste. Almost everywhere there is vegetation of some kind. The future development of some portions of these vast areas now lying idle is not unlikely, if water can be tapped, and bores and wells already provide for stock requirements at many places, although this water is not always fit for human consumption. On both the Oodnadatta and the Transcontinental lines, large dams, or reservoirs, have been constructed, and some of them carry good supplies of water. On account, however, of the long stretches of rainless days and the rapid

evaporation due to the sun, the conservation of water is an ever present problem.

At Beresford, about 152 miles from Oodnadatta, a fine sheet of water has been impounded. It is fringed with trees and is a veritable oasis in the desert. Bird life and even rabbits are numerous there, although the latter were not seen elsewhere in these regions. At Bookaloo on the Trans line 52 miles from Port Augusta a large dam has been constructed and a good supply of water is available. This dam has been roofed over with galvanized iron close to the water level to minimize evaporation. At Bookaloo, we saw the quarters of one of the fettleing gang. The cottage presented a most attractive appearance, the flowers showing a riot of color as pleasing as it was unexpected,

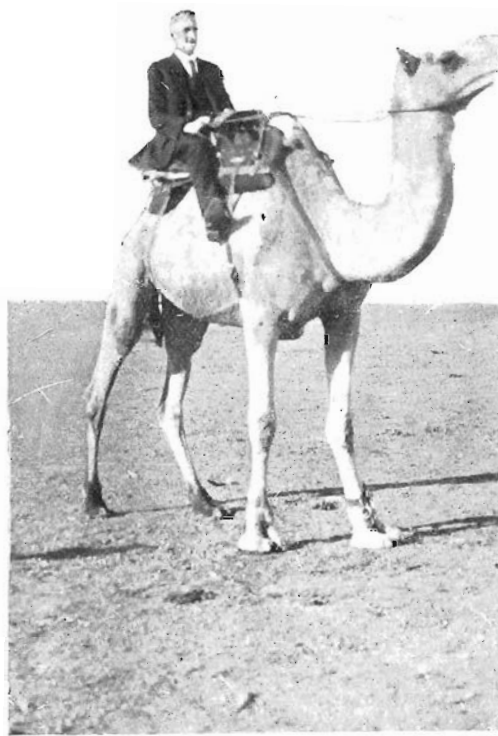


*Donkey Water Carriers at Lyndhurst.*

and the house-wife was intensely proud of the fine display.

The Commonwealth Railway Commissioner provided us with an excellently equipped train, with kitchen, dining and sleeping car on the narrow gauge line to Oodnadatta, and catered for the official party which accompanied the Court in a manner that left nothing to be desired. On the Trans line, in addition to very satisfactory sleeping and dining car accommodation, a lounge car splendidly appointed was placed at the disposal of Sir John Quick and was used at various stopping places for the purpose of a Court.

At Oodnadatta, which place the party reached on a Saturday evening, a sitting of the Court was held in the Stationmaster's office on the Sunday



The Author of this Article

morning before departure.

This is probably unique in the annals of the Commonwealth Court of Conciliation and Arbitration.

Mr. V. Allen, Industrial Officer of the Commonwealth Railways, represented the Commissioner through out the hearing of the case, and the party accompanying the Court was deeply indebted to him and to the officers of the Commonwealth Railways responsible for the excellent arrangements for the comfort of the party during their travels.

Sir John Quick in delivering his award specially thanked Mr. Bell, Commissioner, Commonwealth Railways and his officers for the facilities that

were placed at the disposal of the Court to inspect the system.

## Steel in The Making

A TOUR round the works, in charge of a guide specially employed for the purpose, takes just 1½ hours, during which

the visitor is shown the various processes in the manufacture of steel from the raw material in the giant maw of the roaring blast furnace to the finished article.

Arrived at the gate-house, the visitor must perforce pay one shilling for the privilege of looking over Australia's greatest secondary industry. The money thus collected is given to the Newcastle Hospital.

The first thing one notices is the casualty

room, which is excellently fitted with all medical necessities and well able to cope with those mishaps that occasionally occur

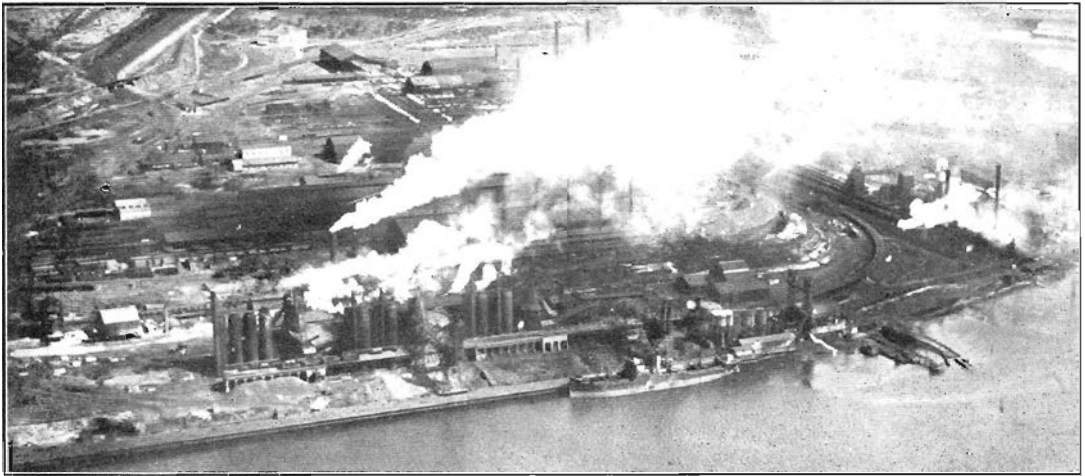
among the 5000 men employed. I believe, too, that each department or shop has its own first aid outfit, together with a man in attendance.

Proceeding further, one comes to a sign, "beware of trains." To me it seemed like a level crossing. These signs are electrically lit at night. The B.H.P.

has, in all, about 80 miles of railway line, and its own loco. and shunting staff.

THE history of secondary industry in Australia entered a new phase with the launching of the Broken Hill Proprietary Company's Steel Works at Newcastle. Nowadays, apart from its huge trade throughout the Commonwealth and with overseas countries, the company supplies the Victorian Railways yearly with anything up to £200,000 worth of steel rails, fishplates, blooms and pig-iron, and buys about 3,000 tons of Spotswood scrap metal. A visit to these vast works is described by a Victorian Railwayman in the following article :

By P. P. N. WILLS



*An Aerial View of the B.H.P. Company's Works at Newcastle*

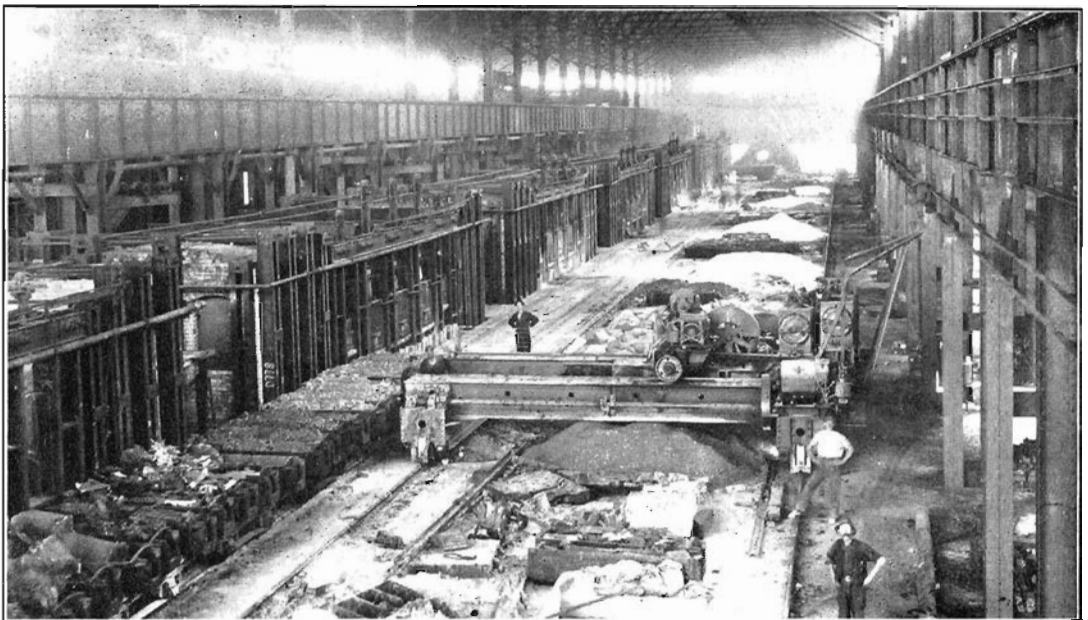
One of the first products of the works I saw was a sample of the steel sleeper for the East-West Railway. Steel sleepers have been found necessary on account of the unwelcome activity of the white ant, which hitherto destroyed wooden sleepers by the hundred.

Passing the power house, which supplies current for the working of practically every machine, one comes to the coal dump. Believe me, it is a coal dump. The trucks of coal are brought from the mines to a certain point outside the main works, where they are picked up by the B.H.P. engines and brought into the works. They are then lifted by an electric crane and the contents

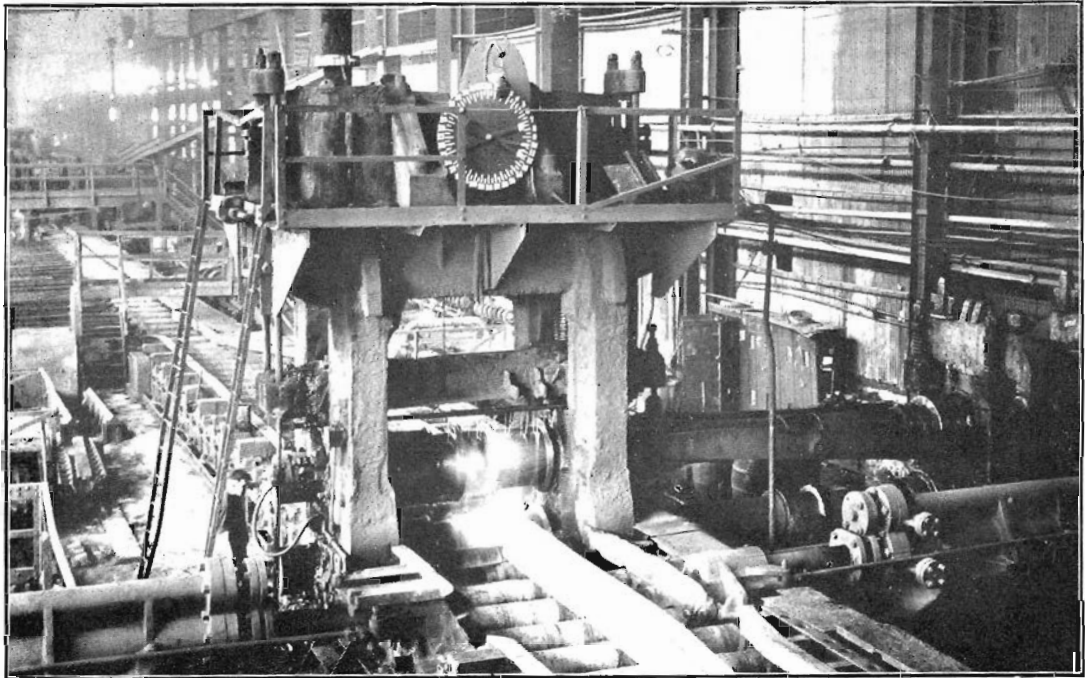
emptied on to the dump. The empty trucks are then taken out again by the engines and thence by the N.S.W. railways to the mines for refilling.

The coal is picked up from the dump by scoops, which take away 14 tons to the bite. It is then taken along to the furnaces which are then sealed. The gases from these are conveyed by various tubes and pipes to different parts of the works, and from this one product of the earth 108 by-products are obtained, including benzol, tar, pitch, naphthaline, camphor and coke.

Down on the wharf I saw a unit of the



*Open Hearth Plant*



*Blooming Mill*

B.H.P. fleet loading some of these products. This fleet, comprising 5 ships, is owned, manned and controlled solely by the B.H.P., and each is capable of carrying 5,000 tons. This weight of cargo, by the way, has been unloaded at the works in 16 hours.

When iron ore is unloaded it is screened at once, and from these dumps the ore is taken by scoops and elevators to the top of the blast furnaces where it is emptied in—the first stage of steel in the making.

Five different ingredients are used in the manufacture of steel—iron ore, sandstone, coke, limestone, and manganese. These are all obtained direct from the B.H.P. quarries, and are brought to Newcastle by the B.H.P. fleet. In this, as in everything else, the B.H.P. is practically independent of outside organisation.

#### **Blast Furnaces**

The pressure of air required to work the blast furnaces is supplied by two air engines having a driving power of 2,500 horse power each, and the pressure obtained from each of these is about 27 lbs. to the square inch.

When the steel is as far on its way as it can be, the molten substance produced by the blast furnaces is conveyed to the open hearths. These are constructed by bricks placed one on top of the other in the form of a square, to the height of about 10 feet. The molten liquid is poured into the centre

of the hearths, and by means of gas fires it is brought to about 208 degrees F.

To the naked eye the inside of these hearths is just one mass of flame, but through blue glasses, one can see the molten liquid quite clearly.

When the required heat is reached in the open hearths, the liquid is poured into huge vats and then again into smaller moulds which are taken into the open air and allowed to cool off. Into each of these moulds is thrown a handful of aluminium pellets, which give to steel its polished surface.

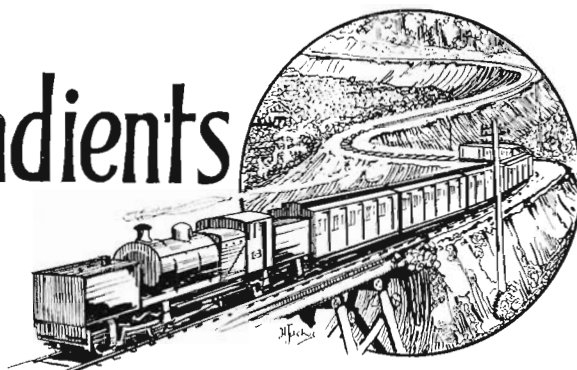
The moulds are then taken to the rolling mill and by means of a grappling hook, the contents after reheating are then lowered on to revolving rollers which carry the steel to big stamping rollers which reduce it to its required dimensions. It is then conveyed along another set of rollers to the saw which cuts it to the required lengths. Thence it is sent along to men who stack it until it cools off, when it is taken away and placed in its proper rack or stack.

#### **'Still a Young Industry**

The B.H.P. steel undertaking is still more or less in its infancy, but if the progress made to date is any indication of what it will do in the future, there will be nothing in the steel line or in coal by-products that the works will not turn out.

# Famous Gradients

by Hugh Richards



**I**N one sense, mountains and a rugged countryside benefit a railway administration. They mean tourist revenue. In another sense, they embarrass a railway administration. For they also mean expensive gradients.

**V**ICTORIA'S railway map shows lines stretching into a fine network to all parts of the State. They reach to Mildura, to Orbost, to Portland, to Cudgewa. They extend to Panitya in the far north-west, to Port Albert in the south-east. They even twist across the Murray and penetrate into the heart of the Riverina.

In one district, and one only, are the faint tracings absent. The central, wedge-shaped portion of Eastern Victoria lies forsaken and desolate. Shame-facedly it shrinks to the border; furtively it retreats into the mountain fastnesses of the Australian Alps, its loneliness emphasised by the tangle of lines bordering it on the north, west and south.

But there is a very good reason for the head-shaking of the Parliamentary Standing Committee on Railways when rail extensions in this region are proposed. Gradients, bridges, cuttings, tunnels or expensive deviations cannot be avoided in mountainous districts. A railway line can be laid down in fairly level country for something like £5000 a mile, whereas mountain scaling and skirting may swell charges to as much as £25,000 a mile.

## More Fuel Needed

And a steep gradient continues to exercise a baneful influence long after it has been constructed—in fact, for as long as it is constructed. Banking engines, restricted train loads, and increased fuel consumption, do not conduce to economy. Wherever gradients soar, operating costs follow suit. And so eastern Victoria languishes in rail-less dejection.

Of Victoria's existing main line gradients, the Ingliston bank is exceptionally long and steep. The line begins to ascend at Bacchus

Marsh, dips for half-a-mile outside Rowsley and then rises steadily with continuous reverse curves for close on 10 miles until it passes Ingliston. The State's ruling or steepest grade for main lines is 1 in 50, but this gradient reaches 1 in 48. Passenger trains are double-headed from Bacchus Marsh, and the goods train load for a "D" locomotive is 221 tons. On the other hand, the train load behind a similar engine on the Bendigo-Echuca line—a practically level stretch of track—is 780 tons.

## What Regrading Has Done

Regrading has improved the gradient on the up side of Deep Lead. The line sweeps down into a hollow and rises on the other side. The presence of two small humps, right in the dip, once prevented drivers from taking advantage of the momentum which they gained when descending into the hollow. They were compelled to slacken speed for fear of jolting the train apart at the humps.

These stumbling-blocks, however, have now been smoothed away, and normal speed can be maintained through the dip in safety.

Momentum plays a big part in the successful surmounting of steep grades. That very lucid publication, "Loads of Goods Trains," has something succinct to say on the matter. "A speed of 20 miles an hour approaching an Up Grade," it declares, "will lift a train at least 10 feet by momentum, and will assist to that extent up an incline over which the locomotive could not otherwise haul the train. A speed of 25 miles an hour will lift a train at least 19 feet; of 30 miles an hour, 28 feet; of 35 miles an hour, 40 feet; and of 40 miles an hour, 53 feet. When surmounting a momentum grade, the speed of approach is more reliable even with a



reduced boiler pressure than a low speed with a full boiler pressure."

This axiom is borne out by the need for a banking engine on the 1 in 50 gradient which rises just outside Stawell. Commencing right at the station yard the one mile incline throws its resistance on the starting train before the engine has gathered speed.

One in 30 is the ruling grade for branch lines in Victoria, and there are some pretty stiff climbs off the main lines. The Cudgewa line, with its highest station in Victoria, its breathless curves, its long bridges, and its Big Dipper descents, is the most notorious broad-gauge line in the State. The Yackandandah gradient, rising for six miles at a grade of 1 in 30 in most places, is another notable instance.

#### Complicated Convolutions

Between Melbourne and Bendigo, the railway track performs some complicated convolutions. There is the Sunbury bank (1 in 50), the Macedon bank, the Chewton, the "Porcupine" (Kangaroo Flat-Ravenswood) and the "Serpentine" (near Eaglehawk).

A high rate of speed is necessary approaching Pascoe Vale, on the North-Eastern line, to negotiate Oliver's bank.

In Gippsland the 1 in 50 Longwarry gradient,  $4\frac{1}{2}$  miles long, is aided and abetted by the Clyde grade and the Moe bank over the Haunted Hills.

In the electrified area, the most difficult gradient is the Cave Hill climb near Lilydale. Right along that track from Glenferrie there are several 1 in 40 inclines. The Eltham line has some 1 in 40 ascents, and numerous curves too. The Flemington Bridge gradient rises on a 1 in 50 grade for more than a mile.

Not content with their steep gradients, Victoria's narrow gauge lines, with one ex-



*A Picturesque Gradient on the Walthalla Line*

ception, feature sharp curves in abundance. The Beech Forest track actually boasts two-chain and two-and-a-half-chain curves in conjunction with 1 in 30 grades. And curves increase the resistance of a gradient by  $\frac{1}{2}$  lb. per ton for every degree of curvature.

On the Gembrook run, some high gradients confront the little engine. From Upper Fern-tree Gully to Upwey the line winds its way upward for more than 250 feet. A steady three mile climb follows from Monbulk-creek to Menzies-creek. Returning from Gembrook, a long slope from the bridge below Cockatoo on to Emerald does its best—or worst—to retard the train.

The Whitfield line, alone of all the 2 foot 6 inch lines, wears the white flower of a gradient-less life. It has several five-chain curves, it is true, but its slopes are gentle and easy.

Railway extensions in Victoria—and the eastern portion especially—would be an easier proposition if more Whitfield lines were practicable.

# ROYALTY ON THE RAILROAD



**P**ROBABLY no one single factor will more favorably color the impressions of the Duke and Duchess of York during their stay in Victoria than the efficiency of the railway arrangements and service.

*Railwaymen are now getting everything in readiness for the arrival of the Royal visitors. The actual spade work has been completed. No detail will be lacking which is likely to add to the comfort of the party and to uphold the reputation of the Department as a provider of first-class service.*

By RICHARD HUGHES.

**A** LONG while ago—900 years or more—an Archbishop of Canterbury was ferried across the River Dee in a boat the oars of which were pulled by eight crowned princes, while the King of England himself looked after the steering. History doesn't record whether any of the Royal but inexperienced oarsmen caught any crabs. A veil is cast discreetly over the sort of landing achieved, no mention being made of whether they smashed down the landing, collided with any other boats or managed to fluke a safe disembarkation.

The point is that this form of transport could scarcely have been supplied by a more distinguished company. As an example of exclusive chauffeuring, it is probably unique. The Archbishop could have boasted proudly, could still boast, in fact, that he was the only man, woman or child who had ever been transported anywhere by nine members of Royalty.

**T**HE Victorian Railways Department, however, is arranging more suitable and comfortable accommodation for Royalty, this month, than Royalty arranged on that occasion nine centuries ago for the conveyance of the Archbishop of Canterbury. Close contact between the departmental officers and members of the Federal and State Royal Tour organisers, long and careful plotting and planning, an insistence on, and appreciation of, the importance of detail, and gradually the rail arrangements have taken shape.

The rail service which will be placed at the disposal of the Duke and Duchess while they are in Victoria will be of the most comfortable and luxurious nature.

Not that we are accustomed to the frequent transport of Royalty by rail in Victoria. The Prince of Wales sampled our trains in 1920, but for the Royal visit before that we must go back to 1901, when the present King

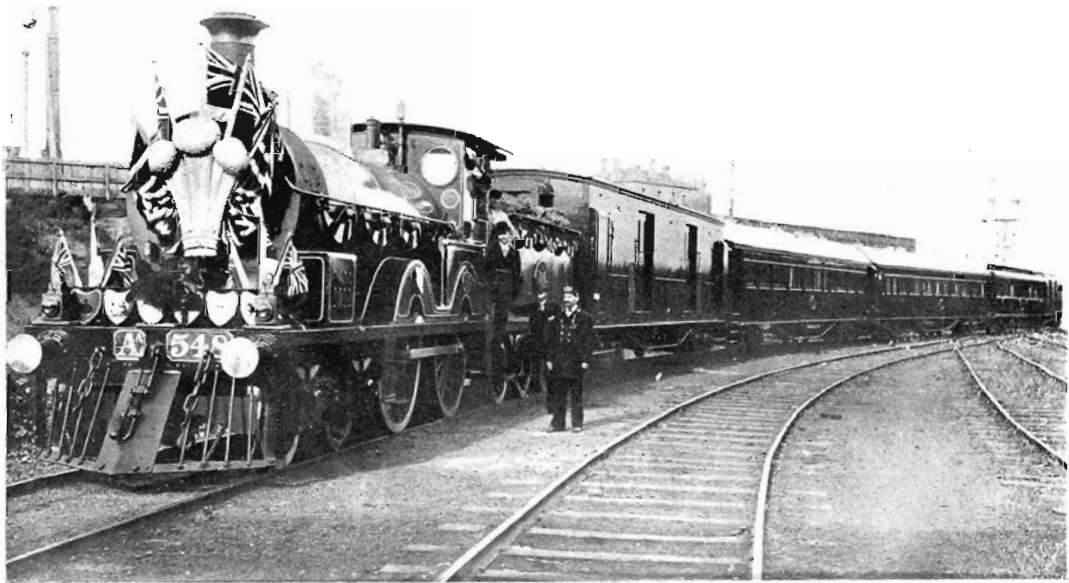
and Queen, then Duke and Duchess of Cornwall and York, journeyed out here to open our very first Federal Parliament.

Railway timetable schedules for that historic tour were signed by Mr. W. Fitzpatrick, Chief Traffic Manager, and Mr. R. Lochhead, his Deputy. This year they will be signed by Mr. M. J. Canny, General Superintendent. Only Mr. Canny won't have to sign as varied a lot as his two predecessors were called upon to initial. The Duke and Duchess of Cornwall and York paid a visit to Ballarat on Monday, May 13, 1901. They went to Sale on Tuesday, May 14, and the Duchess had a look at Healesville on May 15. The Royal couple finally travelled from Port Melbourne to Albury on Saturday, May 18.

Duke's coat-of-arms will be displayed on the front.

For the rolling stock, a dozen or so carriages have been overhauled, rejuvenated and brightened up at Newport. Three first class express cars, three sleepers, the Governor-General's and the State Governor's cars, the Commissioners' Inspection carriage, and two C.E. (express type) vans—all these carriages are admiring the brand-new suits in which they have been attired.

There are two cars still in running in Victoria, by-the-bye, which are quite *blase'* where royalty is concerned. They are the Melville and Carey cars, which were specially built for the former Duke of York's 1901 tour. As the other carriages have doubtless been bored



The Royal Train which conveyed the Duke and Duchess of Cornwall and York through Victoria, in 1901

The make-up of the train which carried them on that last trip was—"AA" class engine, DV van, Inspection car, State car, No. 2 State car, No. 3 State car, AV vestibule car, DV van. Paragraph 12 of the circular announced that "Guard M. Drinan will be in charge of the Royal train, assisted by Guard H. Walker. Conductor A. Connor to be in charge of No. 1 State car, Conductor J. Connor of No. 2 State car, Conductor De Graves of No. 3 State car, Guard H. Carey of the Inspection car, and a Conductor of the AV car."

IT will be an A2 class express engine that will convey the Duke and Duchess of York around Victoria this time. The locomotive will be suitably decorated. The

to death hundreds of times by the oft-repeated reminiscences of the two veteran cars, there must have been considerable gloating in the rolling stock world when it was learned that the Melville and Carey cars would *not* be used on the 1927 Royal tour.

No pains have been spared to ensure that the selected carriages will look their best, inside and outside. In railway parlance, the cars have been stripped—practically all fittings have been removed. Interiors and exteriors have been thoroughly cleaned. Bruised wood has been scraped. Upholstery has been revived where necessary. New carpets have been laid. Painters have flourished their brushes. Varnishers and polishers have flourished what-

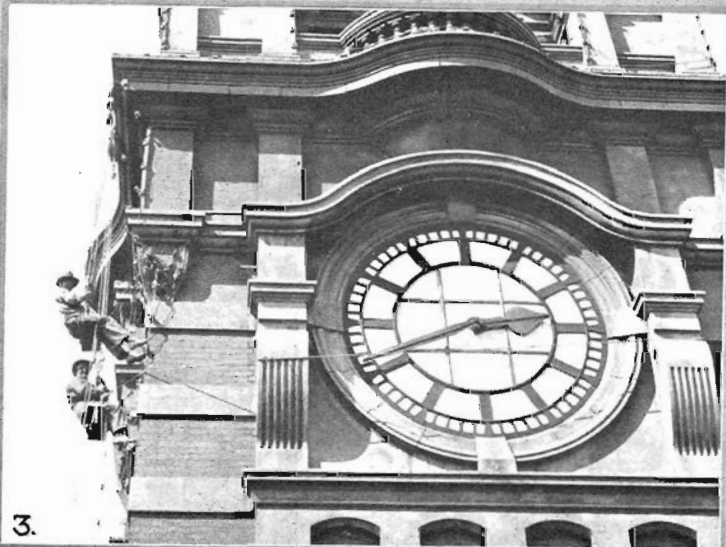
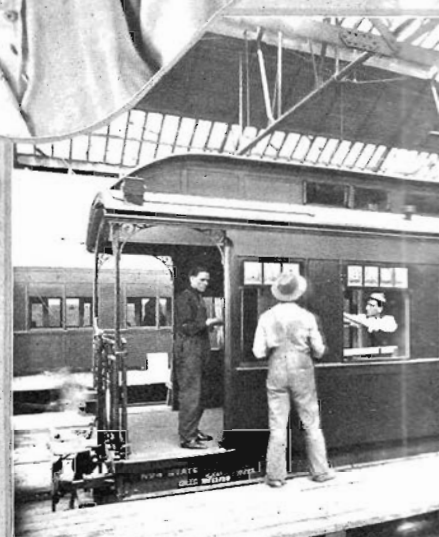
(Continued on Page 42)



1.



1—Driver "Ted" Burnell whose engine will head the Royal Train.  
4—Sprucing up the State Car at Newport.  
3—Decorating the Flinders-street Clock Tower



3.





2.

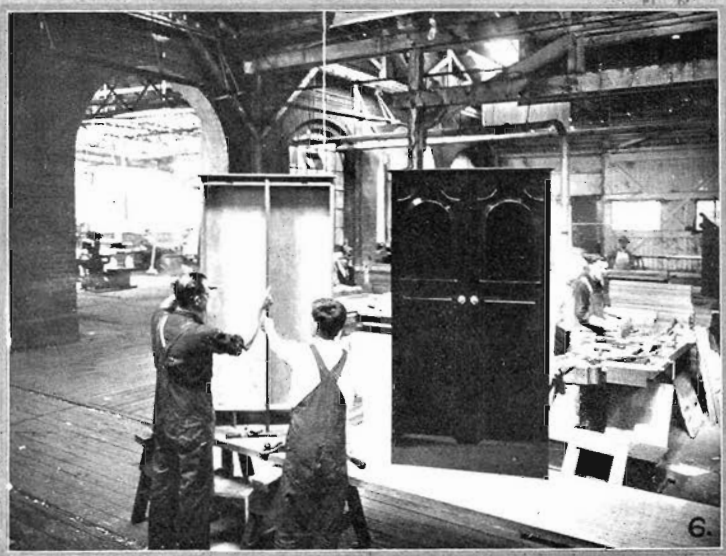


4.

2—Fixing Illuminations at Flinders-street.  
5—Cutlery and Plate for the Royal Dining Car.  
6—Finishing Wardrobes for the Duke's Sleeping Car.



5.



6.

ever it is they use when they're on the job.

Similar spring cleaning has been performed on, in and under the luxurious State cars. Hot and cold showers have been installed. Both cars have been treated by the polishers. The Duke's crest appears in certain parts of the carriages. New wardrobes of railway manufacture, extra shelves and hat nets have been built. The permanent Royal coat-of-arms outside is more resplendent than it has been for a long time past.

**T**HE department's splendid steel dining car will make its first run on active service on the Royal train. The cutlery which has been purchased for the new car will also make its first acquaintance with spotless linen on the initial trip. The Duke's table will be laid similarly to the Prince's.

The interior of the dining car will be tastefully decorated with gum and other Australian flora, but a regrettable lack of co-operation on the part of the seasons will result in an unavoidable absence of golden wattle.

Royal shopping has fallen to the lot of the Refreshment branch provedor, whose purchases have been made after earnest consultation with the Superintendent of Refresh-

ment Services and the Manager of the Dining Car Depot. Table and bed linen, towels, serviettes and doyleys, handsome blue and gold crockery, cutlery, exquisite crystal, silver and electro-plate ware have been brought home in the provedor's basket. Royal Worcester crockery and Wedgwood china, which has since been in storage when not functioning for special trips, will see the light of day again.

It should be emphasised here that the additional purchases are not being made solely and exclusively for the Duke's trip. When the Duke and Duchess have boarded the "Renown" for home, the crockery and cutlery

will pass into service on Reso tours, or at Mt. Buffalo National Park and the main refreshment room stations.

Other items on the Royal shopping list include the choicest Australian wines and aerated cordials, confectionery, fresh fruit in season, cigars, cigarettes and tobacco. Meat and joints will come through the Railways butchery, poultry from the Departmental poultry farm at Noble Park, bread and pastry from the Spencer-street bakery.

Incidentally, trips like this illustrate the self-contained nature of the departmental resources. What the railways want the railways can supply—or, at least, most of it.

**T**HE Royal Special makes its first appearance on the afternoon of Saturday, April 23, when it whisks the Ducal party from the Flemington racecourse to Burrumbeet. It picks them up again on Sunday night, reaching Melbourne Monday morning. The Royal party will take the salute that afternoon at the Anzac Day parade.

On Friday afternoon, April 29, the Duke and Duchess will leave by rail for their week's stay in Adelaide. The special will depart from Melbourne in the afternoon, make a

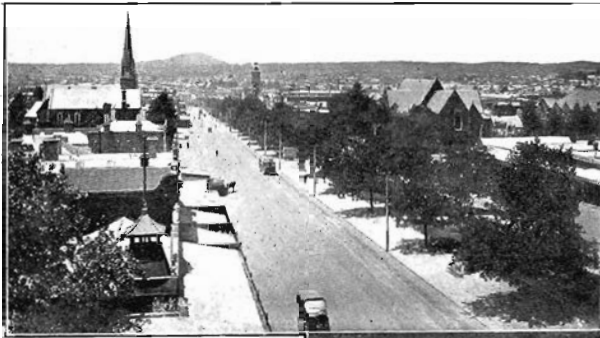
short halt at Ballarat, resume its dash for the border, and glide to a standstill at Serviceton early Saturday morning.

Saturday, May 7, will see the Royal couple in Victorian territory once more. They will arrive in Melbourne about midday, and will head north for Canberra that afternoon. During the train's short respite at Melbourne, railwaymen will be busy re-making it. The sleeping cars will be detached, as they will not be required on the run to Albury. The other cars will be reversed, and the Royal car placed so as to allow the visitors an uninterrupted view of the Victorian countryside while travelling.

In addition to the transport of the Royal



*A happy snapshot of the Duke and Duchess taken before they left England*



Left: Ballarat, where the Duke and Duchess will make a halt on their way to Adelaide.

Right: Lake Burrumbeet, in the neighborhood of which the Royal visitors will spend a quiet holiday.



visitors to and from Albury, the Victorian Railways Department is arranging for the conveyance of the Commonwealth's official guests. Two trains will be provided on both forward and return journeys for these travellers. One will be a sitting-car train, the other a sleeping-car train.

Three more trains will be needed for the accommodation of 1,400 naval, military and air force trainees, who will also attend the official ceremony at Canberra.

Special precautions will be taken for the safe transit of the Royal train. A pilot engine will precede it on certain sections. Track gangers will conduct a careful examination of their lengths. All works will be made safe. No trolley will be allowed on the line after the passage of the pilot engine until the Royal special has roared past. Level crossings will be secured.

THEN, too, railwaymen have been busy designing and executing some effective decorations for Flinders-street Station. The world's busiest station will make a brave showing during the visit. The top portion of the building, the Swanston-street entrance, the Elizabeth-street tower and the main dome will be outlined by colored electric light globes. There will be a glistening crown in the centre of the tower facing Elizabeth-street. Along the verandah in Flinders-street will run an illuminated sign—"The Railways Welcome The Duke and Duchess." Between each word will shine one of the white roses of

York. Over the clocks at Swanston-street entrance will appear the wording: "Welcome to Victoria." Gleaming lights, flags, trophies and bunting will be displayed around the parapets and facade.

Finery will also be donned by Princes Bridge station, and bunting will be sent to stations like Ballarat and St. Kilda for decorative purposes.

Railway ideas and railway labor have brilliantly carried through the entire attractive scheme. Half-a-dozen railwaymen have been engaged on the complicated electric lighting layout. Others have been making the illuminated signs at the workshops or performing the actual decorations on the spot. And three railway painters have been plying an efficient brush and swinging an efficient elbow as well.

The Landscape Gardener has been looking after his green, colored and fragrant charges. Some of his men are out assisting Dame Nature to look her best on railway gardens and rockeries. In his conservatory he has plants and flowers which can be used for decorations, greenery and shrubs which are available for arches if required. A dozen green tubs have been constructed for him, and in these he intends to plant tall palms to make an effective avenue.

Briefly, Victoria's railway arrangements in preparation for the arrival of the Duke and Duchess of York have been typically comprehensive, characteristically thorough.

How I Get Business

# Helping The Fruitgrower

**H**OW to Get Business is a problem which, in these days of keen competition in the sale of transportation service, presents itself to every railwayman for solution in his own way and according to his own opportunities.

This series of articles by various Railway Business-Getters may serve to stimulate ideas now lying dormant in other brains.

By Stationmaster F. A. A. DOREY, Panmure.

**F**OUR years ago, it appeared to me that the railway official could do a lot to help the fruit campaign, help the grower, and consequently swell our revenue. At first I used to put the position before each one who came to the station, and explain to them the difficult position of the fruitgrower in being unable to get into touch with the consumer. I was always careful to compare the landed cost ex the grower with the local shops, and stress the point of the saving effected, besides ensuring a fresher and better article.

A good supply of literature supplied by our department was always on hand to back up my arguments as to the good obtained from eating plenty of citrus and other fruits and the importance derived from the necessary vitamins so obtained.

I have an understanding with the growers that the fruit they now supply me with will be of good quality, therefore I guarantee each case, and I specially see that it is so. If it has suffered en route owing to a hot spell, or other adversity, I allow the purchaser for the unsound fruit or procure another case, and much of my success I attach to this important phase of selling fruit.

Another important point is that the growers allow me to send group orders as I receive them, collect on delivery, and forward the money to them as often as they require.

I have an old gentleman here in a state of chronic ill-health. I tried hard to sell him oranges, but he always said he did not like them. However, on one occasion I learned he was forced to go to bed, so I sent him a gift of one dozen oranges. Since then, I have sold him at least 12 cases, and now he

asserts he cannot do without them when in season.

I am also particular to see that I have a case opened out of each consignment, and left near the office door. This attracts attention and is a good advertisement. I keep a weekly price list near the booking window, and I think it will be easily seen from the following that the public in this small district have placed confidence in me to get them their fruit requirements.

The first year I sold 10 cases; the second year 40 cases and 30 cases from a fruit train; the third year 258 cases of citrus and stone fruit, 20 buckets of berries and £20 worth of dried fruits. This year, I have sold over 300 cases of various fruits, and I am confident that I will reach 400 cases before the season ends. It would be well to mention that I have opposition here, as there are in the aggregate about 100 acres of orchards.

There are about 550 Stationmasters in our State. Suppose each sold 200 cases. This would mean that 110,000 cases would be disposed of annually, which, I think, would alleviate the fruit gluts and would return the Railways Department approximately £4,000 in revenue, to say nothing of the good it would do to all concerned.

After all it is an easy matter to sell 200 cases. Surely there is one member of the staff at each station who would volunteer to take up this national matter and help to swell sales and increase our revenue!

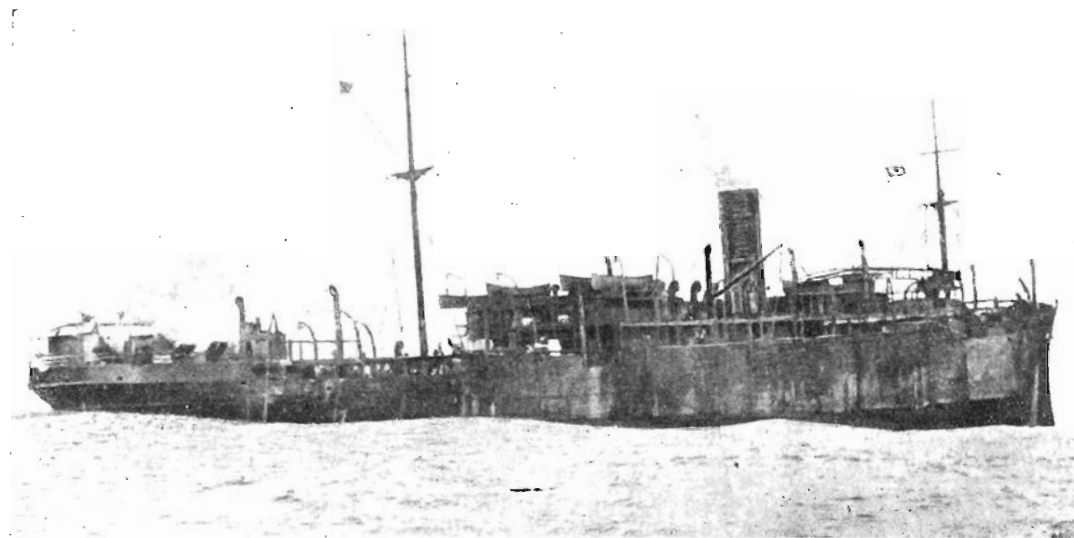
Another important matter to remember is this: by bringing the people to the station for their fruit, we are keeping our customers together. This alone should be helpful in our efforts against road competition.

## A CHALLENGE

"Can any ninth-class country station, staffed by an S.M. and a lad porter, beat these figures" is the challenge thrown out by Crib Point in a recent letter which gives the revenue collected at that station, for the year ended December 31, 1926, as £15,721. Passengers supplied £5,802 of it, "in" parcels £362, "out" parcels £120, parcels stamps £42, and goods in and out £9,395. Crib Point believes this is a record in its class. Is it?



# The Sinking of H.M.A.T. Ballarat



THE BALLARAT—DESERTED!

**T**WO-FIVE, pip emma, (ship's time) April 25, 1927, marks the anniversary of the loss of the good ship H.M.A.T. Ballarat which met her fate at the hands of a German U boat at the western entrance to the English Channel. She now lies in her watery grave, her decks once swarming with the cream of Australian manhood, the playground of demizens of the deep. A decade has passed, but memories of this fateful day cannot be effaced from the minds of many Victorian railwaymen.

By A. T. ROOKE.

**P**ANIC was absent. Each man assumed his life-boat position calmly, and, with an air of lightheartedness, chanted songs.

An impromptu auctioneer offered the ship for auction and, after vigorous efforts, bidding reached the sum of 2s. 9d., at which she was passed in for private sale to Father Neptune.

Such was the spirit of the men of the Ballarat, who, true to race tradition, emulated the heroism of the members of the ill-fated Birkenhead.

Nor can we praise too highly that wonderful arm of defence, the silent British Navy, to which every Digger unhesitatingly "dipped his lid" in recognition of its effective rescue of the Ballarat's men without a single casualty. Death was cheated, 1800 troops, including 350 men of the Railway unit, went on their way to

win further laurels on the battlefields of France and Belgium or to pay the supreme sacrifice, the memory of which we honor on April 25.

The war, its horrors, its thrills, its humors and its weariness has long ceased, and we find ourselves back on the job, but we still vividly recall its incidents and these reminiscences are a dominant factor in the tightly woven bond which still binds all Diggers. Anzac Night will see a re-union of the survivors of the H.M.A.T. Ballarat at the Cafe Royal, Flinders-street. Members who roll up will exchange memories as those of two up, crown and anchor, and housey housey schools, those hops over the bags, those grim trench "clean-ups," that five-nine that got poor old Jim— Let me know at Room 68, Spencer-street, if you're coming.

## ANZAC DAY—April 25th, 1915

**T**HEY were so young, so young ;  
Just tasting of life's cup ;  
But at the urge of fate,  
They gave their glad lives up.  
They left the workshop bench,  
They left the farm, the town ;  
All dear delights of home  
And kindred, they laid down.  
And bravely they went out,  
Smiling and earnest-eyed,  
From pleasant paths of peace  
Into war's surging tide.  
And none may fully tell  
Their piteous stress and strife,  
And courage, till they made  
Their sacrifice of life.  
We keep this sacred Day  
For those who died to win ;  
Please God, the Heavenly gates  
Swung wide to let them in.

—Emma A. E. Lente

*Where to Spend an Easter Holiday*

# The Lure of the Bush-Clad Hills

**T**HE near approach of Easter is foreshadowed by the swelling tide of inquiry at the Government Tourist Bureau and Railway Booking Offices for suitable spots wherein to spend the Easter holidays.

Officials have no difficulty in offering a wealth of choice—Victoria is fortunate in this respect—but to the man or woman whose means will not run to the more expensive trips, and whose time is limited to the five statutory days, the Nearer Ranges afford numberless delightful spots in which to forget the city's hurly-burly in the beauties of autumn-tinted nature.

By J. D. MICHIE

**H**OLIDAY arrangements differ according to tastes, and mountain resorts including the nearer ranges will attract as many holiday-makers as the inviting beaches around the bay or along the Southern coast.

The tree-clad ranges and detached mountains ruggedly crowned with battlement, cupola or minaret, have a charm and fascination entirely their own. Their waterfalls have an association with clear blue skies and extraordinary beauty of foliage. Numberless holiday-makers, doubtless, are now pondering the question of a change of scene, and contrasting the attractions of the seashore with the delight of the mountains, helped in many cases to a decision by a consultation of the guest house tariffs, the quality of accommodation, fare tables, and so on.

### Short Rail Journeys

Rail journeys of brief duration, convey holiday-makers' or health-seekers to the nearer ranges, whence conveyances carry them to hospitable hamlets—Mt. Dandenong, Sassafras, Sherbrooke, and Ojinda—on the hill-tops. Further on are many popular resorts adjacent to stations on the narrow gauge line which runs through delightful country to Gembrook.

At the northern end, Croydon, on the Lilydale line, is one of the principal detraining stations. From here a graded, picturesque road leads to the mount where, in common with other resorts in the ranges, there are many beauty spots which appeal to the nature lover. A short walk in almost any direction will lead the visitor into the heart of a beautiful fern gully, or to the summit of some commanding viewpoint.

On the branch line from Ringwood, Bayswater and Upper Ferntree Gully stations, and the stations beyond, on the narrow gauge line, along the Southern edge, are all points of departure. Good roads, from which the

panoramic views are magnificent in extent and beauty, and well chosen tourist tracks, have done much to open up this region as a pleasure ground.

Elevations of more than 2,000 feet at the northern end, and about 1,700 feet at the southern, a distance of only twenty to thirty miles from the city, cheap rail fares and a district full of endless charm combine to make the ranges the holiday field of many thousands of Melbourne people.

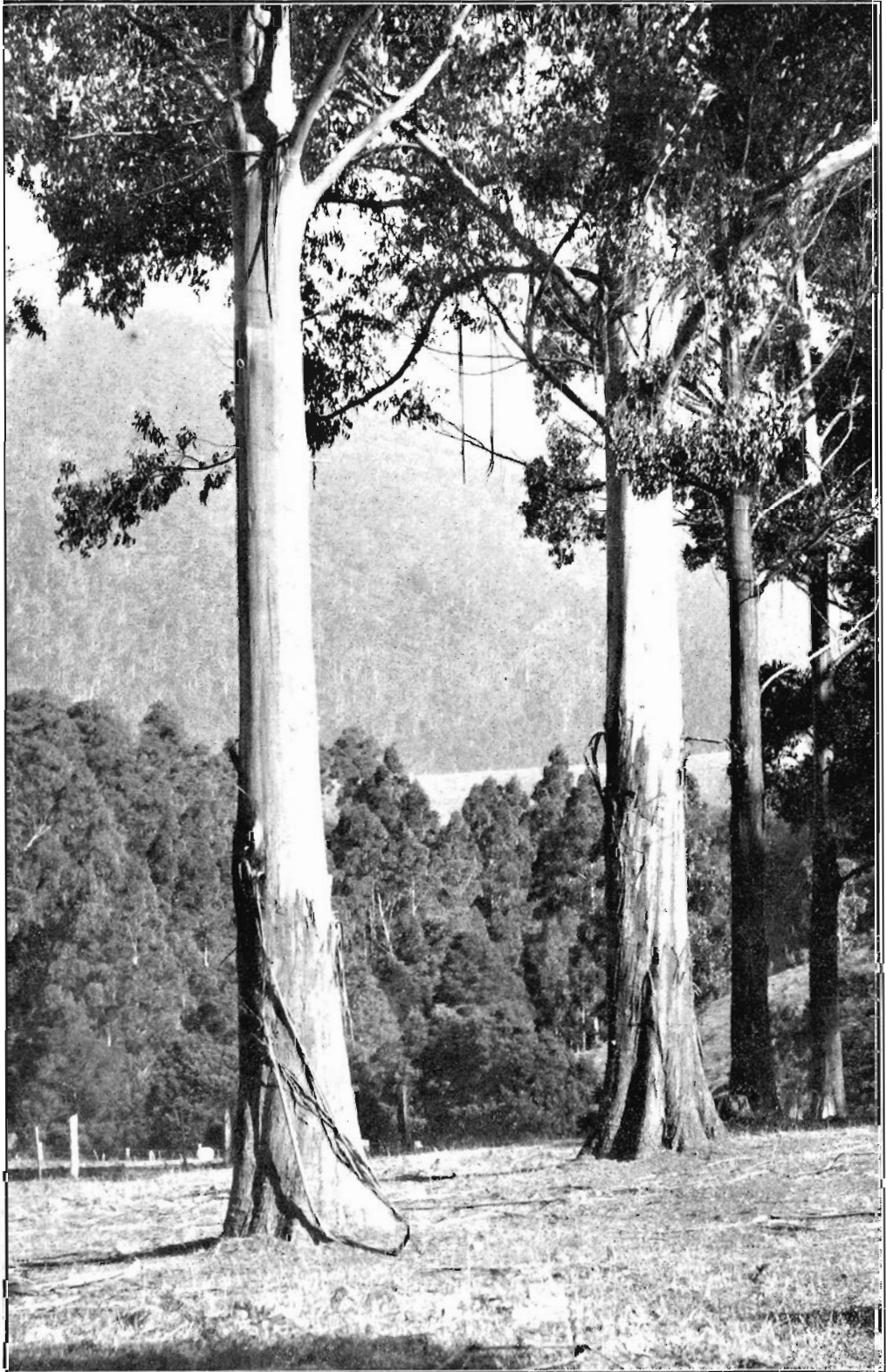
Around Warburton there are gullies with a wealth of lovely ferns and native shrubs, and the beauty spots, within easy distance, offer a wide field for choice. Situated only 48 miles from Melbourne, the township is built on the side of a mountain range, about 500 feet above sea level. Here the picturesque valley of the Yarra is walled in between the ranges rising to the north and south. The view, from an elevated position on the hillsides, with the fast-flowing river below, the towering range opposite and up the valley, and the forest clad mountains in the distance, is a remarkably fine one.

### Mt. Donna Buang

The summit of Mt. Donna Buang, 4,080 feet above sea level, is distant eleven miles by a winding road, and it is the great objective of tourists from Warburton. It is the highest peak within 100 miles of Melbourne, and, when snow-covered, is a great attraction.

Variety upon variety of landscape, hill and dale, all of which may be visited in a one day's outing from Melbourne by rail, can be seen at their best in the red and gold autumn tints of Easter. Yarra Glen, Christmas Hills, Kinglake and Toolangi, Healesville and the Blacks' Spur, Eltham, Greensborough and Hurstbridge. Whittlesea and the Yan Yean and Beaconsfield Heights—all are beckoning to the holiday-maker.

*IN THE NEARER RANGES*



*Photo by W. Howieson*



### The Last Run

POPULAR Driver-in-charge Bill Davis is here pictured indulgently posing before taking his last run on a goods train from Bairnsdale. Forty-three years' continuous service is his record,



and for six years he has been the head serang among Bairnsdale's engine drivers. He started on the job on October 16, 1883, just managing to scrape in as an eligible for the pension. The act was abolished at the beginning of the next month. Bill abhorred untidiness. The official equivalent for three hearty British cheers was usually handed out to him whenever departmental chiefs visited his locomotives at the famous lake-town, and the hedge

surrounding his residence was always clipped as neatly as the shingled head of the daintiest flapper. Quite a mixed assortment of gifts and presents was thrust upon him by his friends at a farewell evening in the Bairnsdale Temperance Hall. He was given a gold watch and a case of pipes and the gold medallion of the service, and the certificate of the Federated Locomotive Workers' Union. And an aluminium set of cooking utensils for his daughter.

### Pleasure for Two

THE Chief Engineer of Way and Works had much pleasure in informing Gatekeeper J. Hammill of North Bendigo, at the beginning of last month, that he had been awarded the First Prize of £3 10s. for the best kept departmental residence occupied by a daily paid employe in the Bendigo No. 2 Works Foreman section. Personally Mr. Hammill had much pleasure, too, in accepting the cheque, which the Chief Accountant sent along. "Excelsior" is the Way and Works Branch motto in these matters. Gatekeeper Hammill has converted D.R. 987 at North Bendigo into one of those delectable little cottages which make confirmed poets babble, remind them of Tennessee and send them charging off to write yards of verse as soon as they glimpse it. Yet the Chief Engineer, in his official memo to the Gatekeeper, trusts "that an endeavor will be made to still further improve the creditable appearance of the residence and its surroundings."

### Saying It With Furniture

THOSE well-wishers who "say it with furniture" when they make a presentation to a blushing benedict, have undoubtedly made a very wise choice, but they have also laid up a whole heap of trouble for themselves in the matter of handing over the article in conventional fashion. In every really successful presentation, the thrusting of the gift into the hand of the recipient is simultaneous with the throwing out of the customary flattering adjectives. And you can't very well do this with a mahogany dining table or an oak sideboard. An "auspicious occasion" would lose a lot of its dignity if a steam crane had to be erected on the platform to assist in the little ceremony. Moulamein railwaymen and townspeople, however, got over the difficulty in a very satisfactory manner when they recently made a presentation of furniture to Stationmaster F. O'Brien, who has just entered into the holy state. "Dad" Ross, the chairman, passed him a well-filled wallet of notes, and told him that he and his wife were to buy a front-room suite and a secretaire bookcase with the contents. Mr. Buchanan followed with good wishes from the railway staff, Cr. Darbyshire introduced the civic touch, and Mr. J. Baker, P.M., conveyed the townspeople's blessings to Mr. O'Brien.

### He Needed No Advertisement

THAT august body known as the Victorian Institute of Advertising settled an important matter the other night. Mr. A. W. Keown, Victorian Railways Advertising Manager, was nominated President of the Institute for the ensuing year, and with a unanimity and rapidity of decision that showed pretty clearly how well they knew him, the members eagerly thrust him into the chair, creating at the same time the customary stir, bustle, din, uproar and pandemonium which the reporters term "loud applause." Mr. Keown has been a member of the Advertising Institute for years, and is General Manager of the Advertising Association of Australia and New Zealand. And, of course, he has had charge of railway advertising activities in Victoria since 1923.



Incidentally, he holds pride of place, in Head Office, as a raconteur. Or does Mr. H. T. Stanley? On second thoughts, they share it.



### Sir Charles



NEEKLING humbly on the floor of the Norman car, as it sped towards Melbourne from Orbost at the conclusion of the recent railway tour to Canberra, Mr. C. H. Holmes, Chairman of the Betterment and Publicity Board, was solemnly knighted and invested with pomp and ceremony in the Most Distinguished Order of Grand Commander of the Orange. Although he wore neither crown nor royal robes, Mr. D. H. Dureau, Melbourne's well-known business magnate, made an impressive figure as he smote Mr. Holmes on the shoulder with a walking stick, laid a blue, gold-lettered ribbon, on the end of which dangled a large ripe orange, around his neck, and sternly bade him "Arise, Sir Charles!" Assembled around the car, the rest of the travellers broke into loyal acclamation as the knight rose to his feet. The distinguished service which the popular Sir Charles had rendered the community had been performed the previous day on the New South Wales border. The car loads of tourists had seen Canberra, had borne the heat and burden of the day along the highway from Cooma, and were beginning to lick their lips and scan the smooth road ahead for the hostelries that didn't appear. Then it was that Sir Charles-to-be halted the cars, dragged forth two cases of juicy oranges, which, with remarkable foresight, he had quietly stowed aboard at Eden, and urged the delighted travellers to fall on them. The oranges were as pleasant and unexpected a surprise for the tourists as the subsequent knighthood was for the Betterment Board chairman. But it must be whispered that the official files on Sir Charles's desk continue to bear the prosaic prefix of "Mr."

### That Kruschen Feeling

THRUSTING a genial beaming face into the office of the General Secretary of the Victorian Railways Institute the other day, Mr. J. J. Hennessy, ex-officer of the Transportation Branch and retired for seven years, had a little chat about the good old days. He resides now at Hunter's Hill (five miles from Sydney), looks remarkably well, and brings vividly to mind certain Kruschen advertisements. He wants to be remembered to all his old V.R. pals.

### Leaving, But Staying

SIGNALMAN C. O'Leary has left Wangaratta. He is also remaining at Wangaratta. Departmentally, his 65th birthday has removed him from the station rolls. But, although he may not be now earning his daily bread at Wangaratta, he has decided to keep on eating it there anyhow. He has wrestled with the levers in the Wangaratta signal box for 24 years, and has got on so well with everybody, that it's really not surprising to learn that he has no consuming anxiety to gallop briskly towards the bright lights of the big city. The railway staff gave him a travelling rug on his retirement, and indulged in an orgy of complimentary speeches and sincere expressions of regret at his departure.

### Victoria's Invasion of America

THREE more Victorian railway officers swell the ranks of those who have investigated for themselves Uncle Sam's methods of controlling and operating his big railroads. The latest searchers for knowledge are Mr. D. Cameron, Chairman of the Staff Board, and Messrs. T. D. Doyle and R. R. Cannington, engineers of the Rolling Stock Drawing Office. Mr. Cameron, who will make a hurried descent on England before returning from America, has been connected with the Staff Board for six years and has filled the chair since 1923. He started in the Transportation Branch as a junior clerk in 1897 and came to the Secretary's Branch in 1909. Mr.



Doyle benevolently casts a controlling eye over the Rolling Stock Drawing Office, where he has been in charge since the retirement of Mr. McMiken. Appropriately his first railway job was as a supernumerary draughtsman in 1903, and he was also Instructor of the Mechanical Drawing Class at the Institute for 11 years. So he should be a real draw wherever he goes! Beginning as an apprentice car and wagon builder in 1908, Mr. Cannington had an exceptionally promising career at the Working Men's College, passing with credit in each of the three years of his course. The Drawing Office has known him for seven years. Mr. Cameron will probably be away for eight or nine months, and Messrs. Doyle and Cannington for six months.

*Continued on Next Page*

Fond of Substations

**A** FOURTH railwayman who has just sailed across to Yankeeland is Mr. A. J. Gribble, a young engineering assistant in the Electrical Branch. He has been granted 14 months leave of absence by the Commissioners—and permission for an additional 12 months if he wants it—and will be located with the famous General Electric Company at Schenectady. Shift electrician was his first job on the Victorian Railways and he eventually became draughtsman and engineering assistant. He saw something of the operating side of the Electrical Branch and then enthusiastically mixed himself up with the erection of the first automatic substations. Subsequently he had quite a lot to do with technical work in substations, and he also helped to plan the layout of the new switch gear at the Jolimont substation, so he ought to feel rather lonely in Schenectady if the General Electric people can't find him a few substations.

Never Gets Rattled

**A**FTER shrilling his whistle on goods and passenger trains between Warragul and Bairnsdale for 20 years, passenger guard Jim Stone of Sale will retire this year. He is one of those happy individuals who exhibit a broad grin when work thickens. Snow him under with barrowloads of van goods, bury him fathoms deep beneath stacks of travellers' samples and he emerges as unruffled as the most leisurely first-class passenger on the train. Like many of the old brigade, the more he has to do the better he does it. Jim has seen and felt many wet spells during his long sojourn in Gippsland (Queen Ann is dead, too!) but, discussing the present dry season, he moodily declares that "them days is gone forever."

A Lusty Winter, Frosty, But Kindly

**T**HAT is how Thomas Scott, who has seen 90 summers, described his age when we saw him the other day at his home at Elwood. Formerly senior porter at Middle Brighton, he has been on the retired list for the past 30 years. Still an active man, who does his own gardening, visits sports of all kinds, has keen eyesight, he can, as the photograph shows, thread a needle without the aid of spectacles. He takes a keen

delight in sewing buttons on his clothes, as well as an active interest in the affairs of life, and possesses a nimble mind and ready wit. It is quite a stimulus to meet him. His son, W. J. Scott, some years back was a well-known cricketer, who played for Australia against Warner's English team.

For or He's A—

**T**HAT it makes not a scrap of difference whether a man works with his coat on or off, was demonstrated conclusively at the North Melbourne running sheds when Mr. F. Bowdler of the clerical staff received word of his transfer to the Head Office. As soon as it was learned in the sheds that Mr. Bowdler was leaving, the hands combined to purchase a fountain pen, a smoker's outfit and a tin of fine cut. These were pressed severally upon the genuinely delighted clerk, while Messrs. M. Stewart, H. Lever, G. Fuller, C. Robert and F. Darby of the shed staff and Acting Chief Foreman Bell bore vociferously applauded testimony to the unflinching good-fellowship of Mr. Bowdler, and his patient, though oft repeated explanations to the men of the varying awards, clauses, conditions and rates made by the Wages Board. The meeting then acclaimed Mr. Bowdler as a jolly good fellow the requisite number of times.

**CORRESPONDENT WANTED**

Mr. J. L. Holmes, who is connected with locomotive engineering on the London and North-Western Railway in England, and who has read the Victorian Railways Magazine with, he says, considerable interest, would like to correspond with a young Victorian railwayman on the subject of locomotive engineering in Australia.

"We in England," he writes, "are apt to think that the Australian Railways are yet to be inaugurated. I must confess I was under that impression. We scarcely ever hear of your doings, your progress, or anything."

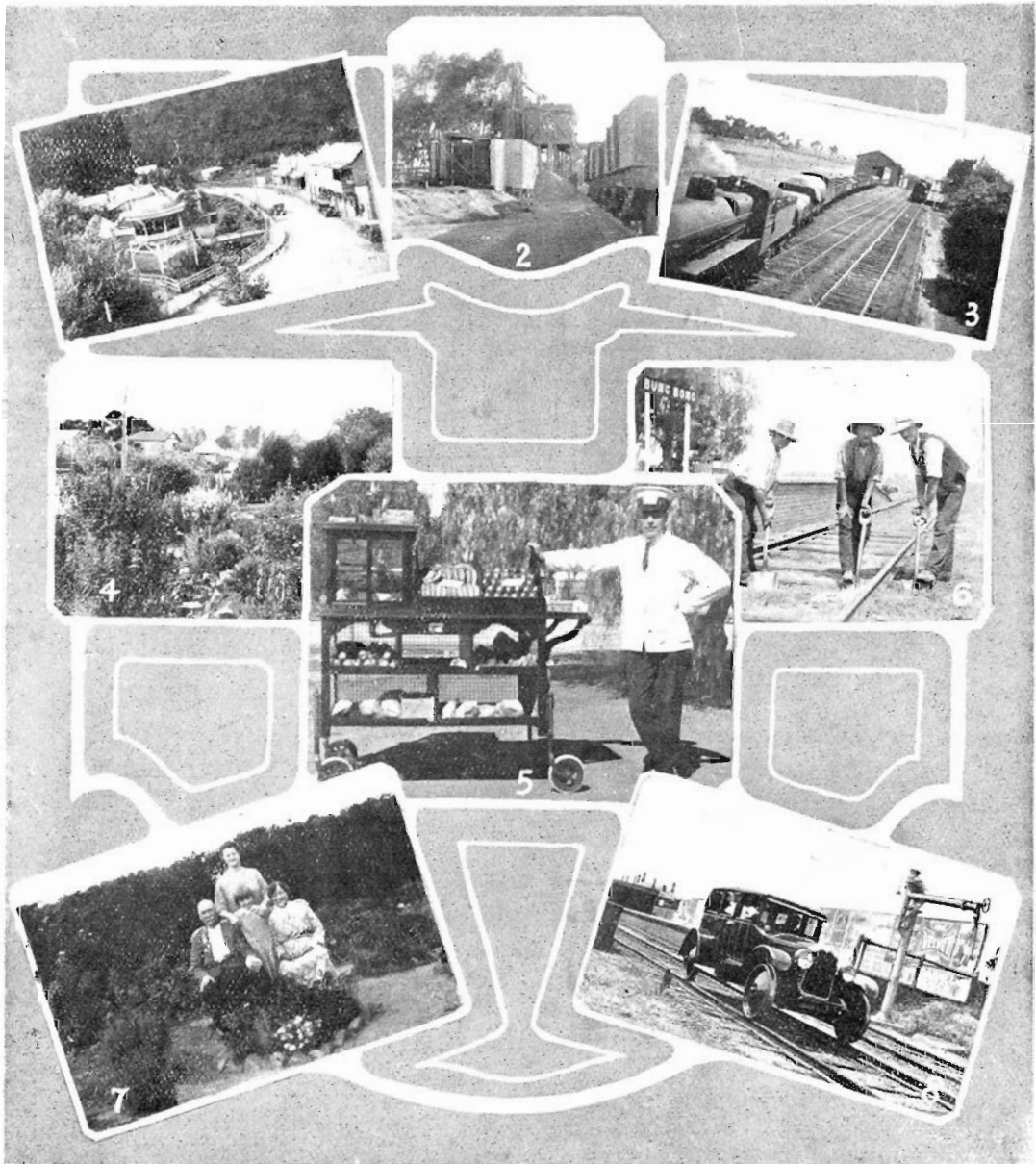
Mr. Holmes's address is: 6, Lowgates, Stavelly Chesterfield, England.

**SEND IN YOUR COPY EARLY**

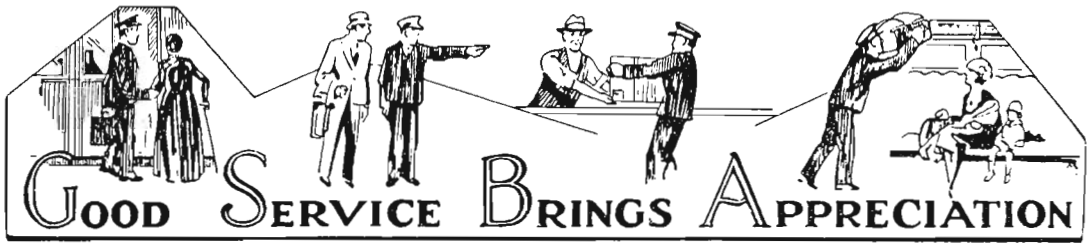
**S**IX statutory holidays make April a very short working month. Contributions, both of photographs and letter-press must reach the Editor not later than April 10.

# Snaps Round the System

Sent in by Contributors



1. *Walhalla*
2. *Stone crusher and mill at Redesdale which has added about £400 a month to the revenue of the line*
3. *The Geelong Flier (right) passing through Little River Station The goods train (left) tried to back out of the picture but didn't succeed*
4. *Stationmaster J. Dunstan's garden at Kyneton*
5. *The Railway fruit wagon at Ouyen, which has been in great demand this summer*
6. *Keeping the track in order at Bung Bong*
7. *Ganger H. W. Hately and family of Lal Lal. Their house (D.R. 1229) and garden took first prize in 1926 for the best kept residence*
8. *Buick Rail-Motor passing through Castlemaine. This car is to be used extensively for tourist trips*



#### HEATHCOTE SHOW TRAFFIC.

**I** HAVE the honor, by direction, to thank you very sincerely for your great kindness, together with your staff, in arranging the early arrival of the Goods Trains on our Show Day (Nov. 10 last); also for the usual businesslike manner in which the special trains were received and despatched.

I have also been directed to write to the local S.M., Mr. Kloppman, and staff, thanking them for the splendid work that was carried out at the Heathcote R. S. The whole of the exhibits were received here and despatched without the slightest hitch, and not a single complaint was heard; which is, in itself, something to be justly proud of. Their work was in harmony with everybody, and this we put down towards the help of the ever-increasing show traffic. Wishing you all the Season's compliments and thanking you for all that you have done for us on every possible occasion.

—W. G. Story, Secretary, Heathcote Agricultural, Pastoral and Horticultural Society, writing to the District Superintendent, Bendigo.

#### EFFICIENT WOOL TRANSPORT.

**W**E have pleasure in drawing your attention to our appreciation of your Goods Traffic Service.

Owing to the adverse comment of our business connections in which they stated it was impossible to have our wool (1,500 bales), purchased on the 16th inst., in Albury, delivered in Melbourne by the 23rd instant, the writer decided to interview and place before your Mr. J. Hearle our position, and the result that your deliveries were very satisfactory indeed. Consequently, in future, whenever possible, we will avail ourselves of your service.

In conclusion, we congratulate you and your staff for the efficient way you have attended to the deliveries, which has helped us considerably in our business.

—Bennett & Gilman, Wool Brokers, William-st., Melbourne, writing to the Chairman of Commissioners.

#### "ARRANGEMENTS PERFECT."

**O**N behalf of the "Back to Charlton" Committee, I desire to tender to you and your staff their appreciation of the splendid train provided on October 16, in connection with the celebrations. We received every kindness and assistance from your officers, both in town and country. All arrangements were perfect, and every detail carried out without the slightest friction. We feel we would be lacking in a duty did we fail to recognise this.

At the Charlton end, Mr. McMasters and staff did everything possible to assist us, and the appearance of the station on the arrival of the special was a credit to all concerned in the work of decorating the buildings, and an added pleasure to the "Come Backs."

—W. Williams, Secretary of the Committee, writing to the Chairman of Commissioners.

#### PERISHABLES TRAFFIC

**A**S on previous occasions we have had to draw attention to the fact that butter received after the holiday was in a very soft condition, we think it fair to convey to your Department our appreciation of the condition of the Merino butter that was delivered to us this morning. It arrived in very nice order indeed, and we appreciate the attention that must have been given the consignment in transit, although the holiday period has been more or less trying, and the consignment arrived at Spencer-street Saturday afternoon, and was only delivered to us this morning. We have pleasure in placing on record our thanks for services rendered.

—J. E. Handbury and Son, Pty. Ltd., Flinders-lane west, Melbourne, writing to the Secretary for Railways.

#### THE RAILWAY IS THE BEST WAY

**R**E 17 trucks of sheep which you took to Nagambie for me on 16th and 17th ult. I wish to thank you for the good run you gave me with them, and the able way the job was handled. I hope to be sending about that number up each year, and if I can get a run like that, will do it by rail instead of by road.—F. O. Robertson, "Pleasant Banks," Goroke, writing to the Live Stock Agent.

#### OUR BEST THANKS

**I** HAVE been directed by my committee to tender to you their best thanks for the excellent arrangements made by your officers to convey horses and passengers to our New Year's Day Picnic Race Meeting. All our patrons were quite satisfied this year, and both those who made up the train and the local staff are deserving of our best thanks for their assistance.

—M. Clarke, secretary, and J. J. Ahern, secretary Pakenham Picnic Race Meeting Committee, writing to the Secretary for Railways.

#### CONDUCTOR'S HELP

**I** HAD occasion on Friday, 14th inst., to convey a very sick patient from the Melbourne Hospital to Sydney, by the 4 p.m. express, the Conductor of which was one named English. To his invaluable services I owe a very great deal of the comfort enjoyed on my travel to Albury.

I cannot speak too highly of this officer's conduct. He was most attentive, civil, courteous and obliging in every respect, and, in a great measure, helped to make our somewhat unenviable position one of comparative ease and comfort. I trust you will kindly make a record of this, and, if within the province of your Department, convey to him my grateful thanks and high appreciation of his services. Such service is highly to be commended.

—M. M. Walker, St. Marlo Convalescent Home, Daracombe Avenue, East Kew, writing to the Chairman of Commissioners.



## LOST AND FOUND

**A**FTER shopping in town to-day, I arrived on No. 7 platform, and sat down to await my train. Suddenly noticing the indicator showing Mordialloc, I rushed quickly on to the train, leaving behind a small but very valuable parcel. I missed it at South Yarra station.

I left the train and reported my loss to the lad porter, who most courteously and quickly rang up Flinders-street and also kindly advised me to return to the city. Imagine my feelings when, on arrival, a smiling and most obliging official handed me my lost parcel. Sir, I cannot just say how grateful I feel to these two persons, the parcel being most urgently required . . . . . and I convey to them through you, for a kind act done at peak period, my deepest thanks and appreciation.

—W. H. Watson, Dandenong-road, Cheltenham, writing to the Secretary for Railways.

## A KINDLY DEED

**I**NOW take the opportunity to inform you that my wife and children arrived home safely, and I also wish to thank Mrs. Maloney and yourself for your kindness in proving such friends to Mrs. Harris in such an embarrassing situation, as she is a very poor traveller, apart from not enjoying the best of health. I can assure you if I can return your kindness in any way, you have but to command.

—R. Harris, Molesworth, writing to the Stationmaster, Heathcote Junction.

[S.M. Maloney reports that Mrs. Harris alighted at the wrong station, but that her natural distress was alleviated when he informed her that he had advised her husband of the position. "She," writes the S.M., "spent a pleasant day with my wife. In cases such as this, my wife and I find it a pleasure to do whatever we can to assist."]

## THIS WAS SERVICE

**T**EN minutes past eight one Saturday morning, last month.

A 'Phone call comes through to the railway offices from Dr. Hugh Devine of Collins-street. He has just learned that Mr. H. A. Lindsay Field, merino sheep breeder at Deniliquin, has fallen ill, that an operation is necessary to save his life. He wants a special train to take him, his operating equipment and two nurses to Deniliquin.

At 9.53 a.m. the Chief Train Control Officer is speaking to the driver of the hastily marshalled special as it steams impatiently at Spencer-street. "Your time table," he says, "is what you make it yourself. Your only restrictions are speed limit of the line and capacity of your engine. We'll give you a good run. Go for your life."

The driver goes. The special roars along a cleared track, flashes past stations which have been advised by the Control Office of its coming, thunders its way onward and northward. At Bendigo a six-minute halt occurs while a fresh engine is secured and the doctor lunches. At 11 minutes past three the party reaches Deniliquin, at 20 minutes past five returns with the patient and his wife. Dr. Devine's request in the morning for a suitable car in case it was necessary to perform the operation in Melbourne has justified the Department's provision of the parlor car.

A man hovering on the brink of death, a distracted wife, an outwardly calm but anxious surgeon, two concerned nurses—through the gathering shadows these travellers are swept towards Melbourne. Save for engine requirements no stops are made. But ahead is the ordinary evening train from Bendigo to the city, just now 13 minutes late. Control gets through an urgent message to the driver. Can he make up the time and avoid being overhauled by the fast travelling special? If he can't he will be sidetracked.

But he can. He does. Strenuous effort—almost superhuman effort—lands him at his destination to time. Seventeen minutes later, 47 minutes past 10, the Spencer-street S.M. meets the special. The wife's gratitude for the service is sincere, undoubted. The doctor had never expected anything like the attention which the Department has accorded his request. He has told the Department so.

The operation has since proved successful. Mr. Field is convalescing. A life has been saved, happiness brought to a family.

This was service.

## EFFICIENCY AND COURTESY

**I**HAVE just removed my furniture from Kyabram to Wonthaggi, by rail, and I wish to take the opportunity of expressing my appreciation of the splendid condition in which the furniture landed, and the courtesy and consideration extended to both Mrs. McNabb and myself by members of the railway staffs at Kyabram and Wonthaggi. My wife informs me that the Stationmaster, especially at Kyabram, saw that nothing was lacking that would ensure safe transit, and our sincere thanks go out to him for such kindness. He personally supervised the packing, which was splendid. At this end also it was a pleasure to do business with the staff, and we hasten to return our thanks for such very fine service. As a journalist, I will never fail, if the opportunity offers, to express my opinion of the railway efficiency and courtesy in Victoria.

—A. S. McNabb, The "Wonthaggi Sentinel," Wonthaggi, writing to the Supt. of Goods Train Services.

## SUGGESTION ADOPTED

**Y**OU may remember that a little while ago we approached you regarding the transit of Moffat electric ranges by goods train service on the Victorian Railways. We were pleased to follow out your suggestion in the design and construction of a crate made of wooden battens. Your suggestion to use corrugated cardboard packing was also adopted by us. The result was that the electric ranges which were transported by the Department from Melbourne to Sale, on behalf of the Electricity Commission, arrived in first class order and condition. We wish to put it on record that we are really obliged to you and appreciate your services in this matter very much.

—J. L. Newbigin Pty. Ltd., 161 Queen-street, Melbourne, writing to the Claims Agent.

## A SQUARE DEAL

I AM writing to you to pay tribute to the way I was treated lately by the Railways. Some time ago in a consignment sent from Melbourne to a customer of mine, locally, was a bundle of timber costing over £3. Through an error, I signed as receiving this, and although the consignee and myself were both sure the goods hadn't arrived, I was faced with the fact that I would have to make the amount good. I asked the local S.M. here, and good, fair sport that he is, he placed my case before the authorities below. They found the timber at Hortham, and it was about to be sent to Claims. However, I have now received it, hence this memo., and I hasten to pay a tribute to the Railways for their square dealing with me. Acts like this only tend to strengthen the bond necessary for good feeling so lacking nowadays. . . . I intend, on all future occasions when I hear of railway grievances, to refer to my generous treatment at their hands.  
—George Wood, Carrier, Rupanyup, writing to the Secretary for Railways.

## OUR GOOD DEEDS

I AM asked by the Executive Committee of this Association to express its sincere thanks to you and your officers for the assistance and courtesy extended to the South Australian Boy Scouts Contingent of 127 members which recently attended the Tasmanian Corroboree.

In numerous ways your officers showed studied kindness to us in connection with the transport of luggage, issue of return tickets to Adelaide, and in many other ways. However, this is only one of numerous instances where South Australian Scouts have been placed under a debt of gratitude to the Victorian Railway officers, and we are very thankful.  
—F. J. Mills, State General Secretary, Boy Scouts' Association, Devon House, Pirie-street, Adelaide, writing to the Chairman of Commissioners.

## A COMPARISON

I TRAVELLED by the Rushworth Excursion, anticipating from past experience of excursions on several English lines, a tedious and uncomfortable journey. I was agreeably surprised to find quite the opposite conditions prevailed on the Victorian Railways.

On English lines, these excursions receive somewhat scant attention. They are not infrequently made up of superannuated engines and carriages. The passenger is lucky if he gets a seat at all, and practically all other trains have precedence over "the excursion," whereas, on the Rushworth excursion, every passenger had a comfortable seat and reached Melbourne without any delay or inconvenience. I have never made the Murchison-Melbourne journey by ordinary train with a greater degree of comfort

than I enjoyed on this Excursion.

—"A Medical Practitioner," writing to the Station master, Murchison East.

## CIVILITY AND PATIENCE

I WISH to bring under your notice the civility and patience of your men in the Goods Shed at Spencer-street. I had occasion to frequent those sheds several times during the past fortnight in connection with a sewing machine that seemed to have gone astray. Although I must have tried the patience of your men, they all seemed most obliging and civil to me, and rendered me all possible assistance, especially one named Orton or Horton, who, when I apologised for giving such trouble, said: "That is what we are here for."

I would very much like to have given him a few shillings, but I knew it was against the rules of the Department. Others whom I found also most obliging were those in the inquiry and cashier's Office. Thanking the Department for the civility of its servants.

—Miss Fanny Roone, 15 Allison-road, Elsternwick, writing to the Secretary for Railways.

## PICNIC SUCCESS

ON behalf of the Methodist Sunday School Excursion Committee, I wish to thank you for the splendid train you provided for our annual excursion which, as usual, was a great success, and everything passed off without a hitch.

—F. E. A. Castles, secretary, Piper-street, Kynton, writing to the General Supt. of Transportation.

## "BACK TO KILMORE"

RE the Back to Kilmore Special on 19th inst., by direction, I have pleasure in informing you that my committee are well pleased with all your arrangements. We should also like to bring under your notice our high appreciation of the courtesy and help we received from your S.M., Mr. Crowley and his staff, who decorated the station and helped us in every possible manner.

—Hy. McCann, Hon. Sec., Kilmore, writing to the General Supt. of Transportation.

## LOST PARCEL RECOVERED

I BEG to tender my sincerest thanks to your staff at Flinders-street for the courtesy and attention paid to me when reporting the loss of a parcel which I had thoughtlessly left in the Williamstown train, and great praise is due to the North Fitzroy Station-master who so kindly reported the recovery of same to my address to which the parcel was delivered.

—H. W. Jones, 49 Electra-street, Williamstown, writing to the General Supt. of Transportation.

(Continued on page 71)

## SERVICE.

*The chunks of coal a-burning,  
With some water, steam, and sand,  
Set the driving wheels a-turning,  
Speed the train across the land,  
A loyal force behind it,  
With a spirit that is true,  
Runs the train right up to schedule,  
Puts the shippers' products through.  
Gives the public dinkum service,  
'Tis the kind that they demand.  
Can't be beat by any railroad  
That traverses our fair land.  
From officials to equipment,  
From each man down to the crew,  
We have much the best in railroads,  
And we'll back that statement too!  
Then let's tell the world about it,  
So that everyone will know;  
The stuff it takes to back it  
What it takes to make it go  
Why they should use our railroad  
In their business and for pleasure,  
Then, in service and in happiness,  
They'll receive the fullest measure!*

R. E. W.



*Casting a ball at three straight sticks  
And defending the same with a fourth.*  
— KIPLING.

**K**ING Cricket held his court of railwaymen during the past few weeks, and, for his delectation, the song of the locomotive siren gave place, on three notable occasions, to the age-old staccato music of the willow and the leather. The results were a decisive win for Victorians over New South Welshmen, another for North Melbourne loco-men over the Head Office Rolling Stock Branch, and a third for the outside sections of the Electrical Engineering Branch over its Head Office.

**N**O longer need we puzzle over Victoria's loss of the Sheffield Shield this year, just when the cricketing trophy seemed as good as ours. The reason was disclosed in unmistakable fashion at the Melbourne Cricket Ground last month when



Lansdown (Vic.)

Victorian railwaymen met and defeated a team of fellow-railroaders from across the Murray.

Had the Sheffield Shield team which lost the two vital matches in Sydney and Brisbane contained more than one Victorian railwayman (Keith Millar was the department's sole representative), the Australian cricket championship would assuredly have come to Melbourne. Who could imagine those disastrous first-innings de-

backles occurring if Hendry had been able to send in batsmen like Walsh, Kelly, O'Brien and Lilley? And supposing Blackie had been supported by bowlers of the calibre of Lansdown and Lord? Would that shield have gone to South Australia then? No!

#### N.S.W. Wins Toss

Foster, captain of the New South Wales railway team won the toss and had first use of an excellent wicket. The side, however, had lost three good wickets for 93 runs at lunch time, Ferrier and Foster being together at the adjournment. It may have been the effect of the complimentary speeches or perhaps the result of the excellent luncheon, but the Sydney men failed altogether to show their true form on resumption. Lord scattered Foster's stumps with the first ball of his first over, and Lansdown smartly caught Ferrier off his own bowling. The remaining batsmen gave a very feeble display, although Willets hit up 30 and McLeod had bad luck in being run out when only two. The side's total was 157. Lansdown bowling like Hartkopf at his best, took five wickets for 55, while Lord captured two for 56 and Kelly two for 13.

Victoria had lost only one wicket for 144 runs when play ceased for the day, Walsh being 67 not out and Lansdown 52 not out. On the second day, the Victorians carried their overnight score to six for

361 and then declared. They thus won the match by 204 runs on the first innings and retained the challenge shield which they secured last year in Sydney. Walsh, batting briskly, took his score from 67 to 100 before being caught by Norris off Whitty. Lansdown scored 63, O'Brien 81 not out and Kelly 41.

Playing out time, New South Wales had lost three wickets for 133 when stumps were drawn.

#### In Distinguished Company

The game was witnessed by many of the Departmental chiefs, Commissioner Mr. Molomby attending on the first day and Commissioner Mr. Shannon on the second. At the official luncheon on Tuesday, Mr. J. S. Rees presiding, Mr. Molomby responded to the toast of the Railways Commissioners of New South Wales and Victoria. He assured the gathering that the Commissioners were glad to be able to help the matches by granting travelling privileges and other little concessions. They welcomed events of that nature which were calculated to bring about a better understanding between the railwaymen of the two States. He hoped the visitors would have a good time and enjoy themselves as much as the Victorians had done when they went to Sydney.

"We've got our best team in," Mr. Molomby warned the N.S.W. cricketers, "and we're going to try all we know to win. Still, so long as both sides play the game, the result doesn't matter very much. May the best side win!"

"We are just as pleased to see you here," Mr. Rees told the visitors, "as you are to see us when we go across to Sydney. A feature of these interstate games is the friendships which are formed between members of the opposing teams. No matter which side wins the loser is always ready to congratulate the winner."

Regret was expressed at the absence, through illness of Mr. Doran and Mr. Cox and the crack New South Wales batsman W. Ives. Owing to the ill-health of the two former gentlemen, Mr. Norris had come along with the team in the triple capacity



Whitty (N.S.W.)

THE WINNERS



THE LOSERS



of manager, secretary and player.

Mr. Norris, in reply, assured the Victorians that the team was having a splendid time. He echoed Mr. Molomby's wish that the best side should win. Detailed scores :—

NEW SOUTH WALES.

First Innings.

Vincent, b Kelly .. .. .	8
Norris, b Kelly .. .. .	7
Poole, b Lansdown .. .. .	28
Ferrier, c and b Lansdown .. .. .	31
Foster, b Lord .. .. .	15
Willets, c Kelly, b Lansdown .. .. .	30
McLeod, run out .. .. .	2
Crow, c and b Lord .. .. .	10
Robison, c Walsh, b Lansdown .. .. .	1
Whitty, not out .. .. .	10
Osborne, c Kelly, b Lansdown .. .. .	2
Sundries .. .. .	13
<hr/>	
Total .. .. .	157

Bowling.—Lord, two wickets for 56 runs ; Kelly, two for 13 ; Lilley, none for 6 ; Lansdown, five for 55 ; O'Brien, none for 13 ; Plant, none for 1.

VICTORIA.

First Innings.

Mills, st. Osborne, b Robison .. .. .	19
Walsh, c Norris, b Whitty .. .. .	100
Lansdown, c Osborne, b Whitty .. .. .	63
Plant, l.b.w., b Whitty .. .. .	7
Collins, b Ferrier .. .. .	12
Kelly, st. Osborne, b Robison .. .. .	41
O'Brien, not out .. .. .	81
Lilley, not out .. .. .	22
Extras .. .. .	16
<hr/>	
Total, six wickets for .. .. .	361

Bowling.—Whitty, 3 for 95 ; Robison, 2 for 111 ; Ferrier, 1 for 64.

NEW SOUTH WALES.

Second Innings.

Norris, st. Coyle, b Lansdown .. .. .	30
McLeod, c Collins, b Lansdown .. .. .	63
Crow, c Lilley, b Mills .. .. .	9
Robison, not out .. .. .	15
Willets, not out .. .. .	14
Extras .. .. .	2
<hr/>	
Total, three wickets for .. .. .	133

Bowling.—Lansdown, 2 for 30 ; Mills, 1 for 16.

LOCO. MEN DEFEAT HEAD OFFICE

REPRESENTATIVE teams from the Head Office Rolling Stock Branch and the North Melbourne Loco. Depot tried conclusions at the North Melbourne Cricket Ground a few weeks ago. This was the third match between the two sides, and the Head Office men were keen to avenge two previous defeats. The loco. men again prevailed, however, winning by 23 runs.

Batting first, North Melbourne had put 157 runs on the board at lunch time for the loss of seven wickets. Morcombe retired after reaching the half-century and Captain O'Brien scored a fast and confident 42 before succumbing to a l.b.w. decision.

O'Doherty and Mills were the Head Office opening batsmen. Mills went with 23 up, and, owing to the fine bowling of Keogh, who took five wickets, and Morcombe, who followed up his score of 50 by capturing three wickets, the whole side was out for 134 runs.

At the tea adjournment Mr. Deasey, Metropolitan District Rolling Stock Superintendent, proposed the toast of the Railways Commissioners, coupled with the name of the Chief Mechanical Engineer. He hoped the match would develop into an annual fixture, and thanked the Commissioners for their kindness in allowing it to be played. Mr. Ryan, Chief Clerk, who responded, made it quite clear that, so far as he was concerned, there was not the slightest doubt of it blossoming into a very hardy annual.

Detailed scores :—

NORTH MELBOURNE.—Morcombe, retired, 50 ; O'Brien, l.b.w., b Mills, 42 ; Hunter, stp. Watson, b Mills, 10 ; Donegan, run out, 0 ; Kennett, c Smith, b Ryan, 14 ; Keogh, b Ryan, 2 ; McKenzie, not out, 30 ; Bowdler, c McPherson, b Farnan, 0 ; Curtis, not out, 3 ; Sundries, 6. Total, 7 wickets for 157.



Mills (Head Office)

HEAD OFFICE.—O'Doherty, c and b Keogh, 28 ; Mills, c Curtis, b Keogh, 6 ; Smith, l.b.w., b Morcombe, 18 ; Farnan, c O'Brien, b Keogh, 13 ; Ryan, c Kennett, b Morcombe, 14 ; McMahon, c Kennett, b Hunter, 19 ; Watson, c Donegan, b O'Brien, 17 ; McPherson, b Morcombe, 0 ; Barrett, b Keogh, 6 ; Lalor, not out, 1 ; Donovan, b O'Brien, 4 ; Symons, b Keogh, 4 ; Sundries, 4. Total, 134.

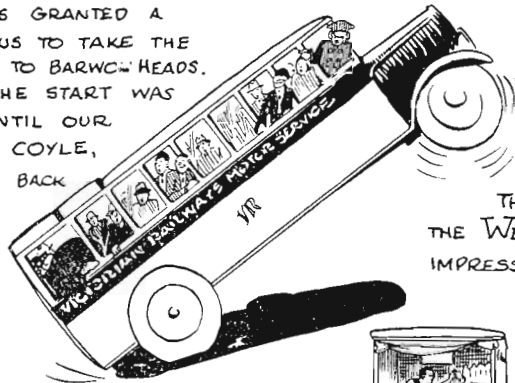
# Angus Mac Spends a Day with the Interstate Railway Cricketers

ON FEBY. 22. & 23. THE VICTORIAN RAILWAYMEN  
MANAGED TO RETAIN THE SHEFFIELD SHIELD.  
AT THE M.C.C. GROUND THEY  
REGISTERED ANOTHER VICTORY  
AGAINST THE NEW SOUTH WELSHMEN



WE THOUGHT  
THAT THE CAPTAIN OF THE  
'ARBORITES WOULD BE A THORN IN  
OUR SIDE — BUT LUNCH AND LORD  
FIXED HIM BY SKITTLING HIS WICKET FIRST BALL AFTER THE ADJOURNMENT

WHEN THE CRICKET COMBAT WAS OVER,  
THE COMMISSIONERS GRANTED A  
RAILWAY MOTOR-BUS TO TAKE THE  
TEAMS FOR A TRIP TO BARWOW HEADS.  
UNFORTUNATELY THE START WAS  
DELAYED UNTIL OUR  
WICKET-KEEPER, KEV. COYLE,  
MOVED UP FROM THE BACK  
SEAT TO A MORE  
CENTRAL POSITION



THE INSPIRING BEAUTY OF  
THE WERRIBEE PLAINS GREATLY  
IMPRESSED OUR VISITORS!



PURE FRUIT JUICE DRINKS  
BEING UNOBTAINABLE AT  
WERRIBEE, HUGHIE MOFFAT,  
CLAIMED A BOTTLE OF  
LEMONADE AND TOPPED IT OFF  
WITHOUT ANY ASSISTANCE



UPON OUR ARRIVAL AT  
HENRY FORD'S NEW WORKS IT  
PLEASED THE DEPARTMENTAL EYE  
TO SEE THE EMPLOYEES LINING UP  
FOR THEIR PASTEURISED MILK

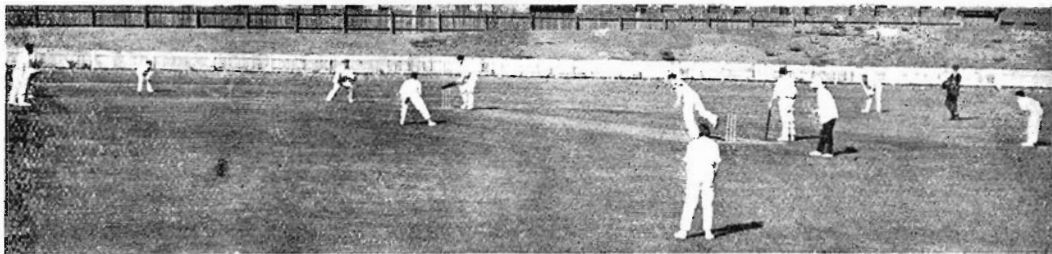
FORD'S ADVTG. MGR. MR. CLEARY  
TOOK US OVER BOTH  
THEIR SHOPS AND, BETWEEN CHEWS,  
FIRMLY CONVINCED US THAT "LIZZIE" IS  
A GOOD GIRL



THERE'D BE FUN IN THE  
N.S.W. CAMP IF ANYONE ATTEMPTED  
TO "STARVE THE CROWS".  
THEIR CHAMPION ON THE KNIFE AND  
FORK PROVED TO BE HARRY CROW WHO,  
LIKE THE REST OF US, DID JUSTICE TO THE  
EXCELLENT EATS AT THE GEELONG REFRESH.

MR. NORRIS,  
WHO IS THE MANAGER  
AND A PLAYER OF THE  
CORNSTALKS TEAM,  
WAS ONE WHO ROSE  
UP AND GAVE THANKS FOR  
OUR SPORTING SPIRIT  
AND HOSPITALITY.  
HE ASSURES US OF  
SIMILAR TREATMENT, IN  
LARGE LUMPS, NEXT YEAR.

ANGUS  
MAC



North Melbourne batting in their match with Head Office

### INSUBORDINATION

That very desirable spirit of co-operation which should always exist between the head of a branch and his chief lieutenants was distressingly absent at the Richmond Cricket Ground recently, when the Electrical Engineering Branch celebrated its annual cricket match between representatives of the Head Office and Outside Sections.

Engineer Nolan, playing for the Head Office, had the temerity to spreadeagle the stumps of the branch's Distribution Engineer before Mr. Steiger had reached double figures. Revelling in his insubordination, Mr. Nolan then clean bowled the Assistant Chief Electrical Engineer, Mr. McDonald, and dismissed the Electrical Superintendent, Mr. J. D. Ravenscroft, with a smart caught-and-bowled effort.

The most deplorable breach of discipline, however, occurred when the Head Office side was batting. Mr. H. P. Colwell, the Chief Electrical Engineer, was at the wickets and the Assistant Distribution Engineer was bowling. When the batsman had scored a meagre three runs, the Engineer sent down a deceptive delivery and Mr. Colwell was caught by Mr. McDonald—actually dismissed by his second in command! *Et tu, McDonald.*

The following scores show in detail how the Outside Sections triumphed by 40 runs:—

**OUTSIDE SECTIONS.**—Steiger, b Nolan, 6; Varey, c and b Simpson, 9; Donaldson, st. Dalcam b Durham, 28; Pratt, c Nolan b Seabridge, 4; McDonald, b Nolan, 19; Jones, c Cadd b Seabridge, 41; Coe, b Nolan, 0; Ravenscroft, c and b Nolan, 8; Smail, b Durham, 2; Reid, not out, 6; Ramsay, b James, 7; extras, 5. Total, 135.

**HEAD OFFICE.**—Seabridge, c Pratt, b Varey, 2; Cadd, c and b Pratt, 0; Colwell, c McDonald b Coe, 3; James, c McDonald, b Steiger, 14;

Durham, b Reid, 4; Simpson, b Jones, 40; Nolan, b Reid, 2; Dalcam, c Reid b Varey, 13; Thompson, b McDonald, 2; Wraith, c Pratt b Reid, 1; Connolly, not out, 0; extras, 14. Total, 95.

### SOME SPRINTER



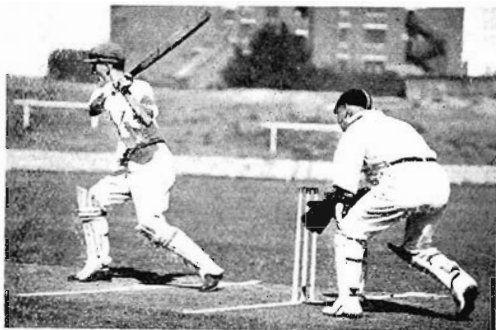
Here pictured is C. O. Westcott, clerk in the Railways Construction Branch, who was runner-up in the 100 yards, and third in the 220 yards Victorian Amateur Championships. Joining the Glenhuntly Amateur Athletic Club in 1923 he has competed in 76 events to date, and has succeeded in winning 25 of them. This track season he has started in 20 events, recording five wins, nine seconds and six thirds, thus filling a place in every event. He has been in the final of the last four Victorian 100 yards Championships—being twice second, once third and once fourth. His best recorded times are 75 yards 7½ seconds 85 yards 8 and three-fifth

seconds, and 100 yards 10 and one-tenth seconds.

### PREPARING FOR FOOTBALL

The Executive of the V.R. Football Association has had several meetings to discuss the inauguration of Wednesday afternoon matches to compete for the Commissioners' Cup. Several club executives have indicated their intention of entering the competition, and many of the old players are getting ready for the combats.

The Association met on the evening of March 24 at the Institute when an improved scheme of distribution of the football players available on a district basis was gone into. It is anticipated that at least 10 excellent teams will be available.



McKenzie (North Melbourne) batting, with  
Watson (Head Office) behind the sticks



## BOOKS AND NEW BOOKS

By J. D. MICHIE

- "Life and Laughter 'Midst The Cannibals."—Grippingly interesting.  
"The Moon Minstrel."—A novel of power, charmingly written.  
"Graustark."—Is the title of a famous novel of years ago. Reprinted to meet the ever-increasing demands for re-issue.  
"Sheep Limit."—A story of the sheeplands of the Great North-West.  
"Elope if You Must."—A book that would tease apoplectic laughter from the gloomiest minded.  
"The Reign of Brass."—There is abundance of thrill in this romance.

**L**IFE and Laughter 'Midst The Cannibals, by Clifford W. Collinson, F.R.G.S., with 24 illustrations in half-tone and line (London: Hurst and Blackett, Ltd.)

The author's knowledge of the South Seas extends over many years, and in this book he tells the story of his life in a personal and conversational manner. Here is life—romantic and grim—told by one who can really tell a good story well. Nothing quite so absorbing has been written for years; the result is a book which simply cannot be laid aside until it is finished.

**T**HE Moon Minstrel, by Marie Bjelke Peterson (Hutchinson and Co.) In a lonely mining district in Australia there was an enormous chasm, known as Ghost Gully, with precipitous sides clothed in pine trees, and with a black and evil-looking torrent rushing through its depths. This sinister spot was avoided as far as possible by the superstitious inhabitants of the place, but it held no terror for Myrta Lost, the lovely adopted child of a miner's widow.

The girl had been found, when quite a small child, lying abandoned by the roadway, and as she grew up she developed a remarkable talent for music. It was her chief pleasure to wander about the woods and rocky valleys playing her melodeon—the only instrument procurable in her rough surroundings—and it was during one of these rambles that she met a young geologist who was searching for tin in Ghost Gully. The attraction between the two was inevitable from the first, but the jealousy of Myrta's step-brother and another woman separated the lovers.

It was only after many vicissitudes, and after Myrta had become a famous musician, that they met again, and cleared up their tragic misunderstandings.

**G**RAUSTARK, by George Barr McCutcheon (New York: Grosset and Dunlap). Such is the demand for this novel (although it is more than 20 years since it was first published) that a reprint has just been issued. It is the story of Grenfall Lorry, who meets his fate upon the East-bound express from Denver, helps her out of a serious predicament, loses her on an ocean greyhound, and follows her to the ends of the unknown earth.

Graustark is one of the notable novels. Its vividness and sustained imagination gave to Mr. McCutcheon his wonderfully widespread popularity.

**S**HEEP Limit, by G. W. Ogden (London: Hodder and Staughton). G. W. Ogden's story of the sheeplands of the great North-west, centres round a man "who never became a hero at the best." Yet when, after having failed gracefully at various occupations, he took a stockyard job by the malodorous waters of the Kaw, he had taken the first step in throwing open to sheepmen the big white spot on the map, fenced in by one of the most powerful of baronial land-grabbers in the history of sheep.

Until Rawling cut Sheriff Galloway's forty-mile fence, which flockmasters had meekly side-stepped for many years, sheep died for the lack of luscious grass and water inside the fence. Inextricably interwoven with Rawlings' lone fight is one of the most comical stories imaginable of the marital troubles of a great sheep-woman.

**E**LOPE If You Must, by E. J. Rath (New York: G. H. Watt). The heart of Elizabeth Dennison craved adventure, craved romance. An elopement, for instance! Ah! Elizabeth was almost in love with eloping. Not that she had made it a habit; but once started, Elizabeth was going to elope no matter how many bridegrooms fell by the wayside. That's rather hard on Elizabeth, for it isn't the strict truth. And yet—

When Elizabeth became a disappearing heiress, she was well on the way. But she had reckoned without Nancy, her maid. Nancy was lured by a ten thousand dollar reward dangling at the end of the chase. And enlisting Jazz Hennessy in her service she hit the trail.

Then the fun began. It is a hectic twenty-four hours that lasts until the fire-department is called out to reinforce the minister.

E. J. Rath has few equals in the creation of ludicrous situations that convince in spite of themselves.

**T**HE Reign of Brass, by Charles C. Jenkins (London: Duckworth). This is a story of struggle and attainment, love and sacrifice, enterprise and adventure. It tells how a shy, dreamy boy left the prison of a lawyer's grimy office in a small Canadian town, and after fighting for his country in the Great War, became "Diabolo," the mysterious smuggler of the Great American Lakes.

His eventual rise to great eminence enthalls the reader from the first page until the last, when true love triumphs over selfishness and he returns to the sweetheart of his childhood's days. The book is alive with the clean, chill atmosphere of the Northern Wastes and the love of adventure in the men they breed.



Conducted by EILEEN to whom all communications for this feature should be sent

## THROUGH A WOMAN'S EYES

A "Franconian" sums us up

"IT has been extremely interesting to see a continent in its youth," says Mrs. E. C. Benson, Vice-President of the Women's Republican Club of Boston, U.S.A., who, as one of the Franconia's passengers, travelled through Victoria on the special Reso tour. "You have, of course, the benefits of the present age—electricity, the telephone, fine railroads, great machinery, and modern agricultural methods in both growing and marketing. Our pioneers in America had none of these.

"May I give you a few impressions from a woman's point of view. I noticed that your children are healthy and strong, showing a proper home life. The girls in your mills and factories are happy and gay. The ladies we met in various towns were charming, enthusiastic and well content with life. These are three essential foundations in building up a great country—love of God, love of country, love of home.

"That you have the love of God is evidenced in the many churches we have seen. Your love of country is eloquently expressed by the memorials in every town erected in loving and tender memory of your dear boys who gave their lives for their flag. The love of home is clear in the attractive houses with their masses of roses and other flowers, vines and trees making them beautiful."

## COOKERY RECIPES

**Drop Scones.**—1 slightly rounded breakfast-cup of self-raising flour,  $\frac{1}{4}$  teaspoon of salt, (both sifted together), 1 egg, 1 big tablespoon of sugar, a bare half-cup of milk (do not use it all till you see if you need it); or, if you use plain flour, add  $1\frac{1}{2}$  heaped teaspoons cream of tartar and 1 slightly rounded teaspoon of carbonate of soda with the lumps crushed out.

**Jam Tarts.**—Beat together 1 cup butter and 1 cup sugar to a cream; then add 2 well-beaten eggs, 2 cups flour, 2 teaspoons cream of tartar and 1 teaspoon baking soda. Roll out on floured board and cut into shape. Put jam and filling in before baking. Filling—Mix 2 oz. soft butter with  $\frac{1}{4}$  lb. sugar to a cream; add 1 egg and 4 oz. desiccated cocoanut. Put mixture over jam and bake 10 to 15 minutes in hot oven.



**N**EVER before has the visit of one small woman aroused such interest, enthusiasm and sympathy among the womenfolk of Australia as is being evinced in the visit of the Duchess of York.

Sentiment is strong in Australian mothers for the young mother who, through the mandate of State, has had to leave her little daughter and travel half way round the world.

What an ideal this sweet girl represents in womanliness and sincerity—in fact in all that makes a woman the inspiration she should be in this old workaday world!

The above photograph gives us some idea of her winning smile and her infectious good nature.

"Cite an example, my boy, proving that heat expands and cold contracts."

"Yes, sir. In summer the days are long, while in winter they are short."



### KEEP YOUR SKIN YOUNG

**W**E all seem to have a fearful mania for scrubbing our skins. We, in fact, are wearing our skins out with it. Be gentle with your skin! Even the purest of soaps has a tendency to coarsen the skin, and scrubbing will pave the way for wrinkles and a look of old age.



Exposure to the wind and sun serves to dry the skin

Dust and powder and all the impurities which make cleansing so necessary and important often work their way down into the mouths of the pores, where even scrubbing does not penetrate. So, besides being harmful, the soap and water method of cleansing is quite ineffectual. Exposure to the wind and sun serves to dry the skin. Dust and powder absorb the skin's natural oils. Isn't it obvious that a cleansing with soap and water only increases the harm instead of mending it?

The best method of cleansing the skin is to wash gently with warm water, or occasionally steam the face for about five minutes, afterwards applying some cleansing cream. These creams soak down into the little channels of the pores, and dislodge the dust and impurities, which often appear on the skin as blackheads. The cream should be rubbed gently into the skin, until the pores are quite clear.

After removing the cleansing cream pat the skin with a good skin tonic, which should by its stimulus bring the open mouths of the pores firmly together, so that the skin is left smooth and fine as satin. The tonic applied with swift, smart pats serves to bring a good circulation to the cheeks. Remember that a constant flow of blood through the tissues of face and neck is the surest preventive of eruptions, and the surest foundation for a fresh radiant color.



Be gentle with your skin!

Take time and trouble to care for your

skin faithfully in this way. It is far simpler to prevent a wrinkle than to erase one.

#### MISS UP-TO-DATE

*Who marcel her hair  
And rolls her pretty eyes?  
Who manicures her nails  
Instead of mixing pies?  
Miss Up-to-date!*

*Who arches her brows  
And paints her lips cerise?  
Who runs her Speedster Six  
In a way that shocks police?  
Miss Up-to-date!*

*Who rouges her ears  
And rolls her silken hose?  
Who would cry her eyes out  
To wear made-over clothes?  
Miss Up-to-date!*



*Now that the Easter holidays are getting near, many womenfolk are preparing their holiday frocks. This neat little frock, made of georgette and velvet satin crepe, is very becoming for almost any occasion. The bloused effect is embodied in the bodice and the skirt is the tiered design now becoming so popular.*





### A BIG LETTER-BAG THIS MONTH

**D**EAR Nieces and Nephews.—I am so pleased to have heard from some of you again, and now I understand that getting ready for school, after the long vacation had occupied very closely the attention of a number of my young correspondents. Uncle Ben sincerely hopes that you are all making good progress with your lessons, and that you will each write to him during the coming months.

This month there are no puzzles, or drawings, or guessing competitions for you to unravel; Uncle Ben thinks that, a little story instead, will, probably be of more interest, just by way of a change. Hence the wee tale about Annie's Umbrella, you all may read this time on your own page.

Before concluding, Uncle Ben heartily welcomes into his family Nephew R. Dyer, Claughton-road, Largs Bay, South Australia, and congratulates him on the nice drawing he sent. Certainly, send any kind of drawing and welcome.

Cyril Odlum, 128 Bannister-street, North Bendigo, was also welcomed. Cyril writes a nice chatty letter about his school prospects. Good wishes, Cyril.

Joan D. Anderson, Maryborough, writes saying she likes the Children's Page. Thank you Joan.

Mirie Russell, chats interestingly all about school, tennis and her birthday. No, Mirie, you are not too young and I hope you will get the watch.

Jimmy Reid, Dandenong, formerly of Yarram, says he likes Dandenong, and that he will soon obtain his merit certificate, after which, he is going to learn to drive an A2 engine. Good luck to you Jimmy.

Yours sincerely  
UNCLE BEN

### ANNIE'S UMBRELLA

**T**HE other day a big stray dog followed Annie home from school. He was a handsome dog, with a nice collar on—somebody's pet. But he had lost his way, for he was young and did not know how to get back home.

Annie asked her mother if she might give him something to eat. How the dog ate up the scraps of meat she gave him! Then he licked Annie's hand, as much as to say: "Thank you, little girl."

Annie's father looked at the dog's collar and read the name of his master and sent him safely home.

Annie did not see him again for a long while.

One day Annie was going to Aunt Margaret's to spend the day. It looked a little cloudy and mother gave her an umbrella. Annie had gone more than half way when suddenly the rain came and Annie opened the umbrella. But, S-w-o-o-p! the wind caught it out of her hand and carried it far away down the street.

Annie started to run after it, but it kept on tumbling and tossing about her. It began to rain harder and Annie began to cry.

Then, all at once, something big and black dashed

by her and ran after the umbrella faster than the wind could go. What do you think it was? It was Annie's friend, the stray dog. Before she could cry any more, he had caught the runaway umbrella



JOAN ANDERSON

*Of Maryborough, who has been declared winner  
of Uncle Ben's Essay Competition on  
Australian Birds*

and was holding it by the handle. How he did wag his tail, as if to say: "Here it is, little girl. One good turn deserves another. You brought me back to my master and now I have caught your umbrella for you."

# Blue Ribbon Night at The Institute

**F**EBRUARY 26 was the V.R. Institute Blue Ribbon night. Prizes awarded as the result of the annual examinations were presented by Mr. Commissioner Molomby and an excellent musical program was given by Mr. and Madame Gregor Wood, Miss Winifred Moverley and Miss Agnes Smythe assisted by the Institute Orchestra under the baton of Mr. A. Belcher.

"I WANT," said the General President (Mr. J. S. Rees), "on behalf of the Council, which is, as you know, responsible for the running and conduct of the educational classes, to congratulate those students who have been successful and to wish them still further success. We want to say a word of encouragement to those lads who have tried but have failed. We want to say to them 'try again,' and we hope, that next year, they will be successful."

In presenting the prizes, Mr. Molomby made a strong appeal for a larger Institute membership. "We have in the service," he said, "approximately 29,000 employes. Probably 24,000 are eligible for instruction in the various institutes in the metropolitan area, but the total membership—I say this with a little regret—is somewhere in the vicinity of 12,000.

"The revenue received by subscription amounts to £4,000 per annum, and the Commissioners subsidise the Institute to the extent of £13,000 per annum. Now, such a large subsidy ought to be an impetus to those who have not joined to come along, and, in some little measure show their gratitude to the Commissioners for the huge amount of money they are prepared to pay each year. We do not begrudge the amount. We only regret that we are not in a position to contribute far more handsomely.

## Membership Increase

"There is one gratifying feature, however. During this year, as compared with last year, there has been an increase of 750 members, but with 24,000 eligibles, there should have been three or four thousand new members. The educational classes were established in 1910, and the number of students enrolled in that year was 226. Since then enrolments have increased in a very gratifying manner until they now number 3068."

Mr. Molomby concluded with an appeal to parents and relatives of Institute students to broadcast the advantages of membership. "I should just like to tell you," he said, "that we recently invited applications for 200 apprentices, and the number of vacancies were applied for by hundreds of promising young men. I am personally aware of the disappointment of parents whose sons were not selected and who did not get the opportunity of coming into the service. These parents understand exactly the training and education that their boys get once they are inside the service.

"Surely, if the benefits of the Institute appeal so strongly to outside people, I should not be here to-night asking you to do whatever you can to increase the membership of the Institute!"

The list was:—

**Harold W. Clapp Prize.** "A" Division (£5-5-0).—R. E. James, Fireman, Ararat. "B" Division (£5-5-0).—N. M. Tobias, Ticket Collector, Flinders-street. "C" Division (£5-5-0).—C. E. Scammell, A.S.M., Nar-Nar-Goon. "D" Division (£5-5-0).—R. J. Hortle, Car Builder, Newport.

**J. C. Rolland Prize (£5-5-0).**—E. J. Hyatt, Driver, Geelong.

**Arthur E. Hyland Prize (£5-5-0).**—R. Pattison, Junior Clerk, Audit Branch.

**Algebra, Grade 1.**—H. V. Hardy, Clerk D.S.O.,

Geelong, 1; J. Young, App. Blacksmith, Newport, 2; A. L. White, Lad Laborer, Spencer-street, 3.

**Algebra, Grade 2.**—R. W. Curtis, App. F. and T., Newport, 1; J. Robinson, App. Blacksmith, Newport, 2.

**Applied Mechanics.**—W. McG. Thomson, App. F. and T., Newport, 1; R. W. Curtis, App. F. and T., Newport, 2.

**Bookkeeping, Grade 1.**—G. K. McRae, Junior Clerk, S. and T., Spencer-street, 1; J. Miller, Junior Clerk, Melbourne Goods, 2.

**Bookkeeping, Grade 2.**—E. P. Rogan, Junior Clerk, Newport, 1; J. J. May, Junior Clerk, Spencer-street, 2.

**Building Construction, Grade 1.**—A. R. Williamson, App. Carpenter, Arden-street, North Melbourne, 1.

**Building Construction, Grade 2.**—W. H. White, Apprentice Carpenter, Arden-street, North Melbourne, 1; W. Robertson, App. Carpenter, Signal Shops, Newport, 2.

**Electricity and Magnetism, Grade 1.**—E. Kearney, App. Elect. Fitter, S. and T., Newport, 1; M. S. Kimber, App. F. and T., Newport, 2.

**Electricity and Magnetism, Grade 2.**—T. Bennett, Elect. Fitter, Newport, 1; V. E. Roberts, Elect. Fitter, Spencer-street, 2.

**Electricity and Magnetism, Practical Technology, Grade 3.**—S. W. Crellin, App. Elect. Fitter, S. and T. Branch, 1; K. M. Napper, App. Elect. Fitter, Newport, 2.

**Engine Working, Grade 1 (Junior).**—R. Plumridge, Cleaner, Hamilton, 1; E. J. Cody, Cleaner, Wonthaggi, 2.

**Engine Working, Grade 2 (Senior).**—R. E. James, Fireman, Ararat, 1; A. R. Goodman, App. F. and T., Newport, 2; A. Hargreaves, Fireman, Hamilton, 3.

**English Course, Grade 1.**—S. C. C. De Silva, Refresh. Br., Flinders-street, 1; G. D. Dickinson, App. Upholsterer, Newport, 2.

**English Course, Grade 2.**—R. Pattison, Junior Clerk, Audit Branch, 1; H. V. Hardy, Clerk, D.S.O., Geelong, 2.

**Mechanical Drawing, Grade 1.**—D. A. McIver, App. C. and W. Builder, Newport, 1; E. D. F. Brown, App. F. and T., Newport, 2.

**Mechanical Drawing, Grade 2.**—P. L. Allnutt, App. F. and T., Newport, 1; A. R. Collins, App. F. and T., Bendigo North, 2.

**Mechanical Drawing, Grade 3.**—R. J. Hortle, App. Car Builder, Newport, 1; S. A. Twist, Car Builder, Newport, 2.

**Safe Working.**—N. M. Tobias, Ticket Collector, Flinders-street, Special Prize; A. J. Houston, Porter, Sandringham, 1; E. A. Lathlean, Clerk, Spencer-street, 2.

**Station Accounts and Management.**—G. E. Scammell, A.S.M., Nar-Nar-Goon, 1; C. W. Cole, A.S.M., Nar-Nar-Goon, 2.

**Shorthand—Elementary Theory.**—K. Biggs, Junior Clerk, R.S. Branch, Spencer-street, 1; B.

Hawe, Junior Clerk, Power House, Newport, 2.

**Shorthand—Advanced Theory.**—W. G. Hassett, Messenger, E.E. Branch, Spencer-street, 1; H. R. Day, Junior Clerk, Wodonga, 2.

**Shorthand—Speed.**—Miss E. Hammett, Typiste, Head Office, W. and W. Branch, (130 words per minute) 1; L. E. Booth, Junior Clerk, Head Office, Trans. Branch (120 words per minute), 2.

**Typewriting.**—R. C. Kierath, Junior Clerk, D.S. Office, Seymour (55 words per minute), 1; Miss D. Griffin, Tabulating Machinist, Head Office (45 words per minute), 2; A. E. Lunn, Clerk, D.S. Office, Maryborough (45 words per minute), 2.

**Westinghouse Brake, Grade 1 (Junior).**—C. Kettle, Cleaner, Colac, 1; T. De Graffe, Fireman, Ballarat, 2.

**Westinghouse Brake, Grade 2 (Senior).**—E. L. Mitchell, Fireman, Colac, 1; H. C. Coleman, Fitter, Ararat, 2.

Commissioners' Prize of £5 to student securing 4th place in 3rd grade examination:—H. W. Robinson, App. F. and T., Rolling Stock Branch.

Professional Officers' Association Prize of £5 to 3rd year apprentice obtaining highest marks in third grade, and not successful in winning a Departmental or other prize:—V. W. Welch, App. Electrical

F. Patterson, App. Wood Machinist, Rolling Stock Branch.

Russell Prize of £1 awarded to 2nd Year apprentice, employed at Signal and Telegraph Workshops securing highest marks.—F. Kearney, App. Electrical Fitter, Signal and Telegraph Branch.

Commissioners' Prize of £5 to student securing 1st place in 1st grade examination.—F. J. Farr, App. F. and T., Bendigo Workshops.

Commissioners' Prize of £3 to student securing 2nd place in 1st grade examination.—H. Willey, App. Painter, Rolling Stock Branch.

Junior Class, 1st prize of £2 to apprentice securing 1st place in Junior Class.—J. V. Bolton, App. Moulder, Rolling Stock Branch.

Ballarat Workshops, 1st prize of £2 to apprentice securing 1st place in 1st grade examination.—A. Goad, App. F. and T., Rolling Stock Branch.

Special Class, Victorian Railways Technical College, 1st prize of £2 awarded to apprentice securing 1st place in Special Class.—G. Laby, App. F. and T., Rolling Stock Branch.

Russell Prize of £1 Is., awarded to apprentice at Signal and Telegraph Workshops, securing highest number of marks in 1st year examination.—T. E. Anderson, App. Boilermaker, Signal and Telegraph Branch.

## THE TEST OF A MAN

**T**HE place to take the true measure of a man is not the forum or the field, not the marketplace or the Amen corner, but at his own fireside. There he lays aside his mask and you may judge whether he is imp or angel, king or cur, hero or humbug. I care not what the world says of him; whether it crown him with bay, or pelt him with bad eggs; I care never a copper what his reputation or religion may be; if his babes dread his homecoming and his better half has to swallow her heart every time she has to ask him for a five-dollar bill, he's a fraud of the first water, even though he prays night and morn till he's black in the face, and howls hallelujah till he shakes the eternal hills. But if his children rush to the front gate to greet him, and love's own sunshine illuminates the face of his wife when she hears his footfall, you may take it for granted that he is true gold, for his home's a Heaven, and the humbug never gets that near the great white throne of God. I can forgive much in that fellow mortal who would rather make men swear than women weep; who would rather have the hate of the whole he-world than the contempt of his wife; who would rather call anger to the eyes of a King than fear to the face of a child.

—WILLIAM COWPER BRANN

Fitter, Signal and Telegraph Branch.

Russell prize of £1 to 3rd year apprentice employed at Signal and Telegraph Workshops, securing highest marks:—R. L. Rankin, App. Electrical Fitter, Signal and Telegraph Branch.

Commissioners' Special Prize of £1 Is. awarded to apprentice securing highest marks in 3rd grade Modified Course:—J. L. Baird, App. Car and Wagon Builder, Rolling Stock Branch.

Commissioners' Prize of £5 to student securing 1st place in 2nd grade examination:—P. L. Allnutt, App. F. and T., Rolling Stock Branch.

Commissioners' Prize of £3 to student securing 2nd place in 2nd grade examination:—W. R. Mence, App. Electrical Fitter, Electrical Engineers Branch.

### Commissioners' Special Prizes

Intermediate Class, 1st prize of £3.—R. W. Curtis, App. F. and T., Rolling Stock Branch.

Intermediate Class, 2nd prize of £2.—J. Incoll, App. Carpenter, Way and Works Branch.

Junior Class, 1st prize of £2.—R. A. Cheasley, App. Blacksmith, Signal and Telegraph Branch.

Ballarat Workshops, 1st prize of £3.—V. Thomas, App. F. and T., Rolling Stock Branch.

Bendigo Workshops, 1st prize of £3.—R. W. Banfield, App. F. and T., Rolling Stock Branch.

Commissioners' Prize of £2 awarded to apprentice securing 1st place in 2nd grade Modified Course.—

## ENTHUSIASM BRINGS GOOD RESULTS

Examiner A. Larkins supplies the following results of the examination of students who attended the recent Departmental classes conducted by Messrs. Arblaster and Keary on station duties and transportation work generally. He considers the results highly satisfactory.

W. Rattray, 98 per cent.; H. P. R. Brennan, 98; J. A. O'Meara, 98; A. Grant, 98; E. F. Ryan, 96; C. L. Hansford, 95; A. J. Quaine, 95; G. L. Chapman, 95; J. Dickens, 95; J. K. Swan, 95; J. Stoddart, 95; J. C. Robertson, 95; J. P. Ronchi, 94; A. Koster, 94; R. Hutchinson, 94; C. P. Gannon, 94; E. R. Day, 93; R. W. Dungan, 93; C. Murray, 93; T. Flynn, 93; D. Tuomy, 92; J. Kinsella, 92; M. Griffin, 92; T. Cummins, 92; J. J. May, 91; H. Whelan, 89; R. J. Dwyer, 88; V. McCormack, 88; B. G. O'Shea, 88; R. Poole, 88; W. White, 88; B. J. Coyne, 87; J. Connellan, 86; K. Hart, 86; L. S. Valentine, 86; A. W. Blair, 85; R. H. Warren, 84; J. F. Leahy, 84; J. K. Long, 83; W. Lugg, 82; A. S. Hinks, 82; W. Lowenthal, 82; R. G. Menzel, 82; C. H. Costello, 80; M. Walsh, 79; J. Carroll, 78; J. Crowe, 78; W. Quill, 78; E. W. Seedsman, 78; J. P. Donoghue, 78; C. Arblaster, 77; F. C. Lord, 77; N. Hocking, 77; G. Moulden, 76; J. Finn, 76; T. Power, 76; M. McDonald, 75; E. C. Sonnemann, 72; D. A. McIntosh, 72; T. Hill, 70.



### ALL THERE WAS TO KNOW

"Is this a speedometer?" she asked, as she tapped on the glass which covered that instrument.

"Yes, dear," I replied, in a sweet, gentle voice.

"Don't they call this the dash light?" she queried, fingering the little nickel-plated illuminator.

"Yes, honey," my words floated out softly as before.

"And this is the cut out?" she inquired.

"Yes, Toodles," as I took my foot off the accelerator. Not more than 200 feet away our course was blocked by a fast-moving train.

"But what on earth is this funny-looking thing?" she said in a curious tone, as she gave the accelerator a vigorous push with her dainty foot.

"This, sweetheart, is heaven," I said in a soft, celestial voice, as I picked up a gold harp and flew away.

### REQUIEM

Waiter: "Did you ring for me, sir?"

Man at table: "Ring for you? Good gracious no, man. I was tolling the bell for you, I thought you were dead."

### JUST AS TRUE

Grandmother (to little boy who never puts his toys away): "Bob, would you like me to tell you a story? . . . . Once upon a time there was a very good little boy who always put away his toys . . . . etc., etc."

Bob (when story was finished): "I'll tell you a story now, grandmother. Once upon a time there was a cat—and it barked."

### STANDARD OPENING

Boy: "Papa, tell me a fairy story."

Papa: "All right, my son. Let's see, how shall I begin—"

Mamma: "Begin it, I was detained at the office."

A woman may buy cheap hosiery and still get a run for her money.

Hopeful: "I wonder if it is true that the length of a boy's arm is equal to the circumference of a girl's waist?"

Hopeless: "Let's get a string and measure it."

### PRECEPT

"Yes, I sold my motor car. Had to because it brought an army of tramps about the house."

"How so?"

"They came to admire the machine because it wouldn't work."

### SHE NOSE BEST

He: "My girl has a beautiful embroidered handkerchief which she claims cost two pounds."

She: "Two pounds! That's a lot of money to blow in."

### MORE SCHOOL HOWLERS

"Parallel lines are the same distance apart all the way unless you bend them."

On the subject of the religion and social customs of India, one boy wrote that "A woman in one cask cannot marry a man in another cask."

"Tennyson wrote 'In Memorandum.'"

"Ellaïne gave Lancelot an omelet before he departed for the tournament."

"Louis XVI. was gelatined during the French Revolution."

### PRACTICAL ECONOMICS

Algy's Mother: "I suppose yer gettin' a good fee, sir, fer attendin' to the rich Smith boy?"

Doctor: "Well, yes. I get a pretty good fee; but why do you ask?"

Algy's Mother: "Well I 'ope you won't forget that my little Algy threw the brick what 'it 'im."

### COULDN'T FIND A BETTER ONE

Downer: "I started out on the theory that the world had an opening for me."

Outer: "And you found it?"

Downer: "Well, rather. I'm in the hole now."

### REVERSED

Jones (at side-show): "Mister, I've a wife and fourteen children. Can't you let us look at the monkey for half price?"

Showman: "Fourteen children! Wait, I'll bring the monkey out to look at you."



"What platform does the London train go from?"

"Number five."

"Are you quite sure? I've got a tin chest and—"

"A tin chest, 'ave yer. Well, even if you've got a copper spine, its number five."

— Drawn by Starr Wood

# Jottings from the Institute



## PHYSICAL CULTURE COURSE

Billy Meeske has already begun to rejuvenate staid members of the clerical division, but surely there are others whose joints need loosening!

Just a half-hour's exercise on Tuesdays and Thursdays from 4.45 p.m. to 5.15 p.m. will make the world of difference to one's fitness.

The terms are extremely reasonable, 2 lessons per week costing 15s. for a term of 24 lessons, and 10s. for a term of 12 lessons.

## PRACTICAL SYMPATHY

The Charity Dance on March 16 in aid of the family of Mr. W. Thomas, of the Car and Wagon Shops, North Melbourne, who is laid up for three months, was a striking success.

Mrs. Thomas and her six children are now assured of reasonable comfort until better times, and are thankful to all those who helped to make the dance a success.

## "THE UNFAIR SEX"

The V.R.I. Dramatic Society is one of the foremost amateur organisations of its kind in Victoria. Its productions invariably meet with pronounced success, and any Institute member with a flair for acting will be gladly put through his paces by the Instructress, Miss Winifred Moverley.

"The Unfair Sex"—a comedy by Eric Hudson, will be produced in the Institute Hall on April 30, May 7, and May 14.

The cast includes Misses Addie Strain, Alice Best, Minnie Thornton and Doris Little, together with Messrs. George Cockrill, T. Bernard Lamble, Norman Blackler and Albert Watkins.

Miss Moverley will produce the play.

## TENNIS COURT FOR BALRANALD

The Commissioners, through the Departmental Estate Officer, have granted a site for a double tennis court for Institute members at Balranald. Recently the local members asked the Council to assist them in obtaining such a site.

It is now hoped that local members will justify their early intentions by having the site cleared and a court laid down by voluntary effort, as has been done at other Country Centres.

## CLASSES FOR WARRNAMBOOL

Warrnambool members recently requested the Council to help them in getting class room accommodation for the benefit of railway employes stationed there. The matter has been submitted to the Commissioners and they have now replied, granting a

suitable site on railway property, for the erection of a building.

## INSTITUTE CONCERT SEASON

The V.R.I. Musical Society will open its series of concerts for the 1927 season on Saturday, April 9, at 8 p.m. in the Concert Hall. Special efforts are being made this year to add to the attractiveness of programs, and a first class entertainment is assured. The Musical Society has a complement of 55 voices, and will be assisted by several well-known artists.

## OLYMPIC GAMES

With the Olympic games near at hand, amateur athletes are beginning to put pep into their work.

The Institute has already furnished one Australian representative at the Games, and has bright prospects of achieving the honour again in 1928. Instructors and boys are working well together, and the various competitions this year will be keenly contested.

## GENEROUS GIFT OF FREE BOOKS

Mr. Geo. Lorimer, late President of the Victorian Railways Institute, has presented to the Council a number of valuable works of reference and technical books which had belonged to a friend (Mr. Studd) and to himself.

The Council has conferred honorary membership on Mr. Lorimer and will recommend to the next annual meeting that he be made a life member in recognition of his services to the Institute during his presidency.

## JOLIMONT LECTURE SESSION

The Annual Meeting of the Jolimont Lecture Session was held on February 28, Mr. Calcutt being in the chair.

The following officers were appointed for the 1927 session:—Chairman, Mr. T. Sullivan (Assistant to the Metropolitan Supt.); Deputy Chairman, Mr. N. C. Harris (Assistant C.M.E.); Secretary, Mr. Cunningham (Acting Workshop Manager). Committee: Messrs. F. M. Calcutt, E. Roberts, Fuller James, J. Rist, R. Balmer, R. H. Harvey, J. Moody, J. Gault, W. Abbott, A. R. Stamp, and H. Cooke.

The first Lecture will be held on Tuesday, May 3, and subsequently on the first Tuesday in each month until October.

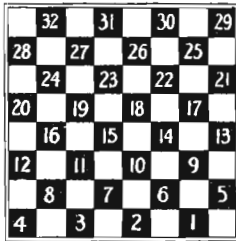
The May Lecture will be given by Mr. N. C. Harris on "Automatic Couplers," and the June Lecture by Mr. Fuller James, Electrical Engineer, on his trip to Eastern countries.



# Our Draughts Corner



(Conducted by W. LAMBERT, Hon. Secretary V.R.I. Draughts Club)



**T**O systematise play.—The method adopted to number the board is only imaginary.

Set the black pieces on squares 1 to 12, and the white pieces on squares 21 to 32.

The numbers are then calculated, as on the diagram. Black plays first.

No. 3—Black 3, 7, 27, K20.

White 23, 32, K1, 12.

White to move and win.

The problems of this issue are fine examples of the deferred shot which is so essential to watch in the end play.

## BEGINNERS' SECTION

In the last issue you were shown how to find out who has the move, when the men are equal. Of course, this does not generally apply when there is an advantage of numbers. Having gained a piece in play you cannot always hold it. For instance place pieces on:—

BLACK, 3, 23, K14. WHITE, 12, 21, 31, K17

Black to move and draw.

On the other hand pieces placed on the following show a win:—

Black K1, White K6, 14. White to move and win.

Black K2, 6. White K5, 9, 14. White to move and win.

Black K10, 15, 19. White K9, 27. Black to move and win.

Most beginners can hardly be expected to know what to look for when confronted with a board full of men. I suggest that you ask yourself the following questions for a start (or, until it becomes commonplace to watch these points unconsciously):—

Why did he play that piece, is it an attack or defence?

Let me reason it out; who has the move?

How many possible moves can he do, and which is the most likely?

Have I solidified my position, and protected my advance men.

If I make an exchange, do I lose the move, or, can I force a move, or, am I likely to get jammed on the sides or centre?

If I sacrifice, can I regain?

Can he lure me to his crown head, then shatter my defence?

If these questions are answered correctly you will soon become a player to be reckoned with.

## SOLUTIONS

No. 1—20-16, 11-20, 29-25, 2-11, 27-24, 20-27 25-22, 17-19, 32-5, WW.

No. 2—16-12, 25-18, 12-8, 5-14, 8-3, WW.

No. 3—23-18, 27-31, 18-15, 31-26, 1-6, 7-10 12-16, WW.

Our hearty congratulations are extended to our Instructor, Mr. J. Boyles, who so successfully defended his title as "Champion of Victoria." The places were filled by those redoubtable opponents J. Armstrong and H. Egan. We also wish him luck at the Australian Championship to be held in Tasmania, at Easter.

## ADVANCED PLAYERS

In the last issue I gave the Cross game which could be used as the "trunk." I would suggest to those following these articles to file this page for reference. Owing to the limitations of space, I can only give about one game in each issue. To follow the game in the last issue I will give variation arising from the trunk game.

11-15 The latter move is called the Slip  
23-18 Cross, and is considered slightly in favor  
8-11 of White. The trap move in last issue  
27-23 arises from this line and you could continue and obtain it.

11-15 This last move is called the Crescent  
23-18 Cross, and makes a fairly safe draw,  
8-11 there being little opportunity to score  
26-23 on both sides.

11-15 This is called the Waterloo, and is considered a weak variation for White.

8-11  
18-14

11-15 This line is the Cross Choice, and will  
23-18 lead to a lot of positions brought up in  
9-14 other games. Unless you are fairly familiar with the book moves, it is not advisable to play this line.

11-15 This latter move is generally conceded  
23-18 to be a loss for Black, especially if your opponent knows the lines on it. Therefore it is not advisable to adopt it in  
4-8 match play.

23-19  
9-13

Continue from these variations and get familiar with the different lines as some very interesting traps loom up from both sides.

## PROBLEMS

No. 1—Black 2, 9, 10, 11, K13, 17.  
White 7, 20, 23, 27, 29, K32.  
White to move and win.

No. 2—Black 5, 7, 11, K25.  
White 9, 16, 22, K6, 13.  
White to move and win.



By H. L. BYRNE

### CLUB LECTURES

The membership of the Institute Wireless Club is steadily increasing, and there are now over 150 members.

House full was the order of the night on Thursday, February 24, the occasion being a lecture and demonstration by Mr. Donald MacDonald, A.M., R.I.E.E., late Lieut.-Commander R.A.N., and now Consulting Engineer for 3AR and Managing Director of 7ZL, Hobart.

Mr. MacDonald gave a detailed description of all the leading broadcasting stations of America. His demonstrations with the apparatus for recording the number of vibrations per second gave an interested audience a practical illustration of high and low frequency.

After setting up and adjusting the oscillograph, the lights were turned out and the company present enjoyed a view, reflected by mirrors, of the sine-waves of alternating current.

Mr. MacDonald has promised to lecture again at no distant date. The Wireless Institute of Australia has advised that, commencing with March, it will supply a Lecturer once a month.

The doings of the Club are reported regularly in the Weekly Notice and the "Listener In." Readers are asked to watch the notices in these publications.

### TEST WITH 5RI

From 12 midnight on February 24 until 5 a.m. the following morning, the Club carried out a test with 5RI (the Australian Railway Institute Wireless Club). Owing to unforeseen circumstances 3RI was unable to transmit on the 2.5 watt valves set, but were nevertheless able to report to 5RI the reception of their telephony on 238 and 250 metres and Morse on 33 metres.

The Brighton Radio Club (3BC) who were also on the air on 228 metres and Mr. A. Kissick (3KB) also logged 3RI.

### CAPACITY REACTION RECEIVER

The use of honeycomb coils in receiving sets is fast dying out. For the benefit of readers who have not yet built their sets or those who are not satisfied with their present reception, the circuit shown in the "Listener In" of February 26 will be found to be most effective, both for volume and distant station reception. It is called a Capacity Reaction Receiver.

The "Listener In" of October 16, 1926, showed a Reinartz Circuit for two valves. The writer built up a set and added an extra stage of audio. In this latest Capacity Reaction Receiver, splendid volume for local stations can be obtained on loud speaker, and 2BL, 2FC and 4QG can also be brought in at loud speaker strength, but the addition of a second stage of audio is advisable.

Very little difficulty is experienced in cutting out 3LO, and if instructions are carried out any reader will be amply repaid for trouble in building up this set.

### EARTHS AND AERIALS

A good antenna and earth system is absolutely essential if you wish to obtain good reception. Far too little attention is paid to what is really the most important part of a receiving station.

Many Radio enthusiasts consider that by either clamping or soldering the earth lead on to a water pipe, they have the very best earth obtainable.

If, as in the case of sandy soil, the water pipe runs a considerable distance before making good earth you are not going to obtain good results.

If you consider your set correctly wired, and all accessories in order, and yet you get unsatisfactory results, look to your earth.

The following method of earthing will be found easily one of the best:—At the nearest available and convenient spot, dig a hole about 2 ft. 6 in. to 3 ft. by 1 ft. 6 in. Spread a layer of charcoal over the bottom and partly fill with water. Solder a length of copper wire (7-20 if obtainable) to seven different positions on a kerosene or petrol tin.

Pierce the tin in numerous places and insert it in the hole, placing at the same time a 1 in. or 2 in. piece of pipe into the tin.

#### A Real Mud-puddle

The next procedure is to fill in and cover the tin, making a real mud puddle of the job. The charcoal retains water and ensures practically a permanently damp earth.

The iron pipe inserted in the tin is left above ground level a few inches, and periodically a dipper of water or a hose is used to pour water down into the tin. The water permeates through the holes to the charcoal and earth.

It is good practice to insulate the lead from the earth to the earth terminal on the set.

If wire is allowed to touch bricks or the down pipe, it tends to spoil efficiency, as following its natural law, electricity takes the shortest path to earth, not necessarily the line of least resistance, and if a certain amount of the minute current gets through to earth through such paths on its way to its correct earth, a high resistance will be introduced into the aerial circuit.

Another method for improving your earth is to place a wire bond from one side of the water meter to the other, taking care, naturally, thoroughly to clean the galvanized pipe.

Always remember that the shorter the earth lead the better.

A pipe driven into good damp earth and the burial of wire netting also makes good earth, but I strongly recommend the petrol tin earth, particularly in dry spots, as by the application of water down the pipe, an efficient earth is always obtainable.

In next month's issue we will deal with types of aerials, their advantages and disadvantages with simple instructions to enable readers to erect the most efficacious and cheapest system, and warnings of the pitfalls to avoid in running aerial wires and leads.



# Victorian Railways Honor Roll

## RECENT RETIREMENTS

**A**s 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.

	Date of Appointment	Length of Service
F. McMannis, Conductor, Spencer-street .. .. .	1882	45 years
W. J. Collins, Ganger, Melbourne Yard .. .. .	1884	43 years
M. H. Rowe, Ganger, Stawell .. .. .	1884	43 years
T. W. Nelson, Lavatory Attendant, Spencer-street .. .. .	1884	43 years
W. Ferguson, Ganger, Lah .. .. .	1885	42 years
E. Ward, Stationmaster, care Room 68, Spencer-street .. .. .	1885	42 years
S. H. Bennett, Clerk, Essendon .. .. .	1886	41 years
J. Bain, Stationmaster, Mt. Evelyn .. .. .	1886	41 years
F. J. Smith, Parcels Porter, Ballarat .. .. .	1887	40 years
A. Jenkinson, Ganger, Carnegie .. .. .	1888	39 years
J. W. Hayes, Ganger, Upper Ferntree Gully .. .. .	1888	39 years
T. W. Meade, Repairer, Brunswick .. .. .	1888	39 years
J. Stirling, Skilled Laborer, Geelong .. .. .	1888	39 years
C. O'Leary, Signalman, Wangaratta .. .. .	1889	38 years
F. Young, Stationmaster, Koroit .. .. .	1889	38 years
W. A. Waters, Gatekeeper, Oakleigh .. .. .	1889	38 years
G. F. Humphries, Head Porter, Flinders-street .. .. .	1890	37 years
J. Overson, Gatekeeper, Footscray .. .. .	1890	37 years
W. Ridd, Ganger, Croxton .. .. .	1890	37 years
J. Moore, Ganger, Wallan .. .. .	1891	36 years
A. Yates, Repairer, Somerton .. .. .	1898	29 years
J. Brennan, Ganger, West Geelong .. .. .	1900	27 years
A. E. Morris, Works Ganger, West Melbourne .. .. .	1900	27 years
J. O'Halloran, Ganger, Bendigo .. .. .	1900	27 years
J. Gallagher, Gatekeeper, Newport .. .. .	1900	27 years
H. Fleming, Lighting Overseer, Spencer-street .. .. .	1901	26 years
H. Hurlstone, Ganger, Stratford .. .. .	1901	26 years
J. White, Stoker, Signal Shops, Newport .. .. .	1910	17 years
L. Macintosh, Skilled Laborer, Signal Shops, Newport .. .. .	1911	16 years
P. McDonald, Gatekeeper, Brunswick .. .. .	1912	15 years
J. Slevison, Laborer, Richmond .. .. .	1912	15 years
J. F. Leahy, Laborer, Bendigo .. .. .	1912	15 years
A. R. Jonsson, Skilled Laborer, Bendigo .. .. .	1912	15 years
H. A. S. Stockton, Clerk, Head Office, Spencer-street .. .. .	1918	9 years
J. H. Smallman, Repairer, Ballan .. .. .	1920	7 years
R. W. Feckner, Repairer, Dimboola .. .. .	1920	7 years
H. J. Anderson, Clerk, Dimboola .. .. .	1920	7 years
R. K. Duke, Skilled Laborer, South Melbourne .. .. .	1920	7 years
J. Beatty, Carpenter, Bendigo .. .. .	1920	7 years
W. G. Capper, Porter, Kerang .. .. .	1923	4 years
A. E. Stott, Lad Porter, Melbourne Goods .. .. .	1924	3 years
F. A. Ruby, Signalman, Melbourne Yard .. .. .	1924	3 years

## DEATH OF DR. STANLEY

**T**HE late Sir Charles Ryan, Railways Medical Officer, was not long survived by his old friend and fellow railwayman Dr. H. R. Stanley, who passed away recently.

A graduate of the Melbourne University and surgeon at the Eye and Ear Hospital, Dr. Stanley came to work at the Railways Department as an assistant to the late Dr. Charles Smith, the former examiner in vision. In 1911, Dr. Smith retired and Dr. Stanley was appointed oculist to the Victorian Railways Department, a position which he held until he left for a trip to England in 1926.

A rapid speaker, full of life and action, he was

always anxious to help a nervous man to pass the often dreaded periodical examinations. Yet he never took risks in his overhauling of the men who came before him. "You must not make mistakes," was ever his first remark to a new examiner.

He and Sir Charles Ryan were friendly rivals in the color photography field, but Dr. Stanley's tastes were always catholic. He was a fine musician, a capable wireless experimenter and a keen motor cyclist.

Thousands of railwaymen, in all grades of the service, will feel a personal loss in his passing.

Why The '43 Ran Late*(Continued from Page 30)*

Casey yelled, "run, you fool, run!" And run Downey did for the signal post, which he quickly mounted, breathing a sigh of relief as he looked down on the infuriated animal.

"Casey, that beast should be destroyed," he said.

"Yes, indeed it should," was the hearty response. Casey looked at the engine on which stood the fireman, smiling at the ridiculous spectacle of two railroaders perched up a signal post.

"Look at that grinning ass," Casey said, "By cripes, Patterson, I'll pull that long beak of yours when next you're on the pick up."

"Get off that engine and do something," yelled Downey to his fireman.

"Not on your life; if it gets up here on the footplate, I'll move, not before."

Unnoticed, a lad on horse-back approached from the paddock which had held the bull. Seeing the two men on the signal post and a train standing—a most unusual sight in that part of the country—he called out:

"What's up?"

"Another balmy man," muttered Casey, "That bull of yours took to us. Get rid of it for the Lord's sake, it's got the driver and me held up."

"Haw, haw," laughed the boy, "Yer can't tell me that Joey would go for yer. Hah, Joey come here."

"Moo," breathed the bull softly, as it quietly approached the boy.

"Come along, Joey," and the boy took it affectionately by the neck and walked it off to the paddock, through the broken fence.

Casey looked at Downey in amazement, "Well, I'm jiggered! Why the devil didn't I think of that?"

The two heroes lost no time in descending, and, in a moment or two, Casey was running to the station to pull off, but Downey did not wait for the signal. He passed it at danger, and his train reached the platform, barely giving Casey time to extract a staff and hand

it to him.

"You'll get the bullet for this lot, Casey—32 minutes block!" Downey yelled as he passed.

"What about Regulation 60." Casey screamed, shaking his fist at Downey. But Downey did not hear—C. 50 was all out, making up time.

\* \* \*

The following week the Commissioners arrived to inspect Casey's station.

"Your station is in splendid order, Mr. Casey," said one of them.

"Thank you, sir," said Casey.

"Mr. Brown trucks his stock here, doesn't he?"

"Yes, sir."

"Next week, Mr. Brown will be trucking his Aryshire Bull for our Better Farming Train. I shall be glad if you see it loaded, and—and I think it would be wise if you personally have it roped securely."

"Yes sir, I'll—I'll—do—that with pleasure," replied Casey.

Records on the staff office show that Casey was off duty that week, with 'flu.

The bull, on the other hand, had a pleasant week, and was praised and patted by many chuckling visitors.

—♦—

#### RHYME OF THE RAIL

SINGING through the forests,  
Rattling over ridges,  
Shooting under arches,  
Rumbling over bridges.  
Whizzing through the mountains,  
Buzzing o'er the vale,—  
Bless me! This is pleasant,  
Riding on the Rail!

Men of different stations  
In the eye of fame  
Here are very quickly  
Coming to the same.  
High and lowly people,  
Birds of every feather,  
On a common level  
Travelling together!

—JOHN GODFREY SAXE

# Conway Stewart

Compare the Value  
of these Fountain  
Pens with any other  
make on the market

Obtainable all Station-  
ers and Jewellers

**Good Service** (Continued from page 54)

**"HELP US——"**

**A**FTER discussing the work recently carried out at St. Arnaud, the Mayor (Councillor Gardiner), Councillors Puncheon and Preece and Town Clerk Mr. Lester, desired us to convey to the Commissioners their sincere appreciation of the excellent transport services rendered in connection with the movement of this season's wheat harvest.

The Mayor also referred to what he termed a practical instance of the railway slogan—Help Us To Help You—which recently occurred at Carrapooee where he had a consignment of 20 tons of barley to ship, and intimated to the local signal porter his desire to load it into a 20-ton capacity truck. The barley was lying uncovered on the local goods platform, and about midnight, it commenced to rain and continued to do so for several hours.

When he visited Carrapooee about 10 a.m. the next day he found the barley in good order and ascertained that the Signal Porter (whose name he had forgotten) immediately he heard the rain falling, proceeded to the station and covered the barley, which was subsequently despatched and sold at its full market value.

Extract from a recent memorandum signed by members of the Level Crossing Committee (Messrs. J. J. Montgomery, Way and Works Branch; J. Conlan, Transportation Branch, and S. P. Jones, Signal and Telegraph Branch).

**WHEN RUSHWORTH CAME TO TOWN**

**O**NCE more I have to thank, through you, your officers and staff for their splendid co-operation and general assistance in carrying out the recent excursion to St. Kilda. The arrangements, in every detail, were wonderfully well devised and carried out, and the presence of Mr. Morris and Mr. Scorer was timely, enabling the finishing touches to be executed.

It would be hard to pick out any one in particular, because everyone did their best to outdo previous excursions, but I would like to mention the locomotive staff at Seymour and the station and refreshment staff, also the S.M., staff and locomotive men at Murchison East and Rushworth, the St. Kilda and Flinders-street staff and Mr. Hanna of the Special Time Tables Office, and, in a general way, all minor stations and staffs that were concerned. It was a splendid piece of work, and it was a great pleasure to have to meet each set of officers and to note the cheerful actions.

—E. A. Coyle, Hon. Sec. Rushworth Excursion Committee, writing to the Chairman of Commissioners.

[This year, the Rushworth Schools Picnic was an outstanding success. The number conveyed on the Special train was 1,050. Every Rushworth School child, and some others, were given a free ticket; as in former years. Mr. Coyle undertakes this arrangement and the railway rebate helps to recoup him for this and other incidental expenses.]

(Continued on next page)

 <p><b>"OMEGA" LEVER</b> 40/-</p> <p>The Celebrated 15-Jewelled "Omega" Lever fitted to a strong Nickel or Gun Metal Case, as desired. Guaranteed, in writing, for five years. Our price direct to you - - 40/-</p>	<p><b>"SAVE WHILE YOU SPEND"</b> BY PURCHASING FROM THE D.S.J. Co.</p> <p>Because we import direct and sell from upstairs showrooms, we eliminate heavy shop rents and middlemen's profits, a saving of at least 20 per cent. is assured. A written guarantee—the money refunded if not satisfied - Write for a Free Copy of our Catalog</p>  <p>9ct. Gold £3/10 0</p> <p>A high-grade 15-Jewelled Lever fitted to a Solid 9ct. Gold Case, on a strong Gold Expanding Bracelet. 5 years' Guarantee £3/10/- (Others, £3, £4, £4 10 - to £6)</p> <p>THE <b>Direct Supply Jewellery Co.</b> A. Cohen, Manager Registered Second Floor, Arlington Chambers (3 doors from Swanston Street) 229 COLLINS STREET, MELBOURNE</p>
--	---

(Continued from Previous Page)

## " DID EVERYTHING POSSIBLE "

ON Friday evening last, I lost a leather bag in the Essendon train, and I wish to draw the attention of the Department to the treatment meted out to me by their officers. When I left the train at Ascot Vale, I missed the bag and reported the fact to the S.M. He immediately 'phoned Moonee Ponds and Essendon, without result. I went into Flinders-street that night and reported the fact at No. 8 Platform, and the young fellow in charge did everything possible to help me. I went in again on the Saturday morning and saw another officer named Pain, and, if anything, he gave the matter greater attention than the other, and also a Clerk in the Lost Property Office of that station named Gilligan, and another. I know a lot of people complain about the Department, but my experience for years, and especially in this case, has been a most pleasant one, and hence I feel it a duty to write my appreciation of your officers' good service rendered. I have not yet recovered the bag, but it is not the fault of want of trying by your men.

—Edwin Lascelles, 16 Burton Crescent, Ascot Vale, writing to the General Passenger and Freight Agent.

## DORMAN LONG PICNIC

I HAVE been requested by the Committee in charge of the arrangements for the Dorman Long picnic to Mornington on February 26, to convey to you and your staff our congratulations on the

excellence of the arrangements made in connection with the special train provided, and our complete satisfaction with the accommodation supplied.

My committee will be obliged if you will convey to Mr. Maher in particular, and the other officers of the Transportation Branch, our appreciation of the assistance given and the unfailing courtesy extended at all times in response to our numerous requests for information.

—V. Moorhouse, Hon. Sec., Dorman Long Picnic Committee, 203 Grant-street South Melbourne, writing to the Chairman of Commissioners.

## "THE FLIER"—A REVELATION

REPLYING to your request as to the number of Fathers' Association members travelling to Geelong on concession fare, on February 23, as near as I can ascertain, there must have been from 49 to 52 present from different parts, mostly Melbourne, Ballarat, Kyneton, and Bendigo were represented. The "Flier" was a revelation to some of the Dads. Thanking you for an enjoyable trip.

—Fred. J. Andrew, Hon. Sec. Sailors and Soldiers Fathers' Association of Victoria, writing to the General Passenger and Freight Agent.

(Continued on Page 78)

EASTER is coming; so is the visit of H.R.H. the Duke of York.

There will be happy days, and days worth remembering—opportunities for a picture everywhere.

Don't miss any of them—get your Kodak now.

# Easter!

*Do not forget your*

# Kodak

The new Pocket Kodaks are wonderful picture-makers. Equipment includes the Kodex shutter which is setting new standards of accuracy. Priced from 49/6—the model for pictures 2½ x 3½ inches. Other Kodaks from 25/-

**Kodak (Australasia) Pty. Ltd.** "The Block," 284 Collins-st., & 161 Swanston-st., Melbourne.

And all States and N.Z.

## The Men who put Gippsland on the Map

(Continued from page 27)

established. Their stock of provisions being very low, a forced march to that point was the only hope of saving their lives. Their daily ration, originally sufficient for five days, was reduced to 2 lb. of bread and two thin slices of bacon for the whole party.

Western Port was some 56 miles distant in a direct line. Strzelecki set a straight course and they began their journey into the unknown.

Climbing precipitous ranges and fighting their way through the jungle and scrub in the valleys, they could make only two or three miles a day. Their food was soon finished, and for many days they subsisted on native bears (at times uncooked) which were principally secured by the "black."

### Semi-Starvation

For 22 days of semi-starvation, travelling through almost impenetrable country, the exhausted men continued their desperate struggle for life. As they neared their destination, the country became kinder, the dense jungles and precipitous ranges being a thing of the past.

Bootless, and their clothes in rags, they eventually reached Western Port on May 12 1840.

While making their way to Settlement Point, they stumbled on Berry's tent, and were taken to Anderson and Massie's station, where they rested and recuperated for several days, being entertained with much kindness by Mr. Massie. They crossed the channel by boat to Mr. Jamieson's station, whence they walked to Melbourne, where their arrival caused a sensation, as they had been given up for lost.

After many wanderings Strzelecki arrived in England, where he was knighted in 1869. He died in London on October 6, 1873, aged 77 years.

### STRICTLY MANNISH.

Barber—Haircut, eh? How do you want it trimmed, sir?

Customer—Er—just like my wife's!

## SPRINGVALE FARM, Winton North, Vic.

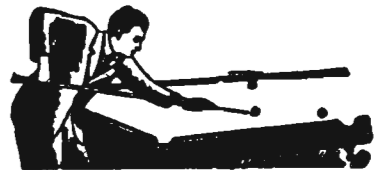
Sydney Express and Mt. Buffalo trains stop at Winton, Victoria. Close to Mokoan Ranges, 2000 ft. above sea level, faces the Winton Lake (7 miles by 3 miles). Ibis, pelicans, mallee-hens, plovers, gulls, wild ducks, black swans, cranes, native companions and various other kinds of game, and fringed with mighty silent gum trees.

First-class meals, Spacious grounds, Tennis Court Hacks and Conveyances, Poultry, Fruit, Piano, Spring Water, Cream, Ideal Climate, Golf, Own Dairy Herd, Orchard, Walks and Drives, Excellent Shooting, Beautiful Wild Flowers

Tariff: 42/- to 45 - Weekly; 8 - to 9/- Daily

Mr. and Mrs. E. WESTON, Proprietor and Proprietress

## ALCOCK'S HOME BILLIARD TABLES



Play this Fascinating Game in Your Home  
ALCOCK'S BIJOU JUNIOR Billiard Table (lift on). Perfectly made—beautifully finished—absolute accuracy. Fitted with SLATE bed, fast-running cushions. Metal Buttons on Cushions. BRASS Adjusting Toes to Level Table. Set of Billiard BALLS, CUES, MARKING BOARD, and SPIRIT LEVEL.

	Deposit	Balance
<b>PAY AS YOU PLAY</b>	<b>17/6</b>	<b>3/-</b>
		<b>Weekly</b>

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Please send me your Illustrated Art Catalogue and Magazinettes, and full particulars of Home Billiard Tables, and how they can be secured under your easy payment conditions.

NAME .....

ADDRESS .....

V. Rail.

### HURRY, TOO.

Daughter—The preacher just phoned and said he was coming to call this afternoon.

Mother—Gracious, we must make a good impression—give baby the hymn book to play with.

## Railwaymen!! The Public depend on you—

You can depend on "STANHOPE BICYCLES." (Guaranteed 10 years).

TERMS £11 0 0 Cash, or ...

£2 Deposit and 5/- Weekly.

Special Discount to Railway Employees.

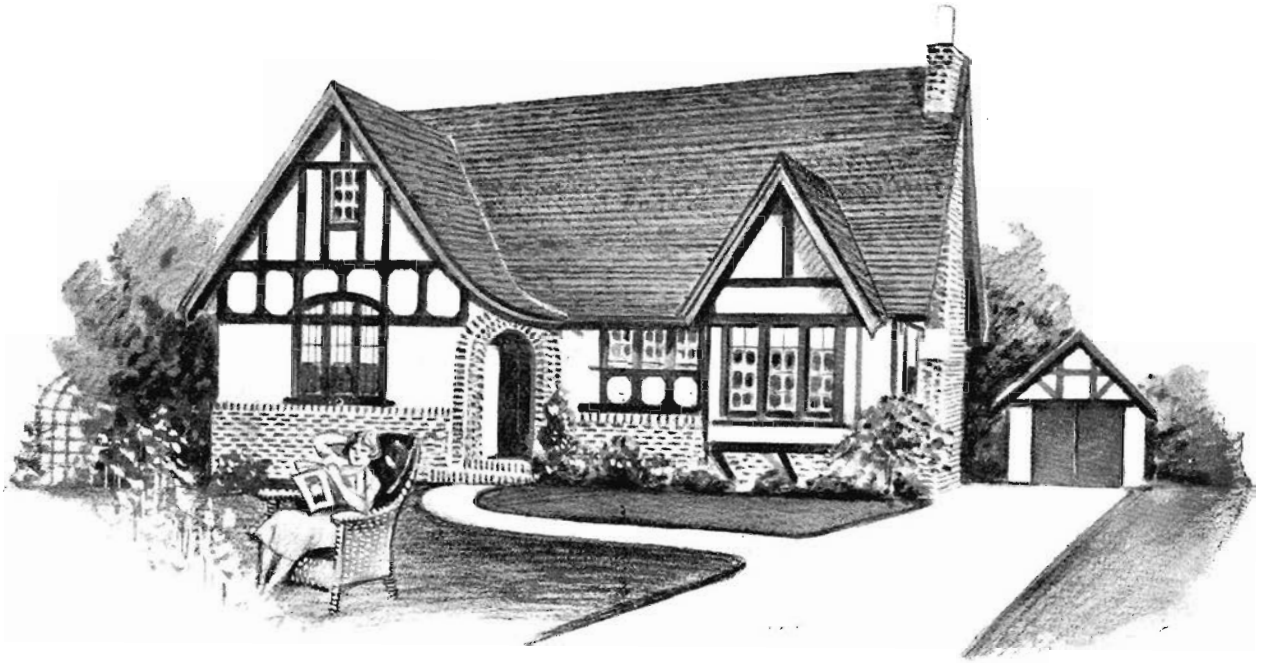
Call and see me ...

W. H. KAY, 381 Bridge-rd., Richmond (J1721)

24 Waltham-st., Sandringham (X6566)

and Melbourne Road, Newport

# Points for Homebuilders



**T**O the average man desirous of building his own home, the problem of selecting a suitable site is, in most cases, a complex one. Those fortunate people who can choose a locality solely because it appeals to them form a small minority. For the vast majority, the location of their daily pursuits predetermines the district in which they must live. The difficulty is not so great in the smaller towns; but in the cities there is presented the ever-increasing problem of transport. Thus, the choice of sites within a reasonable distance of the metropolis is very limited, and the prospective building owner is generally forced to seek land at a distance from his daily work.

**H**AVING selected a district and viewed probable sites, the question of area, proximity to railway station and local centre at once arise. It is false economy to stint frontage; a narrow frontage results in a cramped house, with its attendant difficulties of construction. Every consideration, therefore, should be given to this all important question, and only after consultation with a skilled technical adviser, should the irrevocable decision be arrived at, particularly if the site under consideration is in a district where land is dear.

The size of the house required, naturally, will be the predominating factor, although it should be borne in mind that a site with the cardinal point approximately due north to the road and south to the garden, can be developed more advantageously than one facing east and west, particularly when the conditions are such that the land is sold in plots, allowing houses to be erected in the immediate vicinity. It is easier to plan a house on the north-and-south site, and ensure that rooms should have their proper amount of sunlight than on an east-and-west site, where the sides may be almost deprived of sunlight by the erection of a house in close proximity. It should be noted, however, that due south has its disadvantages, as it receives the full rays of the sun all day during the summer months, and is exposed to certain prevailing winds and rains in the winter. A south-east aspect offers most advantages, although other considerations, such as outlook and correct setting to its surrounding, must necessarily arise.

It is necessary, also, to view carefully the sur-

rounding district, and to consider the probability of uncontrolled future development. Sites in close proximity to schools, public houses, laundries and the like should be avoided. Corner sites are attractive from many points of view, but may entail heavy expenditure if the roads have not been taken over by the local authorities; their charges may come as an unpleasant shock after the acquisition of such a site at a bargain price and the erection of the house. A most important consideration is the supply of water and other essential services.

It will be found in practice that every site, either through its topographical situation or its orientation, will require expert consideration as to the proper position in which to place the building, for, as Francis Bacon said:—"He that builds a fair house upon an ill seat, committeth himself to prison."

Frequently it may happen that an unsophisticated person sees a house already built, possibly on an estate in course of development, and purchases it without first ascertaining whether the essentials which have been outlined here have received due consideration. Occasionally he finds that the indispensable services are not provided, and sometimes he incurs a liability for roadmaking as well. Unless, therefore, the home-seeker is competent to examine all these matters for himself, he should consult experts, whose knowledge will safeguard him from the pitfalls that beset the path of the unwarly and uninformed purchaser.

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NATIONAL HOMES

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Do not Wait for your New Home if you are buying land and have not paid the balance of purchase money.

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for  
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Book



**Y**OUR home will be ideal in the sense that it will be built to your own or any plan approved of by you. Our Architectural Department, conducted by architects of proven skill, will design and plan your home on the latest lines - lines which incorporate the newest labor-saving ideas and the accepted ideas on spaciousness, hygiene and beauty.

Homes  
For  
Sale  
Many  
Suburbs  
from  
**£25**  
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**Absolutely No Connection With Any Other Firm**

MAIL THIS NOW

Name .....

Address .....

V.R.M. April

## An Epic of Service

(Continued from page 25)

"Lady," said the Diplomatic Corps, "I know all about it. New York has just telephoned us. We are able to hold this train a minute or two until the train just behind can come up, when your red cap will bring your bags to your coach. Of course, you understand we can't keep this train too long, but if you haven't your bags when we leave I will take your name and address and see that they are sent to you." He turned from me to be infinitely kind to a Swedish immigrant girl, asking about trains. And the next moment there was that poor red cap of mine, perspiring with bags and worry and conscientiousness, until he was almost white.

So you see I'm not sure who is responsible, but somebody on the Pennsylvania road has insisted on service until even the red caps are marvels of intelligence, and the ushers are the finest kind of gentlemen. You ought to know about it, you really ought. That's why I've bothered you.

Yours most gratefully,  
Marjory Stoneman Douglas (Mrs. M.S.)

## SIR ALEX. PEACOCK JOINS IN GOODS PICNIC

Brushing the cares of a State Treasurer from his shoulders, Sir Alex. Peacock attended the inaugural picnic of the Ballarat goods shed employes in Creswick gardens recently.

The Mayor and Mayoress of Creswick (Cr. and Mrs. R. Wall) and the Mayor and Mayoress of Ballarat (Cr. and Mrs. A. G. Pittard) were also present.

The picnic was a great success. Weather, crowd and transport arrangements were all that could be desired, and combined to make the outing a thoroughly enjoyable one. The children aver that the toys, sweets, soft drinks and ice cream which they received also had some considerable influence on the day's pleasure.

Something like 350 persons left Ballarat by the 1.10 p.m. Maryborough train, and when they reached Creswick cars were waiting to take them to the Gardens. The children made short work of their tea at 5 p.m., and the adults assembled in the rotunda at 5.30.

Mr. C. Dunstan, president of the committee, declared that it was encouraging to see such a solid foundation laid (he wasn't referring to the meal!) by the initial efforts of the committee members who were determined to make the picnic an annual affair. He thanked the orphanage band for its musical items.

A tired but happy crowd of picnickers alighted at Ballarat at 9 p.m. that evening.

THIS NAME—

# BELL'S ASBESTOS

BELL BUOY



## And These Trade Marks

Distinguish the Products of the Pioneers  
of the WORLD'S ASBESTOS INDUSTRY

PIONEERS who will still lead  
through insistence on Quality  
always.

BELL'S ASBESTOS is absolutely  
dependable under all  
conditions of pressure and tem-  
peratures.

Hence its UNQUESTIONED  
SUPREMACY.

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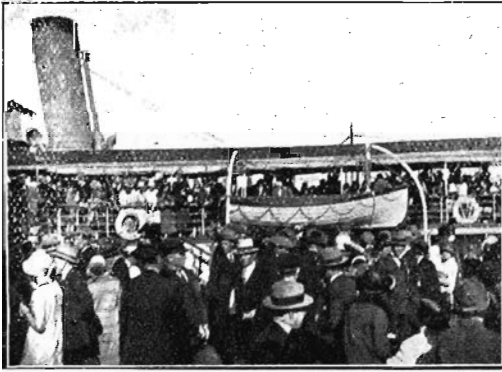


TRADE MARK

## Bell's Asbestos Australian Agency Ltd.

315 Kent Street, Sydney; 541 Bourke Street, Melbourne; E.S.C.A. Ltd., Brisbane;  
Murray Street, Perth; Metal and Machinery Co., Hindley Street, Adelaide.





Newport and North Melbourne Off to Queenscliff

### TEAM WORK

The other day—the same as they have done for five years past—the men of the Newport Workshops combined with the men of the Car and Wagon Shops, North Melbourne, and, accompanied by their families, relatives, friends and sweethearts, to the number of 3,000, went down the bay in the Weeroona and Hygeia to Queenscliff where a picnic and sports were most successfully carried out.

The sports comprised races, for old and young, married and single, men and women, boys and girls under 12 and over 12, as well as a ladies' nail driving competition.

A numerous assortment of side-shows and games for the children was provided on the grounds, and the little ones were presented with toys and lollies.

The weather was ideally fine, and the trip there and back was greatly enjoyed. Friends met friends in the most genial manner, and grouped here and there on the spacious decks of the steamers the utmost goodwill and harmony prevailed, the function appearing to be appreciated as a valuable opportunity for re-union.

The Newport Workshops Concert Band under the Conductorship of Mr. A. Belcher rendered popular selections aboard the boats and also at the Picnic Grounds.

The committee of management, together with the hon. secretary, Mr. N. Watkinson, are to be congratulated upon the excellence of the arrangements.

### £2 FOR A SAFETY BADGE

Designs are invited for a badge or button for Safety Committeemen.

See the Safety Health Betterment Page of this issue.

### MISTAKEN IDENTITY.

Customer—Ah, there's another of those hideous portraits you call works of art!

Dealer—Oh, no, madam! That's a mirror!

## Ask Us to Help you

A GOOD education is the basis of a successful career. Every year educational qualifications are becoming more important for advancement in your work.

We can help you to pass any examination, or to secure a sound general knowledge of any educational subject.

Our courses, either correspondence or personal tuition, are clear and interesting.

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'Phone: Central 7690.

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AXLES—  
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## GOOD READING

*There is absorbing reading in your own  
Bank Pass Book.**It is not fiction, but hard fact, and will  
tell you much about yourself if you study  
it faithfully and intelligently.**Do that and it will make you think.**If you have a steady job ; keep it !**Get yourself a Bank Account and  
keep that too.**Kept growing, it will eventually mean  
more to your family than anything you  
can buy now with the money.**And it is so easy. A Savings Account  
costs you nothing and every Post Office  
in Australia is an agency of the***Commonwealth Bank  
of Australia.**

(Guaranteed by the Commonwealth Government.)

Are Fares Fair ? (Continued from Page 24)

freight rates had been fairly adjusted to meet the total expenditure, the reduction of the fares to "B" and other like stations would involve a corresponding increase in some other directions.

Differential rating and charging for railway services is a source of great complaint, not only in this country but in all English speaking countries, at least. But, notwithstanding the objections to it, differential rating is frequently necessary in order to meet competition, and although a forced rate in such cases may be so low as to be unpayable if applied generally it may be better than no rate and no traffic—and no traffic would conceivably be the case if the ordinary rate were imposed.

It resolves itself into this : if a rate will pay the full out-of-pocket expenses of earning it, and also something towards the fixed irreducible charges, those users of the railways who are so situated as to be *not* entitled to the lower rate do really receive a definite benefit, because the fixed charges which must be apportioned over the whole traffic are reduced by the something referred to.

A further instalment of this article will appear in next month's issue.

Good Service. (Continued from Page 72)

## "VERY EXCELLENT SERVICE"

I AM requested by my committee to express to you and your staff their best thanks and appreciation for the very excellent service on New Year's Day. Notwithstanding the heavy traffic, the arrangements worked admirably. The running of the special from Melbourne direct to the course was a great factor toward the success of the meeting, which was a record.

—Harry McGoldrick, Secretary, Burrumbeet and Windermere Racing Club, Ballarat, writing to the Ballarat District Superintendent.

## WALKING PARTY'S THANKS

THE large walking party of which I was a member visiting the Ben Cairn District yesterday are anxious to put on record their appreciation of the courtesy of your Department, firstly for reserving a carriage for us to Launching Place, and secondly as represented by the Stationmaster and Head Porter No. 1 Platform, Flinders-street, the Station Mistress at Launching Place and the Refreshment Room authorities at Lilydale, for many favors and kindnesses en route.

After being indebted for so much consideration, we feel that an expression—however feeble—of our gratitude is the least we can offer.

—E. C. Mulvany, 18 Bendigo-avenue, Elwood, writing to the Chairman of Commissioners.

## By Rail, Road or Sea.

(Continued from Page 22)

Franconia Reso was it a success. In fact so great was the demand for inclusion that two parties, comprising, in all, 120 leading Victorians, had to be organised, one travelling clockwise via Albury, Canberra, Cooma, Eden and Orbost, and the other anti-clockwise. Even then some applicants had to be left out.

Mr. Charles H. Holmes, Chairman of the Betterment and Publicity Board, aided and abetted by Mr. R. Stanistreet, personally organised and controlled these tours. Here again, the tourists individually signed a letter of appreciation and sent it to Mr. Clapp. "We, the members of the party," it ran, "desire to congratulate the Victorian Railways Commissioners upon their enterprise, thereby giving Victorian citizens the unique opportunity of seeing the Federal Capital and also the other districts visited under the highly efficient organisation and management of the officers of your Department. The tour has been most enjoyable throughout, because of the organised consideration for our every comfort and convenience."

This is encouragement, indeed. More such tours are contemplated; there is even talk of one to Alice Springs.

Victoria is definitely on the tourist map. It is up to the public—the hotel proprietor, the storekeeper, the garage owner—quite as much as to the railway official to see that that map is drawn in indelible ink.

### AN APPRECIATION

IN our January issue, brief reference was made to the successful flight made by Group Captain Williams with Flight-Lieutenant McIntyre and Flight-Sergeant Trist from Melbourne to Tulagi and back.

A copy of the Magazine was forwarded to Group Captain Williams by Mr. J. C. Boyle, of the Government Tourist Bureau, who served under him in the No. 1 Squadron, A.F.C., in Palestine during the Great War. Mr. Boyle has received the following acknowledgment:—

"I must thank you for the January copy of the Victorian Railways Magazine, which you very kindly sent me. I don't know who wrote the article on page 70, but it is a proper statement of facts, well and concisely written.

"I would be glad if you would convey my thanks to the Editor of the Magazine.

Yours sincerely,

R. WILLIAMS,  
Group Captain."

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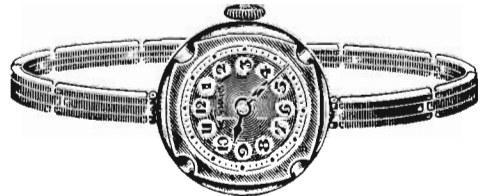
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# Garden Notes for April

## WHAT TO SOW AND PLANT

Cress. Chinese Cabbage. Cabbage (Eastham, Enfield Market, Early York). Garlic (bulbs). Kohl Rabi. Lettuce. Mustard. Mushroom Spawn. Parsley. Parsnip. Onion (White Portugal, New Queen). Onion, Potato (bulbs). Onion, Tree (bulbs). Peas (English Wonder, William Hurst, Witham Wonder). Radish. Salsify. Spinach (prickly). Swede (Laing's Garden). Turnip (White Stone, Non-seeding).

## FLOWER GARDEN

THE climatic conditions this month are generally the most congenial during the year, cool, dewy nights and bright, mild days making work a pleasure in the garden.

Carnations that were layered last month can now be taken from the parent plants. If the ground is ready, a new plantation can be made. If not, lay them in, in rows close enough to allow only a decent ball of roots being lifted with each, when the work of making a new plantation can be got on with.

Where Spring annuals were sown in their flowering quarters a thinning out may be necessary, and thinnings can be used for planting if required. This is a good month for planting most Spring or hardy annuals, if they are ready. It is also a good time for putting in all kinds of different flowering subjects. Mesembryanthemums, Lotus, Ipomaei, Nasturtium, and double or single varieties of Tradescantia are all useful creeping rockery plants that will root in the open ground now, and when renovating the rock garden in midwinter, will be useful to have for filling up the places of any that may have died out. They may also be needed for new work, should this portion of the garden be needed for extension purposes.

Late flowering Chrysanthemums must be provided with some form of staking to keep their flowers off the ground, so that the evil results of heavy rains that may be expected from now on will be harmless. This advice also applies to late Gladioli. Coloured flowers, other than yellow and white, are always appreciated in winter, so that the work of regularly cutting out spent flower stems of Pentstemons, Gaillardias, and Antirrhinums should regularly be attended to.

## THE HEDGE

Towards the latter part of the month, cuttings of many shrubs can be put in to root in the open ground, and there is no better time for putting in rose stock for budding, also cutting of such rose favourites of any special color needful for table decoration. Put the rose cuttings in a row where they are to remain, and later on can be treated as a hedge. Such a hedge will be found most useful to fall back on for cut roses. Where there is a number of hedges to attend to in a garden the work of clipping should be got on with, always aiming to cut back to the old cut if the desired height and width are attained.

Young hedges in the course of formation must also be trimmed, so that in time the plants will meet. Hedges of the Pittosporum or Coprosma family that are devoid of foliage near the ground can now be cut back and given a fresh start. A hedge that can

easily be seen through does not answer the purpose for which it was planted.

## VEGETABLE GARDEN

Further bunches of celery will need blanching. Neatly cut pieces of newspaper tied round each plant, not too tightly, will answer the purpose, at least round and about Melbourne, for this month. Even when earthing up is practised, the extra trouble of first tying on the papers will pay in preventing loose or sandy soil from working into the centre of the growth.

A watch should be kept for the celery fly. If this pest is in evidence, the plants should be sprayed on three consecutive days with a strong solution of nicotine. In connection with the successful culture of this esteemed vegetable, other crops in the vicinity should be kept clear of slugs and snails, for it is only when blanching commences that these pests are most troublesome. Transplant young lettuces from former sowings, and thin the rows to about 8 inches apart; also thin spinach to about the same distance.

All ripe vegetable marrows should now be stored in a dry shed for use during winter. Let advantage be taken of all bright days to run the hoe through growing crops. This will save worry in the wet cool weather, later, when weeds thrive. A row of the culls from the onion crop planted now will be of service for use in spring.

If the vegetable garden has been well managed, there is very little seed sowing to be done this month, unless any particular crop has failed. Transplant cabbage and cauliflower plants in large quantities, so that they may get a good start before the cold weather sets in.

Prepare beds for the purpose of transplanting onion plants as they become fit. If necessary, they should be trenched or well manured. If onions are starved at the start they are liable to develop thick necks. A further sowing of keeping varieties should be made, if necessary, selecting the best kinds, such as Prizetaker, Brown Spanish, or Record.

Parsnips will grow on any deep, fairly rich, rather heavy, well trenched soil, and will also do well on sandy ground, provided 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. Parsnips like manure, but this must be planted deeply down and evenly distributed. This precaution results in good straight roots. If the manure is just put on the top, there will be little else but a growth of short stumpy roots. 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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The Vacuum Oil Company's corps of lubrication engineers is in constant contact with these changes—generating many of them—adapting them to lubrication problems in all kinds of machinery, new and old.

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**O**BVIOUSLY, it is economically sounder to create rather than borrow capital, and that it is just what our State, once it becomes fully and rightly recognised as the tourist Mecca of Australia, will do for us. At present, and from all quarters, roughly 500,000 people, whose spending power is about 30/- a day, visit us yearly for an average of perhaps four days. That represents an income of £3,000,000 a year. Simple arithmetic will clearly indicate the value of attracting twice that number of tourists and holding them here for a week or more.

**B**UT we must co-operate with a will to foster this traffic. We can, as recent American visitors have told us, sell a holiday equal to some of the world's finest, but we must get together to achieve those little refinements of service on station platform and in rail car, in hotel, shop and garage—that the tourist has a right to demand. We must make united efforts to attract, but we must bear in mind that our attractions will go a long way further if backed by good service.

---

CONSTRUCTIVE CRITICISM AND SUGGESTIONS ARE INVITED

---

# THE VICTORIAN RAILWAYS MAGAZINE



6<sup>D</sup>

VOL. 4. No. 5.

MAY 1927



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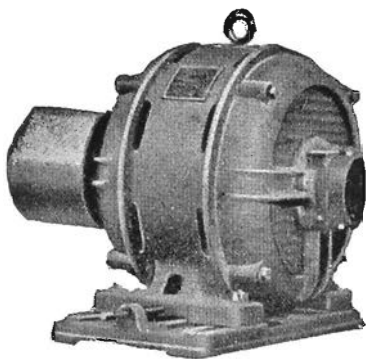


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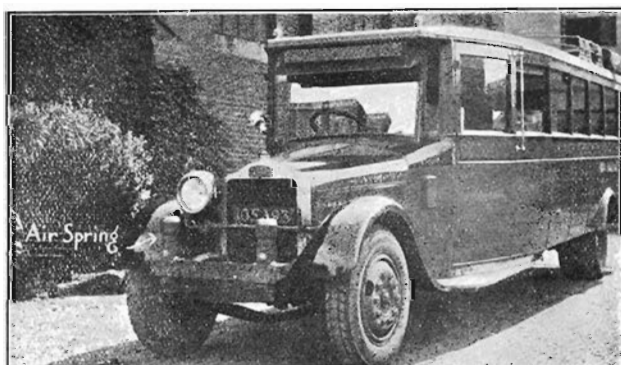
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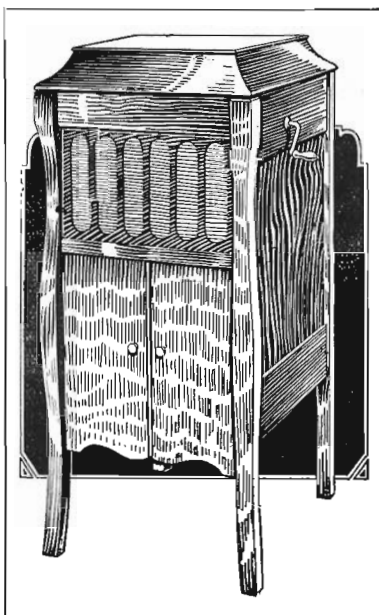
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very special one, the machine, as illustrated, is 48 in. high 18 in. wide and 20 in. deep, it has a double spring silent drive motor, perfect sounding speaker and tone arm, automatic lid support, speed controller, needle cups and large record compartments, and is finished in either natural blackwood or rosewood finish.

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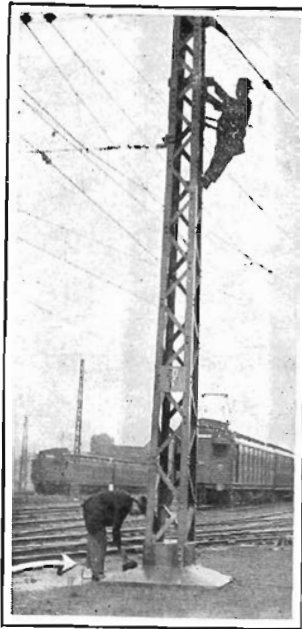
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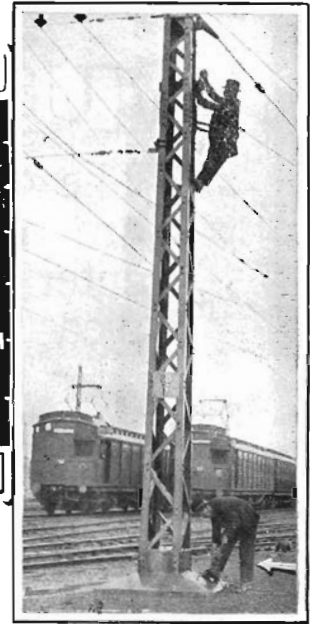
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SAFE

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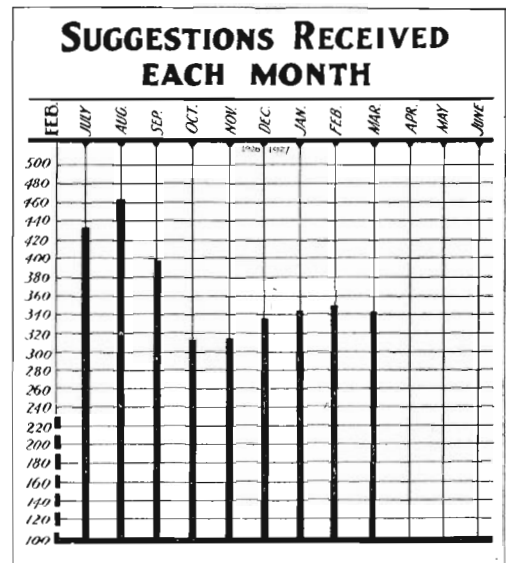
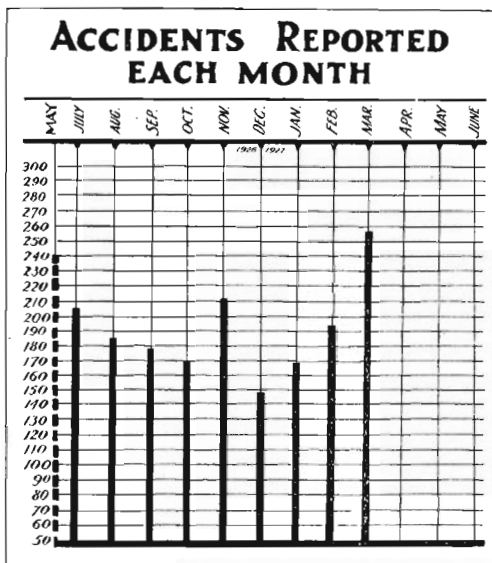
## Choose a Safe Place to Work In !

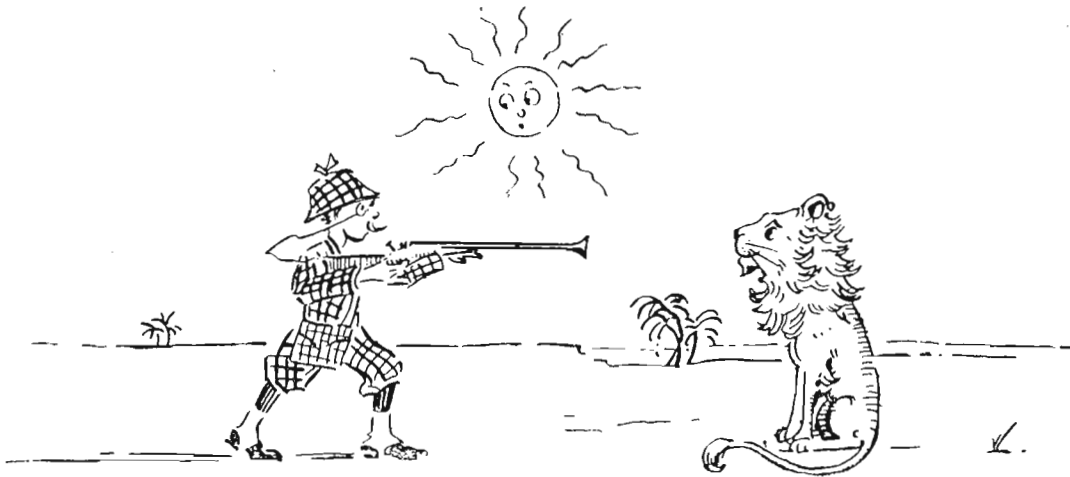
**T**HE safe method of working on the ground in proximity to men working aloft is shown in the above illustration.

In the position shown in the left-hand picture the man on the ground is not liable to be struck by tools or other objects inad-

vertently dropped by the man aloft.

The right-hand illustration shows the unsafe position taken up by the man working on the ground. Falling tools may cause physical injury or permanent incapacity to the man below.





## There's Something Wrong With This Picture

Nobody ever saw a lion sit up to be shot at. The hunter who goes out after lions has another guess coming if he thinks they're going to sit quietly in front of his gun while he blazes away at them.

So does the man who thinks ideas for suggestions are going to pop up in front of him every time he turns around.

But when you do seize hold of an idea do not hide it under a bushel. Ideas are like matches. They are useless unless you strike them into flame. If you think such a scheme as yours would make a saving in time, work or expense, don't be afraid to bring it under notice.

Don't be afraid to spring a new idea on your Foreman. We are after good ones every day, and that one you are holding back may possibly mean the improvement of your job and the service generally if put into use.

### WE ARE SLIPPING BACK

**D**ESPITE the efforts which have been made by the Department to reduce to a minimum the number of accidents, and the precautionary measures and devices that have been adopted to that end, the number of "lost time" accidents which occurred during March reached the peak of 257, eclipsing the previous peak in May last year by 17.

This result is very disappointing, more particularly as the majority of the accidents reported during the month were of a minor

The trouble with most people is that they are too content to do their work like a machine without ever thinking how to improve it, and in many cases when they have a good idea they do not have initiative enough to try to put it into operation.

A machine can do almost any work a man can do nowadays, but a machine can never think.

Like the spoils of the hunter's gun, the best things can only be "bagged" after a lot of effort, but the rewards are well worth the effort.

Address your suggestions to the Chairman, Betterment and Publicity Board, Spencer-street.

The following awards were made during March for adopted suggestions:—

Total amount	£434
Highest award	£11 10s.

character, and could have been avoided with reasonable care.

From an economical aspect, accidents are detrimental to the welfare of both the employe and the Department. While the Commissioners are doing everything in their power to eliminate accidents, their efforts will be of little avail unless the employes themselves do their part.

**Co-operation of effort is the only way to achieve the desired result.  
Will you do your part ?**

#### ANY IDEAS ABOUT THIS ?

Here is an opportunity for the inventive.

The Department wants an improved catch or door fastener for its ice chests—one a little simpler, more effective, and more durable than the type now in use.

Who's going to suggest something ?

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Vol. IV.—5

MELBOURNE, MAY, 1927

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

FOR 7s. per annum in advance, the Magazine will be forwarded to any address.

A copy is issued free to all permanent Victorian railwaymen, including temporary and casual employes with six months' service.

Articles and reports on matters of interest both to employes and the public, short stories and verse, personal paragraphs, 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, Betterment and Publicity Board, Railways Department, Spencer-street, Melbourne, not later than the 12th of each month.

Correspondence relating thereto is carried free over the Victorian Railways.

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

Telephone enquiries to Railways 393.

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*FINISHED FOR THE WEEK.—The Saturday Mid-day Crowd at a Flinders-street Platform*

—Photo. by W. Howieson





## JOIN UP!

**A**T the outset, let us frankly state that this is an appeal to railwaymen to join their own Institute for their own betterment. The subject may not directly interest our many readers who are not railwaymen, but it will have their endorsement. It evidently has failed, hitherto, to interest some railwaymen; but we hope it will now, or, at any rate, before it's too late.

**B**UT what's the use of all this Institute educational business?" demanded a track repairer, three years ago, confident in the ability of brawn and muscle to earn him promotion. "More use than you think!" rejoined the junior man of the gang who was attending Institute classes. To-day, that repairer—still a repairer—has the doubtful pleasure of seeing his erstwhile junior a full-fledged ganger looking for more worlds to conquer. Signalmen, clerks, drivers and firemen tell the same story.

**A**LTHOUGH it is tacitly agreed that, in this age of specialisation, the specialist—and we are all specialists—must always keep his theory a little ahead of his practice, it still requires of him a little will power to study his job outside the prescribed limits of work. The spirit may be willing to a greater or less degree, but the flesh is often weak with the laziness that often masquerades as that tired feeling, with the complacency that saps ambition, or with the lack of confidence that breeds indecision. We will not consider antagonism which isn't even the wisdom of fools.

**Y**ET the essential fact remains that one must either progress or retrogress. Immobility of mind, body, or circumstances is a fundamental impossibility. Thus, in our own interests, and in the interests of others—no man is a law unto himself—we must progress. To come down to tin-tacks, we must study our theory, *and we must have our theory directed aright.* That is where the Railways Institute comes in.

**N**EVER has knowledge been so accessible as it is to-day, never at so little cost. Perhaps that is why some value it so lightly and even scorn it. But to those who have acquired it, are still acquiring it, its benefits have proved to be out of all proportion to the time and effort involved.

**S**O, join up!

# Where Railway Revenue Comes From

By HUGH RICHARDS

*Illustrated by H. Jack*

**E**IGHT thousand five hundred tons of live pig! One hundred and sixty-nine thousand, eight hundred and twenty-nine head of pork on trotters. This heavy mixed cargo of grunting sows (ladies first!), hogs, boars, swine, pigs and piglings was carried by the Victorian Railways during the five months ended November last. And, unattractive though the travellers were, they diverted the very attractive sum of £15,289 into the department's old oak chest.

Then there were the sheep. They numbered 3,661,229, and the whole lot assembled together in one dense baa-ing, bleating throng, would have tipped the scale at 137,297 tons. They did tip £189,883 into the aforesaid old oak chest.

## £96,000 Worth of Cattle Tickets

Cattle carried in railway trucks from July 1 to November 30 represented nearly 98,000 tons bulk weight and approximately £96,000 revenue. The fearsome pairs of horns which were tossed menacingly inside the trucks totalled 195,566. Calves mustered a frisky 9,000-odd, returned a mere £1,920 and scaled a trifle over 900 tons. The noble animal which Richard III. was willing to swap his kingdom for was more in evidence. The 14,761 horses whose fares were paid for them swelled the rail revenue by close on £14,000.

Altogether, Victoria's railway live stock traffic during the period under review weighed precisely 277,989 tons, totalled exactly 4,406,214 head (and four times as many hoofs), travelled 32,551,299 ton miles, and accumulated not one pound note less than £317,451. Similar figures for the same period the year before were 247,229 tons, 3,953,043 head, 29,393,236 ton miles and £278,533 revenue.

All this railway-flavored market intelligence—and yards more besides—is spread

**I**N the five months ended November, 1926, Victoria's railways carried 3,497,649 tons of goods and live stock at an average rate of nearly 13s. 2½d. a ton for goods and 22s 10d. a ton for live stock. The resultant revenue of £2,446,704 was £195,455 higher than that for the previous corresponding period. In this article Mr. Hugh Richards discusses interestingly the classes of freight which contributed most to the revenue.

over an admirably succinct but alarmingly complicated statement, which bears the simple date "March, 1927," bristles with hundreds of thousands of figures, runs to 84 attenuated columns, and is

bespattered liberally with decimal dots.

Its title has a certain massive dignity: "Comparative Return of Goods Tonnage, and the Number and Tonnage of Live Stock Carried, and the Revenue Derived Therefrom Under the Classes and Sub-divisions Indicated for the Five Months Ended November 1926, and the Corresponding Period of the Preceding Year, Showing the Ton Miles, the Percentage to Total, the Average Rate per ton, the Average Rate per Ton Mile, and the Average Mileage per Ton Hauled in Each Class and Sub-division, and in Total for Goods and Live Stock Respectively." (Phew!)

Briefly, the statement shows where the railway goods and live stock revenue came from in the months mentioned. It also budgets a wealth of abstruse calculation affecting ton miles, percentages, rates and averages galore.

## Biggest Revenue From Wool

Close concentration throws some light on the principal sources of goods revenue. Perusal of the statement discloses, for instance, that the greatest amount of gross revenue from any one particular item of rail cargo, other than live stock, carried during those five months was supplied by wool. Victoria's fleece paid freight which comprised 8.61 per cent. of the total goods revenue. More than 64,000 tons of wool were carried, and the railway money ran to the nice round sum of £183,000. The average rate per ton of wool was 57-1.59d. and the aggregate ton mileage 9,518,260.

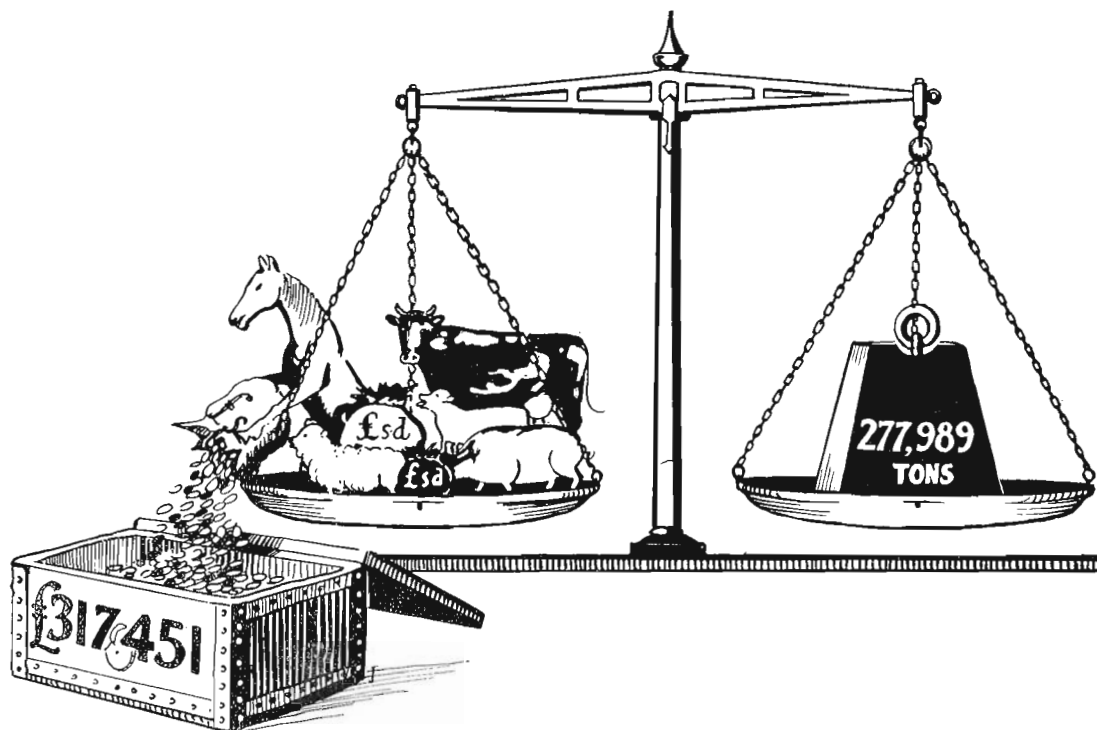
Second place was filled by a class of loading casually labelled "Smalls." The wool

freight beat it by something like £20,000, although there was only a four thousand ton difference in the quantities. "Smalls's" percentage figure was 7.69, and it boasted 6,391,331 ton miles.

"Stone and gravel" put up a creditable performance, but the handicap of a concession rate, which worked out at an actual average of 4-1.14d. per ton, set it an impossible task. Registering £144,205, or a percentage of 6.77, it was the other placed competitor. Its tonnage was 704,190 (21.87 per cent. of the system's total goods tonnage) and its ton miles totted up to 34,348,499.

vans." However, an average rate per ton which worked out at just double the rate on woolpacks, favored the furniture with a percentage of .02 and the railways with £552 in hard cash. Then, seasoned timber and hardwood—2,093 tons of it—returned only £1,617, which the departmental mathematicians assessed at .07 per cent.

Disappointing also was the performance of a variety of freight which has been cryptically christened "iron, bar, rod, plate and angle." This picturesque assortment of bulky ironmongery was consigned in lots aggregating 5,652 tons. The revenue



Railway Live Stock Traffic brought in a revenue of more than £300,000 for the five months

Pa sing to the opposite extreme, the discovery is made that woolpacks furnished less gross revenue than any other separate item of loading (exclusive, that is, of the miscellaneous varieties which are lumped together in their respective classes under the vague caption "Not Otherwise Stated".) Woolpacks consigned on the Victorian Railways from the beginning of July to the end of November brought in a wretched £296, which was equivalent to .01 per cent. of the total revenue. They weighed 187 tons.

Even that was 11 tons more than the recorded quantity of "furniture in transport

amounted to £2,832, and the percentage to .13.

More handsome freight came from familiar commodities. Firewood and briquettes fetched £109,966 in the five months; unseasoned timber, £80,985; coal and coke, £77,621; petrol, benzine and motor spirit, £68,332; wheat, £54,705; sand, £45,806; chaff, £40,366; flour, bran, pollard and sharps, £33,678; agricultural machinery and implements set up, £32,578; fruit (dried and fresh), £30,282; butter, £26,214; cream and other dairy produce, £19,470; kerosene, £18,748; sugar, £17,838; flour (direct for

export), £15,348.

But it must be remembered that the cargo which amasses the largest gross revenue is not necessarily the most profitable—far from it. Most of the foregoing items of loading are really sub-divisions of several main classes. Each main class has its individual scale of rates. The difference between the scales of charges is emphasised by the totals appearing in this “Comparative Return of

Goods Tonnage and the Number and—” (same as before !)

Thus, the 55,000-odd tons of manures which were trucked in the period under

classes of goods traffic should have a clarifying (or else a stupefying) effect :

Class	Revenue	Percentage to Total Revenue	Tonnage	Percentage to Total Revenue
Manures	£13,152	61	55,030	170
Firewood	109,966	5'16	288,230	8'95
“M” coal and stone)	391,246	18'37	1,471,468	45'70
“A.P. and S.A.P.” (wheat, flour)	220,142	10'33	490,943	15'24
“A” (fruit, wine)	183,576	8'58	195,600	6'07
“B” dairy produce, hides)	172,633	8'10	138,109	4'28
“C” petrol, benzine	169,083	7'94	79,607	2'47
“1” (machinery furniture in vans	126,841	5'95	54,115	1'68
“2” (rate p. mile furniture)	128,167	6'01	39,675	1'23

In addition to these nine main divisions with their many sub-divisions, five other separate classes of loading display appreciable amounts of revenue. Wool and “smalls” have already been mentioned as leader and runner-up respectively in the highest gross



The three principal Goods Freight revenue producers, and the smallest, showing that tonnage carried does not necessarily spell commensurate earnings

review, and which were worth £13,152 to the railways, represented a percentage to total revenue of only .61. On the other hand, Class “2” loading (rate per mile furniture and the like), with less than 40,000 tons, realised £128,167, a percentage of 6.01. Further, while Class “M” loading (coal, coke, lime, sand, gravel and stone) constituted nearly 46 per cent. of the whole goods tonnage for Victoria, the revenue percentage was no more than 18.37. Tonnage for this class was 1,471,468, the revenue £391,246 and the ton miles 77,502,012.

Cogitation over the following brief comparison of the different totals in the main

return contest. There remain Fish (£2,963), Frozen Meat (£2,987) and “Any Goods N.O.S.” (£53,940).

These give a grand total of 3,219,660 tons of goods and £2,129,253 revenue for the 153 days, compared with 3,166,341 tons and £1,972,716 for the corresponding period of 1925. Incidentally, the ton miles for 1926 amounted to 259,745,889, the average rate per ton to 13-2.71d., average rate per ton mile to 1.96d., and average mileage per ton hauled to 80.67.

Which, for a population of less than two millions, are by no means inconsiderable figures.



Mr. S. G. A. Barnett, the Department's operator introduces the subject.

By J. D. MICHIE

**E**ARLY noting well the lessons of place and power of the on-sweeping movies, the Victorian Railways Commissioners were not behind in utilising them in publicity work.

"The Victorian Railways at Work" has now told its story to enthusiastic thousands. It has brought home to them, perhaps for the first time, the magnitude of their own asset, of its operation, of its ramifications.

This picture makes plain to the spectator the genius and growth of the railway system, and brings forcibly home to him or her the achievement and advancement of mechanical wonders and efficient administration together joined in a great co-operative undertaking.

"The Victorian Railways at Work" has been screened at least 125 times to audiences aggregating nearly 50,000. Highly commended throughout Australia, it was only to be expected that copies of these and other films should be sent to England, America, South Africa, New Zealand and elsewhere.

This, for instance, is what the Queensland Minister for Public Instruction (Mr. T. Wilson) wrote about Victorian Railway films:

**I**T is a modern commonplace that the motion picture has conquered the world. Its audience and its appeal are universal, while as a medium for education and propoganda it has few equals.

That is why the Victorian Railways Department, the first in Victoria to introduce movies into the sphere of industrial education, now has 30,000 feet of films which are shown far and wide, in the State and beyond it.

"I was very much impressed by their value as an educational factor, more especially in relation to farm-life, and to the linking up of actual work in the field with the work in the home. The films illustrative of the farming train cannot fail to impress rural communities with what can be accomplished by intelligent farming methods, and they show clearly the industrial life of the country. The selection of the best type of live-stock is recognised as vitally necessary to successful farming, and in this direction also the film illustrating the methods of judging the best types of animals which are the stock-in-trade of the farmer should prove of great service to country communities.

Of equal interest, but in a different direction, are the pictures dealing with the electrification of railways. The readiness with which trains are moved, the absence of smoke and coal dust incidental to the ordinary locomotive, demonstrate the advantages of the electrical system and show that electricity must in the near future be the main motive power in all large centres of population."

As far as the scenic beauties of Victoria are concerned, the films produced by the Tourist Bureau are uniformly excellent. Vividly conveying the attractions of the State's famous resorts, they seem to make a new Commandment of the slogan "See Australia First Start with Victoria."

Mount Buffalo National Park, Healesville, Marysville, Peterborough, Port Campbell, Daylesford, The Grampians, Sorrento, Queenscliff, and the Murray River—all, in

their varied aspects have been recorded in celluloid for the delectation of the vast army of movie patrons. Shown at numerous centres, and accompanied by lectures, these films are undoubtedly exercising an invaluable influence. It is all to the good of the State that City, Town and Shire Councils, Progress Associations, and other bodies concerned with commercial activities as well as with the development of beauty spots, are largely availing themselves of the ad-



vantages offered by the Railways Commissioners in making their films available for screening. These films are now screened on the big passenger liners trading between Australia and England, and Australia and America.

The latest film, "Mount Buffalo National Park—Summer Aspect," which was recently made under the direction of the Assistant Manager of the Tourist Bureau (Mr. H. R. Gollan), is a particularly good one. Fortune seems to have favored its production. Numerous snow scenes capping various views of distant mountain peaks from the plateau, were just visible at the moment of "shooting," whereas the camera man, might, in other circumstances, have tried a dozen times to get these particular views, and have failed for lack of suitable atmospheric conditions.

As it is, the film has captured the magnificence of the panorama in all its subtlety of light and shade. The natural colors have been faithfully reproduced in the studio, with the result that it is one of the best movies yet turned out by the Department. It gives the best impression yet recorded artificially of the grandeur of Mt. Buffalo, which is saying a good deal. Everybody who has been there agrees on the impossibility of doing it justice, either by the descriptive word, the camera, or the brush. Its nuances of charm are as elusive as a thousand butterflies.

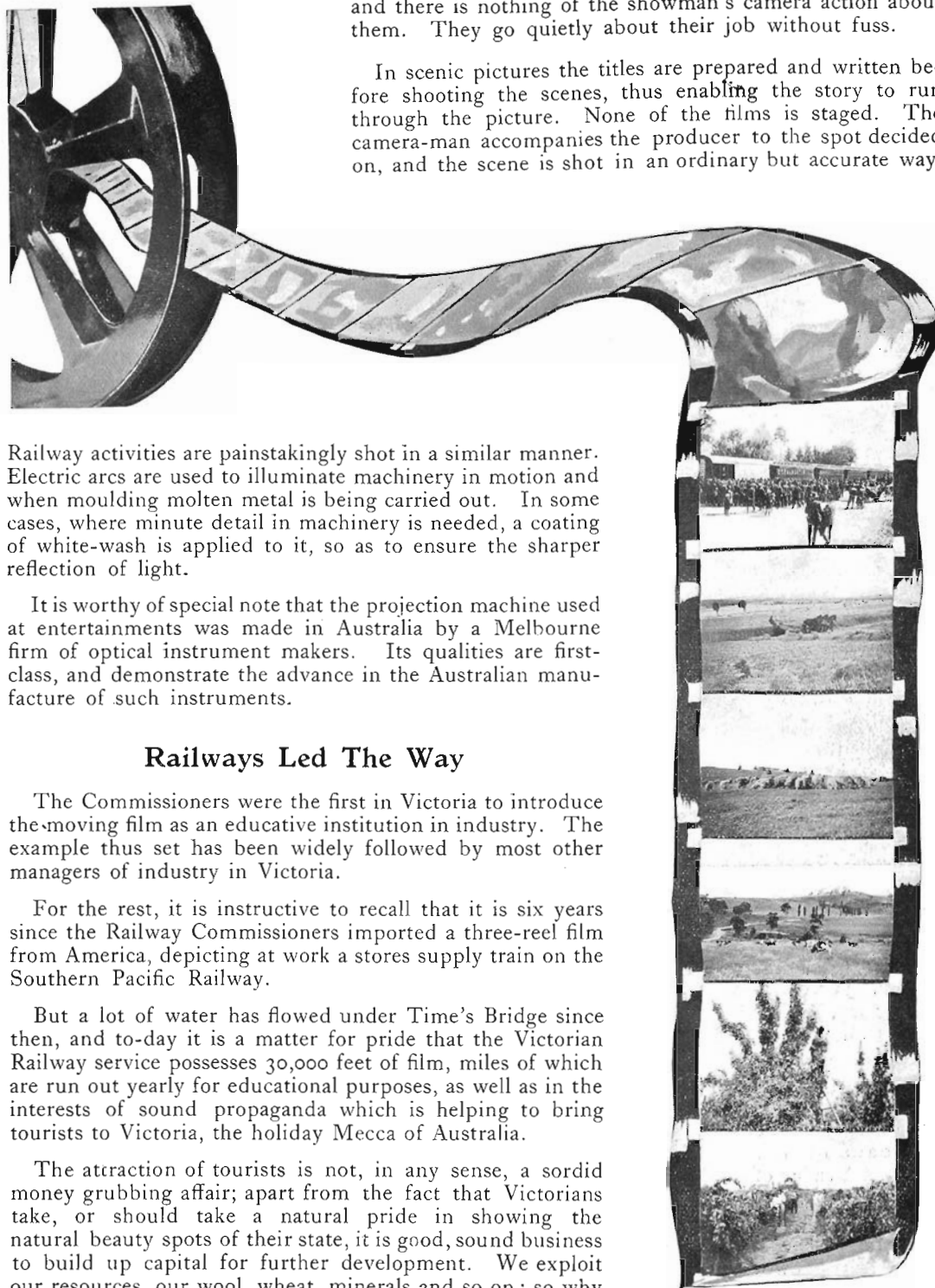
### American Tourists Delighted

This particular picture was recently taken in New Zealand by Mr. Gollan for the purpose of showing it aboard the American tourist ship "Franconia," so that the visitors might have an opportunity of viewing one of the glorious "purple patches" of Victoria. The visitors expressed themselves delighted, a number deciding there and then to pay Mt. Buffalo a visit. That upon doing so they were entranced is already among the annals of globe-trotting.

All railway films are prepared by Melbourne film houses under the direction of responsible railway officers. The directors are not of the familiar stunt type. They do not blare orders from a megaphone, surrounded by glaring lights

and there is nothing of the showman's camera action about them. They go quietly about their job without fuss.

In scenic pictures the titles are prepared and written before shooting the scenes, thus enabling the story to run through the picture. None of the films is staged. The camera-man accompanies the producer to the spot decided on, and the scene is shot in an ordinary but accurate way.



Railway activities are painstakingly shot in a similar manner. Electric arcs are used to illuminate machinery in motion and when moulding molten metal is being carried out. In some cases, where minute detail in machinery is needed, a coating of white-wash is applied to it, so as to ensure the sharper reflection of light.

It is worthy of special note that the projection machine used at entertainments was made in Australia by a Melbourne firm of optical instrument makers. Its qualities are first-class, and demonstrate the advance in the Australian manufacture of such instruments.

### Railways Led The Way

The Commissioners were the first in Victoria to introduce the moving film as an educative institution in industry. The example thus set has been widely followed by most other managers of industry in Victoria.

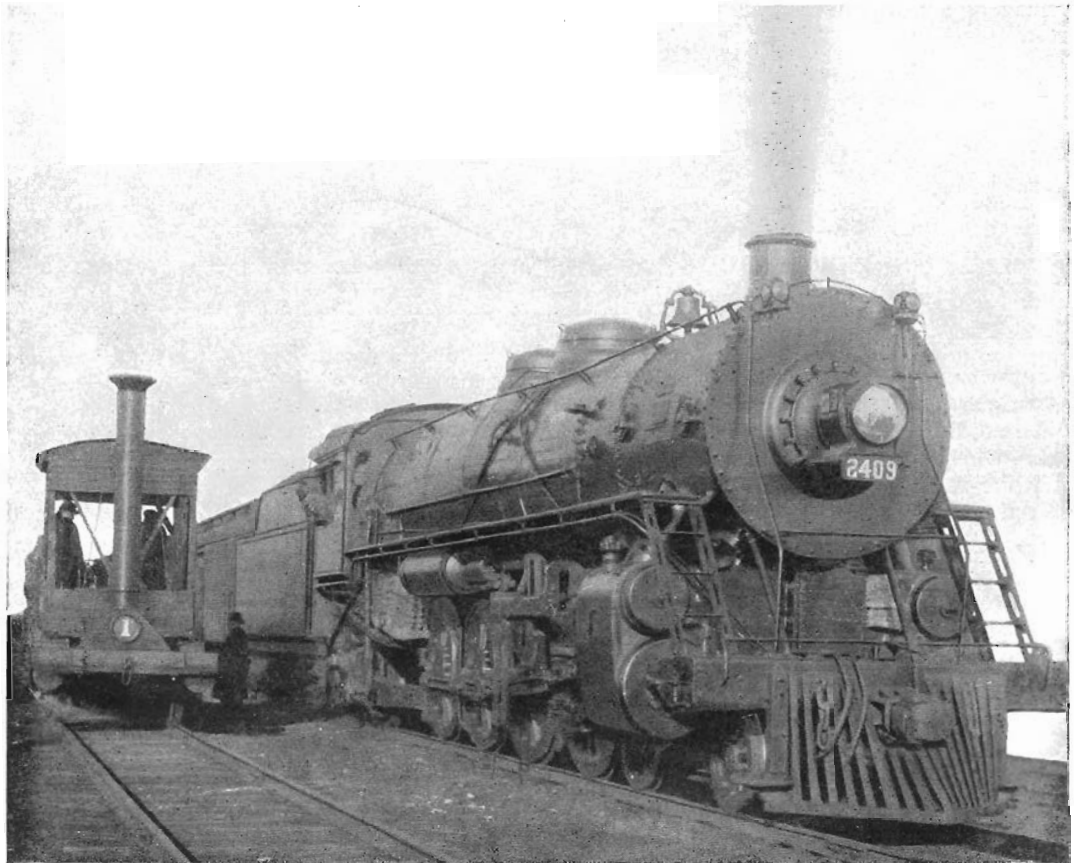
For the rest, it is instructive to recall that it is six years since the Railway Commissioners imported a three-reel film from America, depicting at work a stores supply train on the Southern Pacific Railway.

But a lot of water has flowed under Time's Bridge since then, and to-day it is a matter for pride that the Victorian Railway service possesses 30,000 feet of film, miles of which are run out yearly for educational purposes, as well as in the interests of sound propaganda which is helping to bring tourists to Victoria, the holiday Mecca of Australia.

The attraction of tourists is not, in any sense, a sordid money grubbing affair; apart from the fact that Victorians take, or should take a natural pride in showing the natural beauty spots of their state, it is good, sound business to build up capital for further development. We exploit our resources, our wool, wheat, minerals and so on; so why not our scenic attractions? And as scenic attractions, like primary and secondary products need advertisement to create a market, what more suitable medium is there than the moving picture?

# America's Throbbing Pulse

By W. MADIGAN.



The wood-burning locomotive "Mississippi" which dates back to 1834 and the giant engine of the "Floridan" which covers the 1500 miles from Chicago to Miami in about 40 hours.

ON June 24 1925, I sailed from Sydney, filled with enthusiasm in being granted the privilege of studying the railroads of the United States of America yet with mixed feelings as to my future residence and employment in that country.

My fears, however, were speedily allayed on disembarking at San Francisco as I found myself in a country similar, in many respects, to my native land. Long before I arrived at Houston, Texas, where I joined the Southern Pacific Company, I was filled with admira-

**T**HE railroad is, in reality, the throbbing pulse of the American public," declares Mr. Madigan of the Victorian Railways Rolling Stock Branch, who recently returned after eighteen months' experience of railroading as Uncle Sam does it, and who here records some of his impressions.

tion of the splendid rolling stock, speedy trains and wonderful courtesy of our friends across the Pacific, but I think that I was more astonished to learn the part the railroads play in the every day life of the American citizen.

How many readers realise, when reading articles on American railroads, the magnitude of the task being performed? The operations of the Southern Pacific Company, for instance, extend from the Atlantic to the Pacific, from Portland, Oregon, to Orendain, 300 miles north-west of Mexico City. It



operates 16,262 miles of rail lines and about 3,800 miles of water lines. It has more than 57,500 stockholders and about 94,000 employes.

When you take into consideration that the Southern Pacific operates only 16,262 of the 250,000 miles of railroad at present in operation, some idea may be gained of the magnitude of railroading in America.

The railroad is, in reality, the throbbing pulse of the American public.

### **"Successful" Publicity**

One has many amusing incidents in the quest for knowledge. I was not long in finding out that what the average person knew of Australia was not worth knowing. I would be safe in saying that the greatest publicity Australia receives is through the exhibition of the convict ship "Success," which has been raised from the bottom of Sydney Harbour and is now used as a show ship throughout the States. There one is shown wax models of all the leading criminal celebrities in early Australian history. The Kelly gang are included in the exhibits. Although the boat was originally British, it is now American-owned, and the owners are making considerable profits out of it.

"My, but you're a long way from home" is the usual greeting one receives. "How long did it take you to learn to speak American" was the amazing question asked

of me by a Chicago business man.

Portion of my service with the Illinois Central System at Chicago was spent at the 27th Street roundhouse. I was invited by the General foreman to attend meetings of the Safety First Committee, which is divided into two sections, white and colored. The meeting of the whites passed off very well and I was looking forward with eagerness (and I must say amusement) to the colored meeting. One stalwart negro, in the course of his report as to how he had reprimanded members of his race for indulging in dangerous practices, reported how he had discovered one of them stealing lunches. A very lively discussion ensued as to whether this came under the heading "Safety First." I will leave it to the readers to judge for themselves.

### **Everybody Works**

Cost of living is very high throughout America; consequently it is not unusual to find husband and wife working alongside each other. One evening I chanced to overhear an argument between two small boys and it sounded like this:—

First Boy: My big sister works for the I.C. (Illinois Central).

Second Boy: Heck, that's nothing—My father, my mother, my big sister and my big brother all work for the I.C.

A special event in the history of the rail-



*The Saloon Buffet Car on the Diamond Special from Chicago to St. Louis.*

road or the introduction of a "crack" train is made a red letter day by the Company concerned. August 7, 1926, for instance, marked the inception of the Illinois Central Suburban Service electrification and an exhibit of passenger train equipment at Soldiers Field, Chicago, was inspected by many thousands of people. The Illinois Central System, which includes some of the oldest railway lines in the Mississippi Valley, presented from its own property, the exhibit, symbolic of the remarkable evolution of railway transportation. The exhibit consisted of wood burning and coal burning steam locomotives, an old suburban passenger coach and a motorized unit of an electric train.

inches. What a contrast to the mountain type of passenger locomotive of the present age which costs £13,200 and is 89 feet 3 inches long.

The exhibition was also the occasion for celebrations the like of which have been seen in this country only on rare occasions. Chicago was decked out in all its finery, and the crowning of a local beauty as Miss Transportation was a fitting finale to a great day. At Soldier's Field Stadium, a program typifying the progress of transportation from the period of the covered wagon to electrified service was presented.

The Illinois Central terms itself the One Big Happy Family, and my subsequent generous treatment by its members fully



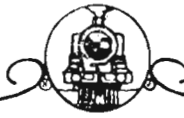
*The Mt. Tamalpais and Muir Woods Railroad, California, the crookedist line in the world*

Foremost among the exhibits was the diminutive wood burning locomotive "Mississippi" which was operated as early as 1834 on a railroad between Natchez and Foster, Miss., now a part of the Illinois Central System. This locomotive is one of the oldest in the United States. It was placed in operation only five years after the "America," the first locomotive to be operated on an American railroad, was brought from England. The original cost of the "Mississippi" was £400 and when it was placed in service there were only 633 miles of railroad in operation. Its total length is 22 feet 10

substantiated this claim. Their motto, "Courtesy, Efficient Service Always" is indeed fitting. It is radiated from every direction in which one comes in contact with their employes. They seem to realise that one inefficient or careless employe can destroy, in a few seconds, the good will it has taken the railroad he works for many years to build up.

They term their road the Road of Travel Luxury, and one soon learns, on riding in their trains, that this is not an empty claim. The Panama Limited to New Orleans, La.,

*(Continued on page 77)*



# THINGS WE ARE TALKING ABOUT

Some sound thoughts on the advertising value of good service come from Sir Henry W. Thornton, head of the famous Canadian National Railways. "Service," he says, "is to transportation what excellence is to a manufactured product. The patronage of the railways depends largely upon the character of its service. To the passenger, service consists of punctuality of trains, clean and comfortable cars, courteous and obliging employes, and excellence of dining facilities. If these are provided, every passenger becomes a potential advertiser. He speaks with satisfaction and sometimes with pleasure of his journey, advises his friends to travel by the route which has given him satisfaction, and they in turn tell others."

## POTENTIAL ADVERTISERS

Next in importance to service, Sir Henry puts the mobilisation of every employe into an army of passenger and freight solicitors. That method can be applied to every enterprise producing articles and commodities which are purchased by the public. It is the essence of salesmanship, and the line between advertising and salesmanship is not to be found, because one merges automatically into the other. True, every manufacturing concern has its own sales department whose objective is to attract business, but every individual in its service can, in some way or another throughout the year, attract business, however small. "The effort of a single employe may not in itself be great," observes

## ALL GO-GETTERS

Sir Henry, "but the united effort of some hundreds of thousands of employes creates an irresistible force."

\* \* \*

A recent instance of the successful attraction of business to the railways is supplied by the Department's Betterment and Publicity Board, which, following a suggestion, decided to make a bid for the passenger traffic from Melbourne to the various country centres at which the Easter tennis tournaments were booked to be played off. Accordingly circulars were sent to every Melbourne club and small posters were displayed in every pavilion setting forth the advantages of travelling by rail to the various tournament centres. The result was that from 19 of the clubs which came within the purview of this publicity no fewer than 14,600 competitors and their friends went by train to their appointed places of combat. At least one party of potential Pattersons, who had previously decided to go by road, cancelled their arrangements, preferring to eliminate risk of rainy, muddy, bumpy or puncture discomfort.

\* \* \*

But good salesmanship and publicity get nowhere without the good service that builds and maintains reputation—the strongest link in the chain between seller and buyer, transportation expert and passenger or consignor. The transportation of Australasian Rotarians from Melbourne to their conference point at Adelaide, recently, is an example

\* \* \*

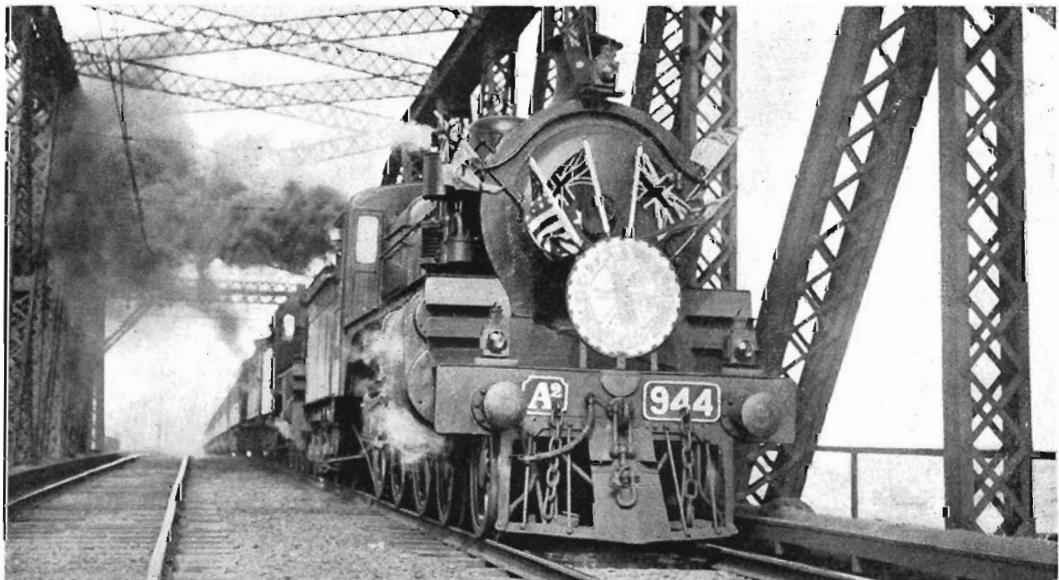
## PUBLICITY PAYS

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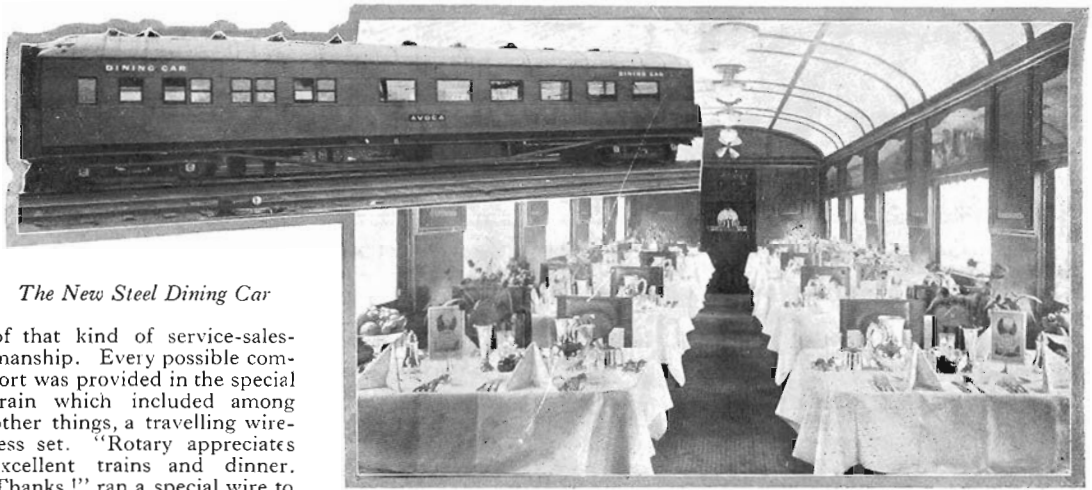
## SERVICE FIRST

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\* \* \*



The special train, made up of sleeping cars and the Commissioners' Inspection car, which took nearly 200 Rotarians from Melbourne to Adelaide for their conference, late in March.



The New Steel Dining Car

of that kind of service-salesmanship. Every possible comfort was provided in the special train which included among other things, a travelling wireless set. "Rotary appreciates excellent trains and dinner. Thanks!" ran a special wire to Mr. Clapp, signed by eight Rotary presidents who were aboard. "A wonderful train" was the comment of the Ballarat Rotary Club (Mr. J. R. McLeod). "The general consensus of opinion was that it would be impossible to travel by a more comfortable train," he told the local District Superintendent (Mr. Maddern.)

\* \* \*

The new steel dining car which Newport recently turned out, and of which we reproduce photographs, marks a new epoch in Australian railway rolling stock history. The car, as Mr. Clapp pointed out to his

**STEEL ERA BEGINS**

guests at the happy little function which introduced them to the car and the car to its life job, is the first unit in an all-steel interstate express which is expected to be completed within two years. The car is the first of its kind in the Commonwealth, is a handsome, dignified job both inside and out, rides as smoothly as balloon tyres on concrete, won't telescope or burn in the remote event of a collision, and is a credit to its designers and builders.

And Mr. Clapp didn't omit to make a special and graceful point of the last-named when telling his guests about the car. The idea of the whole thing, of course, is his, but he forgot about that in emphasizing that, although the car was a bold departure from accepted railway construction in Australia, every

**THE MAN ON THE JOB**

man on the job had shown characteristic industry, intelligence and keenness in making a success of it, and that, such was the faith of the Department in the Australian workman, he was confident the all-steel train would be the success the new dining car had proved. By way of further tribute, Mr. Clapp drew attention to the fact that the self-same workman was now entrusted with the job of building the biggest passenger engine, the biggest goods engine, and the largest mountain engine in Australia. All of which supplies another instance that the "Chief" rarely loses the opportunity to put in a good word for the man with the hammer and nails.



London's Bishop Dr. A. F. Winnington-Ingram, snapped on his arrival at Spencer-street. The Green Cap messenger on the right seems anxious to make himself useful.

The Duke and Duchess of York have not been the only recent distinguished travellers on Victoria's trains. Arthur Foley Winnington-Ingram, Bishop of London for a quarter of a century, stepped off the Sydney Limited at Spencer

**LONDON'S BISHOP LIKES US**

street a few weeks ago to be welcomed by as dense a crowd of clergymen as ever assembled on the long platform. A great Christian and an outstanding figure in the English-speaking world Dr. Ingram is a true exemplar of the religion of service. In his element on the public platform, he has that personal magnetism which inspires the diocese and stirs the crowd. The ancient See of London has never had a more popular occupant than Dr. "Winnings" Ingram, as some apt wag has dubbed him. He was impressed, by the way, with our railway service and its comforts as well as with Australia and Australians generally.

\* \* \*

Incidentally, the Bishop tells a good golfing story

to purchase some wood at the forest near—and I demand to this respectable office to have the permit to let a pice of land at the term of that new branch of railway to settle the saw.

I beg your pardon.  
With every respect and consideration."  
(Sgd.)—

The Construction Branch thought it only a fair thing to accede to such a courteous request.

\* \* \*

The kudos which Victoria's Better Farming Train has gathered to itself has prompted N.S.W. to emulate our example with a more or less similarly equipped train, which, a few weeks back, made

**N.S.W.'s BETTER FARMING TRAIN**

its initial bow to the countryside between Sydney and Albury. The train, which comprises 22 cars, including a sleeper and a diner for the staff, has a couple of original features in a Public Health Car, staffed by Health Department Officers, and a Rural Bank Car



A public health lecturer on N.S.W.'s new Better Farming Train telling an audience of schoolgirls how to keep fit.

against himself which is worth repeating. On one of the golf courses of Scotland there is a bunker known as "Hell's Bunker," because of the great difficulty to get out of it. The Bishop had been unfortunate enough to send his ball right into its midst.

**HELL'S BUNKER**

The caddie smiled. Taking a rather famous niblick which he possessed, Dr. Ingram made a careful and strong stroke which sent the ball quite clear. The caddie stared and then said in a serious voice: "My lord, you must have that niblick put in the coffin with you."

\* \* \*

A picturesque exposition of "English as she are writ" has just been received by the Chief Engineer for Railway Construction. A sturdy

**THE POLITE ITALIAN**

son of Italy sought the lease of a site near a country station where he proposed to erect a saw bench. His application to the Construction Branch ran: "Dear Sir—I have the intention

The N.S.W. Rural Bank is incorporated with the State Savings Bank, and the officers from the latter, on the train tell the farmer how and on what terms he can get advances. The Victorian General Superintendent (Mr. Canny), the Agricultural Department's Officer in charge of our Better Farming Train (Mr. Talbot) and the Commissioners' representative (Mr. Mullany) had a look over the new venture at Albury and were "civically" received, along with the train staff, by the Mayor. One or two of the exhibits impressed them as going one better than those on the Victorian train, but they came away well satisfied that we can more than hold our own in helping the farmer to farm better.

\* \* \*

It was a happy thought that prompted District Superintendent H. E. Russell to entertain 26 guests in the Maryborough railway refreshment rooms last month. The visitors included the Mayor of Maryborough, the Mayor of St. Arnaud, the President of

(Continued on page 71)



# KANGAROO FLAT'S EGG KING

By R. H. JUNIOR

**T**HERE was once a man who had nothing to do. So he started laying eggs along the railway line—at least, not actually laying them: just placing them by hand, one egg close against the other, along the rail. He did this until his supply of eggs was exhausted. By that time he had walked 20 miles, and his eggs stretched in one long white line from Flinders-street station to two miles the other side of Dandenong.

Then the man, still having nothing to do, picked all the eggs up and began to boil them. Boiling them one at a time and giving each individual egg three minutes in the saucepan, he was kept busy at the job night and day for more than two years before his eggs were cooked. (Probably he decided at this stage that it wouldn't be a bad idea to start doing something.)

## No Such Person

Now, part of this story isn't true. Really, there wasn't a man at all. And, even if there had been, the permanent way staff would have objected strongly to his littering the track with eggs. Further, dynamite, and not boiling water, would obviously have been

**O**NE hundred and seventy-five tons of eggs—nearly 200,000 dozen—were railed from Kangaroo Flat last year by local egg producers. The principal individual consignor was Mr. B. Mitchell, one of the best-known poultry men in the Commonwealth. He has resided in the district for close on a score of years and has always been a railway customer.

necessary to leave an impression on eggs which were upwards of two years old. But the most remarkable thing about the story is quite true—that is, the number of eggs involved. The two spectacular feats mentioned would have been theoretically possible had Mr. B. Mitchell, Kangaroo Flat's Egg King, hoarded up all the weekly consignments of shelled hen fruit which he despatched by rail last year. And the Commonwealth Statistician alone knows what feats would be theoretically possible if all the eggs which Mr. Mitchell has sent by rail since he came to Kangaroo Flat were taken into reckoning!

## 40 Becomes 3,000

For 18 years Mr. Mitchell has listened to roosters crow at Kangaroo Flat. For 18 years he has been a railway customer. He started with 40 fowls; now he doesn't leave off counting his feathered subjects until he reaches 3,000. In a district which is pre-eminently an egg-raising, or rather, egg-laying locality, he stands out as the acknowledged leader—a sort of monarch of all he surveys and of all that his hens lay.

Over four acres of land are spread 14 long

pens, averaging 150 ft. each in length. Inside these shelters the efficient fowls conduct their egg-laying operations. Mr. Mitchell doesn't keep ducks. His fowls are either Black Orphingtons or White Leghorns. He prefers the dusky tribe himself. As a rule, he says, they eat less, lay more consistently, and average a better price than their white comrades.

"I tried out 600 of each kind one year." Mr. Mitchell is nothing if not thorough. "I checked the layings of the 1200 fowls daily for 12 months. The Orphingtons panned out at 205 eggs per bird, and the Leghorns at 193.



*Some of Mr. Mitchell's fowl pens, which average 150 ft. in length. The fruit trees supply part of the birds' menu*

"The best individual result I ever achieved was 332 eggs from one fowl for 365 days. I've had dozens which brought more than 300 eggs to light in a year. On the other hand, I've had some which could only muster a meagre 40 or so. I've had one which eat and eat and didn't lay a solitary egg the whole year through."

The disappointing birds are culled out as time goes on. Most of them begin to slacken off in egg production after two years. Some last longer. A few have seen out seven years at the farm. Their laying finished, the hens automatically qualify for the oven. Fowls may be unaware that "an

apple a day keeps the doctor away," but they have no chance of overlooking the fact that "an egg a day keeps the carving knife away."

A varied menu is put up for the birds by Mr. Mitchell. Bran and pollard, wheat, maize, oats and green stuff appear prominently on their daily bill of fare. Pig's frys are "on" three times a week, three to four tons of onions are disposed of in a year, and a fair sprinkling of fruit tones up the chook vitamins.

"How to pick a good layer? I'll show you." Kangaroo Flat's Egg King opens the door of the nearest pen. The inmates scurry to and fro in alarm. Their modest

anxiety to avoid the roving eye of their lord and master is pronounced. They set up a frenzied clucking as he swoops down, grabs an unfortunate fowl, tucks it under his arm and withdraws as unconcernedly as he entered. Noisily the survivors congratulate one another.

"Now this is a good layer." Mr. Mitchell runs a meditative finger down the back of the captive bird's neck. The captive wriggles convulsively, utters a despairing croak, and wishes it had led a better life. Its captor, handling it as a demonstrator would in front of a class, indicates the physical characteristics of a good layer.

The paying bird, it seems, has prominent eyes—reasonably prominent, that is: they don't have to protrude from the sockets so that they could be knocked off with a stick. It also possesses an attractive comb. It is tight-feathered. It must display shapely lower limbs without, of course, the artificial assistance of silk stockings. It has a trim beak which doesn't extend far from its eyes. It is generally medium-sized; big birds selfishly cultivate surplus adipose tissue instead of the egg-laying habit.

His little demonstration concluded, Mr. Mitchell releases a vastly relieved fowl and begins to talk about the Better Farming Train—"great idea . . . splendid poultry

Mr. Mitchell stoutly avers that the railway is the best way. All his eggs and poultry go by rail, and all his fodder comes by rail.

"No breakages and no complaints." He puts the matter in a nutshell—or eggshell. "The staff at Kangaroo Flat know their job, do it well and will go to any amount of trouble to oblige a customer. Many's the time one of them has brought up a late consignment to me at the house here after knocking off—a consignment which I did not know had arrived. Yes, the railway will do me."

But Mr. Mitchell would like to see a railway slogan for eggs. He read somewhere a few months ago that if everybody in the State ate two more eggs every week, the home

## VICTORIA—WHERE DREAMS COME TRUE



**M**ANY years ago, the advice of Horace Greeley to the youth of America was: "Young man, go West!"

Many took his advice and were successful. But I am sure that if he could have seen your wide expanses of fine grazing land, the abundant yield of luscious fruit in your irrigated sections, your busy industrial centres, as we have seen them, he would have added: "and if when you reach the Pacific your dreams have not come true, continue your journey to Victoria, Australia, where you will surely realise your ambition."



—Mrs. A. T. COX, Gary, U.S.A., who visited Australia during the recent world tour of the S.S. Franconia

exhibit . . . good man in Rudd." A stack of empty crates leaning forlornly against the side of an outhouse catches his eye. He jerks his thumb in that direction.

"Some of those crates have come from Queensland, some from Tasmania," he remarks. "They contained birds which were sent along to the laying competitions conducted here by the Bendigo Advertiser every year. Often we have had as many as 700 entries—good birds too. I remember Lord Hopetoun, when he was the State Governor, coming along here once just as a competition was nearing conclusion. We presented him with the 300th egg which one hen had laid."

demand would swallow up all the export trade. And he thinks a suitable slogan would assist more than anything else in bringing about that very desirable state of affairs.

The idea is certainly intriguing. "Eat More Eggs" hasn't got much snap in it, and "Eggs Are Eggs-ellent!" is very feeble. How about "Pepper More Eggs," or even "Split More Shells?"

Anyway, slogan or no, Kangaroo Flat's solemn assurance, through its leading egg man, is that the public need not fear that production will fail to keep pace with demand if there is a sudden and insistent clamour for more hen fruit with the morning bacon.



# How Freight Rates Have Evolved

By T. F. BRENNAN, Chief Accountant, Victorian Railways

THE goods traffic is generally regarded as being more payable than the passenger traffic, and in this respect the following figures will be of interest as indicating both the great volume and great importance of this traffic to the community.

The total goods (including live stock and minerals) carried last year amounted, in round figures, to  $8\frac{3}{4}$  million 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 800,000,000 ton miles (a ton mile being one ton carried one mile). Spread evenly over all the lines of the system, this averaged 177,000 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 earnings per ton mile, which last year on our system was 1.72 pence. This is a better unit for comparative purposes than any other which has yet been calculated. The traffic varies very considerably from season to season in regard to its character, volume and average haul, and in the circumstances a knowledge of the average revenue per ton is of less value than that per ton mile.

## Primary Products Carried For Less

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—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. As a general

LAST month, in his article "Are Fares Fair," Mr. Brennan gave a very lucid exposition of the principles governing the fixation of passenger rates on the Victorian Railways. In this article he continues his subject as applied to goods traffic.

principle, goods which belong to the primary products class, as well as low priced goods, are placed in the lower classes. As values increase goods generally

ascend in the classification, the highest priced and most valuable articles being placed in the higher classes. 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.

## Consideration For Each Case

The position is, therefore, that while the rates for high class traffic, if based on the 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.

The present system of rating and fixing railway fares has come into existence by a process of evolution, and not as a result of carrying out a definite policy. Step by step, practical men have found from practical experience what is best in the interest of the traffic as a whole. Each alteration has been based on the experience which has been gained previously. Or, in other words, they have worked on a system of trial and error, rather than on one based on theoretical considerations.

At different times, in different countries, varying solutions of the problems have been offered. An equal charge over the whole of the system has been advocated, much as is done in the case of the Post Office, which charges as much to deliver a letter within 100 yards of the office as it does to deliver it 2,000 miles away. A very little reflection

will show that this is impracticable because the cost of haulage increases with the distance. The zone system has had many advocates and has been tried in some countries but without any real measure of success. Under this system the country is divided into various zones, for each of which a definite rate is fixed. This has been found to be unsatisfactory, because of the marked differences between the termination of one zone and the beginning of the next. Generally it may be stated that, although it is not free from imperfections, no better system of calculation than the present one, based on the principle—generally recognised in railway working to be an equitable one, namely, charge what the traffic will bear and increase the charges relatively to the distance for

(Continued on page 78)

# BENEATH *the* CLOCKS

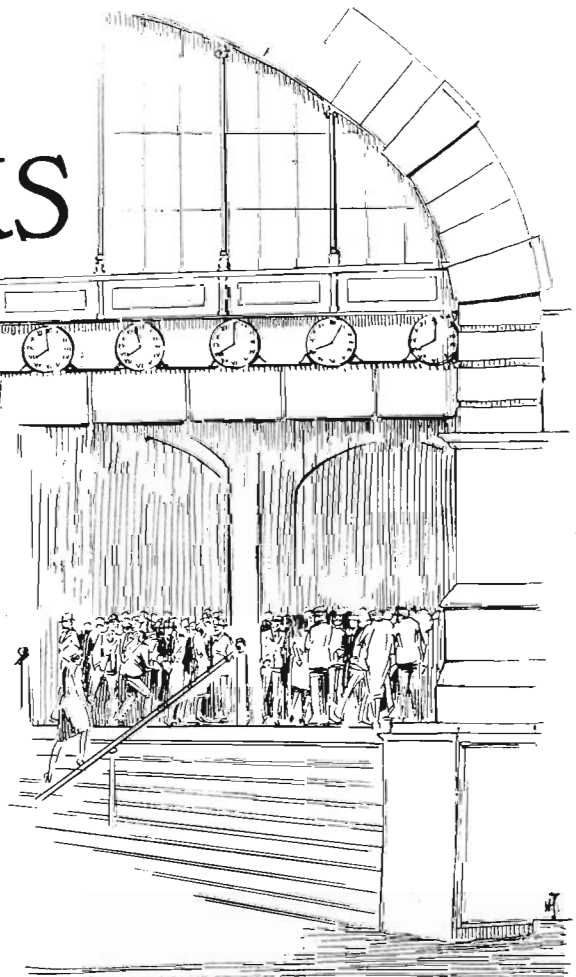
"BENEATH the clocks"—a time-worn phrase,  
An ancient rendezvous—  
Where lovers greet in divers ways,  
And oftimes say adieu;  
Where broken hearts have found new life—  
Repentant husband, son or wife  
Have started out anew.

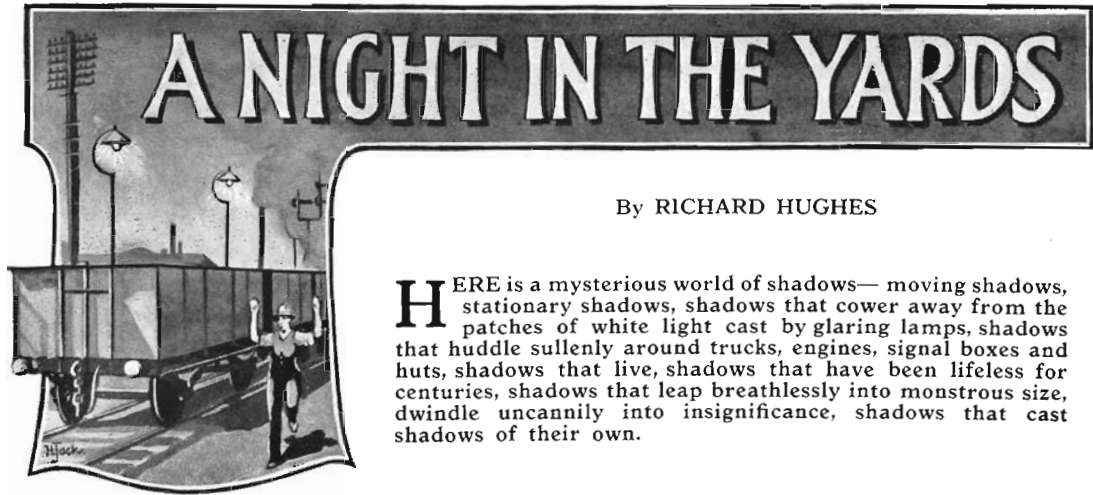
Ah! countless lives have eddied there  
From off the city's tide—  
Worn and old and young and fair,  
In meekness and in pride.  
A thousand dramas had their birth  
Upon that busy spot of earth,  
O'er which the clocks preside.

The short dusk falls, the bright lights gleam  
Above the human sea;  
The illumined clocks look down and seem  
To read all destiny.  
And life, the shadow-show moves on,  
Though players fall and then are gone  
For all eternity.

VINCENT T. HAYDEN,  
Moonee Ponds.

April, 1927.





By RICHARD HUGHES

**H**ERE is a mysterious world of shadows—moving shadows, stationary shadows, shadows that cower away from the patches of white light cast by glaring lamps, shadows that huddle sullenly around trucks, engines, signal boxes and huts, shadows that live, shadows that have been lifeless for centuries, shadows that leap breathlessly into monstrous size, dwindle uncannily into insignificance, shadows that cast shadows of their own.

**W**HEN you walk you throw three, four, sometimes five shadows, grotesque caricatures that recede from you, hasten back, recede again.

Once you descend that footbridge and set foot in this maze of rails, the ordinary everyday world has been left behind as completely as if you were one of Mr. H. G. Wells's famous First Men in the Moon. There goes your last link—that late electric suburban train speeding from North Melbourne towards the city.

A chill wind sweeps across the yard, whisking the smoke from the funnel of the waiting engine opposite, changing the white wreaths into sinuous ghostly figures which hurl themselves high above the long string of trucks to vanish in the dark vault of the heavens. To the left are the lights of three other steaming engines. Perhaps there are more than three. Who could say how many there are? A dozen engines might be lurking in that gloom.

A sinister dark figure crawls from under the trucks of the nearest goods train. He flashes a lamp, pauses by one of the overhead poles, crawls back beneath the wheels.

### A Tangled Necklace of Lights

Turn to the right. Somewhere down that way, down where the tangled necklace of red, green and white lights is spread, lies the gravitation yard.

Startlingly, a chime whistle breaks in from behind. Wheeling round you see a huge A2 engine coast by, effortlessly, powerfully, almost silently. It disappears as suddenly as it appeared.

That goods train has begun to move. The heavily laden trucks, the van with its red tail-

light, rumble slowly across the points. From the step of the van, a man with his hat dented like Tom Mix's swings himself to the ground. He nimbly clears two sets of rails just in time to intercept an approaching engine pushing two trucks of milk cans, cans which seem to crane their heads inquiringly over the sides of their carriages.

Tom Mix springs on to the side of the engine, shouts a hoarse instruction to the driver regarding some empties on some road or other, jumps down once more and, sprinting to a points lever, switches the engine and trucks on to another track.

### Safety First!

You accost him as he tramps back. He's going to the gravitation yard now, it seems. He'll show you the way. Mind you don't fall over that sleeper. Get on to that gravel path that runs parallel to the rails and you'll be safe.

Things are rather quiet to-night, he assures you as you stumble along beside him. Remarkably heavy work the night before though. (Remarkably wasn't the word he used). Those waiting engines that you saw when you first descended into the new yard were suburban goods trains. The one that pulled out was the Riversdale.

The shunter points to a long, forlorn array of empty vehicles crawling sluggishly behind an engine which proceeds in the hesitating fashion of a man who has lost his way.

"Red-carded trucks," he explains. "The train examiners have condemned 'em. They've got to make their way to the repair roads." Feelingly, he plunges into a picturesque dissertation on the inconvenience

which arises from the discovery of an unsafe vehicle on a train marshalled ready for despatch.

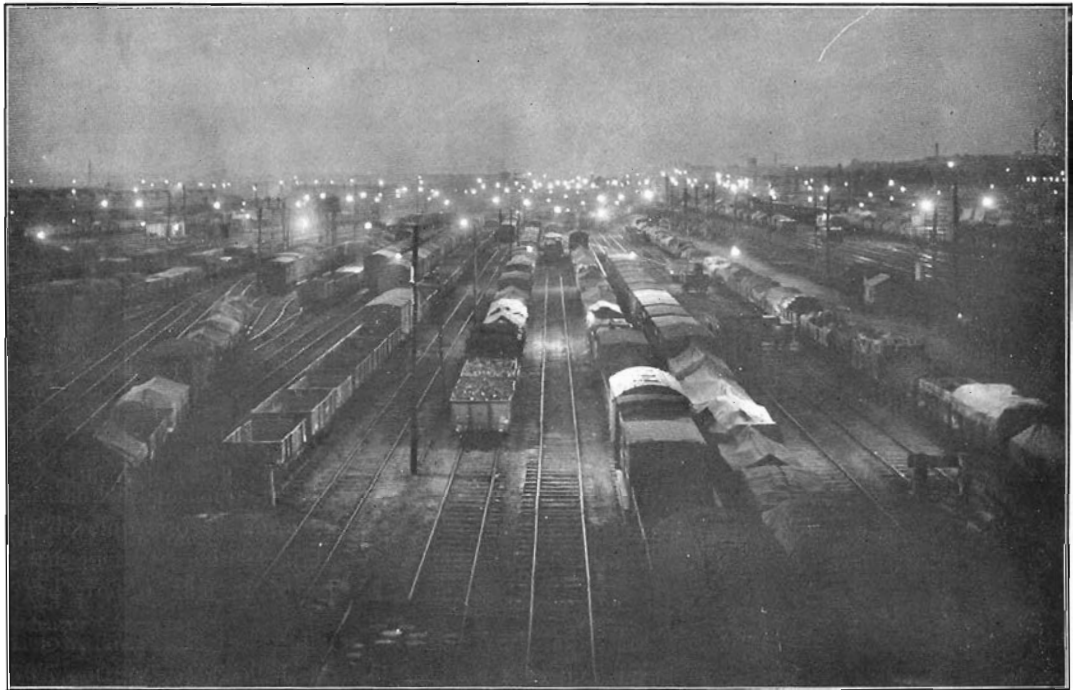
Past the big signal box and over a bridge and you are in the big gravitation yard where the long goods trains are broken up and the tired trucks distributed into the tracks leading to the discharging and transferring sheds. Your guide, with a cheery "good-night," walks eagerly to the warmth and light of one of the huts near the signal box.

Trucks everywhere, hundreds of them—louvres, stock trucks, horse boxes, vans—trucks to the right of you, trucks to the left of you, trucks all around you. Here, it

of the blocked roads, thunder like scared horses down the slope. A man with a lamp in the crook of his arm darts across the track in front, whips up a points lever, tears back, grabs, as he runs, the hand-brake of the last truck whizzing past, crashes it down with one deft jerk of his wrist, returns to his post at the open neck.

Thirty or forty yards on, just where the outer darkness fights with the light from the electric lamps, another indistinct shape diverts the slackening vehicles into yet another track.

The man at the neck—the leading shunter—turns his light on a pencilled card in his hand.



*Night in the Melbourne Yards*

seems, are all the trucks in the world, jammed in serried ranks, stretching on either hand into the darkness. In the shadows, engines are whistling, steam is hissing, buffers are clanking.

Walk on a bit further, thread your way between two moving lines of trucks, and you emerge into a comparatively open space. A score or more bare shining rails slope from the braked wheels of the black rows of trucks into a maze of points, converge into four rails at the neck of the yard, and separate again on the far side of another maze of points into scores and scores of rails.

Three trucks, released somehow from one

"Hello there!" he bellows to his accomplice. "Fruit now! Louvre!! Either road'll do."

An answering hail. The shunter raucously directs a coatless youth in the small signal-box a stone's-throw away to "pull that stick up on the level."

Another wild run to switch a speeding louvre truck which brings a whiff of freshly picked peaches, and he bawls again in the direction of the signal box. "Tell that bloke to come out of 29!"

Hastily, he pencils a few figures on his card, throws a keen glance behind him, nods in welcome as, crossing towards him, you slip on a rail and nearly sprain your ankle.

"Good-evening — rather, good-morning. Cold—" He breaks off, whistles to a passing engine, waves his lamp, screams something about "putting one of them Gippies back on C road," casually resumes his conversation. "You should have been here last night. Things are rather quiet just now. Stock nights you see the work—"

A 20-ton truck, followed at a short distance by a 16-tonner, bears dizzily down on us. The leading shunter makes his usual mad sprint, directs the vehicles into their proper road, watches the lighter truck overhaul the slower moving one, bump against it, urge it impatiently onwards.

"How would you like to have a look at 'em loading the vans of the three paper trains," he suggests, returning. "The Geelong leaves at 2 a.m., the Bendigo at 2.10 and the North-

A clop-clop of horse's hoofs and a jingle of harness, and the P.M.G's. mail cart rolls up. In go the bags. The motors awake the echoes of the deserted goods shed nearby as they splutter into life, back carefully from the vans, turn noisily and jarringly and roar away.

The yard foreman waves his lamp to and fro. An engine which has arrived from heaven knows where whistles warningly. There is a jolting and clanking. The train draws out, moves with gathering speed up the yard.

"Two-ten to the tick," remarks the yard foreman happily, snapping his watch shut. "That's the way. We're having a quiet time to-night though. You should have come along earlier in the week."

In similar fashion the Bendigo and North-Eastern paper trains pull out. We retrace our steps, return again to the hub of the yard. The leading shunter is still there, tireless, dashing backwards and forwards, springing daringly, seizing hand-brakes as he pelts along beside the moving trucks, whistling shrilly, shouting instructions, waving that ubiquitous lamp of his.

Hurrying across the rails, dodging trucks with an ease born of years of experience, the Assistant Superintendent of the Yard finds time to assure you

that "it's an unusually quiet night to-night."

You nod in vague agreement, jump a few feet away from a hissing engine with round, fierce, glaring eyes, step to one side hastily as an electric locomotive with gleaming headlights honks in warning and slips noiselessly by. "An unusually quiet night to-night!"

A momentary glimpse of the high windows of the Dudley-street signal box attracts you. You scale the steep flight of steps, enter the box, gaze around at the shining levers. Three men are working at top pressure in the box, dragging levers down, crashing others back into an upright position. A fourth man is scribbling furiously at a table in the centre of the box. His 'phone rings. Still writing, he grabs the receiver, replies, takes down some message, rings off, keeps on writing.

(Contd. on page 79)



The Melbourne Yard main office. While the city sleeps, a control staff, located here, keeps in close touch with shunter and signalman in the yards below.

East a quarter of an hour later. There's one of the yard foremen going to the vans now."

At the heels of the yard foreman, you plunge into a labyrinth of trucks, a tangle of sombre, silent, tarpaulined vehicles. For half a mile you press on, past the dark shape of the departmental ice works, to where the huge goods sheds sprawl in troubled slumber.

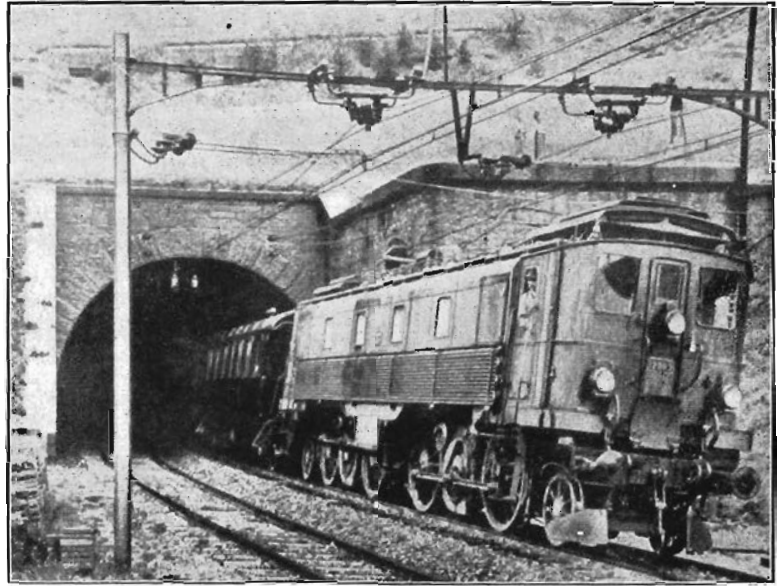
Electric lights are blazing near the vans of three trains. Throbbing and pulsating, two motor vans are drawn up in the roadway. White bundles of paper are being thrown into the lighted interior of the vans. There is a pungent smell of fresh printer's ink, of coarse newspaper.

"Waiting for the mail now," shouts a guard as he glimpses the yard foreman. "Just finished loading the Post and Argus."

# Railway Wonders of the World



By OSEE



*Trans-Alpine fast electric train emerging from the southern portal of the St. Gotthard tunnel at Airolo*

**R**OMANCE enters largely into the construction of the railway, and very few of us, when travelling speedily along in luxurious cars, equipped with every modern comfort, realise the ingenuity, skill and resource shown by the builders in the planning, surveying and final conquest of country that, originally, appeared impassable.

Throughout the world there are engineering feats that, but for sheer audacity on the part of the builders, would perhaps have never been consummated.

It is in Europe, owing to its greater age and the way it is divided by the high Alpine Ranges, that many of the more remarkable examples of railway engineering are to be found. With the ever increasing necessity for quick travel, means had to be devised for surmounting the difficulties which confronted the engineers. To adopt the method of travelling over the old trails across the mountains, did not appeal owing to the high grades. The answer to the difficulties was in most cases found in the use of tunnels.

## A 12-Mile Tunnel

The Simplon Tunnel occupied seven years' work. It is over twelve miles in length and, like most of these tunnels, runs almost perfectly straight. No vivid imagination is needed to picture the enormous amount of work entailed in the building of such a tunnel. The method adopted in cutting a way through the mountains, was

that work was started at two points about twelve miles apart, and from each a tunnel was driven in the direction of the other with the idea of joining up at a point inside the mountain.

Almost uncanny accuracy was displayed in the drawing up of the plans and surveys, with the result that, on both parties meeting, one tunnel was only a few inches higher and wider than the other.

While the Simplon Tunnel is, perhaps, the best known of those in Europe, there are two or three others that have some special claim to fame. Of these, the chief are the Mont Cenis tunnel, eight miles long, and the St. Gotthard Tunnel which stretches over a distance of nine miles.

## Beneath Rivers and Lakes

Railway tunnels are in most cases cut through mountains, but there are some famous instances where it has been necessary to get underneath rivers and lakes. The Canadian border supplies an instance. The town of Sarnia, in Canada, was linked up with Port Huron on the American side by a tunnel under the St. Clair River, which connects Lakes Huron and Ontario. The complete length of this tunnel is two and a quarter miles, and the resultant increase in traffic between the two countries proved the good judgment and foresight of the builders.

America has two tunnels that are unique, inasmuch as a new method for overcoming stiff gradients was adopted in their con-

struction. The first, 2,900 feet long, under Mt. Ogden, turns a complete circle inside the mountain, and, passing above itself, emerges 50 feet higher than at the entrance. The second was constructed under Cathedral Mountain, and again in this case, the track turns a complete circle within the mountain and emerges 54 feet above the entrance.

The building of the Trans-Continental lines in America were efforts that might have daunted the bravest hearts. Obstacles that were regarded as impassable were steadily overcome in the march of progress. One of the outstanding features of the "Overland" route is the crossing of the Great Salt Lake in Utah. This journey is literally a "trip to sea by train." An en-

genious and rapid system of transportation. These tubes are undoubtedly popular, and the amount of thought and work put into the building of them amazes the tourist. Construction difficulties, other than those met with in the ordinary surface lines, had to be overcome. There was always the possibility of striking water or other delaying obstacle, and many hours were spent by the engineers in burning the midnight oil in their efforts to avoid them.

The main consideration in their construction was to obtain a continual supply of pure and fresh air. This difficulty was considerably lessened when it was found that a constant draught of air was caused by the rushing through of the trains, thus



*Crossing the Great Salt Lake*

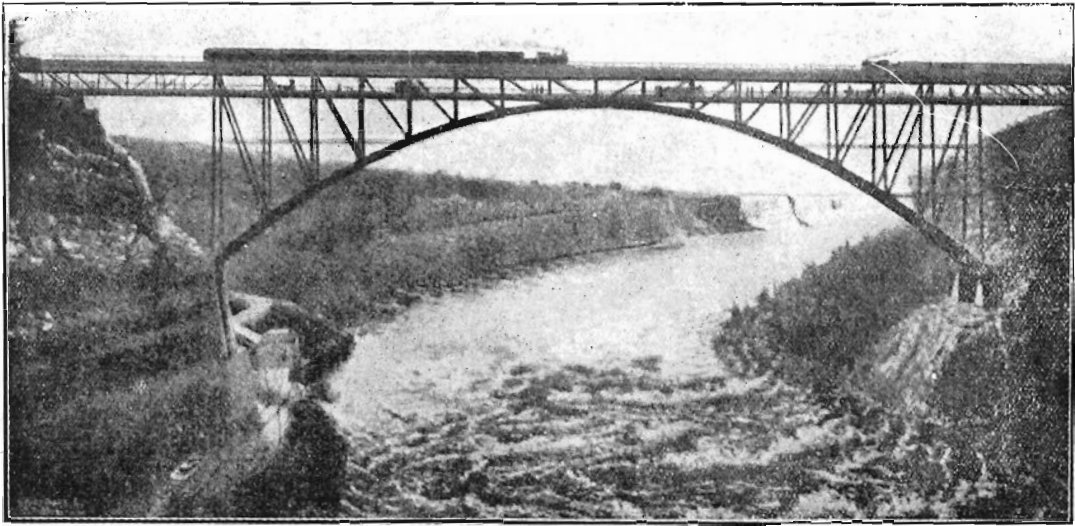
ormous embankment, built up from the bed of the Lake, made it possible to effect a saving in distance of 57 miles.

The canyons of America provided plenty of thrills for the builders of the Iron Road, and to-day, through their efforts, we are enabled to view, with the least expenditure of energy, the wonders and grandeur of Nature at her best.

London, with its wonderful system of underground tubes has provided an in-

preventing the air from becoming thick and heavy. To-day the interior of a tube is regarded as quite healthy.

Bridge building has allowed the railway engineer full rein to his imagination and constructive ability. Perhaps in no other branch of railway engineering are such spectacular methods adopted in the overcoming of difficulties. The heavy responsibilities entailed in ensuring the accuracy and dependability of the structure makes the job a highly important one.



*The Niagara Falls Bridge*

To the layman the height of a railway bridge is often looked upon as the most important part, and in this respect he would have little fault to find with the Fiades Viaduct, one of the loftiest bridges in the world, which spans the Sioule River in France. It is 1,526 feet long and 440 feet in height.

The famous Niagara Falls is the site of a rather remarkable bridge. This bridge is thrown across the gorge in a single span of 550 feet and has an elevation of 226 feet. What at one time was known as the eighth wonder of the world is the tubular bridge, 6,592 feet long, across the St. Lawrence River, Canada.

### **The Romance of the Iron Road**

While most of the difficulties and discouragements are met with in the construction of bridges and tunnels, the track layers have met with their full share of set-backs. In America, especially, we see some of the wonders, and some of the romance, of the construction of new lines of railway. Many hardships were encountered and overcome, many lives lost in conflict with the Indians, but always the work went on.

Coming nearer home, we have several good examples of the bridge-builders' art. The best known and largest of its kind in Australia, is the Hawkesbury River Bridge—3000 feet in length—on the line connecting Sydney with the Queensland border. It is divided into seven spans, each measuring 416 feet.

New South Wales, for a good many years,

possessed a remarkable railway. This was known as the Zig-Zag, and took its name from the manner in which the track, on its way to Bathurst from Sydney, climbed the mountain range. This line is now out of use, but for years was regarded as a very fine piece of railway engineering.

Australia has not been backward in the development of her railways. In Victoria alone, we have a track mileage of 4,672 miles and several hundreds of sidings. There are altogether more than 90 different lines of railway in this State.

With the completion of the Trans-Continental line, it is now possible to cover three-quarters of the Continent by rail. A journey of 5522 miles—from Dajarra, in Queensland, to Meekatharra, in Western Australia—will eventually be possible.

—◆—

Ruth rode on my new motor-bike  
On the seat at back of me—  
I took a bump at fifty-five,  
And rode on Ruthlessly.

### **GUILTY**

A country school board was visiting the school, and the principal was putting his pupils through their paces.

"Who signed Magna Charta, Robert?" he asked, turning to one boy.

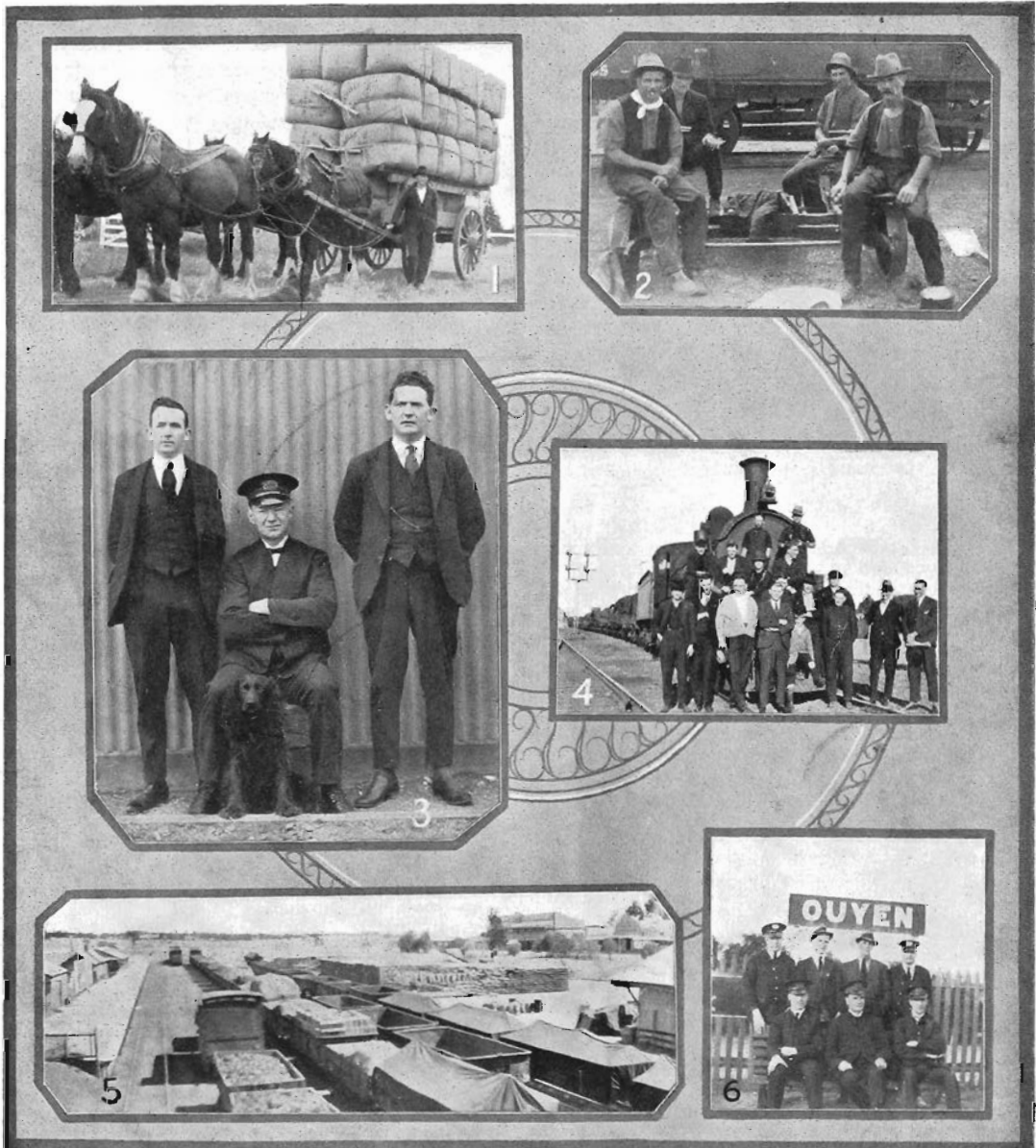
"Please sir, 'twasn't me," whimpered the youngster.

The teacher, in disgust, told him to take his seat; but an old tobacco-chewing countryman on the board was not satisfied, so, after a well-directed aim at the cuspidor, he said: "Call that boy back. I don't like his manner. I believe he did do it."



# Snaps Round the System

Sent in by Contributors



1. An extra large load of wool entering Grassdale station.
2. The repair gang which heroically fought a bushfire near Waygara and saved the Simpson Creek bridge. The story of it was told in last month's issue. Left to right : L. Brown, J. Mannix, F. O'Brien, Syd. Over (ganger).
3. S.M. McMasters and his staff at Charlton.
4. The last wheat train of the season about to leave Horsham for Portland.
5. Wheat trucks and stack at Ouyen.
6. Ouyen station staff.

# JUNIOR CLERK WINS £5 ESSAY PRIZE

**J**UNIOR Clerk R. Dungan, of Elsternwick, has been adjudged the winner of the V.R. Magazine Essay Competition on "Courtesy," and the prize of £5 will accordingly be forwarded to him. Mr. John J. Sullivan, clerk in the Transportation staff office at Spencer-street, is the runner-up.

**T**HE surprisingly large number of entries made no light task of the judging, and the even more surprisingly large number of good essays made it harder. The three finally selected were read and re-read many times before a majority decision of the judges awarded the prize to Mr. Dungan.

In the absence, in America, of Mr. D. Cameron, Chairman of the Staff Board, Mr. T. F. Brennan, acting-chairman of the Board, took his place as one of the judges. Adjudicating jointly with him were Mr. C. H. Holmes, Chairman of the Betterment and Publicity Board, and Mr. J. S. Rees, General President of the V.R. Institute.

Most of the essays gave evidence of

Here are the two best essays and the writers of them. We intend to publish other good entries in the June issue of this Magazine.

## DO UNTO OTHERS

**E**ASE and gracefulness of manner, combined with attention to the wants and conveniences of others is the real meaning of courtesy.



Real courtesy springs from a deference to others by recognising that even the humblest has a position in society, and is, in one way or another, of importance to it. No self-respect is lost by being courteous, as ignorant people sometimes think.

Courtesy is like an air cushion; there may be nothing in it, but it eases the jolts wonderfully. It costs nothing, but gains everything. It begets mutual respect; it enhances character and reputa-

tion and stamps one as a gentleman.

Many a man owes his promotion and success in life to courteousness in youth. It is best practised while young; then, it is more likely to become a habit, and thus permeate all one's thoughts and actions.

Sometimes well-meaning people are rude through want of thought. One ought not to be absent-minded and forgetful where others are concerned.

A good general guide to all is to do unto others as we would have them do unto us.

—R. DUNGAN.

thought, and, generally speaking, the expression of the ideas behind them was sincere. A few subordinated sincerity and even clarity to attempts at epigram, and one competitor unblushingly plagiarised something she—*she*, be it noted—had read in an American Magazine, in the hope, presumably, that we hadn't seen it, too! The judges, of course, were informed, and the essayist was disqualified.

The winning essay was given pride of place because of its simplicity and honesty. As one of the judges put it: "I like the sentiment running through it. He sounds the keynote impressively when he winds up with 'do unto others.'"

## THE PERSONAL TOUCH

**C**COURTESY begins at home—meaning you and me. That's the keystone of all good relationships.

But what is courtesy? To borrow a phrase, "Service with a Smile," seems to me to embody all we need know about it. It is just that personal, perhaps sympathetic touch about our everyday selves that makes people glad to meet us. Translated into the business of booking a ticket, checking a train, or answering numerous questions, it is that genial quality which sends people on their way pleased and satisfied, ourselves and our department appreciated.

A poor old lady, peddling her wares for a living, once trudged to my booking window and asked for advice where to go. I suggested a certain populous suburb. She returned later to express her gratitude for a "good day"—a ray of sunshine for her and quite a little feeling of emotional self-consciousness for me.

Yes, courtesy earns many compensations, but no regrets. We may lack some desirable qualifications, but courtesy covers a multitude of defects. Who is he of whom you say "he's an honest, decent fellow," the man who spends a few moments to satisfy your request, or he who yells at you: "ask the porter on the barrier"—or the man at the lift, as the case may be?



"Help us to help you," "Co-operation," "Goodwill" and so on, are all futile without courtesy, double-edged and all the time. It keeps the peace because courtesy and contention cannot co-mingle.

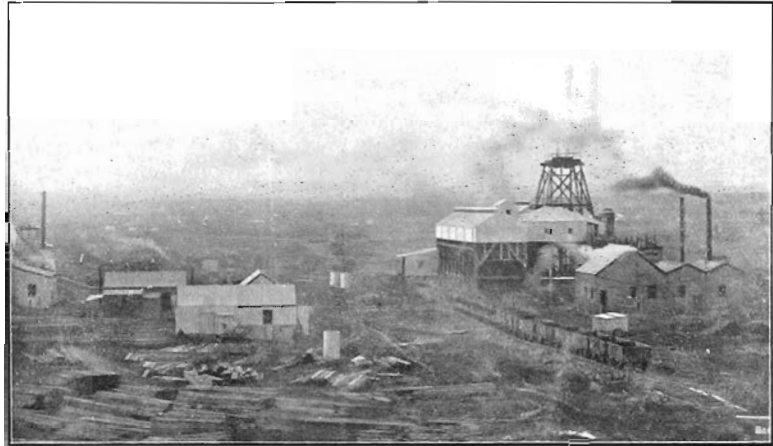
—JOHN J. SULLIVAN



# Pioneering at Wonthaggi

By HENRY JANES

  
*The State Mine  
as it appeared  
in 1910*  




**T**HE publication of an article "What Wonthaggi means to Victoria" in the December issue of the V.R. Magazine has prompted Mr. Henry Janes, a retired special officer of the Railways Rolling Stock Branch, to write of the early days of the Mine as he knew them, and the transport difficulties that were encountered and overcome.

**I**N the December issue of this Magazine the reason for opening up the Coal field is given. The extension of the Nyora-Woolamai line to the Mine is also mentioned, but the line referred to as having been finished on February 22, 1910, is not the Woolamai-Wonthaggi line of to-day.

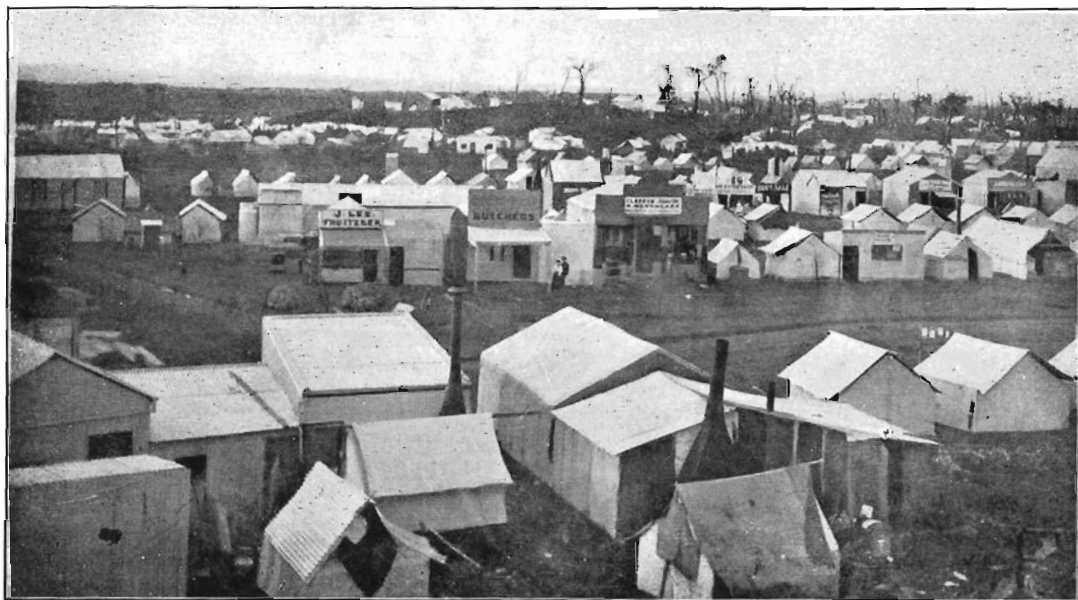
It was called the "temporary line," and it was a "temporary line" indeed, abounding in 1 in 28 grades and very sharp curves. Only 70 per cent. "W" class engines were allowed on the line, the speed limit being 15 m.p.h. from Nyora to Woolamai, and 10 m.p.h. from Woolamai to the State Mine, so that the restrictions were rather severe in these respects.

The Construction Branch was busy on the track during the day, and the hours allotted to the running of coal trains were from 5.30 p.m. to 7 a.m.

On May 2, 1910, I left Melbourne by the 6.30 a.m. train to take charge of the Rolling Stock arrangements. Arriving at Nyora about 9 a.m., I found there was no train through to the Mine until 6.15 p.m., but

this did not leave until 8.45 p.m. as neither empty trucks nor engine were available.

One great trouble, at that time, was the lack of water at Nyora, the reservoir being empty. The only water available for the engines was at Kernot, then known as Almurta, 9 miles out on the new line. There was no water at the Mine, therefore every engine had to haul a water truck. It was bad water for boiler purposes, which necessitated frequent washing out, and this had to be done at Korumburra, 13 miles from Nyora on the South-eastern line. Two engines were sent there nearly every day, one under steam, hauling a dead engine, which on arrival was washed out and lit up by the driver and fireman. In the meantime the other boiler was blown off and cooled down ready for washing out. When this was completed (and it usually took all day) the two engines returned again to Nyora, one hauling the other. The dead one was generally lit up before leaving, to facilitate steam raising after arrival at Nyora. As these trips were regulated by the other traffic on this section,



*The Temporary Township where the Mine now stands. It gave place to the Permanent Township in 1910*

there were often delays, and the late departure of the coal train or perhaps I should say the train of empty trucks on this date was from this cause.

W. Deakin, S.M., Nyora (now retired), Mr. Jackson, Fitter-in-charge, Nyora (now District R.S. Superintendent at Ballarat), Mr. Clark, Special Transportation Officer at Wonthaggi (now Superintendent) of Goods Train Service), and Mr. Smith, Driver-in-charge at Wonthaggi (now Depot Foreman at Ararat), often had a rough time trying to keep the wheels moving to supply empty trucks to the Mine, and get the loaded trucks worked forward to Nyora, where they were passed over the weigh-bridge before being despatched to Melbourne.

#### Newspaper Curiosity

But I have been wandering a bit and must get back to the 8.45 p.m. departure from Nyora, which landed me at Wonthaggi at 11.30 p.m.—not a bad travelling record for 86 miles—6.30 a.m. to 11.30 p.m. I put up another record that day. I bought a Melbourne “Herald” at Nyora, and, as I had no opportunity of reading it until I got to the boarding house at Wonthaggi, I opened it out after going to bed. A gentleman who was in the same room was quite excited when I told him it was the “Herald” of the same day, and thanked me profusely when I presented it to him. Next morning it was shown

round as a curiosity, being the first “Herald” that had reached there on the day of publication.

The railway from Nyora was not used for passengers or mails, which were carried as follows: Melbourne to Stony Point by train, Stony Point to San Remo by steamer, San Remo to Wonthaggi by coach. The journey from Melbourne began at 8.10 a.m. and ended about 5.30 p.m.

#### Loco. Men in Tents

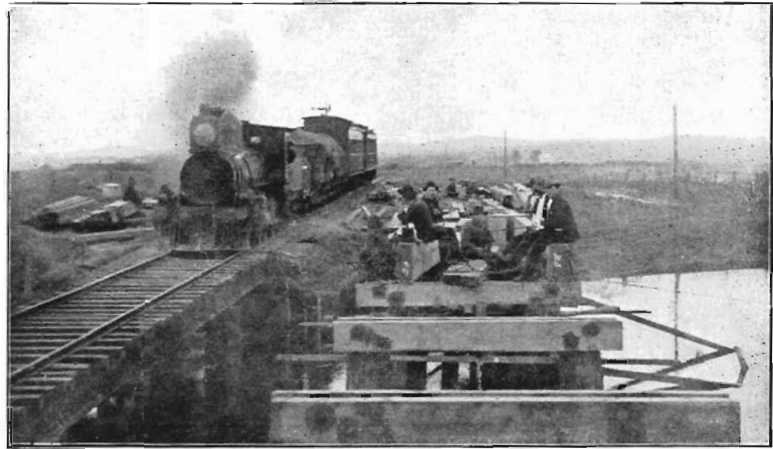
Some of the train crews were stationed at Nyora and others at Wonthaggi or rather, I should say, at the State Mine. The temporary township, which has entirely disappeared for more than 16 years, was situated close to the Mine, and the Loco. men were under canvas on the rising ground behind the present Loco. Shed. We were able, later on, to get eight portable houses and several new tents erected on a different site. The full Loco. staff when we started the new running in July, 1910, was 42.

I find I am overstepping myself again, and must go back a little, to the working conditions and transport arrangements, as they were before the increased service began in July, 1910.

Owing to the heavy grades for the up traffic a banking engine was stationed at Anderson’s Corner, a place a little nearer

*One of the first  
passenger trains  
from Nyora pas-  
sing over the  
Powlett River  
temporary bridge.*

*The permanent  
bridge is seen  
under construc-  
tion.*



Wonthaggi than the present Anderson station. This engine was used regularly to assist up trains from Dalyston to Anderson's Corner and occasionally to assist down trains from Woolamai to the latter station. The late Duncan McCallum and Joe Daley, (who is still in the Department), were the drivers in charge of this banking engine. They had a rough job. The whole of the section of the line upon which they ran was exposed to the full blast of the rough weather from Bass Straits. They had only tent accommodation. All their food had to be sent to them. Half their running was tender first, and, in addition to this, the whole of their work was night shift.

### The First Passenger Train

The first train for passengers was run from Nyora to Wonthaggi on May 9, 1910. The engine was 153 "W," with Driver Paddy Deegan and Fireman Nugent. It consisted of the inevitable water truck, two "Mallee" cars and van. The timetable allowed three hours each way. There were no Wonthaggi platform loops or sidings. When the train ran up to the present station site, it was backed out again and round the triangle at the Mine, which was used for turning engines. Later on it was backed to Wonthaggi again and left for Nyora at 2.20 p.m.

As the output from the Mine could be increased if it could be handled on the line (the maximum at that time being 60 trucks per day, and Mr. Broome, the Manager, considered he could easily give us 100 truck loads), and it would be of benefit to the Railway Department and also give more employ-

ment to miners, Mr. Clark and I had to work out the problem.


Under the restricted working conditions already mentioned, we knew that no more could be done. We were restricted to the 70 per cent. engines, restricted to speed, and restricted to hours of working. The full load for an engine, with assistance from Dalyston to Anderson's Corner was only 10 trucks, and the most we could run was only 6 trains each way. Sometimes it was less.

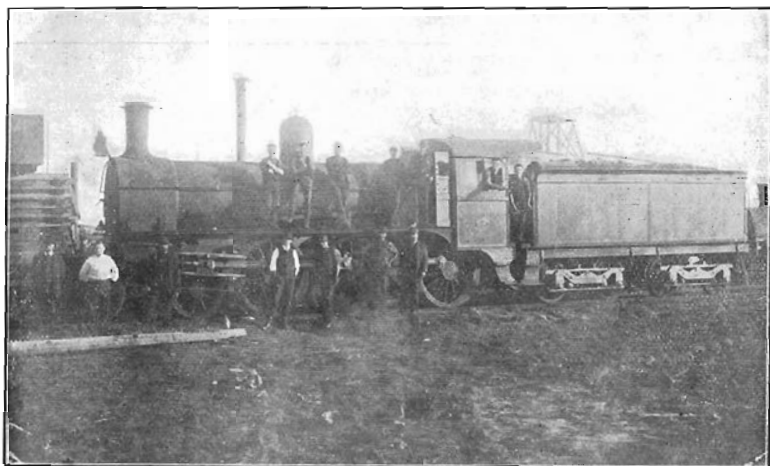
### Test was Successful

On the suggestion of Mr. Smith, the driver-in-charge at the Mine, we made a test. Placing 10 trucks at Anderson's Corner, we ran water by gravitation from water trucks into the tenders of two engines, which we considered would be enough to take us 21 miles to the watering station. With 10 trucks and van and two engines we left the Mine for Nyora, picking up the 10 already placed at Anderson's Corner, and running a double header with the 20 trucks to Nyora.

The test was so successful, that we deemed further tests unnecessary, and at once proceeded to construct our new timetable on the results obtained, under which the local banking engine from Dalyston would be cancelled and all trains would run as double headers from the Mine to Nyora, thus enabling us, with five through trains, to shift the 100 trucks as required.

Mr. H. V. Francis, who was recently Construction Engineer on the Balranald

  
**T**HE first  
 Dd class  
 engine to  
 arrive at  
 Wonthaggi.



Line, was in charge of the construction from Woolamai to Wonthaggi, and having authority from Mr. W. E. Kernot, the Chief Engineer of Railway Construction, to assist us, in any way required, quickly laid two sidings near the Mine, one for engines and the other for water trucks. Then he placed twelve 400-gallon tanks on an elevated platform of sleepers so that water, brought from Almurta, could be pumped into them to supply engines, thus doing away with water trucks on the trains; which really gave more room for loading. The empty water trucks were returned to Almurta by any suitable train. There we had a siding constructed for them, adjacent to the tanks, and the pumper, being equipped with several lengths of inside armoured hose and couplings, used to fill them up during the day, for use at night

#### W Class Engines, Used

All the 13 "W" class engines in the Department were in use on the line. One was used on the mixed train and one by the Construction Branch, besides those in the coal traffic. Adverse circumstances often caused an accumulation of loading. Sometimes delayed trucks would be so many that we would have to run 4 or 5 trains on Sunday to clear up. Nyora water was available when the July running started, so that was a great advantage to us, as boilers could be washed out there.

The engine water supply, having to be hauled 21 miles, had to be watched very carefully, and, occasionally, we would be short, which meant a delay or cancelling a train. There were two fair-sized water holes near our pump but they only held a limited quantity. We had the water analysed and found it to be fit for locomotive boilers. We then had a length of pipe fixed, leading to

the holes, so that the water could be pumped to our elevated tanks in the event of any delay being likely to occur through shortage of water trucks. This arrangement kept the traffic moving a good many times when it would have been held up otherwise.

Meanwhile the Kongwak reservoir was under construction, also a reservoir on the hill behind the township for emergency storage and regulating the supply in the reticulation area.

Early in November, 1910, the water for engines was available from two large tanks and cranes combined at Wonthaggi station, about one mile from the Mine, and our old water truck days were over.

It was not long before Dd class engines were allowed to run on the line, and for some time double headers were run to Nyora by a Dd and W class. Then later again two Dd's were run.

#### Last of the Temporary Line

The temporary line gradually disappeared and a good, solid line, with easier grades, enabled the still increasing output of the mine to be handled with greater expedition and greater economy than was possible in the old pioneering days. Later on again, I learned that A2 class engines were on the line, and now I understand that "C" class engines run the goods traffic.

I had over 44 years in the Rolling Stock Branch of the Victorian Railways, and during that time had varied experiences, but the six months at the State Mine stand out as different from anything else. I have not seen Wonthaggi for about 8 years and I may never see it again, but I am not likely to forget the stirring times of 1910 and how splendidly the men responded and carried through a tough job.

The  
**Green Caps**  
Have  
**Come to Stay**



By RICHARD HUGHES



**F**ROWNING, Reggie shifts his weight to his right leg, flourishes his left arm in the approved fashion and, for the twenty-third time, anxiously compares his wristlet watch with the impassive clock over the suburban booking windows at the main entrance to the Flinders street Station.

"Five-to-eight now! And she distinctly said half-past seven. Dash it all! A fair thing's a fair thing, but you can make the pace too jolly hot. A fellow doesn't mind waiting 15 minutes for a girl—it makes her a bit apologetic and a bit nicer when she does arrive—but when it comes to half-an-hour, well, I mean to say where does a fellow get off? A fellow can't hang around a bally railway station all the confounded evening. A fellow ought —"

The disgruntled Reggie emerges from his troubled meditations at a sudden question from an alert uniformed youth who has materialised in uncanny fashion from the ground at his feet. Reggie eyes the

**R**EVERBERATING down the cathedral-like concourse at Spencer-street, the sonorous announcements of the omniscient Man in Grey mingle night and day with the dignified tread of the red-capped luggage porters. And now, disconcertingly, there breaks in on the solemn duet the shrill falsetto and juvenile scamper of green-capped messengers.

A new service—unique in Australian railroad practice—has been placed at the disposal of Victorian Railway travellers.

intruder, and admits haughtily that his surname is Plantagenet.

"Well," declares the uniformed one in the rapid tones of a messenger who has his message word perfect, "Miss Phyllis Charleston said to tell

you that she's got a headache and won't be able to see you to-night. She's frightfully sorry and all that, and you're to be a dear and not be cross. And she knew you wouldn't mind the least little bit paying me the ninepence for coming along with the message."

Reginald Plantagenet's worst fears are realised. With a hollow laugh, he thrusts ninepence into the messenger's hand, dashes his signature (bitter irony) to an official acknowledgment of the service rendered, and totters brokenly away.

Such is the tremendous power which is wielded by Melbourne's green-cap messengers. Disillusioned Reginald Plantagenet may be a fictitious character, but the actual task of thus breaking the unhappy news to



The last minute telegram

when it accepted the Commissioners' invitation to place the green caps at Spencer street. Within two weeks the service had reimbursed the outlay.

The boys are on the scene to attend to any of the last-minute details overlooked by passengers in the rush of leaving by train. They carry writing paper, envelopes and telegraph forms. They will phone your messages to your home, your office or anywhere. They will obtain



Not the least important of a Green Cap's jobs is the minding of an occasional baby. But he does it with a smile.

waiting people that appointments are "off" has several times fallen to the lot of the City Special Messenger Service.

AND now that the green caps, by arrangement with the Victorian Railways Commissioners, attend all incoming and outgoing trains at Spencer street, there should be a decided increase in the number of queer jobs which come their way.

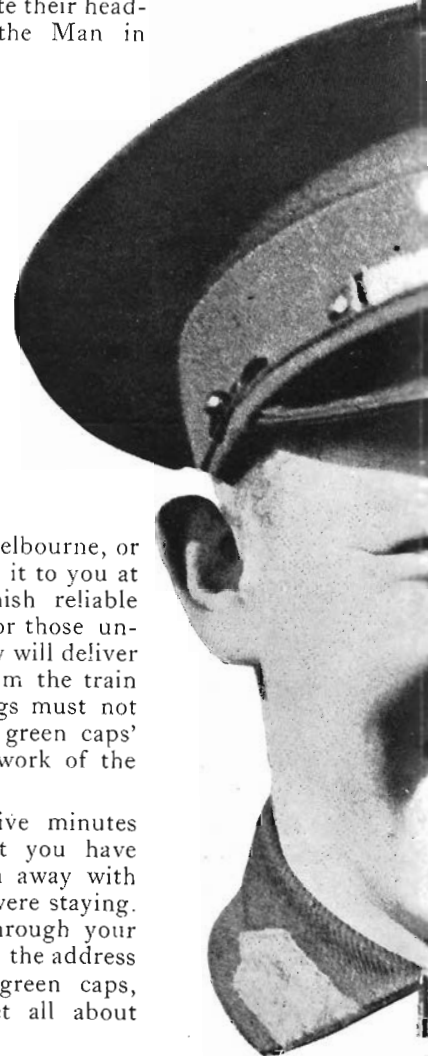
From early morn until eight o'clock in the evening on week days, and between 4 p.m. and 6 p.m. on Sundays, eight messengers patrol the station. Two small kiosks constitute their headquarters, one opposite the Man in Grey's dais, the other close to the Travellers' Aid Shelter on the North-Eastern concourse.

The innovation was in the nature of an experi-

ment. Its instantaneous success has surprised even the management of the Messenger Service, which was prepared for a three months' loss. They will purchase your railway ticket, hold it at the kiosk, deliver it to any address in Melbourne, or the suburbs, or wait and hand it to you at the barrier. They will furnish reliable and courteous escort service for those unfamiliar with Melbourne. They will deliver messages, bags and parcels from the train to any address. Parcels or bags must not weigh more than 14 lbs. The green caps' duties must not clash with the work of the luggage porters.

Suppose you find, within five minutes of your train's departure, that you have brought the key of your room away with you from the hotel where you were staying. You don't run frantic fingers through your hair. You just give the key and the address of your hotel to one of the green caps, disgorge ninepence and forget all about the matter.

Suppose you are a commercial traveller who lands in Melbourne after a long train journey. You want to go straight home; more likely, being a commercial, you want to go straight to the club. But you have a sample or two, some small grip or other which should be taken immediately to the firm. All you have to do now to remove the difficulty is to unload your annoying burden on a green-capped messenger. If you have a report to make to your sales-manager, you merely take a sheet of writing paper from the boy, scribble your report,





put it in an envelope obtained from the same source, and let the memo, accompany your sample or bag. Then you enthusiastically hit the trail for home or the club.

**A** STANDING scale-of-charges-for messages and small parcels' delivery has been drawn up. Every boy carries a rate card. Within the city radius (one mile from the G.P.O.), nine humble pennies open sesame for you. A charge of two shillings is considered—and is—a fair thing for the conveyance of an urgent message from the train, to say, Hawksburn or Middle Park or Nth. Fitzroy. This charge includes fares to the address.

Which is a reminder that the other day a boy did take a most important message from a traveller on the Sydney Limited to a Hawks-

burn home. "Go to Mrs. So-and-So," quavered a small male person, with an agitated glance over his shoulder towards a stern masculine woman farwelling a couple of friends, "and tell her that Mr. Potts has just remembered that he left the cat shut in the pantry. Ask her to get her husband to break the catch of the kitchen window and let the infernal animal out. And you might—ahem!—mention that there'll be no need to tell Mrs. Potts anything about the matter when we return."

Even filling a baby's bottle with warm, pasteurised milk obtained at the Refreshment Rooms is not outside his sphere of activities

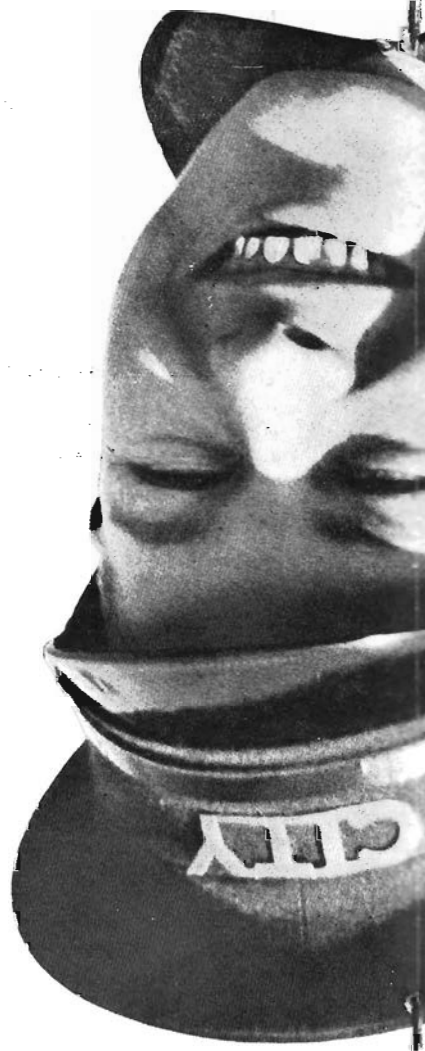
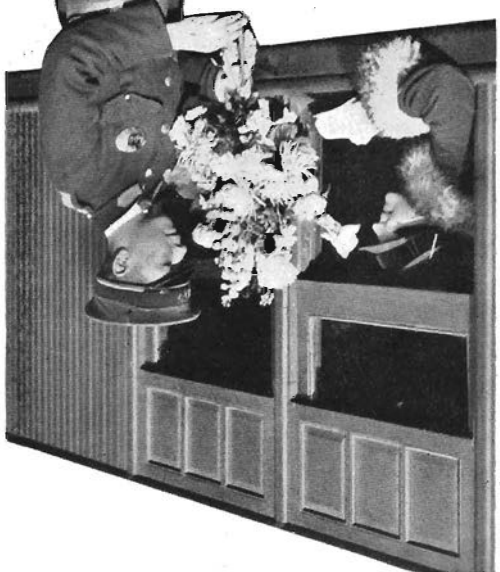


To fill a baby's milk

bottle was another remarkable commission for a messenger at the station. A loud-voiced matron at a crowded carriage window conveyed the fullest and most minute instructions to the embarrassed green cap as she handed over the feeding bottle. In ringing tones, she specified the exact quantity and quality of milk that was needed, and then shrieked kindly after the youth to be careful and not spill any milk on his trousers. Moments like these embitter a growing boy for life! Still he

survived it with true Australian doggedness. There is a green cap at Spencer Street, however, who contends that the minimum rate should have been at least doubled for one job which he performed. A milk bottle, he argues, you can conceal under your coat. But what can you do when a lady casually thrusts a baby into your arms and tells you to carry it out to a taxi for her? One of those playful babies, too—grabbing your nose one minute, indulging in strenuous

The Green Cap is often engaged to say it with flowers, at the last moment.



Swedish exercises the next. Fortunately the lady didn't take full advantage of the service. For the same money she could have had the boy carry her baby up the city as far as the G.P.O. And then where would death's sting have been?

**S**TILL those are the unusual jobs. The more common tasks are the delivery of small parcels, the identification of travellers to whom gifts, flowers and letters must be handed, the acceptance of last-minute telegrams from passengers. On a busy holiday, the green caps take as many as 40 telegrams in one hour from passengers to the Information Bureau. Their ordinary daily average is something like 60.

The messengers must take all responsibility, therefore, for inciting law-abiding citizens to yield to the telegram habit. And the telegram habit is as insidious in its lure and as ruthless in its ascendancy as opium, the Black Shuffle, or even golf. Travellers who would never think of sending a telegram see the boy go past the window, hear his persuasive "Tellygram!" and decide that it wouldn't be a bad idea after all. Why not reassure Aunt Maud? Or let dear father know for certain that we're coming by this train?

Passengers who can't write have started sending wires. They dictate them to the boys. Some of them are a trifle difficult to handle tactfully. One collarless man, who was well posted in telegraph rates but sadly deficient in geographical knowledge, protested vehemently against paying 1/4 for a wire to Kalgoorlie. Victorian rates were only a shilling. It was no good trying to impose on him. His four companions assured him that Kalgoorlie was in Western

Australia and not in Victoria. So far as they knew, it had always been in Western Australia. The irrefutable testimony of a map was necessary, however, before the cautious one was convinced.

**A**S the facility becomes more widely known, there should be rather a rush by country residents to take advantage of the green cap's theatre booking service. Here's a letter, sent from Echuca, which should be the forerunner of many similar ones:

"On the presumption that the booking of theatre seats is within your province, I enclose £1/5/- for you to secure two orchestral stalls (of course together) for Rose Marie at His Majesty's Theatre on Saturday week next. I would like them as near the front as possible and as near the middle of the row as possible, and and in no case in a wing. Should it happen that all the orchestral stalls back to say, Row 'L' are occupied; while good dress circle seats are available, you might purchase the latter instead. Please keep the tickets and change and I will call for them on arrival of the train due Spencer-st. at 12.5 p.m. on that day."

The Echucaite was charged 2/9 for that service. The job itself was a ninepenny one, but an additional charge of a shilling an hour was made for the time the green cap waited in the queue to secure the two best seats in the house.

Gradually the green caps have built up a reputation for reliability. They have proved that they can be trusted. They are specially selected and are of the highest character. They get free business or technical education. Their parents undertake to see that they are well-behaved. They are under a

### CO-OPERATION IN SERVICE

**A**S the Green Cap Messenger Service has now been established for two weeks at Spencer-street, we are in a position to state that we are quite satisfied with the results.



—Mr. J. C. Litchfield, Managing Director, City Special Messenger Service Pty. Ltd., writing, on April 2, to the Secretary for Railways.

On the first day of operations, 19 people availed themselves of the service, while on our best day to date, 107 people used the Green Caps.

Our directors have intimated that our sincerest appreciation be conveyed to all the officers of your Department with whom we have had the pleasure of dealing, for the consideration we have received on all occasions. Although we have received such kind treatment from all, the writer feels that special thanks are due to Mr. Holmes and his staff for their many suggestions and helpful advice, and to Mr. Minehan of the General Superintendent's Office for his unflinching courtesy and attention at all times.

We thank your Commissioners for the opportunity of demonstrating the usefulness of our service, and beg to assure you of our heartiest co-operation, at all times, to reach that common goal—service to the travelling public.

happily bonded. They are well treated and

The green cap standard is a high one. New boys are on probation for several months. If they don't suit they suddenly leave off being green caps. Fifty per cent. of selected boys in each batch are severely passed out into the cold world again. They just haven't suited.

One old lady, a stranger to Melbourne, actually wanted to adopt the green cap who looked after her during her two-days' stay in the Victorian capital. When Lady Stradbroke left Victoria, it was a green cap

thoughtful man may well ask. From booking seats, the natural corollary is occupying a theatre-goer's place in the queue. Can one visualise a 1907 theatre queue composed entirely of green caps, a huge assemblage of hired messengers waiting patiently before the theatre door for identification by their respective owners?

Will our children's children live in a world in which all things are done by proxy: the business man putting through some rush work on Saturday afternoon and sending a reliable boy (a very reliable boy) to pick the card for him at Flemington or Caulfield;



At first glance, the Green Cap on the right appears to have some portentous document of State for Lord Stonehaven or Mr. Bruce. The truth is, however, that our photographer, following the lad with his lens, just happened to snap him in distinguished company.

who carried £500-worth of her jewellery down to the ship. When a Ballarat father wanted escort for his little daughter by train to Melbourne, it was a green cap who travelled to the City of Statues and brought the child safely to her destination. Never yet has there been a failure to deliver a parcel, flowers or telegram. The first job has yet to be bungled.

Confidence and appreciation has been won at Spencer-street station. Now the cry has gone up that the green caps should be located at Flinders-street too. But where will the whole thing end, the

the managing director attending three or four board meetings at the same time by deputing juvenile representatives to put in an appearance with a typed statement of what prominent churchgoer mowing his lawn on Sunday morning and quietening his conscience by despatching a devout-looking green cap to fill his empty pew; the harassed politician eagerly paying out ninepence to a boy to receive a troublesome deputation while he pays his last respects to his deceased grandmother. But that is anticipating.

# Seeing Victoria for 6s. 6d.

By F. S. COLLIVER

**W**ITH the laudable idea of seeing Australia First and Starting with Victoria, Apprentice Fitter and Turner F. S. Colliver, a young Newport railwayman, decided recently to spend his first annual leave on a 'busman's holiday with the idea of broadening his outlook on this favored State. With his pass in his pocket and a hamper in his hand, he travelled 3,500 miles over the railway system at a cost for the entire holiday, of 6s. 6d. But let him tell his own story.

**I** HAD quite made up my mind what to do with my first annual leave, so that when my rail pass came along, I had it all mapped out to see as much of Victoria as possible at a minimum cost.

The idea was to make Melbourne my base, setting out each morning with a full hamper of edibles, and returning, except in the case of a long trip, each night with the hamper, as it turned out, empty.

Full of anticipation of an enjoyable, if a unique holiday, I set out on the first day to Stony Point. Duly arrived, and after watching practically the whole train embark for Cowes, I walked around the beach to Crib Point, and explored the township and the Naval Base until entraining time. One enjoyable day gone and 91 miles travelled!

Next day I caught the first train to Healesville, spent a few hours there, and left for Lilydale and Warburton. At each place, tourists seemed to be enjoying themselves as much as I was.

## Picturesque Route to Sale

Sale next claimed attention, and after passing through the miles of gentle undulating plains, followed by bush and picturesque fern gullies, I watched the boat leave for Lakes' Entrance, afterwards walking to the town. I made a point of sampling the artesian bore water which was tapped 30 odd years ago.

Here I saw numerous water fowl and birds on a small lagoon just outside the town.

The next trip on the list was Warrnambool, whose lovely beach is one of its main attractions. A few miles out in the bay on Julia Percy Island are countless seals, and,

on a small island hard-by, are thousands of mutton birds.

The breakwater seemed to be in need of repair, but like Johnny Walker, it's still going strong.

The return trip revealed much unexpected beauty, especially around Lake Colac at dusk.

Bright and early next day, I was headed for Echuca. At Rochester, after passing fields of wheat, tomatoes, cabbages and grapes all "a growin' and ablowin'" I learned that a record of 17½ bushels of wheat to the acre had been harvested there.

Arrived at Echuca, the first thing I saw was a home-made waggon, with sections of trees for wheels, and all other woodwork of saplings. I walked over the bridge and spent a couple of hours in N.S.W., passing at the river several optimists wooing a piscatorial fortune that seemed entirely to have deserted them. A glimpse at the township, and I caught the train for Melbourne, via Toolamba.

## The First Catch

A five days' trip to and about Mildura, where I stayed with friends, was my next venture. At Merbein, I climbed up a half finished house, from which in all directions I could see nothing but vistas of grape vines and citrus trees. At Merbein I caught my first cod—very small, it's true, but the first to be caught by a member of our family, and, therefore, something to boast about!

Oranges, peaches, apricots, grapes, plums, nectarines and almonds flourished profusely, and just imagine my joy, when I was told to help myself!

The following day I left for Mansfield. The track is for all the world like a gigantic big dipper. At dusk here, rabbits came out in their hundreds, especially black rabbits.

My next trip was around the plains, that is to say, to Geelong, Maroona, Ararat,

(Continued on page 79)



How I Get Business

# Combating Competition

By J. J. LYNCH, Clerk-in-Charge, Geelong

No provincial city in Victoria, in recent years, has made such rapid progress as Geelong. Old established businesses have flourished and new ventures have sprung up, and the demand for transportation service has grown with them. As everybody knows, the keenest competition now exists to supply that service, and the following article shows how the Railways Department is, at least, holding its own.

**G**EELONG'S rapid strides are attributable to: (a) its easy accessibility by rail, road and steamer. (b) its eminent suitability for manufacturing industries. (c) its close proximity to Melbourne. (d) its natural surroundings, and scenic beauty, and (e) its central position as a jumping off point for tourists to Torquay, Anglesea, Barwon Heads, Lorne, Portarlington, Clifton Springs, Drysdale, Queenscliff and other resorts.

In such a busy centre the Railways are, of course, a very important factor for development, and it is the keen desire of the Geelong railway staff to afford business people every facility for the efficient transport of their raw material and their finished products.

During the current season 1926-7, 142,314 bales of wool have been received, an increase of 11,696 bales on last season's receipts. The following table compares the goods freight for December and January with that of the previous corresponding months:—

Month	Tonnage	Goods Debit
December, 1925	53,389	£21,086
December, 1926	97,067	£55,594
Increase	43,678	£34,508
January, 1926	55,453	£37,372
January, 1927	114,351	£62,081
Increase	58,898	£24,709

These figures convey some idea of the work the railways are performing in this centre, and although the large number of industries in Geelong mean much to the Railways, the latter in their turn mean much to Geelong, as the amount of wages paid

**IS THIS A RECORD ?**

Crib Point, in last month's Magazine, claimed that its revenue for 12 months of £15,721, was possibly a record for a ninth-class station staffed by an S.M. and a lad porter.

Moulamein has taken up the challenge. The S.M. gives his total revenue for the 11 months of the station's existence as £21,405, of which goods traffic brought in £12,032, stock £6,069, passengers £1,542 and parcels £420.

"I now have an operating porter," says the S.M., "but during the first period I was assisted only by vanmen off goods trains."

Can any other similar station beat Moulamein?

each fortnight to the staff, represents considerable trade to the district business people. Despite the fact that road motor transport companies, Bay steamer companies, lighter proprietors, and private motor vans are keen competitors for goods traffic, the figures quoted compare more than favorably with those of any other provincial depot in the State. The great bulk of the Traders still regard the Railway as the Best Way.

As the distance from Melbourne is only 45 miles by a level, smooth running, tar paved road ideally constructed for motor traffic, the motor truck is regarded as our most serious competitor. The members of the Geelong staff are all out to secure business for the rail. Their business is transport; their motto is, "What we have, we hold; What we haven't got we are after" and in pursuance of this we have been successful in attracting traffic which was previously dealt with by road and steamer. In many instances, we have had to depart somewhat from the beaten path to suit individual cases, but the mutual arrangements made by us as a forwarding station with the various destination stations, have been productive of good results.

Considerable freight concessions are granted for the specific purpose of fostering local industries, and to enable the Geelong and district traders to compete on equitable terms with the metropolitan manufacturer. For the information of traders dealing with interstate firms we supply a list showing the

(Contd. on page 76)

Where to Spend a Holiday

# Cowes—Australia's Isle of Wight

By J. D. MICHIE



—Photo by W. Howieson

**V**ICTORIA calls with two voices to the tourist and holiday maker. One is of the mountains and speaks of lofty heights, beetling crags and magnificent panoramas; the other tells of golden beaches, quiet restful scenery, and warm sunshine.

Perhaps, to the jaded city man and woman, the persuasive voice of the sea is the stronger at autumn time. And in all of Victoria's 600 miles of glorious coastline there is no spot with greater appeal than Phillip Island, a red and gold tinted gem set in blue sparkling waters.

**T**O the holiday-maker whose ear is attuned to the call of the seaside, whether it be the turmoil of the surf as it breaks against the cliffs, or the hushing sounds of the tumbling, lapping wavelets, now approaching, now receding from the shoreline, Victoria possesses for his choice at any season of the year, an endless variety in more than six hundred miles of golden coastline.

Cowes—beautifully situated on the Northern shore of Phillip Island—the Australian Isle of Wight—insistently beckons to

the lover of the sea.

Nature has so fashioned this ideal spot that the charms of its beautiful setting must be seen to be appreciated. Its long, broad crescent-shaped, sandy beach slopes with a very gentle incline many yards into the water, which give unlimited facilities for safe bathing, suitable for old and young, swimmer and non-swimmer alike.

That never failing friend of the seaside, the beautiful, artistically-gnarled, and delightfully colored tea-tree is here seen in its

pristine glory, a shade from sun, and a shelter from windy gusts. It encircles the whole of the beach background.

At eventide, looking across the broad expanse of turquoise-colored seascape, the eye may scan the distant southern horizon, suffused in glistening opalescent colors reflected by the westering sun.

Especially in autumn and winter are the evenings brightened by beautiful sunsets. An exquisite after-glow sometimes seems as if it would never pass away; above, thin grey clouds stretching along the horizon, a purple flush melts imperceptibly into the dark blue of the zenith.

### Rambler's Paradise

Cowes is the chief settlement, and the most convenient centre from which to explore the island, which is a paradise for the Rambler. Excellent fishing grounds are within a few minutes' walk of the main pier. Whiting, pike, schnapper, flathead and crayfish are plentiful. Boats may be hired and the services of experienced boatmen secured.

A very pleasant trip may be made across the island to the Back Beach, and to the famed Pyramid Rock; here, the wildly grand beauty of the Australian coast is seen in its most rugged aspects.

From the Nobbies along the southern coast line to Cape Woolamai, ruddy cliffs composed of ironstone rise in curiously fan-

tastic shapes to dizzy heights, yet, withal, the view is one which creates an atmosphere of charming peacefulness.

The Seal Rocks, situated at the southwestern extremity of the island, are a source of never failing attraction, and a remarkable sight which well repay a visit. There one may often see an assemblage of thousands of brown seals at play, chasing one another in and out of the water, and otherwise so full of energy that one is almost driven to the conclusion that they are deliberately playing to an audience.

### Magnificent Panorama

Cape Woolamai itself should be visited. En route one gets fine views of Rhyll, Churchill Island, Newhaven, and, across the Channel, of San Remo, but the most glorious sight is undoubtedly the panorama from this southernmost point of the island.

Numerous tennis courts, as well as an attractive 9-hole golf course, provide visitors with every facility for enjoying these games.

Two excellent hotels, and a number of good guest houses, accommodate the throngs of people who gather at Cowes. They are always well patronised. People appreciate the social life and exhilarating beauty of the island, which is further blessed with a long springtime and a sheltered, warm winter.

The train journey from Flinders-street to Stony Point, thence by steamer (a short trip) occupies only a few hours.

## OBITUARY

### Mr. W. B. JOHNSON PASSES



IT was an unexpected and sudden shock to learn two weeks ago of the death of William Bennett Johnson, Telegraphist for 39 years in the telegraph office, Spencer-street. With Mrs. Johnson he was enjoying annual leave in Sydney, when, suddenly seized with illness, he hurried back to Melbourne, to undergo an operation from which he failed to rally.

A popular and lovable personality, many will remember him as a Councillor of the Railways Institute, where he was an active member of Social Committees.

Deep sympathy is extended to his widow and his three sons and daughter.

### PROMISING CAREER CUT SHORT

A PROMISING career has been cut tragically short by the sudden death of App. Electrical Fitter F. T. Napper, late of the Newport Technical College. Twenty years of age, he had registered brilliant examination results at the College. At the special scholarship exam. held at the end of last year, he secured the highest results, obtaining 79 per cent. of the possible marks. He was awarded a scholarship entitling him to three years' free tuition at the Workingmen's College for a Diploma in Electrical and Mechanical Engineering. He died, however, before he was able to commence his studies for this Diploma.



# How to Take a Photograph

By W. HOWIESON

**G**OOD photography is an art. Whether it be scenery or a group, several little points—apparently trivial, in reality of paramount importance—must be borne in mind if a really satisfactory picture is to be made of it.

Pictures taken by the Railways Department's Photographer are always worth looking at. We have persuaded him to give a few tips here for amateur photographers, and especially those who contribute photographs to Magazines and periodicals.

**J**UST a little extra care and thought make all the difference between success and failure when photographs are being taken.

Photographs for reproduction should be made on glossy paper, and printed in black and white rather than in sepia. They should be sharp and clear, and, in the case of portraits, not too small.

When setting out to take photos for a Magazine or periodical, first look to your camera. If a film camera is used, dust out the wells that hold the film spools. Particles of dust make scratches on the face of the film, or cause pin holes which will spatter your prints with small black spots.

If a plate camera is your choice, dust out the plate holders and the inside of the camera. See that the lens is clean, both back and front. An almost imperceptible film of dust on the lens will cause a blurred and fuzzy image.

Draw forward the lens slowly when you open a film camera. If this is done too quickly, the displacement of air causes the film to bulge and buckle forward—result, more fuzzy prints. Be sure you have your focussing scale set at the correct distance. Set the diaphragm at suitable aperture, have your shutter arranged for required exposure, and then—this is important—support the camera firmly against the body. Hold your

breath at the moment of exposure, and gently press the shutter release.

Portraits are best done in the shade. Try to have the light falling on your sitter at right angles to the line of vision, that is, get him in a side light. This, by the way, also applies if you are operating in full sunlight.

In taking portraits and groups, care must be exercised to set the focussing scale at the correct distance, which should be measured by tape or accurately paced.

For interiors of buildings, rooms and workshops, the camera should be placed on a tripod or some other firm support. Give a time exposure—never a snap.

In all architectural work, exterior or interior, the camera should be perfectly level. Otherwise vertical lines will be rendered as converging, and buildings will look as if falling down.

After you have developed your negatives treat them gently, and handle by their edges. Remember that every finger mark or scratch will show on the print. Care, in fact, is necessary from the moment you decide to take your photograph until you paste the print in your album or send it to an editor.

## IT HAPPENS OFTEN !

Millon—Did success turn his head ?

Dillon—Yes—away from his old friends



*Mr. Howieson on the Job*



# What the Institute Has Done For Me

**Q**UICK promotion, increased pay and brighter prospects await the railwayman who takes advantage of the opportunity for improvement offered by the Institute's educational classes. Qualified and efficient men are always needed. And efficiency and qualifications can come only from education and experience.

Here are the opinions of half-a-dozen well-known railwaymen who have sampled the benefits of the technical classes at the Institute.

## ONLY ONE REGRET



**R**ECEIVING my permanent appointment as repairer in 1920, I joined up with the Institute two years later. My only regret is that I didn't join up at first. Thanks to the educational classes, I have never looked back since I enrolled. I passed my examination and received my promotion to track ganger in June

1924. In 1925 the perseverance and assistance of my instructor helped me through my test for leading platelayer, and in December last I sat for the position of special ganger. Although I have not received my appointment to date, I have good reason to believe I was successful. Without the Institute's splendid facilities for improvement, however, I would still be hammering dogspikes, and drawing something like two-thirds my present wages. Railwaymen are indeed fortunate in the possession of these classes. My advice to every man is to join the Institute and take advantage of the classes. The country man has the correspondence courses; the city man the class itself. Both have the same opportunity.

—L. S. E. McPHERSON, Acting Special Ganger.

## "WHAT'S THE GOOD?"

**W**HEN I was wielding a shovel on the track a few years ago, three or four repairers, who were years senior to me, rather ridiculed the bulky envelopes of exam. papers and lessons which came regularly to me from the Institute. "What's the good of all this education and Institute stuff?" they wanted to know. I told them I was going to try it—I couldn't write decently and

boggled at doing a long division sum. I persevered with correspondence courses in permanent way construction, English, arithmetic and Safe Working. I qualified in Safe Working and cleared up 20 papers in English and arithmetic and 54 in permanent way. In the middle

of 1925, I passed the examination for leading platelayer and ganger, and at the end of last year emerged successfully from the sea of questions that bars the ganger's progress to special class. I fancy I am about the youngest special ganger in the service, and I can't give too much praise to the Institute for my success. I think I have demonstrated the value of "this Institute education stuff." My one-time critics, by the by, are still repairing.

—E. R. STOTT, Acting Special Ganger.

## "WOULD STILL BE REPAIRING"



**H**AD it not been for the Institute's class for permanent way men, I would still be repairing. Not only did I acquire the knowledge necessary to convince the examining officer that I was entitled to promotion, but the course, clearly and comprehensively drawn up gave me an

increased interest in my work. I was a supernumerary repairer in 1915 and attained permanent status in 1920. Then I decided to try the Institute's classes. I was a plate-



layer in 1923 and a leading platelayer two years later. I have been acting as special ganger since May, 1925, and was recently examined for the position. I understood from the examiner that I was successful, although as yet I have received no official notification to that effect. The Institute has shown me the way to promotion. It has done for me what I could not do for myself. And what it has done for me it can do for others.

—J. H. FAIRY, Acting Special Ganger.

#### PROMOTION IN A YEAR



I OWE the Institute a great deal. It gave me the chance to improve my position within a year of my joining the service. In January, 1924, I was a porter. I enrolled in the Institute Safe Working Class. In November I obtained three certificates, and was transferred almost

immediately to a Bendigo signal box. I had five months there, went to Castlemaine and am now a group signalman at Mentone. The Institute class got me my certificate much quicker than the rule book would have done. You get something from the class which the rule book could never give you. You get a sympathetic and practical instructor, one who has been through the mill himself and knows just what points are the most difficult for the learner to grasp. A personal interest is evinced in your welfare and progress. Your application brings its own reward. You have every confidence when you appear before the Departmental examining officer. And so your pay envelope gains a welcome increase in weight.

—E. JONES, Signalman.

#### BETTER PAY, BETTER PROSPECTS

I N 1919 I was firing on suburban passenger trains. To-day I am driving pilot and goods engines on all lines out of Melbourne, and I have still 25 years of my career unfinished. I have a better job, better pay and better prospects. That's what the Institute has done for me, what it can do for anybody who joins up and is prepared to study a little. I joined the Institute's Engine Working and Westinghouse Brake Class, under Mr. A. Jones, seven years ago. A year later I gained two preliminary certificates

and sat for Mr. Clapp's prize. I ran sixth. The following year I secured the senior certificates at examinations in both Engine Working and Westinghouse Brake. Then in 1925 I passed the departmental examination for locomotive driver and earned the right to take control of a railway engine. The examiner, Mr. Llewellyn, told me I had done excellently. My opinion is that the Institute had done excellently. It provided the opportunity I took it. It still provides the opportunity. Others can take it.

—H. EDRICH, Engine Driver.



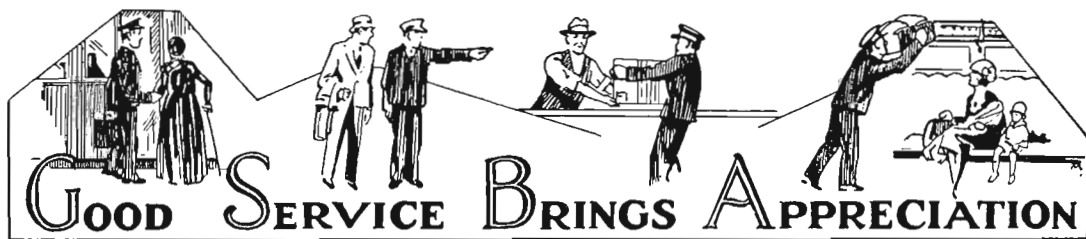
#### FROM PUPIL TO INSTRUCTOR



TEN years ago I was a pupil at the Institute. To-day I am an instructor. I paid my first subscription in 1917. Under the able tuition of Mr. R. Balmer, present Assistant Electrical Running Inspector, I commenced the course in Engine Working and Westinghouse Brake.

The good work which Mr. Balmer began was finished by his successor, Mr. A. Jones. The direct result of these two instructors' painstaking efforts was that I succeeded in passing for locomotive driver, besides gaining several certificates and many valuable prizes. And, finally, the efficient grounding which I received enabled me to qualify for the position of instructor. So I now stand at the blackboard in the same room which once saw me in a pupil's desk. Benefits which cannot be assessed too highly may be obtained at the classes by every railwayman who wants promotion. And what railwayman doesn't? My advice to my fellow railroaders is to grasp their opportunity for advancement, and do justice to themselves, the department and their Union.

—H. BAKER, Engine-Driver



### THE RAILWAY IS THE BEST WAY

**R**E excursion, Casterton to Portland on January 29, on behalf of the committee I desire to extend our thanks and appreciation of the arrangements made by your Department for our comfort and convenience on this excursion. The make-up of the train was excellent, the train crew and station staffs were most courteous and thoughtful, and we specially appreciate the help of our local S.M., Mr. Norwood, who is a member of the committee. As a result of the success of this, our first venture, we have decided to make it an annual affair. I might mention that we had considered a proposition to travel to Portland per motor, at a lesser cost, but we now feel that our decision to travel per rail was justified.

—C. Brown, Hon. Sec., Casterton Excursion Committee, writing to the Chief Time Tables Officer.

### FURNITURE SAFELY REMOVED

**I**N connection with the removal of my furniture by your branch from Winton to Neerim, I wish to express satisfaction as to the condition of articles on arrival here, and to express appreciation of the courtesy and attention of Mr. Baldock, Traffic Inspector, Mrs. Hardy, Caretaker (Winton), and Miss McKay, caretaker (Neerim).

I might add that a suite of furniture also, sent from Geelong, arrived here in the best condition. Mr. Baldock went out of his way to help me in packing in trucks, etc., and nothing seemed to be left undone to ensure the best attention to my property en route.

—R. Harrowfield, H. T. School 2666, Neerim, writing to the General Supt. of Transportation.

### DAY OF SIGNAL PLEASURE

**O**N behalf of the Executive Committee of the Euroa District Excursion to Brighton Beach, held yesterday, I wish to thank the various parts of your service who so well aided in making what to our excursionists was a day of signal pleasure. The Time Table Office made good arrangements, while the station staffs and train crews carried them out really well in every way. The venture was the first of its kind for many years from this district, certainly the biggest, and we hope, with the repeated aid and consideration of your service, to make more visits to places away, meaning much pleasure, especially to the children.

—H. C. Kent, Excursion Secretary, Methodist Parsonage, Euroa, writing to the Secretary for Railways.

### S.M.'s. GOOD WORK

**I**T is with great appreciation that I desire to draw under your notice the excellent work and consideration of your local Stationmaster, Mr. Gullick. We had an outstanding evidence of his conscientious work this morning at 2 a.m. when he

came forward by lantern light to assist in loading operations of 40 trucks of sheep. You have not got a more reliable, conscientious and upright servant in your Department, and I wish you to know his great efforts are appreciated by those who are doing business with him.

This man merits and has indeed earned any consideration and assistance your Department can give him. I only wish he were in my employ.

—G. B. Hoaston, Bon Stores, Tongala, writing to the Chairman of Commissioners.

### CO-OPERATION AND EFFICIENCY

**O**N Sunday last the Surrey Hills Parish Picnic was held at Bayswater, and it will be gratifying to you to learn that over 400 persons have since been enthusiastically sounding their praises of the excellent arrangements made, the attention and courtesy given by your Department for their comfort and convenience.

My Committee was held more or less responsible for the safe transportation of the picnickers and as a very large percentage of these were children, you will realise we had many anxious moments. The arrangements were, however, so complete and the duties of your staff at various points so tactfully and effectively performed that on arrival of the train at Surrey Hills and Box Hill our people were speedily and safely picked up in the accommodation specially provided.

The same eulogy applies to the homeward journey and the experience exemplifies how highly co-operation and efficiency are in operation in your Department. Our representative handling the railway part of the outing refers in terms of the highest appreciation to the attention, courtesy and great assistance given by your Officers in the Chief Time Tables Office.

—L. Stubbs, Hon. Secretary, Windsor Crescent, Surrey Hills, writing to the Chairman of Commissioners.

### DESIRE TO OBLIGE

**I** WOULD like to express publicly the satisfaction I feel with the treatment I received from the officials of the local railway station. I have sent hundreds of consignments, mostly perishables, from there this season, and without exception, the whole have been delivered to time at destinations without bungling and overcarrying. Many times, had regulations been regarded, consignments might have been rejected, as it often happens that customers bring their orders late, and without some leniency, a day's delay would have been caused. The same desire to oblige has been given from the stationmaster right through the service at this station, including the guards.

—W. G. Boyle, Echuca, writing to the Riverine Herald (Echuca)

### "OUR SINCERE THANKS"

IT is with pleasure that I convey to your Department our sincere thanks for the commodious and well appointed train which they supplied to convey our scholars and friends to Echuca in connection with our recent picnic held there, also for the courtesy and attention of the local officers.

—A. Southam, Elmore School Committee, writing to the Secretary for Railways.

### "EXCELLENT TRAIN"

I HAVE been requested by the Committee of the Nagambie State School to thank you for the excellent train which you provided on the occasion of our annual excursion to St. Kilda.

The journey to and fro was made so speedily and comfortably that both parents and scholars consider it was not the least of the pleasures which the day brought forth. It was also pleasing to note how willing all the railway officials were to help in whatever way they could.

—J. J. T. Park, Nagambie, writing to the Chairman of Commissioners.

### IRONWORKERS' THANKS

I AM directed by the Ballarat Ironworkers' Association to thank you for allowing a special train to Melbourne last month, also to appreciate the kindness shown by the officials and others connected with the arrangements for the comfort of passengers, which was most satisfactory.

—Frederick Gray, secretary, 47 Lydiard-st. South, Ballarat.

### OUR TRAINS ARE BEST

I HAVE no hesitation in saying that for services rendered to the public, the Victorian State Railways are the best in Australia. The accommodation provided in the second class suburban cars is superior to that of many first class elsewhere, the attention given by the employes surprises most Interstate travellers, while the facilities for fast, clean, and comfortable travelling, are unexcelled anywhere else in the Commonwealth.

Nowhere else in Australia is there that intimate association between the public and the service as one sees in Victoria, where the people are taught by deed as well as by precept, to help the railways to help them. Last year, when I was travelling through the State, there was a glut of fruit; by selling thousands of cases of fruit retail to its customers the Railway Department saved the situation; besides advertising a primary product, and giving pleasure to thousands.

The work of the Publicity department of the Victorian Railways provides an object lesson to the rest of Australia. In addition to keeping the scenic advantages before the public eye the Department goes after the business, and gets it.

Regarding the train v. bus controversy, it should not be forgotten that the trains belong to the people, and unfair competition results in losses that must be borne by the people. Many railway lines are purely developmental, and are laid down in reply to public demands. For years they may be run at a loss, but they induce closer settlement; and when, as a result of increased population, the lines commence to pay, it is unreasonable to subject them to the competition of services which seek to benefit by the business the railways have created.

The Great Western Road, N.S.W., has been reconstructed for many miles, more or less parallel with the railways, at an average cost of £6,000 per mile. Four miles in the district in which I am an alderman cost £26,000. To-day the local council is contributing £2,000 per annum to the Main Roads Board. No sooner did the Government complete the reconstruction of the road at the public expense, than a fleet of motor lorries was put on the road carrying goods to Orange and Bathurst in opposition to the railways, but although that particular competition was not very successful, the motor buses to-day are providing a problem which affects, not only the railways, but the municipal authorities.

—Alderman Wm. Freame, St. Helena, Westmead, N.S.W., a journalist and historical writer, who has travelled thousands of miles over Australia, writing to the Editor.

### FIRE BRIGADES BOARD'S THANKS

I HAVE been directed to convey to you the appreciation and thanks of the Board for the excellent arrangements made for facilitating the return of firemen to their homes after the Annual Demonstration at Ballarat, and for the courtesy and attention exhibited towards the members of the Board and its officers during the period of the demonstration.

—G. Sinclair, Secretary, Country Fire Brigades Board, writing to the Secretary for Railways.

### A TRIBUTE TO MT. BUFFALO

THIS is just a short note to inform you that we have all arrived back in Sydney O.K., and also to thank you for your assistance and kindness in making our short stay at your magnificent resort so enjoyable. I can assure you that every member of the party thoroughly enjoyed themselves, and are anxiously looking forward to the time when we can revisit Buffalo. From my own personal point of view I shall make every endeavor to revisit there in our next big contest. Your house is a credit to you and is most comfortable and well conducted.

The remainder of the tour passed off without anything of event beyond the fact of the regrets of having to leave Buffalo. You might also convey to Miss Creerer my thanks for the assistance in regard to telephone and postal matters.

—C. Hodgins, Royal Automobile Club of Australia, 132 Phillip-street, Sydney, writing to the Manager, The Chalet, Mt. Buffalo National Park.

(Contd. on page 73)

# Autumn Picnics

MAKING the most of one of last month's bright autumn days, Bendigo guards and shunters, their wives, their kiddies, and their sweethearts, hied them to Lockwood for what turned out to be a most successful



picnic and what an energetic committee is determined shall develop into an annual affair. The goodly muster is here pictured. Inset at the top is the largest family on the ground, that of Mr. J. McMahon.

Below, men of the Ballarat North Workshops, are shown cutting capers at Learmonth, where they picnicked, also in the autumn sunshine, a week or two back.

In their case, the usual sports, ice-cream, lollies and fruit were reinforced by a five-valve wireless set which was erected on the grounds by George Hulse.





# Railwaymen

## Has Always Been First



FOR years Charley Abberton, Bendigo's genial Train Running Officer, has had the distinction of occupying the very first place on the Victorian Railways nominal roll. And unless somebody called Aarons comes along, he ought to continue to lead the field until he retires. Incidentally he can write his departmental number with greater ease than anyone else in the service. His numerical label is 1; while most present-day railwaymen are encumbered with five figure tags, some running well over the 30,000 mark. Charley started as a porter at Princes Bridge, with S.M.'s. Wotherspoon and Privett his initial bosses. Besides being first on the roll, he has had first say in a couple of big railway jobs as well. He opened the Eltham line 15 or 16 years ago, and was on duty as R.S.M. when the Colbinabbin track welcomed the first pair of railway wheels that ever rolled along it. Altogether, he relieved as S.M. for 20 years, then landed a Traffic Inspector's job and subsequently strode into the select ranks of the Train Running Officers.

## Au Revoir

UPPER Ferntree Gully is poorer by the loss of a good railway ganger. Jack Hayes, railwayman for 39 years, ganger at the Gully for 16 years, and good fellow all his life, has called it a fair thing, and has dropped into the ranks of the retired railroaders. Railwaymen and townspeople said "au revoir but not goodbye" to him at the Upper Ferntree Gully Progress Hall, before he left, and Station-master Miles gave him a silver mounted pipe and tobacco pouch and his wife a handsome silver tea service.



## To Practise What He Preached

FOR four years Assistant Instructor A. R. Lukeis, here pictured, has expounded the principles of Archimedes, Euclid, Newton, Stephenson and Clapp to budding Commissioners and C.M.E.'s. at the V.R. Technical College at Newport. Now he resigns to do a job of work for the Metropolitan Board of Works, as engineering draftsman. Students foregathered the other day to congratulate him —with suitable tokens —on his new appointment, and to tell him how much they'd miss his cheery interest in their work both at the College and at the Institute where he instructed the engineering drawing classes. Like many another engineer Mr. Lukeis got his baptism of bolts and nuts and pistons and boilers at Thompson's, Castlemaine. Later, he was with the Electricity Commission.



## Thirteen Can Be Lucky

MR. W. H. Hulse, of the Government Tourist Bureau, is not superstitious. He has chosen his 13th year at the Bureau as the year in which he will make a long-promised trip to London with Mrs. Hulse. He has obtained six months' leave of absence from the department and is prepared to bet that 13 is going to be a lucky number for him. If good wishes count for anything, the Tourist Bureau staff have already assured a good time abroad for their old friend and his wife. The Manager (Mr. Boyce) presented him with an all-Australian travelling rug, told him what a good fellow he was, and hoped that he would return with renewed energy for the remaining period of his railway service. Verbal support along the same lines came from the Assistant Manager (Mr. Gollan) and Messrs. C. Diamond (acting C.B.C.), J. C. Dickson (in charge of inquiry counter), H. Odgers and E. J. Jones. Apparently fearing an extraordinarily cold sea voyage for Mr. and Mrs. Hulse, several members of the Old Echucaites' Association, with which Mr. Hulse has been connected for a number of years, presented him with a second travelling rug.



Good Foot and Head Work



ASSISTANT Station-master Pat Taffe of Windermere made a very handsome addition to his departmental salary a few weeks back. Voters at the Ballarat £100 waltz and fox trot dancing competition decided that he and his fair partner, Miss Lena Naas, swung livelier and more graceful shoes than the rest of the competitors. So they awarded the couple first place in both dances. Apparently the A.S.M.'s footwork is on a par with his headwork, as he has just passed his S.M.'s examination too. Gallantly he gives

all the credit for the terpsichorean victory to his partner; describing her as a wonderful dancer. He must take the credit himself for his success at the exam., though. His father, Head Porter M. J. Taffe at Ballarat, now has three sons in good positions in the service—P.W., A.S.M., and potential S.M. at Windermere; J. F., S.M. at Marnoo, and M. J., junior, A.S.M., at Parwan.

Good Wishes Crystallised

ERNIE Pope, of the Spencer-st. Inwards Parcels Office, having decided to get married, the station staff decided to get together and present him with a little gift which would crystallise their good wishes to him and his wife. Appropriately they chose a set of Stuart cut glassware. Glad hands punctuated the remarks of Messrs. H. V. Cox and Stan. Jones, Ernie blushing as rosilily as though he were the bride.



Went With a Swing

IT'S rather appropriate that this picture of Yard Foreman Jim Darcy at the Bendigo Guards' and shunters' picnic should depict the popular president of the committee armed with a bell. For the bell very effectively symbolises the success of the picnic. The outing went with a swing from start to finish, all the arrangements were sound, and the whole show was carried through with that exuberance of merriment which some big-brained individual has happily likened to a marriage bell. Jim has been a leading shunter, a goods guard and a yard foreman for nearly 20 years, so no doubt his experience in running trucks smoothly had something to do with the very smooth progress of the picnic. Only Jim gives all the credit to the secretary, Jack Dooley. And Mr. Dooley passes it on to his assistant, Jim Emmerson. And James thrusts it on to the committee. And the committee dumps it back on Jim Darcy. So it's obviously a case of team work.



Points of Similarity

ALTHOUGH one of them seems more at home when clutching a paint brush while the other prefers the grip of the hammer, there are several points of similarity in the careers of Newport's two new foremen—Foreman Painter H. Johnston and Foreman Wagon Builder C. E. Scott. They both started on the job in the year of grace 1897. They both commenced as apprentices. Mr. Johnston led Mr. Scott by four years in securing appointment as Leading Hand, but the latter caught up two years when sub-foremanships were handed out, and the two subsequently breasted the tape together in the foreman event. Foreman Johnston had five years' experience at Jolimont, and successfully organised the paintshops at that depot, while



Foreman Johnston



Foreman Scott

Foreman Scott also left Newport for a period to try his hand at the Metropolitan Car and Wagon Shops. Both of them are well known Friendly Society workers. Mr. Scott is the assistant secretary of the Williamstown A.O.F. Friendly Society, and represents his branch on the management committee of the Williamstown Medical Institute and Dispensary. Mr. Johnston is actively associated with the executive of the Footscray and Yarraville Medical Institute and Dispensary and is an ex President of the 6,000-strong body. As a member of the Yarraville branch of the A.N.A., he frequently swings an able tongue in debate tournaments.

#### Lake Boga's Regret

A PIPE and gold mounted tobacco pouch changed hands at Lake Boga on a recent evening. Assistant Stationmaster E. A. Hains had them first, but Ganger Jack O'Halloran held them at the end. The A.S.M. handed them over to the ganger, while Stationmaster Parker and a host of other friends smiled benignly on the scene. Jack O'Halloran has just retired after 33 years' service, and the speakers at this little send-off indicated pretty clearly that they were sorry he hadn't still that long to go at Lake Boga.

#### Railway Bowling Champion

Those people who imagine that the ancient game of bowls is lacking in excitement should have been down at St. Kilda the other day, when the bowling championship of the metropolitan area was decided. They would have seen a stirring contest between Bert Ninnis, Victorian Bowling Club, a well-known clerk in the Auditor of Receipts Branch, and E. Collings of the Brunswick Club; a contest that took 33 ends to complete before the railway bowler triumphed. Ninnis opened well and secured a lead of eight to one, but Collings scored the next seven and drew ahead. At the 25th end, Collings, by a series of magnificently drawn strokes, made his total 26-17, and victory appeared a certainty for him. A railwayman never knows when he is beaten, however, and Bert Ninnis in five ends scored a break of 11 and won by 31 to 29. Carried away by the thrills of the game, the crowd actually rushed on to the sacred greens without removing their boots at the termination of play. The green director and green keeper stood and watched the outrage in helpless fury.



## THE SILENT GREETING

(By Garrett A. Osborn).

**B**Y my little shack by the railroad track  
I sit as the trains go by,  
Puffing light on an old corn pipe,  
Watching the moments fly.  
I lift my hand in a silent salute  
And it's answered, quick as can,  
For no word of cheer can thrill me here  
Like the wave of a railroad man.

It's not a gesture of idle thought,  
But a hand clasp thrown through the air.  
A goodwill wish from the engine's cab  
And it carries its meaning fair.  
Its message is silent but straight from the heart,  
And alike from the coal black and tan;  
So I look each day for the engine's way  
And the wave of a railroad man.

When the winter winds blow hard and loud  
And the rails all creak and groan,  
Before my fire so warm and bright  
I list' for the engine's moan.  
The whistles toot as they pass my shack  
And the windows rock in their jam;  
They're sending my welcome in short, sharp notes  
With the wave of a railroad man.

On some other day after earth's demise  
And I sit by another track,  
Where the trail is rough and the grade quite steep  
And friends of need are slack;  
All the help I ask and encouragement need  
To assist to that other land,  
Is the grimy face from the engine's case  
And the wave of a railroad man.



# What The Districts Are Doing

## CHARLTON'S WHEAT TRAFFIC

Charlton railwaymen have had a busy time this wheat season. Eighty-five thousand bags of golden grain have been dealt with at the station. Indications point, also, to a welcome traffic in flour in the near future. Messrs. Noske Bros. are erecting a new flour mill in the neighborhood, with a capacity of one million bushels yearly. Machinery which is being installed is said to be the most up-to-date in Australia.

## PROGRESS IN THE NORTH

Swan Hill's platform was afflicted with "growing pains" last month when some of the Bendigo District Engineer's men tacked on an extra few feet to its length. Between the station and Kerang new sleepers were laid and the line generally bears a much healthier appearance. Echuca also reflects progress in a new 70 ft. turntable, coal stage, ashpit and 10,000 gallon storage tank. The turntable, by the by, was just completed when the Commissioners arrived on their tour of inspection, and the inspection train engine was the first to go over the table. Bridges have been renewed at Castlemaine, Inglewood and Axedale, and bridge gangs are still engaged on maintenance renewals at other locations throughout the district. Tracks in the Korong Vale yard have been lifted and reconditioned, and the station now boasts an emergency pumping plant to ensure locomotive water supplies in the event of the local reservoir failing.

## BUSY BALLARAT

Brand new departmental residences have assumed recognisable shape at Buangor, Watchem, Horsham, Massey and Ouyen during the last few weeks. Rockbank's S.M. has been given more elbow room in his domestic quarters. At Ballarat, a new works depot has been completed, and with the provision of several additional windows in the south wall of the Ballarat North Workshops, better lighting is available for the work benches. Mildura has been presented with a 70 ft. turntable, and re-laying of the track between Woomelang and Ouyen permits A2 engines to run now as far as the latter station.

## A RECORD LOAD

Jock Heath, a bullock driver at Deniliquin, claims to have landed at the local station a record load of



*Appearances are sometimes deceptive. Not the fruit of the vine, but the fruit of the hen is contained in these casks, which are being landed at the Charlton railway station for despatch. Each cask contains 260 dozen eggs. Consignors say that eggs loaded in this fashion are never broken.*

wheat drawn by bullocks. The consignment consisted of 247 bags, the net weight of which was 20 tons 4 cwt. 2 qrs. For the season Jock has carted 17 loads of wheat to Deniliquin with his team, the average load being 193 bags.

The photograph at the bottom of this page, which was taken after crossing the Edwards River, and which has been kindly supplied by the Victorian Wheat Growers Co-operative Company, shows the record load.

## GEELONG'S NEW SIGNAL SYSTEM

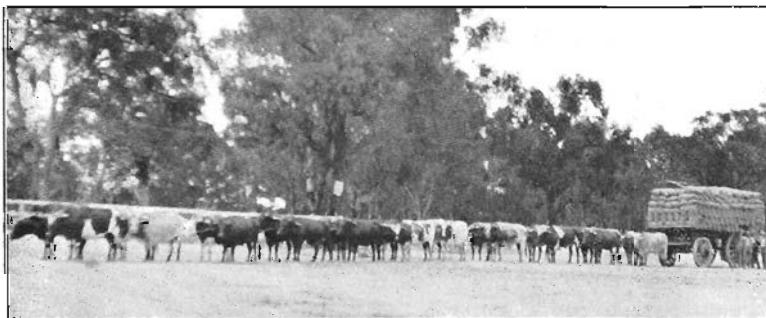
Geelong district is pushing ahead with its automatic signalling installation. Poles have now been erected as far as Manor and the new system is expected to be in operation this year.

Geelong, too, was busy on other work last month. The main line to Melbourne was strengthened and improved, the new station buildings at Lara were completed, and a garage for Departmental 'buses' was finished at Queenscliff.

## BIG WHEAT TRAFFIC

Brisk continuance of the wheat traffic is reported from Geelong. Arrivals to the end of March aggregated 2,757,665 bags for the season, of which 2,031,373 bags have been shipped overseas.

Portland has just completed a satisfactory season. The Norwegian-owned steamer "Yarra" was the last of five to lift cargoes from the port. The season's shipments, there, totalled 436,000 bags.



*Jock Heath's record load of wheat, on the way to Deniliquin.*



Conducted by EILEEN to whom all communications for this feature should be sent

## THE ART OF EMBROIDERY

**I**N the hurry and bustle of to-day, we haven't time for the elaborate embroidery of bygone days. But in our spare moments we still can do work that is lovely and creditable to our taste in color and design.

**E**MBROIDERY means, technically speaking, applying a thread over a surface in a decorative way, but in reality it is the art of reproducing beauty with your needle for a brush and your various color threads for your paints. Just as the artist carefully plans the picture he intends to reproduce on canvas, so you must carefully choose your design.



Fig. 1

In choosing always give first consideration to the use for which you intend it. As you know, it makes a difference whether you are using embroidery to give a touch of color, or to give weight or emphasis to an edge, or as a finish for an edge. Choose your design, then your thread.

In making your selection, keep in mind that transfers are usually made in yellow or in blue, and that the yellow stamps satisfactorily on dark colors, the blue on light.

Minute stitches work up best if you use a small hoop. Outline, lazy-daisy, and other stitches that work up quickly are very satisfactorily done in the large hoops. These hoops cost so little that one can easily afford to own several sizes. Evenness more than rapidity should be your goal. Draw the stitches in evenly so that your work may do you credit.

When stamping your material, place it on the ironing board, straighten and pin with

the weave, so that it is sure to be straight under the design. Place the transfer on as shown in Figure 1, using an iron hot enough to iron but be careful not to scorch. Place the heavy side of the transfer next to the material, making sure that it is true as to position and just the desired distance from the edge. Pin the pattern in precise position, using pins plentifully so that it cannot slip. Then press with the hot iron and an excellent transfer will be made. Before removing the transfer lift one corner, as shown, to make sure that your iron was hot enough to carry the transfer through accurately.

Embroidery for dress decoration should be dignified but not necessarily sombre. A child's frock of white crepe or similar material may be smocked or embroidered artistically in bright blue and bridge red, which will give the garment additional beauty. If the material of the dress is red or deep pink, it is best to use only one color for the embroidery; either black or white will give an effect that is altogether satisfactory.

Stitches should be as even on the wrong side as on the right. As no knots should show, a back stitch should be taken to secure the thread.

Figure 2 gives an example of a simple design done in outline stitch. Such a design as this may be used for many purposes.

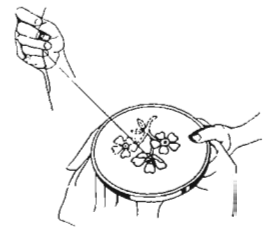


Fig. 2

## Be Well-informed and Gain Prestige !

*The well informed woman is always good company. She does not experience the feeling that she is out of it when others are conversing, for she always knows what to say and when to say it.*

**W**HEN a woman is married, she usually feels that she has no time for reading or studying, because of her household duties, but if she will check her day's work she will find that much time is spent in doing things that are not as essential as they might seem. Most of us if we tried could spare at least ten minutes a day for reading and becoming acquainted with the topics of the hour, and we would soon find our fund of information growing rapidly.

Some women spend all their spare time doing elaborate fancy work for the home, and completely neglect their minds. Perhaps they will discover one day that they are no longer included in conversations of any interest. They cannot hold their own in such conversations.

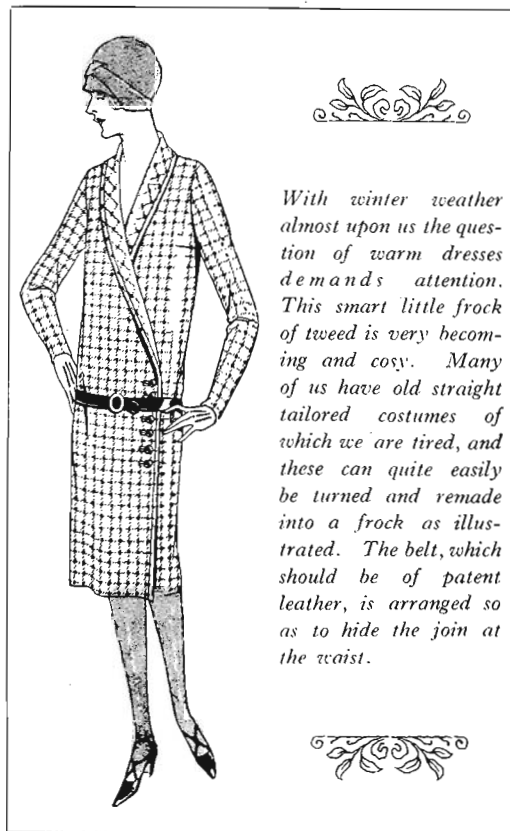
If we simplify our housekeeping so as to leave a little leisure for keeping up with the times, we will be able to vote intelligently, and become really valuable members of society.



*Mrs. Gilliland, wife of Glenrowan's S.M., who won first prize at a recent poster ball in aid of the Glenrowan Memorial Hall. Her costume was made entirely from Departmental "Eat More Fruit" posters.*



If you add a handful of salt to the dye water when dyeing garments at home it will set the color. Should you wish to dye something black, you will find that you will get a very much better result if you use half a packet of navy dye to each packet of black.



*With winter weather almost upon us the question of warm dresses demands attention. This smart little frock of tweed is very becoming and cosy. Many of us have old straight tailored costumes of which we are tired, and these can quite easily be turned and remade into a frock as illustrated. The belt, which should be of patent leather, is arranged so as to hide the joint at the waist.*



### RAILWAY GIRLS AT "RENOWN" BALL

**O**N April 21, a ball was given at Wattle Path Palais by the Government of Victoria for the Officers and men of H.M.S. Renown. Girls from Government Departments were invited and twenty hostesses chaperoned them. Miss Stanley, of the Printing Branch, and Miss Kirkby of the Accountancy Branch, were chosen to represent the Railway Department. Miss Stanley looked charming in a frock of blue georgette, trimmed in silver, while Miss Kirkby favored black taffeta, made with tight bodice and full skirt, and wore a red flower on her shoulder. Both had a very enjoyable time.

### HOME HINTS

Beat cakes as little as possible after adding the flour. Beating flattens them.

Blending flour and water to make sauce or thickening can be done much more quickly if a little sugar is added to the mixture. The sugar breaks up the flour lumps.

To clean stained flower-vases, put in them a teaspoon of salt and a little vinegar mixed with half a cup of water, allow to stand for two hours, then shake vigorously. Rinse them out with clean water and wipe thoroughly.

If your sink becomes clogged with grease and the water will not run away, put some washing soda and warm water in and poke down the wastepipe with a stick. After a few minutes, whatever is blocking it will dissolve, and the pipe will be cleansed.

# 55 Stations Win Beauty Prizes

My Garden is a lovesome thing, God wot!

Rose plot  
Fringed pool  
Fern grot  
The veriest school  
Of peace.

T. E. BROWN.—*My Garden.*

NOTHING enhances the bareness of railway station buildings and platforms as do trees and flowers, and nothing contributes more to the satisfaction of a man as his own well kept garden. In Victoria, we take more than an ordinary pride in both, and the prizes which the Railways Department awards, year by year, are closely contested. The prize-list for 1926, which includes 55 stations, has just been completed. Here it is:

## BENDIGO DISTRICT

**Tree Planting and Station Decoration.**—1st: Leitchville (S.M. McK. Harvey), 100 points.

2nd and 3rd (equally divided): Bunnaloo (S.M. B. Harvey), Warragamba (Caretaker Mrs. O. Hunt), Waitchie (S.M. H. Gough), Charlton (Repairer H. Shaw), 70 points each.

Commended: Teddywaddy (Caretaker Mrs. F. S. Young), Chinkapook (S.M. M. P. O'Meara).

**Maintenance.**—1st, 2nd and 3rd (equally divided): Gunbower (S.M. R. E. Bourke and Operating Porter N. L. Woods), Kotta (Caretaker Mrs. K. Keating), Boort (S.M. R. S. Phillips and Operating Porter A. J. Capper and Operating Porter T. A. Perkins), Wycheproof (Miss Powell, Lessee of Refreshment Rooms), Derby (Caretaker Mrs. D. Willis), 70 points each.

Commended: Eaglehawk (Lad Porter F. D. Meagher), Barrakee (Caretaker Mrs. I. U. Hughes), Wedderburn Junction (S.M. A. H. Campbell).

## BALLARAT DISTRICT

**Tree Planting and Station Decoration.**—In this section, none of the stations entered was considered worthy of a first prize.

2nd and 3rd prizes (equally divided): Trawalla (S.M. C. P. Markham), Armstrong (S.M. E. J. McMartin and A.S.M. A. F. Laird), Crowlands (Caretaker Mrs. D. R. Stone), 80 points each.

**Maintenance of Existing Gardens.**—1st: Wallace (S.M. L. B. McKeown), 100 points.

2nd and 3rd (equally divided): Middle Creek (S.M. E. Ryan), Lethbridge (S.M. W. Hayward), Windermere (S.M. S. Beer and A.S.M. P. Taffe), Sheep Hills (S.M. J. McCarthy), 55 points each.

## DANDENONG DISTRICT

**Tree Planting and Station Decoration.**—1st: Yannathan (Gangei G. McAleese and Caretaker Mrs. M. McAleese), 90 points.

2nd: Yallourn (S.M. C. Nye and Yard Porter L. Phillips), 60 points.

**Maintenance.**—1st and 2nd (equally divided): Lang Lang (S.M. C. J. Pegler and Lad Porter F. H. Le Serve), Jeetho (Caretaker Mrs. E. M. Williams), Welshpool (S.M. J. A. Kirk and Lad Porter A. S. Lee), 70 points each.

3rd (equally divided): Darnum (S.M. M. S. Frawley and A.S.M. H. L. Marshall), Lyndhurst (A.S.M. R. Ranson), 55 points each.

Commended: North Mirboo (S.M. J. Downie and Lad Porter A. J. F. Gibblett), Nar-Nar-Goon (S.M.

J. H. Manson, R.S.M. H. G. Sefton, A.S.M. C. W. Cole and A.S.M. G. E. Scammell), Bena (S.M. J. L. R. Butler and Operating Porter E. T. Knight), Toora (S.M. T. G. Nicholls and Lad Porter T. A. Nicholls).

## GEELONG DISTRICT

**Tree Planting and Station Decoration.**—1st and 2nd (equally divided): Winchelsea (S.M. V. F. E. Asmas), Panmure (S.M. F. A. Dorey), 85 points each.

**Maintenance.**—1st: Berringa (Caretaker Mrs. E. L. Brown) 90 points.

## MARYBOROUGH DISTRICT

**Tree Planting and Station Decoration.**—1st: Taradale (S.M. J. Donaldson), 90 points.

Commended: Emu (S.M. A. E. Brown and A.S.M. R. W. Berry).

**Maintenance.**—1st: Trentham (S.M. W. J. Russell and Operating Porter H. C. A. Waterman), 90 points.

2nd: Dunolly (Operating Porters D. W. Robertson and H. Jones), 70 points.

3rd: Campbell (Caretakers Mrs. C. O'Keefe and Mrs. G. A. Duxburn), 60 points.

Highly commended: Tourello (Caretaker Mrs. E. M. Neate), Cope Cope (S.M. J. Nicholas and A.S.M. J. B. Nicholson), Bullarto (S.M. P. Vorbach).

## SEYMOUR DISTRICT

**Tree Planting and Station Decoration.**—None considered worthy of a first prize.

2nd and 3rd (equally divided): Broadford (S.M. J. H. Koster), Wahgunyah (S.M. E. Hargreaves), Cudgewa (S.M. H. O'Hagan and Operating Porter A. S. Uien), 50 points each.

Commended: Tatong (Caretaker Mrs. C. Spencer).

**Maintenance.**—1st, 2nd and 3rd (equally divided): Heathcote Junction (S.M. W. P. Maloney), Longwood (S.M. W. J. Boyd), Lima (Gangei D. Nolan and Caretaker Mrs. A. A. Nolan), 80 points each.

## METROPOLITAN DISTRICT

**Tree Planting and Station Decoration.**—No entries received.

**Maintenance.**—1st, 2nd and 3rd (equally divided): Mt. Evelyn (S.M. J. Bain), Wandin (S.M. J. Foley, S.M. B. A. Cleary and A.S.M. F. R. Coleman), Yarra Junction (Operating Porter C. H. Stone and Lad Porter M. E. Laukins), 70 points each.



Reviewed by J. D. MICHIE

- "Everybody's Pepys."—A fascinating book, crammed with scintillating facts of history.  
"The Red Ledger."—Keeps the reader in a simmer of expectancy.  
"The Man They Hanged."—By R. W. Chambers. An historical romance, which probably equals the very best of this author's former books.  
"The Nine Pointed Star."—A mystery novel by a comparatively new author. It will repay a careful reading.

"EVERYBODY'S Pepys," by Morshead, published by George Bell at 10s. 6d., is a wonderful volume: written, as everybody knows, as a private diary in secret shorthand.

Wherever the English language is spoken, there one will find a copy of this immortal diary, for there never has been a history of so close, so intimate, and so personal a nature, so authentic or so well written. This edition is a special one, not only on account of the pains Mr. Morshead has taken in preparing it, but by reason of the illustrations by that well-known artist, Ernest Shepard, who has faithfully caught the spirit of the times.

Those who are inclined to think of the dearness of books have only to handle this volume in their own homes night after night to realise they have an amazing history of the English navy, a familiar knowledge of some of the most interesting, intriguing, and alluring people who ever lived, and, in some passages, the most beautiful English literature that has ever been penned.

\* \* \*

"THE Red Ledger," by Frank Packard, is one of his most thrilling books. It tells of a young man who, down in his luck, sets out to tramp the country looking for work. He experiences considerable buffetings in his wanderings. Overtaken in a storm one night, he comes to a cottage, knocks at the door, and begs to be given shelter, and at the same moment falls down exhausted.

A man steps from the house, carries him in and feeds him, but says he cannot stay there the night, as the inmates are in great danger from an enemy.

The good wife and her little daughter beg that he should be permitted to stay. Shortly afterwards the enemy comes and kills the mother. The tramp seizes the child, grabs a tin box and escapes. Reaching a river, he manages to get safely away in a boat with his treasures before the enemy catches up.

After landing, he opens the box, finds it full of money and valuable documents. He becomes the guardian of the child. She, it turns out, is a princess. The story unfolds in gripping sequence.

"THE Man They Hanged," by Robert W. Chambers (D. Appleton and Company).

This fine historical romance forms a refutation of a slander widely circulated, almost universally believed, but, as it proves, not sustained by historical fact. "The Man They Hanged" shows conclusively that Captain Kidd, famed as a pirate, was never a pirate at all. Mr. Chambers has gone back to the documents of the day, and shows how Kidd was in fact an honest and honorable citizen.

The scene of the story is for the most part laid in old New York, when the city was still a walled town and made up of a small cluster of buildings about the tip of the island around the Battery. Here one sees Kidd, and his wife, Sarah Oort, and the two young people, charming Sancia and gallant Dirck, who afford a note of love romance. As the story unfolds one follows Kidd to the high seas, and in the end to his English prison.

The reader will find that Mr. Chambers has built an absorbing romance from Captain Kidd's story.

\* \* \*

"THE Nine Pointed Star," by Claude W. Sykes (John Hamilton, Ltd.) through Robertson and Mullens. People continually speculate about the causes of the present world unrest, and wonder what force, psychic or material, works underground for the destruction of society. Here is an explanation suggested in the form of a mystery novel.

A golden jewelled star, with nine points, an ornament which had long lain in a lumber room, is the instrument Fate uses to snatch Max Prescott out of his easy, uneventful life. Unwittingly he incurs the hostility of the Nine Masters of the Golden Star, and from a touring actor with no higher ambition than a west-end engagement he becomes a performer in a mighty drama, played by unseen actors all over the world.

He takes part in the culminating act, fought out in a lonely, icy waste, and survives to tell the tale. But what of "P" the sinister shadowy head of the Star? Is he swallowed up by the demon snows, or does he still live to trouble the world?

## Railwaymen !! The Public depend on you—

You can depend on "STANHOPE BICYCLES." (Guaranteed 10 years)

TERMS—£11 0 0 Cash, or ...

£2 Deposit and 5/- Weekly.

Special Discount to Railway Employees.

Call and see me ...

W. H. Kay, 381 Bridge-rd., Richmond (J1721)  
24 Waltham-st., Sandringham (X6566)  
and Melbourne-rd., Newport.



### OUR LANGUAGE

A boy who swims may say he's swum, but milk is skimmed and seldom skum, and nails are trimmed but never trum.

When words you speak, these words are spoken, but a nose you tweak is never twoken, and what you seek is seldom soken.

If we forget, then we've forgotten, but things we wet are never wotten, and houses let cannot be lotten.

The goods one sells are always sold, but fears dispelled are not despoiled, and what you smell is never smoled.

When young, a top you oft saw spun, but did not see a grin e'er grun, or a potato neatly skun.

### STYLES IN THE HEREAFTER

A revival was raging in a Virginia colored church. The fruits had been considerable. One obdurate soul, however, resisted the efforts of the Elder. Called to account for his reluctance, he replied:

"Yo' see how it is, Elder. I'se got a problem. I don't see how 'Ise gwine git mah shirt on ovah mah wings when I gits to Glory."

"Dat ain't yo' problem," retorted the exhorter promptly. "Yo' problem is how is yo' gwine get yo' hat on ovah yo' horns."

"Watchagotna pack-idge?"

"Sabook."

"Wassanaimubitt?"

"Sadickshunery. Fullinaims. Wife's gonna gettaplecedog angottagettnaimferim."—Judge.

Guest—"There's a fly in my ice cream."

Waiter—"Let him freeze and teach him a lesson. The li'l rascal was in the soup last night."

Bore—"Yes, I don't now how it is, but I feel thoroughly wound up to-night."

Hostess—"How strange! And yet you don't seem to go."

Doing business without advertising is like winking at a girl in the dark. You know what you are doing but nobody else does.

### THE PERFECT GENTLEMAN

A suburban spinster was shocked at the language used by two men repairing telegraph wires close to her house.

She wrote to the Post Office on the matter, and the foreman was asked to report.

This he did in the following way:

"Me and Bill Fairweather were on this job. I was up the telegraph pole, and accidentally let the hot lead fall on Bill. It went down his neck. Then he said, 'You really must be more careful, Harry.'"

### HOW WAS IT DONE?

A chambermaid is said to have put twelve travellers into eleven bedrooms, and yet to have given them a separate room in this way: She put two of them in No. 1, the third in No. 2, the fourth in No. 3, the fifth in No. 4, the sixth in No. 5, the seventh in No. 6, the eighth in No. 7, the ninth in No. 8, the tenth in No. 9, and the eleventh in No. 10. She then came back to No. 1, where she had left the twelfth gentleman along with the first, and conducted him to No. 11.

There's a catch somewhere. Who will send us the mathematical solution?

A young country minister was dining at a farmhouse one Sunday and when his plate of roast chicken was passed to him, he remarked: "Well, here's where that chicken enters the ministry."

"Hope it does better there than it did in lay work," answered the farmer.

The Colonel (golfing)—"Confound it, sir, you nearly hit my wife!"

Mr. Miggs—"Did I? Well, have a shot at mine."

"Who originated the idea of slow motion pictures?"

"Two Scotchmen reaching for the lunch check."

Teacher to class in Natural History—"What kind of birds are most frequently kept in captivity?" Tommy—"Jail birds."

### THE BUSY SUBURBANITE

IT was the busy hour of 4  
When from a city hardware store  
Emerged a gentleman who bore  
1 hoe,  
1 spade,  
1 large rake.

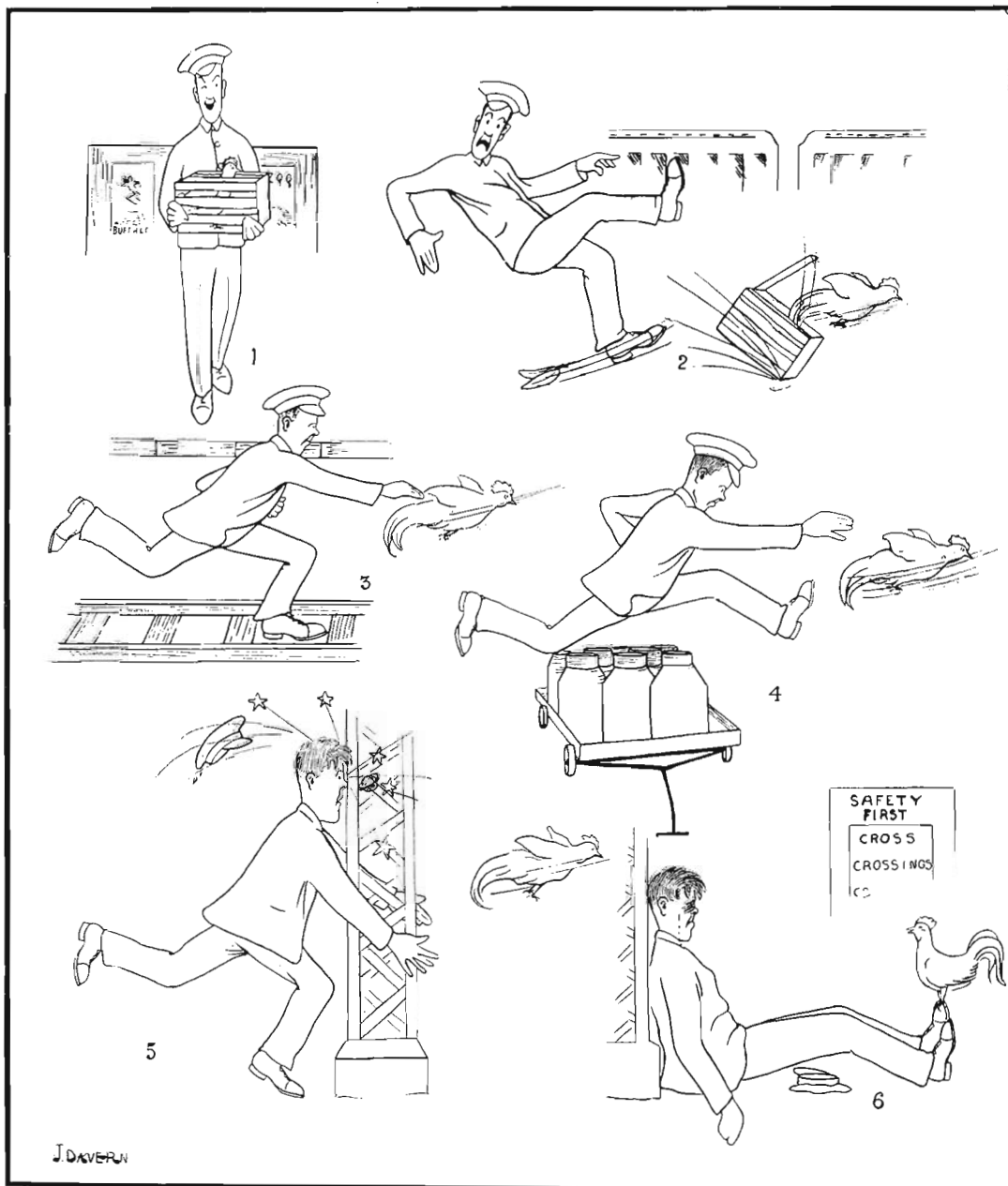
From there our hero promptly went  
Into a seed establishment  
And for these things his money spent:  
1 peck of bulbs,  
1 lot of assorted shrubs,  
1 quart of vegetable seeds.

He has a garden under way  
And if he's fairly lucky, say,  
He'll probably have some summer's  
day—  
1 cabbage,  
1 moth eaten tomato,  
1 backache.

"I suppose if I pay a fare for my dog, he will have the same privileges as other passengers—I mean, he may have a seat?"

"Certainly, madam," replied the Guard; "on the same terms as other passengers, he will not be allowed to put his feet on the seat."

# Sam the Porter Strikes Trouble with his Parcel



## THE DOCTRINNAIRES

John and George, small sons of a Baptist Minister, after listening to one of their father's sermons, decided that they must baptize their family of cats. The kittens made no objection. One by one they were put in a big tub of water.

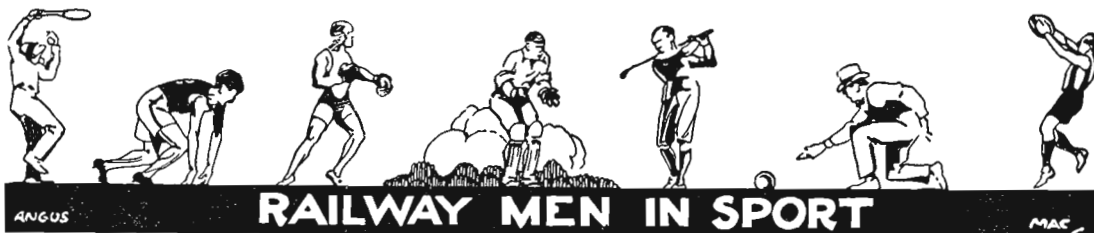
But when it came to the mother cat, she rebelled—and fought—and scratched—until at last John remarked:

"Just sprinkle her, George, and let her go to hell."

## UP TO DATE

A small boy whose father had a radio set was accustomed to listen in to good-night stories. One evening he knelt down to say his prayers, and this is what his parents heard:

"God bless mamma; God bless papa; God bless aunty, and make me a good boy. This is station K.C., Junior, signing off. Good night, God."



### BOXING AND WRESTLING CHAMPIONSHIPS

The second term of the V.R.I. Gymnasium is now in full swing and classes are well attended by a large number of promising boys. The Mid-season Boxing and Wrestling Championships are open to all amateurs within the State, and are billed to commence in the middle of June. The divisions to be contested are:—Boxing—Fly, Bantam, Feather, Light, Welter, Middle and Heavy. Wrestling—Bantam, Feather, Light, Welter, Middle and Heavy. Trophies valued at £2 2s. will be given for each division.

### FOOTBALL ASSOCIATION

At the meeting of the V.R. Association on March 24, the following office-bearers were elected:—President: Mr. W. Donald (re-elected). Vice Presidents: Messrs. E. O'Meara and J. Cummings. Treasurer: Mr. J. Higgs. Secretary: Mr. J. Brain (re-elected). Assistant Secretary: Mr. G. Broadbent.

Nine teams have entered for the competition; namely: Box Hill, Sandringham, Heidelberg, Williamstown, Jolimont Yard, Melbourne Yard, Flinders-st., North Melbourne Loco. and Oakleigh.

The Essendon and St. Kiida teams have withdrawn.

Matches will commence on May 4 at 3 p.m.

### RAILWAY CRICKETERS CELEBRATE

At the local Institute rooms last month, Bendigo railwaymen celebrated their victory in the district's mid-week cricket competition. The Mayor (Cr. J. A. Michelsen) presented the President of the Railway cricket club (District Superintendent W. Tredinnick) with the Cup given for annual competition by Suttons. The Mayor turned a nice compliment when he expressed the hope that the club would uphold the high traditions of the service to which its members belonged.

Following is the team which gained the day in the final match:—C. Weber (Captain), J. McNamara, S. L. Knox, T. McMillan, J. McCurdy, — McColl, J. Hay, V. Read, C. Proffit, B. Willett, W. Orchard and G. Yule.

### STILL ROOM IN "JERKS" CLASS

Billy Meeske's Special Physical Culture Class for Businessmen continues to grow, but there is still room for improvement. Railwaymen, like sailors, should never be shy, and there is surely a number at Head Office whose waist line needs reducing.

### BOXING FOR SCHOOLBOYS

If you are an Institute member your son can join the special boxing class for schoolboys. Larry Copeland personally supervises every pupil, and his charges range at present from 3 st. 9 lbs. upwards. Your boy is not too small or too weak to join up.

### HARRIERS' CLUB TO BE STARTED

Railwaymen generally will welcome the news that it has at last been decided to form a V.R.I. Harriers' Club.

Preparations are necessarily in the preliminary stages, but a more definite announcement will be available in our next issue. Meanwhile the General Secretary of the Institute will welcome inquiries and suggestions from any railwayman interested.

### VICTORIA LOSES TRIGG SHIELD

The annual match for the Trigg Shield between riflemen representing the N.S.W. and Victorian Railways Institutes, was fired at North Williamstown, on March 12, over 300,



### FIT AS FIDDLES!

"Keep Fit" is the motto of relieving signalman Jack Jamieson and his 16 year-old daughter, pictured here.

Excellent swimmers, they finished well to the front in the recent three mile swimming competition in the Yarra from Twickenham Ferry to Princes Bridge. They were the only parent and child in the race.

600, 700 and 900 yards.

The visitors, captained by F. A. Connolly, were strongly represented, and led at each range, finally winning by 44 points. Victoria thus surrenders the Shield won in 1925 and 1926.

The respective top scorers were W. J. Faux (N.S.W.) with 184 points, and J. Bell (Victoria) with 178.

At the Annual V.R.A. Matches at Williamstown the "Semmens" Match was won by the V.R.I. Rifle Club "B" team. The cream of Australian talent was competing, so the victory of Messrs. H. C. Watson (49), P. W. Pearce (49), P. Thurlow (46) and J. W. Bell (45) deserves considerable commendation.





**THIRTEEN SEASONS AGO.**—Railway Footballers who played in the last annual match between the Superintendent of Station Services Office (left) and the General Superintendent's Office (right) on August 15, 1914. From left to right the teams are—Station Services back row : A. E. Hyland, C. H. Barber, H. Minogue, R. Lyndon, W. Butler, W. Robert, F. Stevens, H. Hooper, W. McLean, R. McClelland, E. Tatterson. Middle row : W. Fawcett, J. L. McArthur, D. Cameron, A. G. S. De Koss, S. J. Goble, V. R. Bishop, H. Jones. Front row : R. C. Burgess, D. P. Burns, the Umpire P. J. Maynard, H. Findley. General Supt's Office—Back row : F. Beeching, A. Hopper, T. Godwin, C. H. Holmes, J. F. Hennessy, N. Young, V. W. J. Annand. Middle row : A. Helmban, C. Davis, J. Cotter, A. Wotherspoon, A. J. Letham, K. McDonald, M. C. Orton, H. Hodgens, G. Linton. Front row : T. Kennedy, the Umpire, J. A. Baird.

### INTERSTATE SHOOTING COMPETITIONS

A meeting of interstate Railways Institute Delegates, to consider the advisability of conducting interstate Institute Rifle Shooting Competitions, was held at the Institute on Thursday, March 10.

Queensland, Western Australia and Tasmania were not represented, but it is anticipated that the Bananalanders will join the movement at an early date. Interest in Tasmania and Western Australia has already been aroused, and these states will assuredly join up later.

It was decided that interstate Competitions be held each year in conjunction with the Annual Prize Meeting of the State in which the Competitions are scheduled to be held. Accordingly, these shooting matches will be held in October, 1927, in N.S.W., in September, 1928, in S.A., and in March, 1929, in Victoria.

Teams will consist of 10 men with two emergencies, two coaches and a manager. The members of each team shall be bona fide members of the Government Railways and Tramways Institute Rifle Unions of the State that the team represents, and shall be vouched for by the governing body of the Institute concerned.

He (after long argument) : " I wonder what would happen if you and I ever agreed on anything."  
She : " I'd be wrong."

"Three hair nets, please."

"What strength?"

"Three dances and an auto ride."

A small town (not in Victoria) had one train per day. This train was noted for its lateness. It was never known to run to scheduled time. One day it was observed to arrive two minutes before time.

The townspeople were so delighted that they combined and handed a substantial present to the crew. On receiving the donation the driver was surprised; the townspeople were still more surprised when he announced : "This is yesterday's train."

### HAVE YOU GOT YOUR MAGAZINE?

Every month, each Branch of the Railways Department applies to the Printing Officer for sufficient Magazines to cover the number of its officers and employes.

If your Magazine does not come to hand, tell your Officer-in-charge who will take the matter up with the Branch requisitioning officer.

**EVERY RAILWAYMAN IS  
ENTITLED TO A FREE COPY**

### ANSWERS TO CORRESPONDENTS

Keith J. Mc.—Thanks for your appreciative remarks about the Magazine. The chassis is the standard "Master" model with steering wheel and column discarded, new front axle of robust design to withstand the hammer action of the rail joints, larger bearings fitted to back wheels (Timken type), back axle casing extended to conform with the standard gauge of 5 ft. 3 in., special extra strong disc wheels, with steel tyres to run on rails, and a special limousine de luxe body. A novel feature is the turntable attachment fitted underneath and at the centre of gravity of the car. This allows the car to be turned round in four minutes.

G. Ramsay.—Sorry the article offended your technical susceptibilities. Why not write one yourself?

# Jottings from the Institute



## STENOGRAPHY CLASSES

Benalla will have a shorthand and typewriting class this month. Twelve students have already enrolled, and others are expected to join. Mr. D. A. Scammell, of the Rolling Stock Branch at Benalla, has been appointed instructor.

Ararat Centre is also establishing a shorthand and typewriting class with fifteen students.

## DEBATING CLUB

The Institute Council, in considering a suggestion to form a Railwaymen's Debating Club, invites interested members to forward their names to the General Secretary immediately. If the response be satisfactory, a meeting will be called to discuss the matter.

## FREE LECTURE SEASON

The annual winter series of free lectures during June, July, and August will be held this year, fortnightly, instead of weekly.

The first lecture will be given on June 9.

## ENGINE WORKING EXAMS.

Commencing in January 1928, engine cleaners and acting firemen will be required to pass a theory examination before being allowed on the footplate as acting firemen. Acting Firemen must also pass an examination before being classified as firemen. At present the annual Institute examinations are held in November, but during 1928 and henceforth each year, in July, an Institute examination will be held which will be recognised by the Department. It will be necessary for those who intend sitting for these examinations to enrol early in July in each year if they wish to obtain the necessary class attendance qualification, namely, three terms and 45 per cent. of the class meetings, or the completion, in the correspondence course, of eleven papers out of twenty.

## NEW TELEPHONE AND TELEGRAPH CLASS

All employes who are members of the Institute will be eligible for enrolment in the new technical

telegraphy and telephony class, which is to be inaugurated at an early date.

The syllabus of instruction will embrace all branches of the Victorian Railways Telephone and Telegraph work. Electrical mechanics, batterymen, laborers and lads are urged to enrol at once.

## MUSICAL SEASON OPENS

The V.R.I. Musical Society opened the season with a successful concert on April 9.

There are still vacancies for voices. Those who would care to join are invited to communicate with the hon. secretary, Mr. R. Fuller, Room 180, Spencer-street, or the General Secretary of the Institute. The Society is billed to appear at 3LO on May 10.

The V.R.I. Orchestral Society made its season's debut in the Assembly Hall on April 23rd in collaboration with Messrs. Brooke and Cahill, the well known concert artists. The Orchestra's performance confirmed previous good opinions, and 3LO has already booked it to broadcast early in May.

## LIBRARY ADDITIONS

The shelves of the fiction section of the Institute library have recently been added to and rearranged, and the general literature and technical sections are now undergoing similar attention. The idea is to minimise for members any difficulty in locating any of the numerous books in these sections.

## ENGINE WORKING CLASSES

Commencing in January 1928, engine cleaners and acting firemen will be required to pass both a written and oral examination before promotion to acting fireman and classified fireman respectively. The Institute examination which will be accepted by the Department as its official written examination, will be held in November, 1927. Students desirous of qualifying must attend the oral classes for at least two terms and at 45 per cent. of the class meetings, or complete the correspondence course of eleven papers. They should enrol in either the oral or correspondence classes of instruction in Engine Working and Westinghouse Brake on or before the first week in July.



WHEN Mr. A. E. Hyland, formerly Chairman of the Victorian Railways Betterment Board, left to take over the duties of Director of Australian Trade Publicity in England, he gave an annual prize of £5 5s. to the Institute educational classes. The first winner of this prize is Mr. R. Pattison, junior clerk in the Audit Branch. Mr. Pattison, here photographed, carried off the honors in English, grade II.

#### A GANGER'S APPRECIATION

Special Ganger L. S. E. McPherson of Koo-Wee-Rup, who recently passed his examination for Special Ganger, writes appreciatively to his instructor, Mr. L. McDonald:

"I now take the opportunity of thanking you and the Institute generally for the valuable assistance I have received. I may state that since joining the Institute in 1922, I have received my appointment for track ganger in June 1924, for leading platelayer in November 1925, and for special ganger in March 1927. I venture to state that without the assistance of you and the Institute I should still be on the shovel; as it is now, I enjoy better pay, better conditions and brighter prospects."

ABILITY and enthusiasm have gained for Ticket Collector N. M. Tobias, of Flinders-street Station Staff, the 1926 "Harold W. Clapp Prize," division "B." Mr. Tobias was one of Mr. J. Clarke's pupils in the Institute Safe Working Class. He is regarded by his instructor as one of the most promising men who have passed through his hands



#### COMMISSIONERS' REPRESENTATIVE

The Commissioners have appointed Mr. T. F. Brennan, acting chairman of the Staff Board, to act as their representative on the Institute Council, during the absence of Mr. D. Cameron, in America.

#### MARYBOROUGH'S NEW SECRETARY

The Council has endorsed the recommendation of the Maryborough Committee that Mr. H. R. Jones be appointed honorary secretary, vice Mr. James Mitchell, who has retired.

## Knowledge Is Power

**RAILWAYMEN!** Have you ever figured out what the Victorian Railways Institute Offers You?

Membership automatically makes you eligible for enrolment as a student in any of its classes.

ORAL.—Applied Mechanics, Arithmetic, Algebra, Building Construction, Electricity and Magnetism, Engine Working and Westinghouse Brake, English, Geography, Mechanical Drawing, Safeworking, Shorthand, Station Accounts and Management.

CORRESPONDENCE.—Algebra, Arithmetic, English, Engine Working and Westinghouse Brake, Permanent Way Maintenance and Construction, Shorthand, Safeworking, Station Accounts and Management.

TUITION IS FREE TO ALL FINANCIAL MEMBERS ON PAYMENT OF 1/- REGISTRATION FEE FOR EACH CLASS OR COURSE PER ANNUM

Write to or call at the General Secretary's Office, Flinders Street Station Building, for further particulars of class hours, etc.

GET TO KNOW A LITTLE MORE ABOUT YOUR JOB AND SO

**Pave the Way for Promotion**



By AERIO

### SHORTEN YOUR AERIAL

**L**ONG aerials are a snare and a delusion. They are the cause of disappointment, which, in the case of those unable to tune in distant stations, nearly amounts to a frenzy.

Sixty feet is probably the ideal length—sixty feet of good, old-fashioned 7-22 in one single stretch, as nearly vertical as possible. If with this it is found difficult to pick up and hold the distant signals without interference, cut it down to fifty, then to forty, and even to thirty feet.

With the last-named it is far easier to eliminate a powerful transmission and fetch in a weak one than with sixty. Thirty feet will enable those who reside in the suburbs to subdue, if not entirely get rid of, the locals, and tune in the more distant stations.

### Better Than a Wave Trap

This is a far better proposition than a wave-trap, although in extreme cases, a trap would be useful in conjunction with a sixty-foot aerial.

A shorter aerial will, of course, necessitate more inductance, i.e., a larger aerial coil. Let us assume that with a 60 ft. wire we have 45 turns, if we reduce this to 40 ft. we shall want approximately 53 turns, and a 30 ft. aerial will require 60 turns; but these calculations are necessarily only suggestive, because so much depends on the length of the lead-in. I might mention here that when giving the length of an aerial, the lead-in is always ignored. Measurement is taken between the two inner insulators. If there is no insulator at the station end, that is, if the wire is insulated and taken direct to the set (and this is a type we advocate), the entire length would be counted as aerial.

The free end of the aerial should, of course, be as high as practicable, consistent with the length of wire found, by experiment, to give the desired selectivity. Thus, the 60 ft. vertical aerial would be the ideal, but if this were found to be not sufficiently selective, the height would have to be reduced to allow of a shorter aerial wire, the minimum being thirty feet.

### Try This Experiment

If you have a 2-valve set and cannot tune through the locals to the Interstate stations, string up thirty or forty feet of wire (double cotton covered will do) in one straight line in a passage way or along the side of the house and then write and tell me of your results.

### OUR COMING WONDER

**I**N all modesty we say that our reputation as wireless advisers is staked on our coming wonder—VRI3—which will see daylight for the first time through these pages in the next issue.

This set, on which the Interstate stations roar in—on 3 power valves—utilises anode bend rectification and delivers pure music at great volume. It incorporates the best points of every known circuit; tunes right down to the amateurs and right up to 500 metres without changing coils; has automatic filaments and constant tuning for the family man; and, best of all, costs no more than £14 to build and a shilling a week to run. This price includes all accessories and is based on the ordinary retail price of parts.

### Eighty Pairs of Phones

Four loud speakers or eighty pairs of phones can be operated at ease, and all sorts of stunts put over to entertain and mystify your friends.

This set should be your winter's work. The circuit and directions for winding the Super No-Loss Coil Kit will appear in the next issue, and it will take two more issues to describe it.

Those who embark on this enterprise will be able to say, at its finish, that they possess the last word in wireless receivers, a piece of apparatus which no expert could better, a set which no amount of money could improve.

"Aerio" will see you through. If you have built a simple set you can build this. Keep the articles by you and build in stages. Arrangements will be made through the V.R.I. Wireless Club to assist you if the task becomes too difficult. Most important of all, make sure of getting your Magazine.

### CORRESPONDENCE ANSWERED

"Aerio" asks you to write as often as you like, and ask as many questions as you like, but please number them, and keep a copy for reference. This renders it unnecessary for him to re-write the questions when replying.

Please write your name with that of your postal address at the head of your letter, which should be no longer than necessary.

The only condition is that you enclose a stamped, addressed envelope for reply. Address correspondence to "Aerio" care 3R1, Victorian Railways Institute Radio Club, Flinders-street, Melbourne.

### CLUB DANCE

The first dance of the V.R.I. Wireless Club will be held in the Institute Concert Hall on Thursday evening, May 5. A first-class orchestra and excellent floor, together with numerous novelties, will add to the enjoyment of the dancers. Tickets 2s. each are obtainable from members of the Committee, or at the Institute office, 3rd Floor, Flinders-street Station Buildings.

# Victorian Railways Honor Roll

## RECENT RETIREMENTS

*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.*

	Date of Appointment	Length of Service
<i>J. A. Warren, Foreman Artisan Williamstown</i> .. .. .	1881	46 years
<i>Fred. J. Coles, Clerk, Flinders-street</i> .. .. .	1883	44 years
<i>E. Ward, R.S.M., care Room 9, Spencer-street</i> .. .. .	1885	42 years
<i>M. Laffan, Passenger Guard, Spencer-street</i> . . . . .	1887	40 years
<i>W. A. Morris, Ganger, Shepparton</i> .. .. .	1887	40 years
<i>W. Walsh, Repairer, Ascot Vale</i> .. .. .	1888	39 years
<i>J. Morgan, Gatekeeper, Heidelberg</i> .. .. .	1888	39 years
<i>W. H. Williams, Ganger, Homebush</i> .. .. .	1888	39 years
<i>T. P. Danaher, Skilled Laborer Box Hill</i> .. .. .	1888	39 years
<i>H. Stephens, Fencer's Assistant, Ballarat</i> .. .. .	1889	38 years
<i>N. H. Lowe, Ganger, Welshpool</i> .. .. .	1889	38 years
<i>Patrick McCarthy, Skilled Laborer, Stores, Spotswood</i> .. .. .	1889	38 years
<i>D. O'Keefe, Ganger, Traralgon</i> .. .. .	1891	36 years
<i>H. Woods, Repairer, Kangaroo Flat</i> .. .. .	1912	15 years
<i>J. P. Lewis Repairer, Pakenham</i> .. .. .	1920	7 years

World's Standard Equipment for protecting the Eyes of Workmen.



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No. L. 70 : For welding and cutting. A ventilated good goggle with sweat-proof padding, and high-grade glass.

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ADELAIDE : Reuben Byrne, 93 Grenfell St.



**D**EAR Nieces and Nephews.—Because of the near approach of Easter, the Magazine had to be sent to the printer earlier than usual; hence a number of your letters, doubtless, will arrive too late to be noticed in this number.

Every care will be taken, however, that late arrivals will be noticed in next month's issue. Last month, Uncle Ben wrote a wee story about a dear little girl and a good dog which she had befriended; this month, as you will find, he tells a little story about the Firm of "Grumble Brothers."

**Thelma Stevens, Girgarre,** writes a nice little letter to say that she is in the 4th grade at school, and her young sister is in the 2nd grade, with her eldest brother Don, well up in his class, and all of them are getting along nicely. She says she often sees the "Waranga Basin"—a lovely sheet of water where she lives.

Thelma also tells all about a dear puppy she has. How funny he is—his name is "Digger."

**Phyllis Chirgwin, Preston,** 13 years of age, sends a nicely written letter saying she'd like to become a niece. Certainly, Phyllis, you are very welcome to come into, and be one of Uncle Ben's family. He much likes the drawing you sent him, and desires you to write regularly to him on the 10th of each month. The drawing by your younger sister Edie is very good, and, there is no doubt, she will do better next time.

**Linda Cook, Kerang.**—Pleased to hear from you Linda; that you go along so well at school is certainly very good news. I like your little poem, and should be glad if you would practise reading such good literature, it would help you very much in your school exercises.

Yours sincerely,  
UNCLE BEN.

#### THE FIRM OF GRUMBLE BROTHERS

"**S**PECIAL Edition!" shouted the newsboy at the door, as the tram car stopped for a moment. "Paper, sir?"

"Yes," said Alan's father, and was soon deeply engaged reading the latest news from China.

Alan, thrown on his own resources, amused himself by looking out of the window. He was not familiar with that part of the city, and found much to interest him. Presently he broke into a laugh. "What is it?" asked Mr. Peterson.



*These are the three bonny daughters of Mr. A. J. Paul of the Rolling Stock Branch at Bendigo*

"Such a funny sign, father—'Grumble Brothers!' I wonder if they live up to their name?"

"I think not, said his father, smilingly, "or they would not be the successful men of business that they are. But there are some Grumble Brothers who unhappily, do live up to their name. I hope you will not enter into partnership."

The next morning was rainy. Alan came down to breakfast decidedly out of humour. "Why should it rain on Saturday? I don't care if it pours on school days. We were going to play ball in the park this afternoon. It doesn't seem fair for it to rain. Mother, what is the matter with this butter? It is not a bit good."

"When did they take you in, Alan?" asked Mr. Peterson.

"Take me in?" asked the boy in surprise. "What do you mean?"

"Do you think it will be a good investment?" continued his father.

"Beg pardon, father," said Alan, greatly mystified. "I don't see what you are aiming at."

"Oh, I thought by the tone of your remarks that you had been taken into the firm of Grumble Brothers, that is all."

Alan blushed and looked undecided for a moment, and then gave a good-humoured laugh. "You have the best of me, father."

"Well, the next time I find fault with anything, just remind me, please, of those Brothers, and I will try to pick up a little pleasantness."

# Conway Stewart

Compare the Value  
of these Fountain  
Pens with any other  
make on the market

Obtainable all Station-  
ers and Jewellers

**Things We Are Talking About** (Continued from page 21)

the Shire of Tallarook, and executive members of the district Agricultural Society and the Progress and Traders' Associations. After dinner an inspection was made of the improvements which have just been made to the rooms and kitchen. In the speeches which followed, the guests coupled their appreciation of the little hospitality with many eulogistic references to the railway service. Their obvious satisfaction explains the absence of any form of road competition in the district. Similar functions are being arranged by other District Superintendents. All will help to establish closer co-operation and a real sense of friendship between the railways and the railway customer

Victoria, and particularly Melbourne, is now en fete in honor of the Duke and Duchess of York, and this has possibly taken the edge off the Railways' Safety First campaign as far as the public mind is concerned.

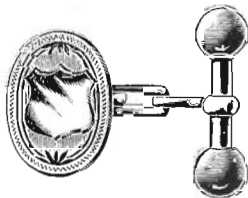
**GETTING TOGETHER** Nevertheless repeated propaganda is having its effect; people are getting more careful at level crossings, and there is less tendency—even in the ill-informed mind—to blame the Department for having such crossings. It is quite obvious that, from the financial point of view alone, they cannot all be abolished in a week, or, for that matter, in a period of years. As it is, the Department is doing all in its power to avoid mishaps and to impress on everybody the need for ordinary care.

That the Department is doing its job properly, in this respect, was recognised publicly the other day, when, at the inquiry into the circumstances of a fatal crossing accident at Yarra Glen, Deputy Coroner Mr. D. Grant went out of his way to point out that

the Victorian Railways looked after the travelling public better than railway organisations in other countries, and that carelessness at crossings seemed to be due to the fact that the public was too well treated—"mollycoddling" he called it. "Always expect a train at a level crossing; it is a serious thing for anyone to cross without looking," enjoined Mr. Grant. Commenting on which, the "Argus" observed that "when injury or loss of life occurs, it is usually because the user of the level crossing has discounted danger or behaved as if it did not exist. Danger will certainly not be exorcised by disregard of it. All that is asked of the public is an ordinary measure of caution. The Railways Commissioners . . . have done everything humanly possible to focus public attention upon the risk of carelessness in the use of level crossings."

We're always talking about ticket collection these days. But then the records are really worth talking about. January's non-collected tickets were less this year than ever before in that particular month. Altogether 489,790 country tickets were issued, of which only 9,906 passed into the

**TICKETS AGAIN** limbo of lost. The percentage missed was 2.0. Spencer-street had to catch 67,495 tickets and missed a mere .5 per cent. Seymour led the country districts with .9 per cent. Blank tickets proved more elusive. Issues totalled 10,750 and collections 10,279, giving a percentage of 4.3 non-collected, compared with 4.1 in January 1926 (when incidentally 12,063 blanks were issued). Dandenong recorded the best district performance with this class of ticket, missing 54 out of 1,596—3.3 per cent.



9ct. Gold Sleeve Links  
22/6 per Pair.  
In 15ct. Gold 37/6 Pair.  
(Others in 9ct. Gold  
from 7/6 per Pair)  
Initials Engraved Free



Three Diamond  
Hexagon Ring  
Set in 18ct. Gold  
and Pure Platinum  
£6  
Others £5 to £30



Six Diamond  
Fancy Ring  
Set in 18ct. Gold  
and Pure Platinum  
£12/10/-  
(Others £15 to £30)



Five Diamond  
Hexagon Ring  
Set in 18ct. Gold  
and Pure Platinum  
£10  
(Others £8 10/- to £30)

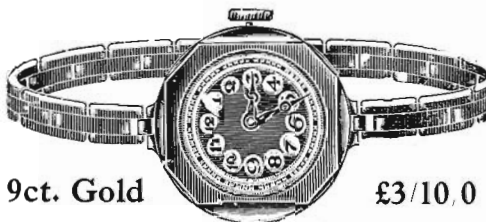


Six Flawless  
Diamonds  
Set in 18ct. Gold  
and Pure Platinum  
£12  
(Others £10 to £20)

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A high-grade 15-Jewelled Lever fitted to a Solid 9ct. Gold Case, on a strong Gold Expanding Bracelet. 5 years' written Guarantee £3/10/- . Others £4, £4/10/- to £5/

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**DIRECT SUPPLY  
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REGD. A. COHEN, Manager

(Second Floor, Arlington Chambers)

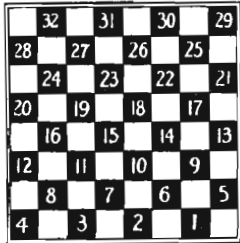
**229 Collins-st., Melbourne**



# Our Draughts Corner



Conducted by W. LAMBERT, Hon. Secretary V.R.I. Draughts Club



**T**O systematise play I have numbered the squares on the board as in the adjoining sketch.

Set the black pieces on squares 1 to 12 and the white pieces on squares 21 to 32.

The numbers are then calculated as on the diagram. Black plays first.

I have been requested to answer two questions :—  
 (1) "What does a player desire to accomplish?"  
 (2) "What is the procedure to be adopted?"

Of course these questions would hardly be asked by experts, but as a large number do not delve into the game as an art but more as a pastime, it is to them that the replies are directed in the hope that they will pass through the transition stage to the expert.

The reply to No. 1 is obvious—To win, or at least to draw. The answer to No. 2 is: to reduce his opponent's forces and overwhelm him by force of numbers or to frustrate his attacks to such a degree that he will be compelled to surrender.

In the Beginners' Section of last issue I directed that several observations should be made before attempting to move. These must be diligently followed and will apply more as a defensive measure.

When, however, you desire to become the aggressor, you have usually scented a position which will keep your opponent on the run until you obtain your objective, that is to say, until you are in a position to apply the answer to the second question.

The most common of positions—1st, 2nd, 3rd, 4th, 5th, etc.—are almost nightmares with experts to evade because if the player knows his lines the result is obvious. Thus if you desire to become an ordinary player you must be conversant with these positions in all their variations.

The main feature of this issue is to try indelibly to print upon your mind the necessity of this knowledge because it supplies some of the rudiments of the game.

I will now state the positions (as far as space will allow). This will also serve for beginners. Place as follows :—

- No. 1.—W. 21, K5  
Bk. 14-17  
Black to move and win.
- No. 2.—W. 28, 30, K2  
B. 19, K23, 29  
Black to move. and win.
- No. 3.—W. K14, 22.  
B. 5, K13, 21.  
Black to move and win.
- No. 4.—W. K30, 31, 32. A White to play and draw.

B. 21 K22, 23, 28. B Black to play and win.

Try to imagine the positions prior to settings and place men in various positions to give the same idea. Do not destroy this page or put it on the side shelf because if you desire to learn the game you must

keep it always before you. Cut it out and paste it on card board for reference.

Solutions :

No. 1.—17-13, 5-1, 13-9, 1-5, 9-6, 5-1, 14-10, 1-5, 6-1, 5-9, 10-15, 9-5, 15-18. A5-9, 1-5, B9-6, 18-15, 21-17, 5-1, 6-9, 15-18. C17-13, 18-15, 9-14, 1-5, 14-17, 15-10, 17-22, 10-14, 22-25, 5-1, 25-22, 1-6, 22-25, 6-10, 25-22, 10-15, 22-25, 15-18. B. wins.

A—21-17, 18-22, 17-14, 1-6, 5-1, 6-2, 1-5, 22-17. B wins.

B—9-13, 18-22, 21-17, 5-1, 17-14, 1-5, 14-10, 22-18, 10-6, 5-1. B wins.

C—9-5, 18-22, 17-14, 1-6, 5-1, 6-2, 1-5, 22-17, 14-9, 17-14. B wins.

No. 2—6-2, 23-18, 2-6, 18-14, 6-1, 14-10, 1-5, 19-23, 28-24, 23-27, 24-19, 27-31, 19-16, 10-15, 5-9, 31-27, 9-14, 27-23, 16-12, 15-11, 14-17, 23-19, 17-22, 19-15, 22-26, 15-10, 26-23, 10-14, 23-26, 14-17, 26-23, 17-21, 23-18, 29-25, 18-23, 25-22, 23-27, 21-17, 27-31, 17-14, 31-27, 14-18, 27-32, 18-23, 32-28, 23-27, 28-32, 27-24, 32-28, 11-16, 28-19, 16-23, 12-8, 23-27, 8-3, 22-26, 30-23, 27-18, 3-7, 18-15. B wins.

No. 3—13-9, 22-18, 9-6, 18-22, 6-1, 22-18, 21-25, 18-15, 1-6, 14-17, 6-2, 17-14, 25-22, 15-10, 22-26, 14-18, 5-9, 10-6, 9-13, 6-10, 26-31, 10-14, 31-27, 18-22, 27-23, 22-25, 2-7, 25-22, 7-11, 22-25, 11-15, 25-22, 23-27, 22-26, 27-24, 26-22, 24-20, 22-26, 20-16, 26-22, 16-12, 22-26, 12-8, 26-22, 8-3, 14-9, 15-10. B wins.

No. 4—A 31-27, 23-19, 27-31, 19-24, 32-27, 24-20, 27-32, 22-18, 31-27, 28-24, 27-31, 18-23, 31-26. Drawn.

B 28-24, 32-28, 24-20, 28-32, 22-18, 31-27, 23-19, 27-31, 19-24, 32-27, 24-28, 27-32, 18-23, 31-27, 2-26, 30-23, 28-24. B wins.

## SATISFIED ADVERTISER

**E**NCLOSED you will find advertising matter for month of May. I am leaving the lay-out to you and express pleasure at the new position elected to me, and for your services in the past.

—The Secretary, Victorian Furnishing Co., writing to the Advertising Manager, Railways Department.

## HARD TO CARRY OUT

A chemist received a note scribbled in haste. It read :—

"My baby eat up its father's parish plaster. Send an anecdote quick by the enclosed girl. Also send a bottle of O Dick Alone as I am feeling a bit historical."

## NO MOTHER TO GUIDE HIM

Hobo: "Ah, these capitalists! If we poor people only had our rights, I'd be riding in my own carriage as I did before."

Sceptic: "Yes but your poor old mother couldn't push you now."



**Good Service** (Continued from page 52)

**EVERY POSSIBLE ASSISTANCE**

**W**E desire to express our appreciation of the courtesy extended to our representatives in connection with the loading of implements sent into the recent tractor demonstration at Dookie. Our representatives tell us you gave them every possible assistance and we wish to let you know that we appreciate it very much.  
—Mitchell and Co., Pty. Ltd., West Footscray, writing to the Stationmaster, Dookie.

**MAGAZINE APPRECIATION**

**I** AM not a railwayman, but just an ordinary member of the public, but a railway friend of mine who is proud of the Railway Magazine, and also to give effect to the request on page five of the January issue, passed on the number to me for my perusal.

Will you permit me to say that I consider the layout and get up of the journal excellent, and the headings such as to compel one to read the magazine from cover to cover.

The letter press on various subjects forms interesting and instructive reading even to the non-railway man, whilst the illustrations are very pleasing.

Your space is limited, but maybe you can find a corner in your next issue for the following incident.

I had occasion to travel by train from Flinders-street to Spencer-street railway station, and I was somewhat doubtful regarding the destination of a train which was at the platform, so I inquired from a nearby porter for the information. That is the train which will be going to Darling, he replied. He had answered my question and could have easily allowed the matter to rest at that, but then came the little bit extra. "Where do you wish to travel?" queried the porter. I replied Spencer-street. "When this train goes out another will pull in at the platform and that will take you to Spencer-street," he said.

I take this opportunity of again expressing my thanks to the official who is unknown to me, and may he progress in your Department. These little tidbits of extra information are appreciated by railway travellers, and are of assistance when one is in doubt regarding the destination of a train.

—W. Smith, 51 Power-street, Hawthorn, writing to the Editor.

**SPRINGVALE FARM, Winton North, Vic.**

Sydney Express and Mt. Buffalo trains stop at Winton, Victoria - Close to Mokoan Ranges, 2000 ft above sea level, faces the Winton Lake (7 miles by 3 miles). Ibis, pelicans, mallee-hens, plovers, gulls, wild ducks, black swans, cranes, native companions and various other kinds of game, and fringed with mighty silent gum trees.

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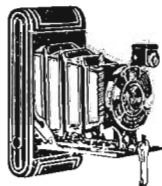
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**25/-**



# Woman's Influence on Home-Building

**How the shortage of Domestic Help and the increased social and civic activities of women have vitally affected building methods.**

**I**N the days of Caesar the housewife had but to clap her hands and, lo! Nubian slaves sprang forth from every corner to do her bidding. But when the Caesars were succeeded by other peoples, less highly civilized, the refinements and ease of the Roman days were supplanted by the drudgery and serfdom of the middle ages. The women lost their position of luxury and were forced to do not only the household work but work in the fields as well. So the matter stood for centuries each span of years bringing little improvement.

Only when the nineteenth century began to "fell its oats" did the real awakening start, and to-day, with one quarter of the present century barely gone, the reorganisation is complete. Only to-day there are no Nubian slaves or Circassian beauties to spring to the call of the mistress. In fact, conditions are quite the reverse in the matter of help. So scarce has the housekeeper, cook, maid, and hired girl become that the building profession has had to re-



model its entire conception of building. The housewife confronted with a shortage of domestic help, surpassing any in history, cannot reconcile the idea

of old-time drudgery with her present free and untrammelled status in society.

## NOT A FOOT WASTED

So the inevitable result is the obeisance of the architect and contractor to her particular wishes and



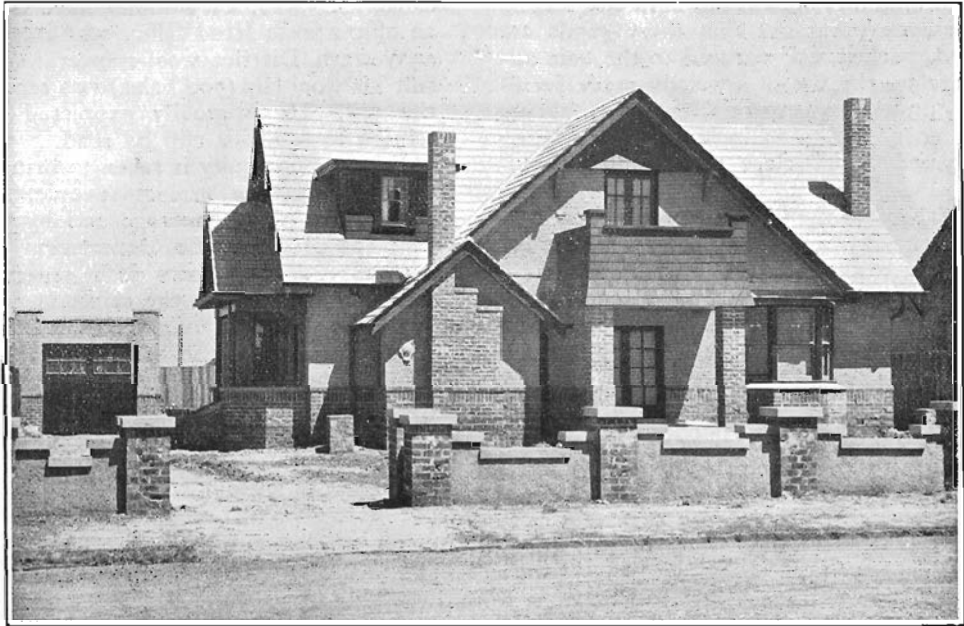
needs in the arrangement of her home. Since help was not obtainable he had to exercise his ingenuity and skill to build the home in such a way that help was not needed. Hence the evolution of the small space-saving dwelling of four or five rooms with kitchen or kitchenette, and a limitation of all useless and waste spaces. Modern architects have so designed the dwelling of to-day that not a foot of the building is wasted. This has largely been brought about by the necessity for building servantless homes as a result of the higher costs of labor and material.

It is largely due to the influence of women that the home-building and home-ownership idea has so strongly come to the fore. The modern young woman, when considering marriage, very wisely insists that she should at least begin paying off the new home which eventually becomes the property of the young couple.

The sooner people realise the advantage of being in a comfortably planned hygienic home, and the easy terms and conditions under which they may be purchased, the better it will be not only for themselves but for the State generally.

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..... V.R.M. May

**How I get Business** (Continued from page 45)

scheduled time of departure from Melbourne and arrival at Adelaide, Perth and Sydney of the through fast goods trains, and the result is that a good proportion of traffic has been gained, which was formerly dealt with by coastal steamers.

To those contemplating the removal of furniture, household effects, light and fragile articles, we point out that these goods are stowed, packed, and secured to the best advantage by the use of specially made furniture dumps, and strong lashings to secure safe transport, the loading and stowing being performed under close and strict supervision.

Members of the general public advertising in the district papers for prices for removal by road motor are waited upon by a Departmental representative, and the advantages of rail transport and Departmental rates are explained and quoted. Much traffic has been secured by this means.

We proffer the information, and make it widely known that any goods of an urgent nature requiring quick delivery at Melbourne are received up to 5 p.m. daily, loaded into

a perishable shed truck, discharged during the night and are available for delivery in the early hours of the morning. This has had the effect of attracting business from many firms by whom preference was previously given to steamer.

As a result of information recently received here, representations were made by an officer from Head Office who interviewed a Western District wool-grower. As a result his wool clip (700 bales) was secured for the rail. He originally expressed his intention to send his clip by road.

Every opportunity is taken to bring under the notice of the business people, and the public, by 'phone message and by personal visit, the claims of the Department to their patronage. Consignees as a general rule, state that they favor the rail.

Geelong ranks among the most important railway centres in the State, and the members of the staff are endeavoring to create the best spirit of co-operation with the large body of railway users. They are convinced that a satisfied customer is likely to remain a permanent customer.

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Principal: M. PHILLIPS, B.A., Dip. Ed.

Phone: Central 7690.

## America's Throbbing Pulse

(Continued from page 18)

the Diamond Special to St. Louis, Mo., and the Floridan to Miami, Florida, are especially fine trains. The Floridan covers the 1,500 miles from Chicago to Miami in about 40 hours. Its equipment consists of sleeping cars, observation car, club car, and dining car.

Perhaps the most unique railroad over which I travelled was the Mt. Tamalpais and Muir Woods Railroad, California. This line is only 11 miles in length and is the crookedest railway in the world. The longest straight stretch is 413 feet.

One feature of railroad life, of which little is heard, is the wonderful hospital system which the Companies provide for their employes. The employe pays 3s. per month, and, in return, receives the very best of medical attention and medicine, free of charge, including major surgical operations which are performed by specialists in the Companies' services. Many of Uncle Sam's leading hospitals are railroad hospitals.

Like railroading, sport is another big "industry," and enormous salaries are paid to the principals in baseball and football games. A good seat at an ordinary game of baseball costs 6s. A football game between the army and navy is played annually, the last having been played at Chicago on November 27, 1926, before an attendance of 110,000. The prices for tickets were as high as £15 for an ordinary seat, and one box was sold for £700.

### WHEN I HAVE TIME

WHEN I have time, so many things I'll do  
To make life happier and more fair  
For those whose lives are crowded now with  
care ;  
I'll help to lift them from their low despair,  
When I have time.

When I have time, the friend I love so well,  
Shall know no more those weary, toiling days ;  
I'll lead her feet in pleasant paths always  
And cheer her heart with words of sweet praise,  
When I have time.

When you have time ! The friend you hold so dear  
May be beyond the reach of all your sweet intent,  
May never know that you so kindly meant  
To fill her life with sweet content,  
When you had time.

Now is the time ! Oh, friend, no longer wait  
To scatter loving smiles and words of cheer  
To those around whose lives are now so dear ;  
They may not need you in the coming year—  
Now is the time.

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Thrift is a habit, something you do unconsciously or automatically and, like all habits, can be acquired.

The habit of Thrift dictates that you shall earn more than you spend, or more particularly, that you shall spend less than you earn.

When you are producing more than you consume, you will be filled with courage, animation and ambition, for habit of Thrift will prove your power to rule yourself.

Thrift implies wise spending as much as wise saving, and the best means of regulating both is the Savings Account.

Open an account with any Post Office of the

**Commonwealth Bank  
of Australia**(Guaranteed by the Commonwealth Government  
or Branch.)**The Evolution of Freight Rates***(Continued from page 26)*

which it is to be hauled—has yet been evolved.

The rates fixed for railway services include the cost of hauling the goods and the cost of dealing with them at the terminals. The amounts to be allowed in respect of the terminal charges would include the cost of receiving the goods and, where necessary, of tallying them, an allowance for shed and siding accommodation necessary to provide for them, very frequently loading them into and unloading them from the trucks, shunting and marshalling the trucks, lashing and covering them for certain classes of goods, and certainly not least in importance, the accounting work in connection with the goods, including the collection of the charges.

The terminal charges are, for all practical purposes, equal in respect of the same classes of goods whether they are carried for 20 miles or 200. In addition to the items mentioned, there would also be an allowance for the standing time of trucks before they are loaded, and, after loading, while they are waiting to be placed on their trains. When they have reached their destination there will be standing time before unloading, and after unloading prior to their going again into traffic.

**How Costs Vary**

When the trucks commence to move towards their destination there is usually only the cost of haulage to be taken into account, and this will increase fairly evenly in proportion to the distance to be carried.

An exception must be made, however, in cases where the weight of trains must be reduced en route because of heavy grades which must be surmounted, and, as has already been stated, the cost per mile would, to a great extent, vary with the nature of the track to be traversed. In this connection lines such as those from Melbourne to Geelong and from Wodonga to Cudgewa may be compared. On the former an engine of the standard class on our railways can haul 650 tons. On the latter the same engine cannot haul a train in excess of 200 tons.

A question which requires consideration in respect of the equity or otherwise of differential charging is: what proportion does

freight bear to the total selling cost of the articles in respect of differential charges are made? Take, for example, wheat. The freight charges represent a much larger proportion of the market value of wheat than the like charges in respect of cigars or silks although the charges in respect of cigars or silks are very much higher than those imposed on the wheat traffic. If equal charges were imposed the wheat traffic might conceivably be destroyed, and in that case, as the higher grade traffic would be required to bear the whole cost of the service, the charges would necessarily have to be increased.

*Seeing Victoria for 6/6 (Ctd. from page 44)*

Ballarat and back to Melbourne, a distance of 275 miles. I saw two gold mines still working near Ararat.

Albury was the next trip on the itinerary. After glancing around the town, I had a good look at the N.S.W. rolling stock. The narrower gauge made everything appear different.

The next day I went to Wonthaggi, armed with a letter to the State Mine Manager. I was very kindly shown all over the surface workings. Lack of time prevented me from going underground. I remarked how little the average Melburnian knew about the mine. He agreed. "About all their knowledge runs to," he said, "is the number of strikes."

Coming back I had a fine view of the rough seas breaking against the cliffs at Kilcunda, where erosion had necessitated the removal of the station to another site.

The final trip was to my old home in Daylesford, whose beauties would take a very large book to describe.

Altogether, I covered 3,500 miles at a total cost to myself of 6s. 6d.! But I proved to my own satisfaction that in seeing Australia first, you can't do better than start with Victoria.

*A Night in the Yards (Ctd. from page 29)*

A bell clangs. One of the three men at the levers answers a 'phone near him, conducts an unintelligible conversation having reference to cabbalistic numerals, the times of trains and the numbers of various levels. Then with half-a-dozen brisk movements, he pulls down two levers and straightens four others. He glances at the hands of the clock, pointing to 3.30 a.m. He smiles at you as he snatches a brief respite.

"Things," he begins, "are rather quiet to-night . . . . ."

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18 Fine Diamonds,  
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Diamonds, £4 10s. 0d.



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9,280—18ct. Gold,  
1 Real Pearl, 11 Diamonds,  
£22 10s. 0d.



9,341 18ct. Gold,  
Platinum Settings,  
14 Diamonds, £15



9,256—5 Diamonds  
Platinum Settings, £21



9,264—10 Diamonds,  
Platinum Settings, £30



9,363—18ct. Gold,  
Platinum Settings,  
4 Diamonds £10 10s. 0d.



9,209—18ct. Gold,  
12 Diamonds,  
£17 10s. 0d.



9,126 — 18ct. Gold,  
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and Diamonds,  
£17 10s. 0d.  
All Diamonds, .  
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# Garden Notes For May

## WHAT TO SOW AND PLANT

Artichoke (tubers). Asparagus (roots). Broad Beans. Cabbage (Flat Parisian). Cress. Garlic (bulbs), Leek, Lettuce, Mustard, Mushroom Spawn. Onion, Potato (bulbs), Onion (Perfect White Globe, Hunter River Brown Spanish, and other second early sorts). Potato (Early Manistee, Carman, Scottish Triumph). Peas (English Wonder, William Hurst, Witham Wonder). Radish. Rhubarb (roots). Shallots (bulbs). Spinach (Prickly). Turnip (White Stone, Non-seeding.)

## FLOWER GARDEN

**A**UTUMN is fast drawing to a close, and all who intend planting ever-green shrubs should do so at once, otherwise they should be left until early Spring, as plants of this description often suffer severely from frost, if removed during the cold months of winter.

Beds should be made ready for roses. Good drainage is essential, and the best way to secure this is by trenching. By so doing, all surplus moisture is permitted to soak through.

Bulbs planted this month will do well, and will flower as well as, if not better than those planted earlier. Among the best kind to plant are Grand Soleil d'Or, White Pearl and Daffodil Glow, ixias and sparascias. Beds of Lily of the Valley should be put down this month.

Dahlias should be taken up and stowed away in an airy place protected from frosts. Discard all inferior sorts, and make arrangements for replacing them next season.

A further sowing of hardy annuals—gaillardia, lupins, azure blue, nemesia triumph—should be made and Spring flowering Sweet Peas.

Attend to edging and borders, doing all necessary pruning. Gaps should be filled. If new edgings are required, such as box thrift, etc., the planting should be proceeded with at once, as delays are dangerous at this time of year.

Liliums make a fine display during the Spring. This is the best time to plant the bulbs. Lilium auratum, lilium longifolia are among the best varieties.

The following seedlings should be transplanted:—Pansies, primula, malacoides, cineraria, stellata, "Nice" stocks, antirrhinums and Iceland poppies for winter flowering.

Sowing of all perennial and biennial plants is advisable. Keep down insect pests by the use of soapine or benzole emulsion.

New English grass lawns may be laid down, and hose that have failed during the hot and dry weather should be dressed with cicada compost.

## FRUIT GARDEN

Where a further extension of the fruit garden is intended, the preparation of the ground should be pushed ahead without delay, as the planting season is at hand. The best plants to get are those from two to three years old.

Citrus trees, if not already planted, should be healed in a warmer situation until early Spring, for if not established before the winter they suffer a check during the cold months. Thin branches and useless growth, also rampant growth.

The loss of fruits last year through the ravages of thrips should be borne in mind with regard to early pruning. Many people have the idea that pruning

should be commenced as soon as the leaves have fallen. In this climate, so often visited with late frosts, early pruning is a mistake, and should not be practised except where a number of trees make it necessary to get an early start. It should be postponed until the end of June or during the month of July.

The early pruning of trees hastens the flowering period, and, as the greatest risk the fruit crop has to face is from frosts just after it has set, the aim of all growers should be to delay the development of leaf and flower buds. Early pruning has the contrary effect.

Start planting strawberries, raspberries, currants, etc. Strawberry beds should not be allowed to remain more than two seasons without renewal. Dress those that are to remain another season with farmside manure or bone fertiliser.

## KITCHEN GARDEN

If the kitchen garden has been well managed there is very little seed sowing to be done this month, unless any particular crop has failed.

Prepare beds for the purpose of transplanting onion plants as they become fit. If necessary, they should be trenched or well manured, as, if onions are starved at the start, they are liable to develop thick necks.

Continue to sow peas for winter use, choosing a well-drained and rather dry position, if possible, for this crop. Transplant cabbage and cauliflower plants in large quantities, so as they may get a good start before the cold weather sets in.

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.

Asparagus as a table delicacy is one of the most popular we have. To buy it in the shops is a somewhat expensive matter, and there is really no reason why all amateurs should not be able to provide sufficient for ordinary household purposes. Towards the end of this month, preparations should be made for its reception, and three rows planted in a bed about 5 feet across, with the plants placed about 2 feet apart. The crown should be planted 6 to 9 inches below the surface, so that when the sides of the bed have been thrown up and the mulching put on they will be a foot deep. It is not a wise practice to cut the crop the first season, as it prevents the crown from maturing.

A few plants of rhubarb could be put in with advantage. They do best in a well-drained plot, with the plants spaced about 3 feet apart, and the crown covered within an inch or two of the soil.

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



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VICTORIAN RAILWAYS

## THE OPEN DOOR

**N**OWHERE in the world are the people of a State more intimately associated with an enterprise than are Victorians with their railroad service. The £70,000,000 of capital necessary to operate the system is their money; its administrators are appointed by their representatives in Parliament; its policy of management is directly or indirectly influenced by every man and woman with a vote.

\* \* \* \*

**B**ECAUSE of all this—because, too, a railway, notwithstanding contrary opinion, is one of the first essentials to a community's prosperity and well-being—it is incumbent on its shareholders, the public, to take an intelligent interest in its policy, its operation, its employes. To that end, the Railway Department maintains the open door of information. More, it goes out of its way to tell the public what it is doing, and why.

\* \* \* \*

**P**RAISE of our work is often tempered with criticism. We expect and welcome sound, constructive disagreement as an indication of healthy interest, but we don't get enough of it. Some criticism—the criticism of ignorance—we disregard as unhelpful. An ill-informed or biased critic can prejudice a whole community against a progressive movement. That is another reason for keeping open the door of information.

\* \* \* \*

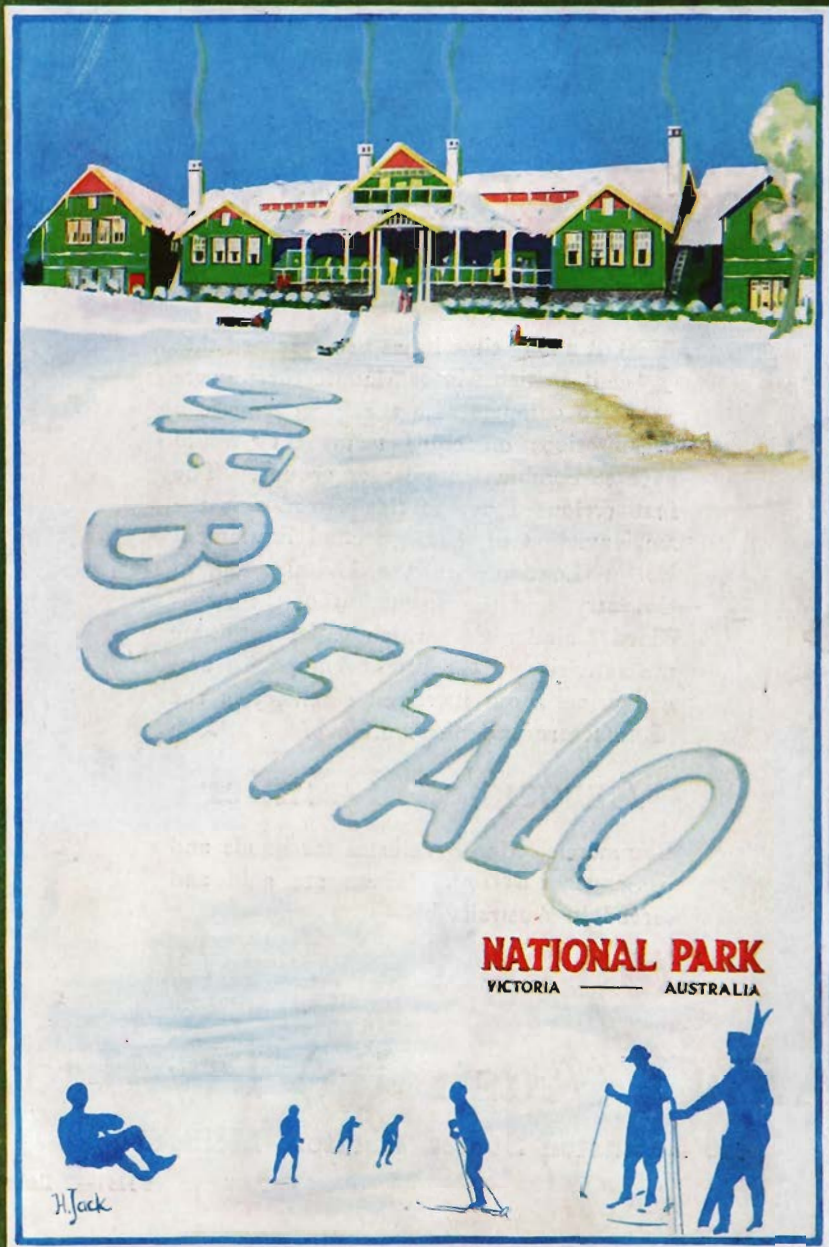
**L**ET us epitomise. We want Victorians to know *exactly* what we are doing with their property and our reasons for it, and then, by constructive criticism, to help us go one better. Nearly 30,000 railwaymen, month by month, week by week, are invited—urged even—to send in suggestions for railway betterment. They do. Won't you? The door opens both ways.

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CONSTRUCTIVE CRITICISM AND SUGGESTIONS ARE INVITED

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# THE VICTORIAN RAILWAYS MAGAZINE



6<sup>D</sup>

VOL. 4  
No. 6

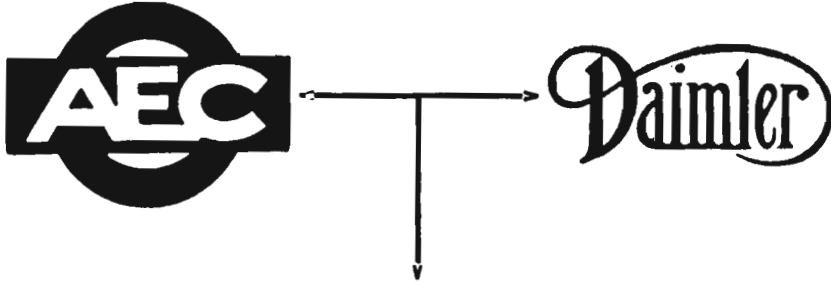
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June  
1927

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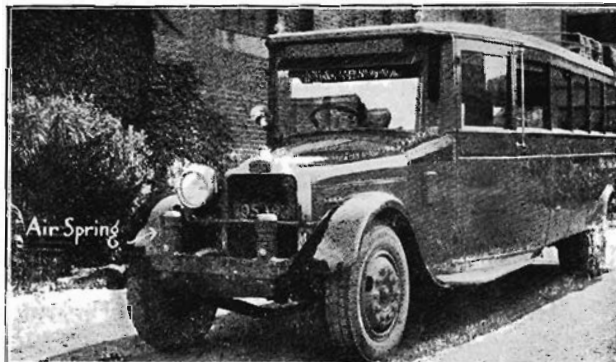
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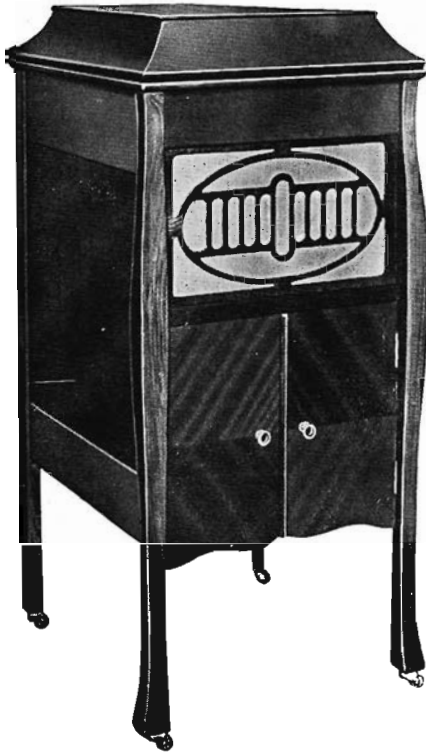
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SAFE

# SAFETY- HEALTH- BETTERMENT



UNSAFE

## Be on the Safe Side

**T**HE safe position to stand when screwing up or unscrewing nuts on fish-plates is depicted in the above left-hand photograph in which the trackman is shown standing outside the track rail.

The photograph on the right shows the trackman standing in an unsafe position between the rails. In this position there is danger of his being run over by an approaching train. **Do not take Unnecessary risks.**

## General "No Accident" Drive

Some time ago the Department inaugurated a series of "No Accident" drives in various workshops throughout the service, the last three being conducted at the Ardenstreet, Ballarat North and Bendigo Workshops, and in each case the drive which was held for a period of one month, resulted in no "lost time" accidents having occurred during its currency.

At the last meeting of the Safety Council it was decided that a general "drive" be conducted throughout the service during July, in connection with which a pamphlet is to be issued to all officers and employes, while, in addition, a suitable poster is to be exhibited at all workshops, depots, etc., and at the more important stations. Suitable

reference will also be made to this general "drive" in the Weekly Notice.

The Railways Commissioners are doing everything possible to establish safe practices and improve the conditions under which men work in order that they may be freed from any possible likelihood of injury while on duty, but their efforts will be of little avail unless employes themselves do their part.

Accidents entail not only unnecessary expense but also much suffering and hardship.

The exercise of care in preventing accidents is a duty which every man owes both to himself and to his family.

The result of the "drive" is for you to determine. Let your motto be—

**SAFETY SAVES SORROW.**

### A LITTLE THING, BUT—

He caught his hand—a little thing,  
He hardly felt the sting,  
He could not stop for iodine, so—  
Five weeks in a sling.

We're always hoping for the best,  
When we should fear the worst,  
It's best to tend the little things,  
With First Aid—"Safety First."



## THE ROAD TO BETTER HEALTH

"Give me health and a day, and I will make the pomp of Emperors ridiculous."

—R. W. EMERSON.

EMERSON'S words are pregnant with meaning; good health is undoubtedly life's greatest gift. Therefore, take care of your body.

The human body is composed of billions of living cells which are fed and controlled by numerous complex systems, and it is obvious that if you are to enjoy perfect health, each unit in these control stations of nature must function perfectly.

The three most important are the digestive system, the nervous system, and the blood making system. These three systems form a trinity or triangle, and if one side of that triangle is removed or weakened, the whole triangle ceases to exist, or becomes seriously impaired.

Each of these systems can be made to function perfectly only by paying proper attention to your health, and by not abusing your body.

If you are fortunate enough to possess a healthy body, why do anything which will have the tendency to destroy it?

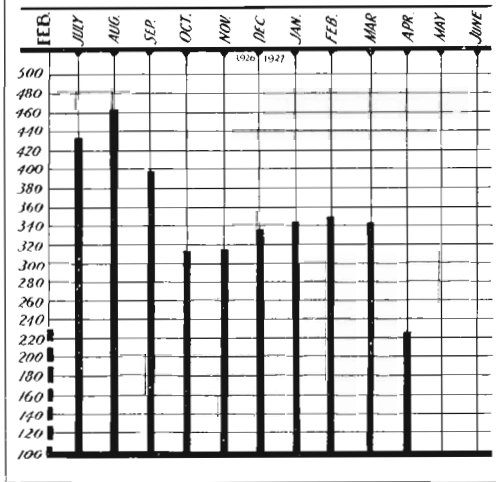
### Good Health is the First Factor in Human Efficiency!

#### THRIFT

Thrift is a habit—something you do unconsciously or automatically—and like all habits can be acquired.

The habit of thrift dictates that you shall earn more than you spend, or, more particularly, that you shall spend less than you earn.

## SUGGESTIONS RECEIVED EACH MONTH



When you are producing more than you consume you will be filled with courage, animation and ambition, for the habit of thrift will prove your power to rule yourself.

Thrift implies wise spending as much as wise saving, and the best means of regulating both is to put a little of your earnings away each fortnight and thus prepare yourself for the rainy day which must inevitably come to each and all of us.

### SUGGESTORS, READ THIS!

It has come under the notice of the Betterment and Publicity Board that although the system provides against it, one or two suggestions received and rejected by the Board have, at some later date, been introduced in some section of the Department unknown to the Board.

In order that the Commissioners may keep faith with suggestors, it is the intention to have any such cases investigated.

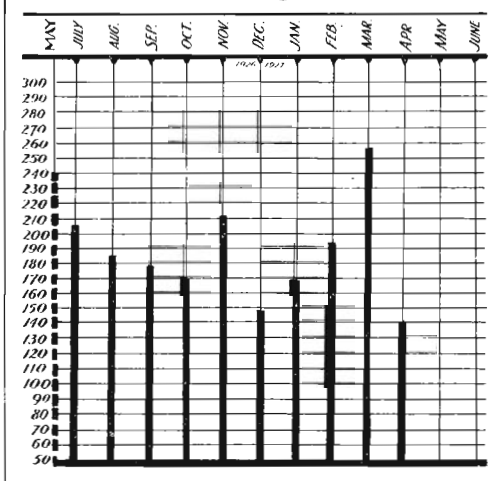
The Commissioners desire that any officer or employe who finds that an idea of his has been introduced in the service which had been previously rejected by the Betterment and Publicity Board, will immediately communicate with the Board so that the question of granting him credit as the originator of the idea may be given consideration.

### BENEFIT BY YOUR IDEAS

Awards made during April for adopted suggestions:—

Total amount of awards ..... £124 os. od.  
Highest award ..... £17 10s. od.

## ACCIDENTS REPORTED EACH MONTH



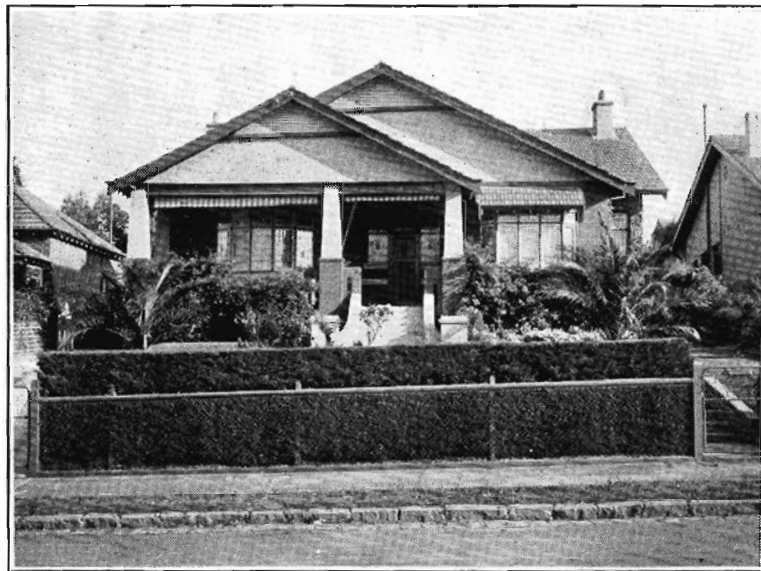
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# THE Victorian Railways Magazine

ISSUED UNDER THE AUSPICES OF THE  
VICTORIAN RAILWAYS COMMISSIONERS

Vol. IV.—6

MELBOURNE, JUNE, 1927

Published Monthly  
Price, SIXPENCE

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

FOR 7s. per annum in advance, the Magazine will be forwarded to any address.

A copy is issued free to all permanent Victorian railwaymen, including temporary and casual employes with six months' service.

Articles and reports on matters of interest both to employes and the public, short stories and verse, personal paragraphs, 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, Betterment and Publicity Board, Railways Department, Spencer-street, Melbourne, not later than the 12th of each month,

Correspondence relating thereto is carried free over the Victorian Railways.

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

Telephone enquiries to Railways 393.

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—Photo by W. Howieson

*HOW THE RAILWAYS WELCOMED ROYALTY.—The illuminations at Flinders-street Station*



## Does Your Desk Misrepresent You ?

**Y**OU would probably question the work of a machinist whose lathe was always cluttered up with nondescript tools, shavings, waste, and odds and ends that had nothing to do with the job on hand. If your power-plant engineer kept all kinds of rubbish in great heaps about the place, you would be justified in closely checking plant efficiency against steam costs.

\* \* \*

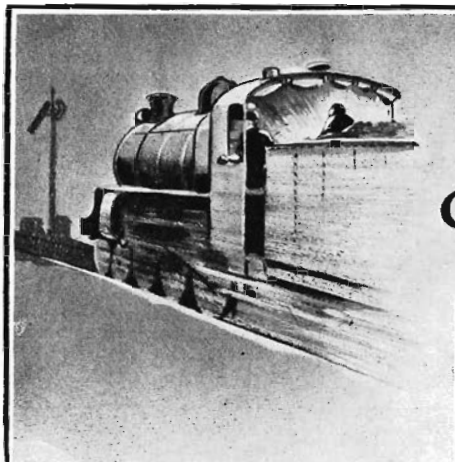
**U**NLIKE the engineer or the machinist who has many to keep in order, the office man has but one tool—his desk. But like the engineer who lets rubbish accumulate, or the machinist who condones a dirty lathe, the office man with a disorderly desk is qualifying for an inquiry into his efficiency on the principle that a chaotic desk betokens a chaotic mind.

\* \* \*

**A** DESK snowed under by an accumulation of papers has a discouraging, depressing effect on its owner. It gives the impression that the jobs on hand are enormous, that there is little or no time to clean it up now, and that to-morrow would be a better time to tackle such a monumental task.

\* \* \*

**B**USINESSES vary, and because of this it is impossible to frame a rigid set of rules for desk use. The individual must get acquainted with his desk, learn the function of every drawer and compartment, and use them intelligently. Then he will have a desk that will co-operate, not hinder, a desk that will prove a genuine, supporting asset, a tool that will make for greater and more accurate work.



# IN THE CAB *of* THE SYDNEY LIMITED

By RICHARD HUGHES

Illustrated by Angus Mac

**C**OME for a ride in the cab of the Sydney Limited! Make the 190-mile run from Melbourne to Albury on the footplate!

You won't have much comfort. But you'll have plenty of incident, plenty of excitement and plenty of coal-dust.

**P**ERHAPS flippant is too strong a word. And frivolous doesn't convey quite the correct meaning. But casual the man certainly was; unconcerned, indifferent, nonchalant. He stepped to one side of the engine cab, glanced at the Spencer-street clock, checked the time with his watch, lit his pipe, caught the eye of the stout perspiring guard—and threw him a kiss.

I turned from the steaming engine and looked back along the crowded station. Moist farewells and smiling farewells, sentimental farewells and prosaic farewells—half Melbourne, standing on the long platform, was saying good-bye to the other half, leaning out of the train window (at least, that's what it looked like). And here was one of the two men in whose hands the safety of these passengers lay, using one of those very same hands to blow irreverent kisses to the guard!

I spoke to the man austerely. I said: "Are you driving the Sydney Limited tonight?" He said: "No, I'm the fireman." I said: "Well, I've got a pass here—I'd like to travel on the footplate." He said: "Good-oh."

### Enter The Driver

My credentials having been vided in this very formal fashion, I clambered up the two narrow steps and balanced myself on the sloping footplate. At the same time, from the pit side of the engine, two hands made an appearance, followed closely by a small blue cap, keen clean-shaven face, overalled body and a brace of overalled legs.

The fireman introduced me to the driver

The driver said he was glad to see me. He thought I would have an interesting ride. He was a man of few words, confident and capable.

The fireman told me to sit down. I moved along the footplate, cautiously. I felt in the way. I bumped against the handbrake, sat down heavily. On the fireman's seat, fortunately. The seat was padded, I noted thankfully. The fireman smashed a couple of lumps of coal with a hammer. The driver rubbed his hands on a piece of waste and leaned out of the window.

### Right Away!

I glanced at my watch. The driver drew in his head smartly, snapped "All right!" dragged a lever towards him and released it. The engine shrieked. The fireman threw open the half-closed door of the furnace and deftly flung a shovelful of coal into the fiery depths. The driver did something complicated to the wheel in front of him and grabbed an end of a long double-handled lever. Steel ground against steel. Steam hissed. The engine shivered and moved forward.

My watch was half-a-minute fast.

Through the window in front, I gazed along the huge throbbing bulk of the engine. Smoke vomited from the funnel. An unseen hand guided us over tangled points, across a maze of criss-crossed tracks, past the Dudley-street car sheds and on to the straight run to North Melbourne station.

Coal, more coal, and still more coal, was crunched from the base of the tender and crashed into the furnace. A pall of smoke swept over the cab, over the coal tender,

over the guard's van and along the roofs of the fast moving carriages.

There was noise, there was vibration, there was steam, there was heat. The electrification cables hung heavily over us. Defiantly the engine belched smoky steam at them. An electric train, bound for the city, roared past. My eyes were almost on a level with its roof. I drew back slightly. The "spark" had seemed confoundingly close!

We were ascending a steadily rising grade. "Oliver's bank!" screamed the fireman. "Pretty stiff. One in 50 all the way. Lasts to Glenroy—"

He spun a small wheel, whipped down a lever and dropped the furnace door. Again the scrape of shovel and coal sounded above the roar of wind and the thunder of wheels. Our speed quickened. Melbourne was gone, forgotten. Glenroy's sub-station had been passed. Broadmeadows huddled fearfully away from us. The puny trappings of the electric service terminated abruptly. The engine snorted in triumph, bounded on through a darkening world where the supremacy of steam was unchallenged.

#### The Climb to Heathcote

More hills. Again we were climbing. Reluctantly the needle of the speed recorder dropped back. The shovel crunched, scraped and clanged, crunched, scraped and clanged. Smoke thickened. Night threw long shadowy arms from the horizon.

"We climb till—reach Heathcote Junction." Wind and engine mocked the fireman's stentorian bellow. "Then we get—good run—Seymour!"

The Junction came, whirled past in a confusion of lights and shadows. A pinpoint of green glinted reassuringly. Our electric headlight was switched on. A blinding white pool flooded the track for three-quarters of a mile and more ahead. The black shape of the engine stood out sharply against the glare.

Fast gathering speed, the engine rocked round a curve. No smooth passenger-car

travel on the footplate. I pitched forward, was jolted to one side, strove to steady myself against the side window. Telegraph poles tore past on either side in a never-ending procession. Wind hurled itself with idiot fury against us. Faster and faster!

Crunch, scrape and clang again. Coal dust swirled and eddied in the cab. The glow from the flames beat upon the face and arms of the fireman. He lost his good-humored appearance. He was Mephistopheles.

#### Forty-five, fifty, fifty-five—

Above the driver—crouching low near the window, his eyes always on the track—the speedometer needle rose steadily. Forty-five — fifty — fifty-five — fifty-eight — fifty-seven — fifty-eight — fifty-nine — sixty miles an hour! Pandemonium reigned. Shrieking, the engine swooped across a level crossing.

I bumped up and down, backwards and forwards. I decided that, after all, the seat couldn't have been padded. I marvelled at the ease with which the fireman, pipe in mouth, balanced himself on the swaying footplate and swung shovel from tender to furnace.

Speed slackened slightly. The driver's hand was on the Westinghouse brake. The speed recorder showed forty, then thirty,

(Continued on page 69)



Crunch, Scrape, Clang!



# BOOKSTALLS



*The Flinders-street Station Concourse Bookstall as it appeared (left) in June, 1924, and (right) 4 months later, after the Railways Department had taken over full control*



By  
J. D. MICHIE



“**R**EADING maketh a full man,” said Francis Bacon. He had with his genius learnt the simple lesson that man does not live by bread alone. “But,” he added, “some books are to be tasted, others to be swallowed, and some few to be chewed and digested.” Never in history has this attitude to reading been so much the general rule as it is to-day. It is the method of modernity. The railway bookstalls see a lot more than the wares they sell to the public they serve.

The railway bookstall system followed quickly upon the opening of the first railway lines in England, Scotland and Ireland, one hundred years ago. To-day that system is as much a part of the railway

**N**OWADAYS, it would be difficult to visualise a busy railway station, particularly a terminal, without an efficiently conducted, attractively dressed bookstall. The provision of reading matter is one of those services to the travelling public which has grown up with the railway itself—is still growing.

The Victorian Railways Department controls 18 bookstalls, excluding those leased by private enterprise, and handles more than 400 different publications regularly.

service of the globe as the train itself. A history could be written around the extraordinarily romantic yet utilitarian expansion of the bookstall business. Who can estimate what it has meant in spreading knowledge from Nadir to Zenith? Who can over-estimate what it has done for literature? In cultivat-

ing and strengthening the invaluable taste for reading, the railways have played an enormously beneficial part, but their bookstalls, all over the wide world, have been a great auxiliary in the provision of entertainment and education.

The rapidity of a century's evolution is to be noted in a thousand tremendous things and directions, but not the less remarkable is the far-flung spreading of the means of



## MAGAZINE WAGGONS

*Are an important adjunct to the Department's Book-stalls.*



*The Photograph shows how much they are appreciated.*



transport and the adoption and adaptation of them by the people of all climes and languages. At the same time, it is singular how in the equipment of the adjuncts of service the English-speaking lands have out-distanced others, and notably so in the domain of the printed word.

As for Victoria, it has upheld the best traditions of experience and service in this sphere. Distinguished travellers have expressed wonderment at the picture presented at Flinders-street Station by the striking principal bookstall with its spectacular display and its entirety of stock in printer's ink. In books, periodicals, journals, papers of every hue, plain and colored, beautifully illustrated and otherwise, for all tastes, grave and gay, from lively to severe, the range and arrangement have been generously and genuinely admired as equalled by few and excelled by none.

### 400 Publications Handled Regularly

The all-round up-to-dateness of the bookstalls at Flinders-street Station is a characteristic of the Department's own bookstalls of which there are eighteen. There are fourteen between the stations at Flinders-street, Spencer-street and Prince's Bridge, with two at Bendigo, one at Seymour, and one at Geelong. It gives some idea of the scope of operations to know that some 400 different publications are regularly handled, apart from a large number of novels and other sundries. The variety and immen-

sity of the trading lines, and the times of issue, make hustling a feature of the work; for it is necessary that publications be available to the public immediately they are received. In this vital detail nothing is neglected. It is the aim of the competent staffs to combine courtesy, efficiency and wide selection in fulfilment of the command: "Service to the Travelling Public," which is the key-note of the general administration.

### Managerial Enterprise

The spirit and the reality of managerial enterprise is attested by the fact that since the Department, three years ago, assumed control of the bookstalls at Flinders-street, Spencer-street, and Prince's Bridge Stations, many structural alterations have been made, and new features have been introduced.

The main bookstall at Flinders-street (a photograph of which is here reproduced in comparison with the former building and lay out of stock) is admittedly one of the finest bookstalls to be found anywhere. The display space around the top alone enables a cover show of between 150 to 300 different publications, apart from the commodious counter and other fittings for books and sundries. When it is considered that some 300,000 people pass through this station daily, the value of this display will be appreciated. Goods to be sold have to be shown.

Further to this point, consider how at the Spencer-street Station the long distance traveller is also amply catered for. In addition to the well-stocked bookstalls in convenient positions, portable trucks are utilised along the platforms at outgoing country trains to serve the belated traveller. These trucks are specially fitted to carry a good display assortment of publications. They have proved a wonderful convenience to the traveller.

Mr. Ernest J. Letcher, Bookstalls Manager, and his assistants will tell you that the business is extremely interesting, and not without its humorous side. Assistants are, at times, asked for all sorts of articles, from safety-pins to aspros. Others make a practice of giving certain newspapers nicknames.

Surprising, too, is the number of absent-minded people who will purchase a paper, put it under his or her arm, and come back under the impression that he or she has not

picked it up from the counter. Again there is the man who will offer you his ticket for the purchase of a newspaper. But the limit was reached when a lady, after purchasing a magazine, commenced to walk away leaving her baby on the counter.

When reminded of it, she jokingly asked what would have been done with the baby, and was told that in all probability it would have been sent to the lost property office.

With vision broadened, there can be no question of the worthy work of Victoria's railway bookstalls in making conveniently accessible to travellers the wit and wisdom of the world. Appropriately, I close this sketch in the noble company of the poet



One of the Spencer-street Station Bookstalls

Wordsworth, who has recorded that—

*Dreams, books, are each a world; and books we know  
Are a substantial world, both pure and good;  
Round these, tendrils strong as flesh and blood,  
Our pastime and our happiness will grow."*

#### A MORNING CREED.

**W**HEN you awake in the morning you wash your body; why don't you wash your mind? You breakfast, putting food in your body to give you strength for the day; why don't you give your soul its breakfast?

Therefore, learn this creed, better it if you can, and say it as your day begins:

I want this day to be a cheerful and successful one, so that I may come to my resting bed to-night glad and satisfied. To accomplish this, I will plan my day intelligently.

As I know that happiness depends on me, my will and attitude of mind, and not on events, I will adjust myself to whatever happens.

I will keep all mental poison out of my thought. I will especially resist and exclude fear, which weakens and unnerves me.

I will not allow myself to become angry.

I will try to affect pleasantly everyone with whom I am thrown in contact. I will try to make happiness as well as to receive it.

I will believe in myself. I will allow nothing to make me doubt myself nor to create in me discouragement or despair.

I will not let myself despise any human being; and I will keep all contemptuous thoughts of anybody out of my mind; neither will I speak derogatory words.

I will keep my whole self in tune with positive, healthful and optimistic forces.

I will make my enforced intimacies as pleasant as possible; I will get along without friction or bickering, or strained relations with my family, my neighbours and my business associates.

I will plan for at least a half hour's quiet, for reflection and for cultivating my own spirit.

I will be more honest, square and prompt than business requires; more kind than charity requires; more thoughtful than love requires.

I will do somebody a good turn that is not expected of me.

If any person does me wrong I will not bear him a grudge; I will try to forget it.

I will enjoy as heartily as I can what the day brings me, and get all the pleasure possible out of eating, drinking, working, resting, amusements, and the people I meet; so that at night I may be able to say:—I have lived today, and have found life good.



# THINGS WE ARE TALKING ABOUT

To paraphrase Kipling :

*The tumult and the shouting die  
The Duchess and the Duke depart.*

And—this poet-plagiarising habit grows—departing leave behind them footprints on the sands of time. And a good deal more besides. Their going leaves

**GOOD-BYE** an empty little niche in the great loyal heart of Australia which had taken them to itself. Behind all the pomp and pageantry, all the weighty significance of history in the making, all the may-it-please-Your-Royal-Highnesses and all the formal replies, there was something that shone golden out of the gilt in the Duke's insistence on stopping his car to retrieve a little child's bunch of violets, in his boyish enjoyment of the 'Varsity students' rag, in the Duchess's informal chat with a train examiner or a Canberra cottager, in the smile that captured a continent.

\* \* \*

And, in willing submission to the charm of these two personalities, Australia found a medium, a sort of safety valve, to express some of the bottled-up loyalty that lies hidden in the core of every Briton and every descendant of a Briton. Possibly that surge of loyal feeling occasionally swamped our manners :

## **LOYALTY AND MANNERS**

we were, at times, inclined to treat the Royal Couple as exhibits A and B, and to forget about our hats. But it's some years now since we had the opportunity of letting ourselves go like this, and we know perfectly well that the Duke and Duchess, with the infinite tact that characterises their order, quite forgot about the little shortcomings of which lesser lights have, on occasions, made so many mountains.

\* \* \*

There are always, of course, the few who disdain the expression of loyal feeling, either as a pose or from a misguided sense of values, and who go out of their way to be rude, especially to Dukes and Duchesses. Usually, however, the sense of humor of the great majority renders boorishness as futile as those from whom it emanates. All Australia, for instance, grinned broadly at the humorless people who hauled their mayor over quasi-political coals, for being ordinarily polite to the Royal visitors. Most other folk relegated politics and every other contentious subject to its proper place in the background and joined in the shout of welcome and the regrets of good-bye.

## **WHEN AUSTRALIA LAUGHED**

Most other folk relegated politics and every other contentious subject to its proper place in the background and joined in the shout of welcome and the regrets of good-bye.

\* \* \*

Victorian railwaymen can congratulate themselves

on having given the Royal visitors service second to none that the British Empire can provide in the way of rail travel. On his last journey through the State, the Duke personally thanked Mr. Clapp for it and told him he had never travelled

**WELL DONE,** in more comfort by train.  
**V.R. MEN!** The Chairman, of course, was delighted, not only with the

Duke's compliment, but with the way everybody from the heads of branches, who burnt the midnight oil over plans and preparations, to the men who guarded the track, put their backs into it and pulled as one man. As results, the Royal train, the finest thing on wheels ever turned out south of the line—both in material and service—performed its jobs without a hitch anywhere, the incidental traffic was handled magnificently, and the reception arrangements at stations of call were tip-top. As Mr. Clapp said : "It was a big job successfully and thoroughly completed in every department of the service"—and Mr. Clapp doesn't say that for nothing !

\* \* \*

The Duke of York had something further to say about railway service when he summoned the members of the train crew into the

## **FAREWELL GIFTS**

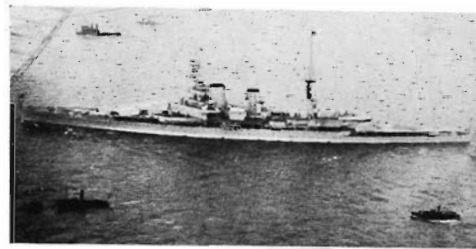
Royal car on the day of his departure, expressed his own and the Duchess's appreciation of the attention which they had received from every railwayman during their Victorian tour and presented the driver with a gold watch, the fireman with a handsome match-box, and the steward, conductor and guard with similar gifts. Before leaving the train at Montague, the Duke warmly farewelled three departmental chiefs in charge of the train, Messrs. M. J. Canny, General Superintendent of Transportation, N. C. Harris, Assistant Chief Mechanical Engineer, and L. McClelland, Dining Car Manager. As a little memento of the trip he asked Mr. Canny and Mr. McClelland to accept a pair of inscribed sleeve links and Mr. Harris a cigarette case.

\* \* \*

One of the little incidental services connected with the Royal tour was the provision of two special trains for the conveyance of the Commonwealth's 250 official guests to the opening of the Australian capital.

## **DISTINGUISHED TRAVELLERS**

The sleepers and rails along the Melbourne-Albury track bore a very distinguished company when those two specials roared their way northward. On board were Cabinet Ministers, Generals of considerable Military



*The Renown leaving Port Melbourne*



One of The Royal Mementos

tonnage, Foreign Consuls, four Lord Mayors, Arbitration Court and High Court Judges, Government Ambassadors from sister Dominions, senators by the dozen, baronets and their ladies galore, and prominent representatives of the Commonwealth's religious, civic, legal and commercial life. Travelling to Albury, the refreshment room staff at Seymour arranged afternoon tea for the guests, and on the return to Melbourne the following week, Benalla supplied an appetising luncheon, and Seymour, again, dainty afternoon tea. Victoria's Chief Justice and Lieutenant-Governor Sir William Hill Irvine, delivered judgment on the railway arrangements. "The service could not have been improved upon," was his judicial summing up. "The trains were most comfortable and the service at the refreshment rooms par excellence." All of which is another feather in the caps of Mr. Lance Bromilow, of the Betterment and Publicity Board, who solved the jig-saw puzzle of train accommodation, and of the two refreshment Managers concerned. Incidentally, the N.S.W. railway people collaborated with a will, and turned out some splendid rolling stock for the occasion, as they did for the recent tourist trip to Canberra which was organised from this end. Co-operation such as this was appreciated not only by Spencer-street, but especially by the travellers. And they said so—on both occasions.

\* \* \*

The Canberra opening, by the by, had an interesting sequel which showed how well Victorian railwaymen can rise to the occasion. Melbourne "Argus" in common with other metropolitan dailies,

**TRAIN**

V.

**PLANE**

had an aeroplane waiting at Canberra to rush photographs of the ceremony at the new capital to Melbourne in time for next day's papers. Above Rutherglen, the pilot had trouble and descended into a field of thistles. Getting in touch with his chief by 'phone, the journalist was instructed to go for his life by car to Wangaratta, where it was hoped a special train would be in readiness. The department received the order for a special at 4.25 p.m., and an engine and van was waiting at Wangaratta at 4.35 p.m. At 5.35 the journalist, the negatives and the dusty car arrived at Wangaratta, and at 9.28 p.m. the special reached Spencer-street. Despite four unavoidable stops—including one of 31 minutes for the Melbourne-Albury express—the 145-mile journey was accomplished in seven minutes

less than four hours. And so the "Argus" readers got the photographs in their paper next day.

\* \* \*

The "Argus" proprietors, Messrs. Wilson and Mackinnon, were delighted with the success of these emergency plans, and hastened to tell Mr. Clapp what they thought of the railway service. "We

**GRACEFUL  
TRIBUTE**

desire to take advantage of this earliest opportunity," they wrote, "to express to you and to all the railway employes concerned, our hearty appreciation of the willing and spirited cooperation extended to us in our difficulty. The prompt and confident response to our request for a special train . . . was the outstanding feature of our negotiations with your Department; and this was followed by an enthusiastic effort on the part of all ranks to ensure that the enterprise was carried through successfully. We would like particularly to mention the courtesy and kindness of Mr. H. Cooke and Mr. C. Widdop, and of the Stationmasters at Spencer-street and at Wangaratta, the various crews of the train, and staff along the line, whose efforts crowned our plan with success." To which Mr. Clapp replied: "Your appreciative comments are a source of gratification to the Commissioners. They will also serve as a stimulus to the staff in their ambition to give 100 per cent. service to the State."

\* \* \*

A correspondent who read Mr. Hughes's article on Victoria's first train, in the March issue of the V.R. Magazine sends us an interesting photograph which we reproduce on this page. It shows what is

**A  
PIONEER**

probably one of the first engines to run in the State. Our correspondent says that his wife's father, a Mr. Jones, who was loco. foreman at Maryborough, when he joined the railway service, 40 years ago, used to drive this locomotive, in his early days from Williamstown to Melbourne. Later, he took the first passenger train to Maryborough when that line was first opened. The photograph is about 57 years old.

\* \* \*

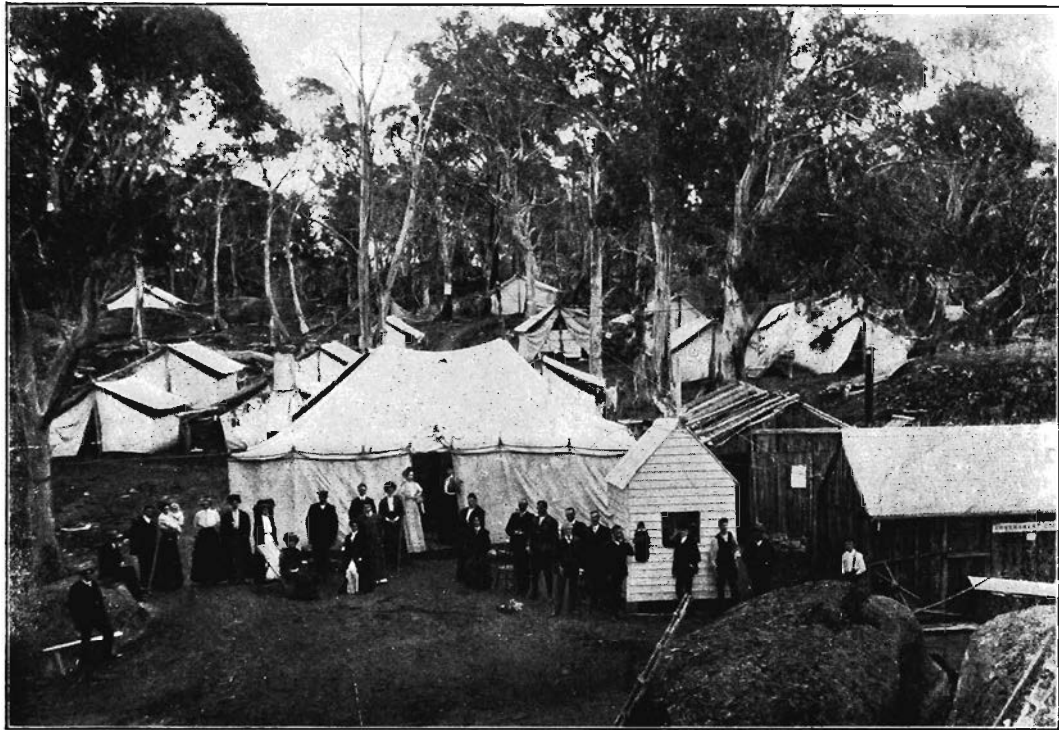
The progress we have made with locomotives, since then, seems almost incredible. Probably 60 years hence, somebody, looking at a picture of an A2 or a C class engine, will think the same thing.

**SPRINGS  
TO IT**

Meanwhile somebody has invented a train that will do what it's told—literally. At a recent engineering exhibition, in London, Major Raymond Phillips, an inventor, demonstrated how it was done with two model electric trains. When he shouted "go," the trains started. Similarly, they



A Victorian Locomotive of Nearly 60 Years Ago



The Original Government Camp at Mt. Buffalo

obeyed orders when he said "stop," and "go back." It was all done by a new sort of microphone, set to correspond to the particular pitch of his voice. When a certain tone was used, the current was allowed to pass through a relay which started the operation desired. This, of course, automatically qualifies our photograph of the 1857 locomotive for a place of honor in some museum.

\* \* \*

Our cover design, this month, is a facsimile of the Department's new winter Mt. Buffalo poster which, from station hoardings, will shortly do its striking best to persuade people to take an exhilarating week off among the snow and skis and sleighs and things, and there to achieve the enviable

**A CONTRAST**

state of rude, ruddy health that makes a man want to punch something. The poster which was designed by Mr. H. Jack, one of the Department's artists, was the winner in an open competition for which there were about 50 entries. The picture of the Chalet with its suggested cosiness of roaring log fires and luxurious armchairs is a striking contrast to the photograph we reproduce on this page of the original government camp on the same site, taken 20 years ago.

\* \* \*

Denmark has just launched an "Eat More Fruit" campaign. Sturdy, round-eyed Danes are gathering in front of Copenhagen hoardings, studying a slogan which is interpreted in English as "Eat Fruit Every Day—That is the Way to Health." Posters, propaganda, lectures and newspaper articles are the order of the day, and the fruit buyers at the capital have agreed to make an advertising contribution of 0.1

**EUROPE "EATS MORE"**

per cent. of the value of their importations.

Our old friends, the Germans, are throwing themselves into a similar movement with characteristic thoroughness. Two motor cars have been placed on the road in the Fatherland to instruct retailers in fruit merchandising. Advertising, posters and radio talks are to the fore. About £20,000 will be raised by the appropriation from brokers and account sales of one halfpenny per package, to be spent in boosting the campaign. All this should "repercuss"—strictly as spelt—in Australia which already supplies the Continent, via the Hamburg market, with a fair quantity of apples at profitable prices.

\* \* \*

Meanwhile, Victoria, to its credit and to its better health, continues to eat and drink more fruit. Mr. W. D. Bracher, who presides over the destinies of thousands of cases and makes quite sure that their contents, either in solid or liquid

**THE HABIT IS GROWING**

form find their way into the public's interior economy via the Railways Refreshment Rooms, stalls or waggons, informs us that sales for the nine months ended March 31 aggregated £28,347, compared with £18,796 for the previous corresponding period. It looks as if fruit is really becoming a habit.

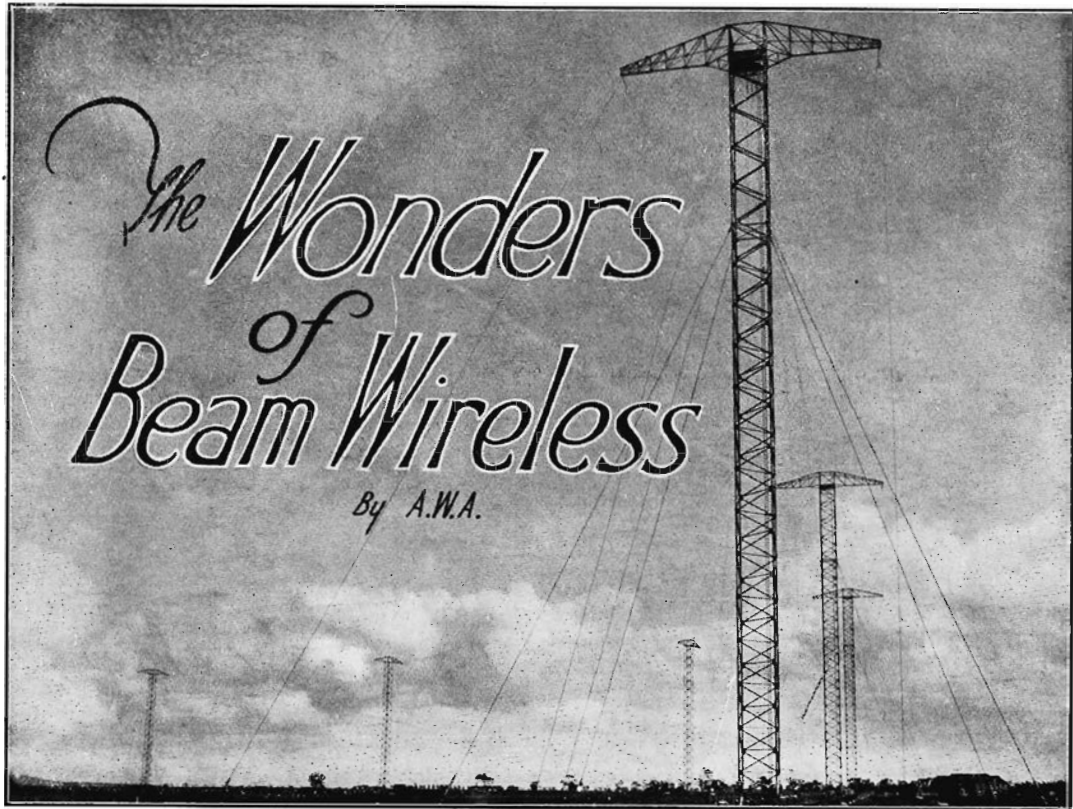
\* \* \*

Uncle Sam has just finished taking stock of the performances of his railroads during 1926. He has made some pleasant discoveries, and some gloomy ones. Freight traffic for the year was an American record, he announces cheer-

**UNCLE SAM'S STOCKTAKING**

fully. Greater by 32½ billion than in 1925, the net ton-miles ran to the nice fat total of 488½ billions! Operating revenues aggre-

(Continued on Page 67)



*The Transmitting Station at Ballan, showing the Towers supporting the English Aerials and Reflectors in the Foreground*

**I**N Australia, the Beam Wireless Service is owned and controlled by the Amalgamated Wireless (Australasia) Ltd. for whom the beam stations have been erected by the Marconi Company of Great Britain. The stations in England are controlled by the British Post Office. The transmitting stations in Australia are situated at Ballan, about 50 miles from Melbourne and the receivers at Rockbank, about 20 miles from Melbourne.

There are really two different stations at each site. One of the two transmitters at Ballan will work with Great Britain, while the other will work with Canada. Similarly at Rockbank, one of the receivers will pick up signals from Great Britain, and the other from Canada. All four units work simultaneously and quite independently of each other.

Six steel towers more than 250 ft. high,

**T**HE most efficient wireless service in the world. The largest telegraph service—including land lines—in the world.

The basis of an efficient telephone service between Australia and England, of the transmission of photographs, pictures and documents in a few minutes.

All this and more is claimed for the Beam Wireless Service, which has just been established, and which is described in this article.

and supporting a delicate web of fine wires, a dull colored building, which contains the transmitting equipment, large in itself, but dwarfed almost into insignificance by the aerial towers, and a delightfully bright little village which has sprung up to accom-

modate the station staff, are the visitor's first impressions of the transmitter at Ballan.

The transmitting station itself can most conveniently be considered as three distinct units. The first of these is the Power House—itsself larger than the electric power houses of many country towns—which supplies the electric current to work the transmitter. The second is the transmitting equipment proper, and the third is the intricate aerial system on which the generation of the wireless beam depends.

The actual energy to operate the wireless station is derived from three large crude oil

engines. Each develops 160 brake horse power, each has three cylinders, and each drives an electric generator which develops a direct current at a pressure of 400 volts. The output of each of these generators is taken to a switchboard, and from there it is diverted to drive a series of other machines.

#### Enormous Voltages Needed

A modern wireless transmitter uses valves which are essentially the same as the valves in a wireless receiving set. Hence, a current is required to light the filaments, and another current is employed to operate the plate circuits of the valves. The filament current is really supplied from the batteries, but these batteries are kept charged by a motor generator supplying current at an appropriate pressure.

The plate circuits of the main transmitting valves require a pressure of no less than 10,000 volts to operate them. Intricate and elaborate apparatus is needed to supply this pressure. Another electric motor, driven from one of the main generators, operates an alternating current generator. The current delivered from this machine is passed into a transformer which steps up the voltage to a pressure considerably exceeding 10,000 volts. This high pressure current then passes into a rectifier, which consists of 16

valves, each the size of a large football arranged in a rack and insulated on slabs of glass. Owing to the extremely dangerous pressure employed, all this apparatus is carefully protected by shields.

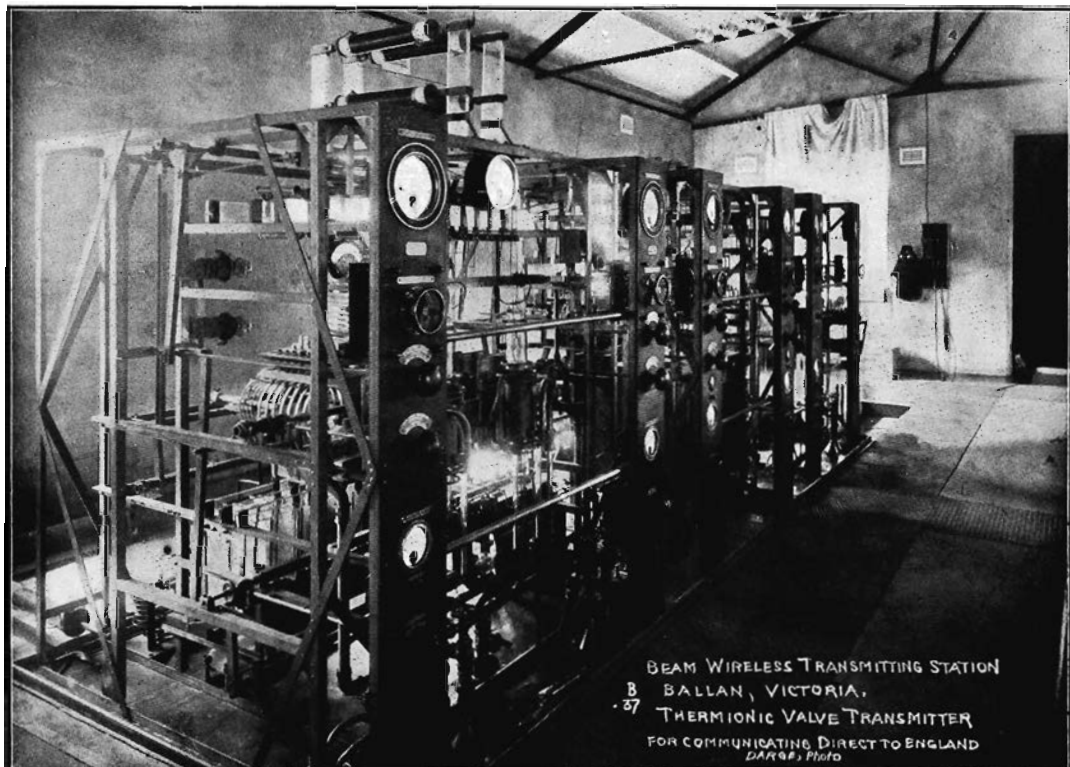
The rectifying valves differ from ordinary receiving valves in that they contain only a filament and a plate. The grid, which is the third element in an ordinary valve, is not required.

The alternating current from the transformers is converted by the rectifier into a direct pulsating current. That is to say, the pressure alternately rises to a pressure exceeding 10,000 volts and then falls away to zero.

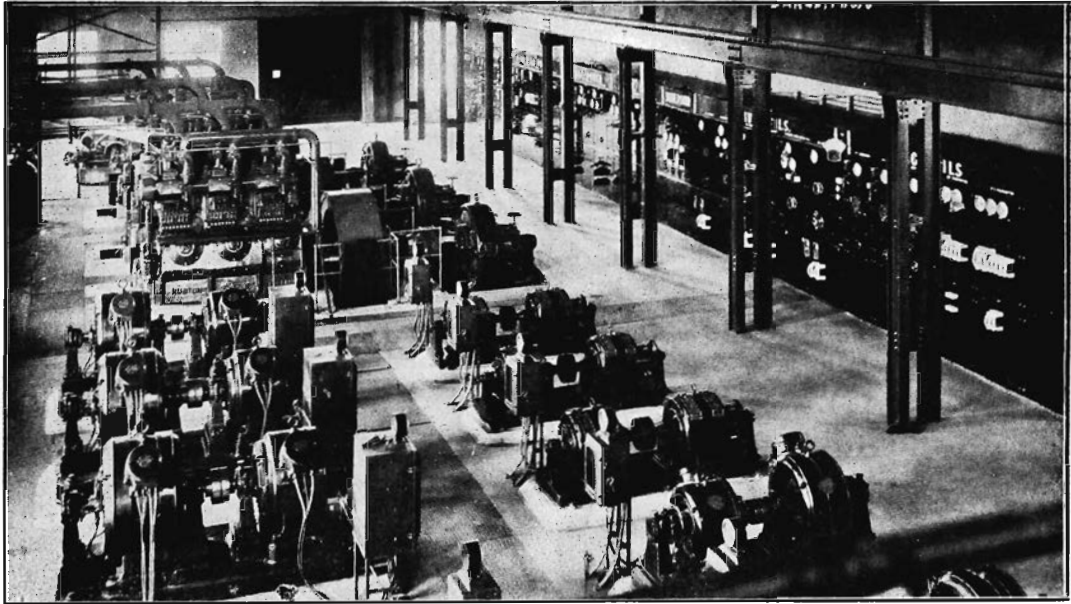
#### "Ironing Out" the Current

This current must be converted into a perfectly steady direct current before it can be employed on the transmitting valves. In other words, the pulsations, or ripples referred to must be "ironed out." This is done by a filter which consists of a carefully designed arrangement of inductance coils and condensers into which the pulsating current is fed.

There are three complete and independent engine driven generating units, and all the apparatus for filament supply and plate current supply is in triplicate. Normally



BEAM WIRELESS TRANSMITTING STATION  
BALLAN, VICTORIA.  
THERMIONIC VALVE TRANSMITTER  
FOR COMMUNICATING DIRECT TO ENGLAND  
DARGIE, PHOTO



*The power generating station at Ballan.*

one unit of each set of apparatus is used to operate the English beam transmitter and one set the Canadian beam transmitter. The third set will be available as a spare. All the other apparatus is interchangeable. For instance, in the extremely unlikely event of a failure of two of the units, the third can be used to operate either the English or Canadian station at will, and any individual machine can be grouped in with any others to make up a complete unit. All this is made possible by an elaborate switchboard system, which occupies a wall nearly 100 feet long.

#### **How the Transmitter Works**

The transmitter at Ballan is the very latest development, and it incorporates so many new features that alterations to the building in which it is housed were made after the building had been erected in order that the latest appliances could be employed.

Each of the two transmitters consists of three main panels. The first is known as the control panel, and its duty is to permit the actual signalling to be effected. The second is known as the drive panel, and the third is the main amplifier panel which supplies the current to feed the aerial system.

The purpose of the transmitter is merely to produce an alternating current which can be fed to the aerial, but this current must alternate, or change its rate at a frequency which staggers the lay mind. It must generate currents which surge up and down the aerial wires no fewer than 11,660,000 times

a second. The alternating current used in ordinary domestic and commercial supply system changes its direction only 50 times a second.

#### **Waves Must be the Right Length**

It is also extremely important that the rate of alternation should be absolutely constant. If the number of alternations, for some reason, slowed down slightly, a wave longer than the current wave would be radiated from the aerial. If the rate were increased above the proper number a second the wave would become too short. Carefully locked away in a heavy copper case which is the basis of the drive panel of the transmitter is the instrument which ensures that just the right number of alternations a second are produced in the aerial currents. This instrument is known as a master oscillator. It consists merely of a large valve associated with a dozen or so turns of wire. This valve oscillates or generates alternations of the correct frequency. These alternations are then passed on to another valve where they are amplified. From this they are passed into another amplifier, which consists of two valves each a foot, or more, in diameter. Amplified by these two valves, the alternations are then ready for transmission to the main amplifier which supplies the aerial system.

The main amplifier is a panel in itself, and it consists of two special valves. Unlike an ordinary valve, they resemble more a copper tube about 18 inches long and about



nine inches in diameter. This tube is really the plate of the valve, and a filament and a grid of the ordinary kind are sealed inside and insulated with glass from the plate. The copper plate is really a copper jacket in which circulates a constant current of specially prepared oil the whole time the valve is working, to keep the valve cool. An electric blower which directs a constant stream of cool air on to the glass portions of the valve, is also used, otherwise the enormous heat generated by the passage of this heavy current through the valve, would melt the plate and the valve would collapse after a few seconds working.

#### Reasons For The Beam

The aerial system used in the beam stations is quite unlike the aerial of any other form of wireless station, because in addition to its ordinary duty of producing the wave, it exercises the further function of concentrating it into a narrow beam. The use of the beam is important for two reasons.

In the first place, it ensures secrecy of communication. Instead of being radiated broadcast all round the transmitter, signals are concentrated in one direction. The second function of the beam is greatly to increase signal strength.

Three masts are used to support the aerial for the English portion of the transmitter, and three for the portion for working with Canada. Each of the masts is made of lattice steel, and each weighs about 50 tons. At its top, each carries a cross piece 90 feet long. The masts for each station are ar-

ranged in a line exactly at right angles to the direction in which the beam is to be projected. The cross pieces at the top of the masts support at their extremities two heavy steel cables which are suspended along the line of masts. These cables are the supporting members for the aerial system proper. The aerial consists of a series of vertical copper wires each of which is kept taut by a heavy weight. At the back of the row of aerial wires is another series of vertical wires which form a reflector to assist in the concentration of the waves in the proper direction. The aerial system for the transmitter for sending to Great Britain is really a double system consisting of two separate aerials, one of which sends the beam in a north-westerly direction from the aerial, while the other sends the beam in a south-easterly direction. This permits of signals being sent either across Australia, the Indian Ocean, and portions of Africa, Asia, and Europe to Great Britain, or via the south pole.

#### Signal Strength the Best at Night

The reason for this is that signals can be sent through darkness more satisfactorily than through daylight. In the early morning, when the hemisphere of the earth lying immediately to the west of Australia is in darkness, the north-westerly route to Great Britain is used. As daylight spreads over this half of the earth, however, signal strength begins to fall away, and, as the other half of the earth is becoming dark at the same rate as the first portion is being lighted up, the direction of transmission is

(Contd. on page 78)



The central radio office in Melbourne.

# State v. Privately-Owned Railways

By T. F. BRENNAN, Chief Accountant, Victorian Railways

THE Railway system of transportation is, so far, the most important of all the land transportation systems. In relation to the community generally, every system—the roads, for example—is of greater or lesser importance to certain sections, but it can be stated, without fear of contradiction, that the railway system, in some way and at some time, directly touches every member of the community. It, therefore, is one of the greatest and most important of the public services.

Henry Ford has said in relation to America: "This country was built by transportation. The big through trunk lines made us a nation. We had no political barriers to trade, and the railroads removed the natural barriers."

The words are equally true of Victoria and of Australia. Railways being so important, therefore, to the well-being of the State as a whole, the question which is so often raised as to whether they should be State owned and managed, or privately owned, is one which is of very definite interest to every individual in the State.

## Most Railways Privately-Owned

Most of the railways of the world are owned and operated by private corporations, but there is, notwithstanding, a large proportion which is directly owned and operated by the governments of the various countries, and, as is indicated, the question of which is the better system is a very controversial one.

Nearly all the Australian railways are State owned and State managed, and the results achieved have frequently been quoted as an argument both for and against State ownership. On the other hand—in most progressive countries at all events the management of the railways is subject to so much regulation by governmental authorities, set up under the laws of those countries, that the management, in some respects, is rather more nominal than real.

In England, the cradle of railway trans-

"I AM unable to see that the system of privately owned railways has any marked advantages compared with that of a State-owned and operated system," declares Mr. Brennan, who points out, in this article, that in both England and America where railways are privately owned, it has been found necessary to impose some sort of check or regulation of their operations.

portation, the State has taken authority to regulate the management of the railways, to provide what maximum charges shall be imposed, what is a reasonable rate of return to be earned

on the capital invested, and to determine the maximum charges which shall be imposed for the services rendered.

In the United States, in which there is a far greater mileage than in any other country in the world (the mileage of what is known as Class 1 railways amounting to 250,000 miles), the railways have all been developed by private enterprise.

## Control by Commission

Mainly because of the disadvantages accruing to the people, generally from the unchecked administration of the railways in private hands, a Commission has been set up by the elected representatives of the people, and that Commission determines almost everything that the companies may do.

In a statistical publication recently issued by Slason Thompson of Chicago, the following reference is made to this aspect:—

"Since the passage of the Transportation Act of 1920, the duty of maintaining adequate, efficient and economical railway service to the American people has been transferred almost entirely to the Inter-state Commerce Commission. It shares the functions of management with the American Railway Association, and only the minor details of operation are under the direct supervision of the executive officials of some six hundred companies, 405 of which are represented in this report. The latter are required to make weekly, monthly, and annual reports, and special returns without number, of the minutiae of operations and expenses, down to man hours, pounds of coal and gallons of oil."

The Commission determines how the accounts shall be kept and presented, and what charges may be made for the carriage of passengers and goods.

At this point a somewhat troublesome problem is encountered. The return which



*The South Australian Royal Train which conveyed the Duke and Duchess of York from the Victorian Border to Adelaide and back*

the Companies are empowered to earn is equal to 5 $\frac{3}{4}$  per cent. on the invested capital, but the question of how the invested capital is to be determined is one which bristles with difficulties. The Companies have been wrestling with it for many years past, and large sums of money have been expended in an endeavor to make a satisfactory valuation, but the problem has not yet been solved.

#### The "Recapture" Clause

Again, the charges for services are required to be uniform throughout the country. Here is another difficulty. The rate which will be sufficient to enable one company, favorably situated, to earn profits in excess of the authorised rate may be insufficient to enable another even to pay maintenance and operating expenses. To some extent, this difficulty is met by what is known as the "Recapture Clause" in the Regulating Act. In the event of a return being greater than 6 per cent. on the invested capital, one half of the amount of the excess is required to be paid to the Interstate Commerce Commission, and this money, in the discretion of the Commission, may be used to render assistance to the struggling companies.

Owing to the system which has been adopted by the United States in relation to their railways, those railways are subject to almost as much control by the people or

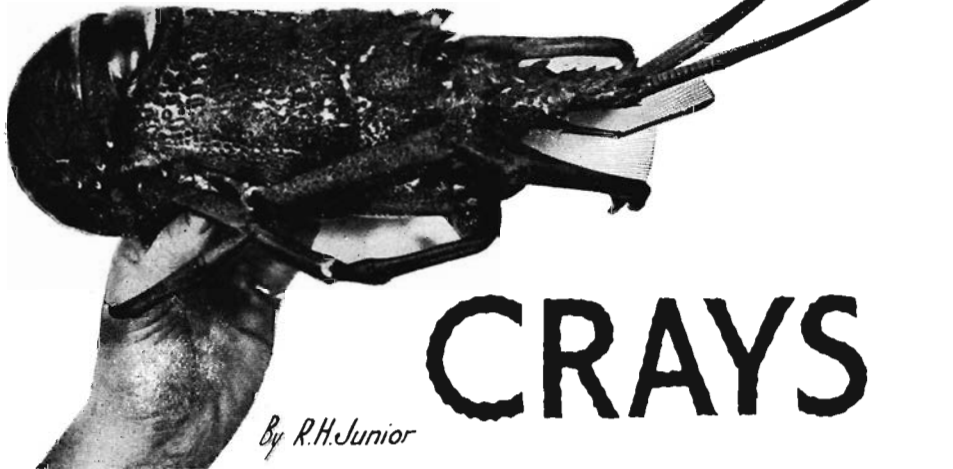
their representatives as are State owned railways.

In our own case, the railways are constructed, after close investigation, in the interests of the people as a whole. They are managed, likewise, in the interests of the people as a whole, and the fares and rates which are charged are those which in the opinion of the representatives of the people, are sufficient on the average to pay working costs, maintenance and interest on the capital outlay.

#### Loss Made Good by Taxpayer

In the case of a line which is unfavorably situated and which, therefore, cannot be made to pay with the imposition of average rates, the loss, after due investigation by an independent officer—the Auditor-General—is transferred and charged against the general taxpayer. This appears to me to be just and equitable, because the country "has been built by transportation," and it cannot be regarded as fair that railway users as a class should be charged with the loss made in operating and maintaining a railway which has been built by and for the benefit of the community as a whole. So far, surveying the field as a whole, I am unable to see that the system of privately owned railways has any marked advantages compared with that of a State owned and operated system.

## 40,000 Dozen



By R.H. Junior

*"A primrose by a river's brim  
A Yellow primrose was to him  
Ana it was nothing more."*

AND so it is with crayfish.

What Wordsworth says about the yellow primrose has equal applicability to the edible crustacean. The average law-abiding citizen is too apt to take his cray for granted. More often than not he will call it a lobster. (Your genuine fisherman winces when a cray is carelessly confused with a lobster). Probably he won't even know that it always swims backwards in the water. He can only guess wildly if you ask him the difference between the Western Australian cray and the New South Wales variety. In short, "a boiled cray it is to him. And it is nothing more."

#### No Sea Lobsters in Australia

To begin with there are no marine lobsters in Australia. River lobsters abound in the Murray, large crabs, running to 20 lbs. in weight, crawl about in the mud down Portland and Cape Nelson way, but all Commonwealth crustaceans belong to the Crayfish branch of what the scientists call "the order *Macrura*."

Australia's crayfish, in turn, are divided into three separate and distinct types. There is the Tasmanian cray, which is usually on

**F**ORTY thousand dozen crayfish are sold in Melbourne Fish Market every year. With its base at either Welshpool or Stony Point, a fleet of 20 crayfish smacks ploughs the waters of Bass Strait, month in and month out, returning at irregular intervals with the trip's catch for the railwayman to carry to the city.

Crays comprise quite a considerable proportion of the Victorian Railway Department's big fish traffic.

sale in Victoria; there is the New South Wales cray, much larger than the Tasmanian and dark blue instead of red; and there is the Western Australian cray, which closely resembles the Murray lobster in coloring.

During the summer months—say, from November to the beginning of May—Victoria's fleet of crayfish craft concentrates on the sheltered inlet of Stony Point. From here the smacks sally forth with empty crayfish pots in search of "black bottom." "Black bottom" here has no connection with the stately and dignified dance at present shaking Melbourne's dance halls to their foundations. It is the correct piscatorial term for rocky sea floor. All the select crayfish run cosy little flats in the rocks. So all the wise fishermen drop their cosy little pots down near the rocks.

#### Dropping the Pots

These crayfish pots are built on the principle of the unbreakable inkwell. They measure 3 ft. across the bottom, stand 18 inches high and have an inviting entrance 13 inches wide. In the pot are placed three or four lumps of bait—shark or bird. Then the pot is lowered into the sea on a rope which may be 20 fathoms long, a floating buoy is affixed, and the smack proceeds to

the spot where the next trap will be laid.

Meanwhile, down below, the crayfish have been sprucing up for a stroll out in the fresh. One crustacean notices the strange looking pot, evinces a natural curiosity, crawls in, discovers the bait, marvels possibly at his good fortune and decides to buy a ticket in a certain consultation on the strength of it, and then tucks into a good solid meal. Maybe he is joined after a while by two more hungry crays. Be it understood that the crays can get out of the pot if they have time. But they always remain in as long as the bait remains.

And so there the captives feast until the rope is tugged, and the wherewithal for a

too much elbow room, they don't carry well by rail, and they never fetch as attractive a price as the smaller or medium-sized ones.

A fortnight or three weeks will often elapse before the fleet has registered a catch which justifies a return to terra firma. Perhaps a squall or sudden storm may drive the boats to shelter with next to nothing in the wells. Three hundred dozen crayfish is regarded as a very good haul for a big vessel on one trip.

At Stony Point, floating on the surface of the water, about 250 coffs, each of which can accommodate 15 dozen crays, await the arrival of the fleet. The catch is transferred from the wells of the smacks to the coffs, and here the crayfish are retained—moodily



*Turning Out a Catch from the Well of a Cray Craft*

couple of late suppers hauled to the surface.

If the fish are running (Izaak Waltonian parlance this), pots may be visited, cleared and returned to the depths three times a day. Usually clearances are made at night and in the morning. Contents are dumped into the well of the fishing smack—a kind of punctured hold through which the sea surges continually, keeping life and vigor in the bodies of the puzzled crays. Partitions in the well enable the crayfish to be graded and sorted according to their size and weight, so that the heavier ones will not crush their lighter brethren.

Incidentally, the larger crays are not popular. Their quality is inferior, they take up

resentful and convinced that the joke has been carried too far, still in captivity, but still in their native element.

Provided they are not packed too closely, crayfish will live indefinitely in these sea-washed coffs. Through the side-vents are drawn sufficient small sea insect life for the prisoners to keep body and soul together. Shielded from wind, sun and strong light, a crayfish will live for 36 hours out of the water.

In the winter months, the fleets shift to Welshpool. The move is not made because the crayfish are more venturesome in that part during the bleak and cold weather. It is simply to avoid long journeys from harbour in the stormy season. Both Stony

Point and Welshpool, of course, are connected to Melbourne by a fast rail service.

In any case, catches are negligible in May, June and July. Then it is that the female cray retires cosily into the rocks and changes her costume. She casts the whole of her shell in three sections—the back in one piece, tail in another and legs and body in a third. While she waits for her new coat to harden, hubby gallantly guards the entrance to her retreat and abandons his enjoyable afternoon strolls with the boys.

With shameful ingratitude, however, the wife leaves her spouse to fend for himself when he, in his turn, divests himself of his gents' summer suiting.

Just before the shelling takes place is the ideal time to pot the crayfish. The thoughtful crustacean has then sacrificed its more or less graceful waist line. It has cultivated an extra inch or so of flesh on which to subsist during its two month's retirement from public life.

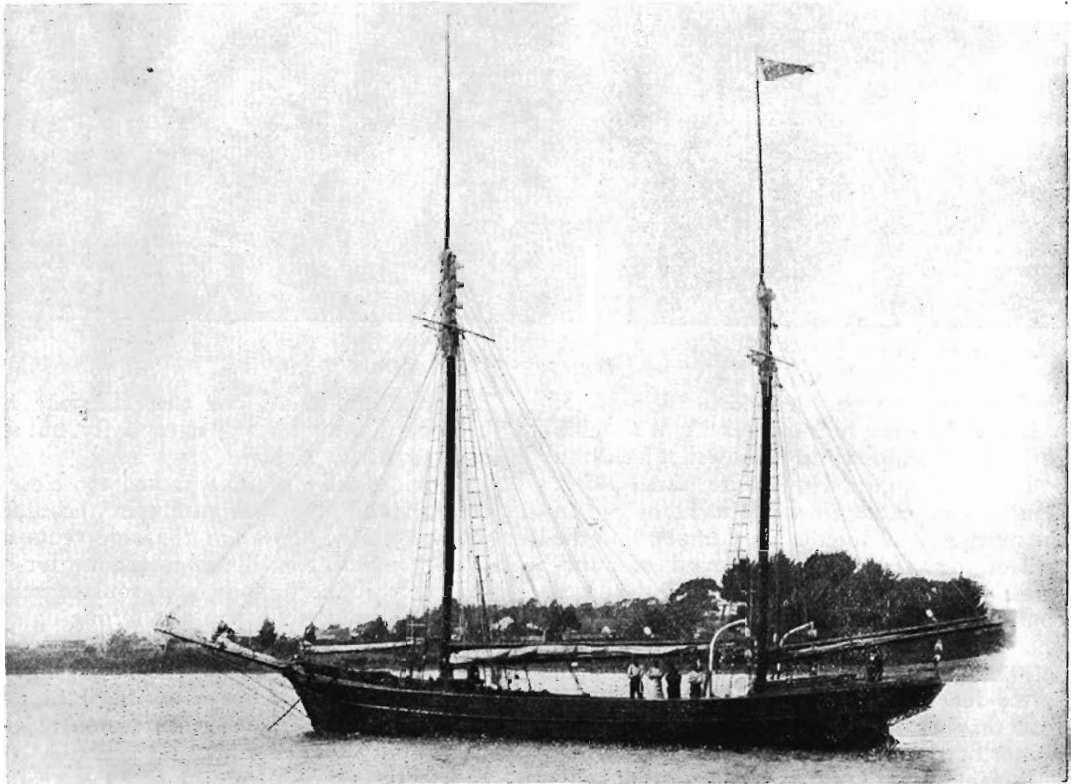
On the other hand, after the shedding of its old coat and the donning of its new one, the additional flesh has disappeared, and a somewhat scraggy and uninviting crustacean hurries eagerly into the baited pot. This is the time when the crays are *not* at their best.

Other things than crays hurry into the pots. The fisherman who gropes into the mysterious recesses doesn't quite know what he is going to grab. It may be a cray. It may be a crab. It may be an octopus. It may be a leatherjack. It may be a small shark. It has sometimes been a young seal.

The octopus, by-the-by, is welcomed by the crayfish with about as much cordiality as a lamb displays when a wolf descends on the fold. The octopus which crawls into the cray pot may be the sunniest-natured octopus in creation. It may have just enjoyed a hearty meal. It may feel more disposed to shake hands with the cray than to start a brisk box-on. But as soon as the terrified crayfish spies the tentacled horror wreathing its way slimily through the entrance, it's a case for the marine undertaker. Whenever a crayfish pot is hauled aboard and an octopus is found inside, the fishermen never look for a live crayfish. The weak-hearted company are certain to be corpses.

Not that the crayfish is altogether helpless. With its legs and folding tail, it can develop a tenacious headlock, featuring genuine Karasick characteristics. Moreover, a scrape

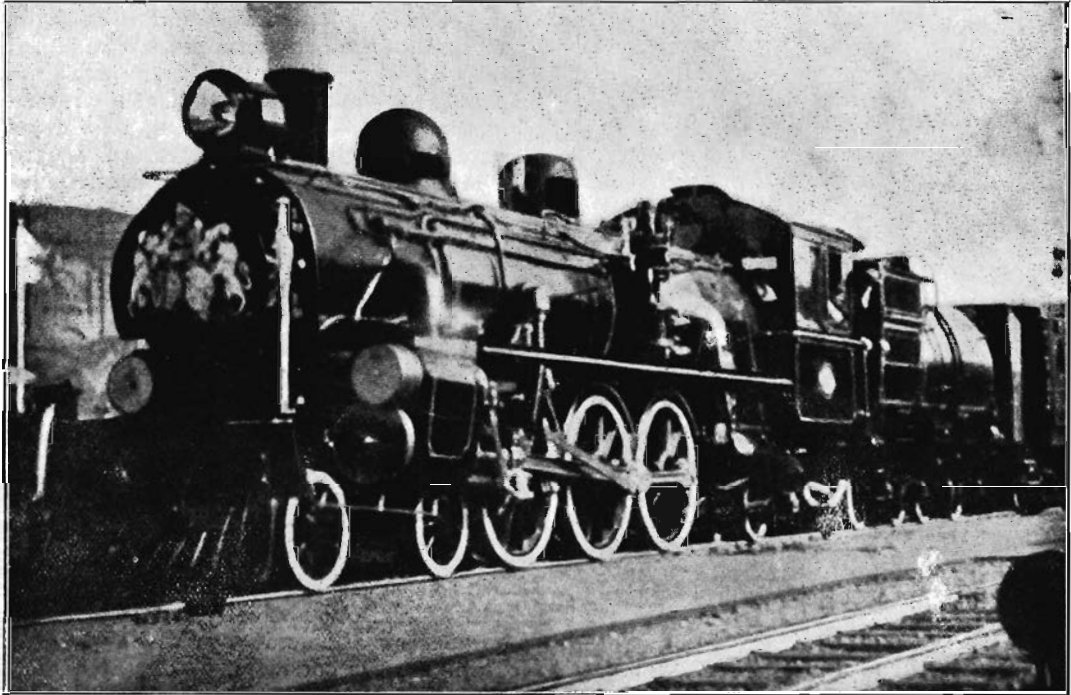
(Continued on page 76)



A Typical Cray Craft

# RAILROADING IN N.Z.

By GEO. BROWN, Secretary, Victorian Parliamentary Standing Committee on Railways



*The engine of the Royal Train which conveyed the Duke and Duchess of York through the North Island,*

**T**HE New Zealand Railways are all of 3 ft. 6 in. gauge, and comprise (in the North and South Islands combined) 3,138 miles of line. For the last financial year their operation resulted in a surplus of £21,022.

The influence of motor competition is being keenly felt in New Zealand, as in other parts of the world, and active steps are being taken by the newly-created Commercial Department to hold and gain traffic. Experimental operation is being carried out with rail motors driven by steam, petrol, or electric storage batteries, and the results so far attained promise success.

The ordinary goods trucks, corresponding with the Victorian "I" class, take loads of 8, 10 or 12 tons. The passenger cars have painted on them a large encircled figure "1"

**F**OR its stage of development, New Zealand is no whit less progressive in its system of rail transportation than are its larger and more populous sister Dominions. Mr. Brown, who recently travelled through both Islands, records here, with all the railwayman's trained observation, a few mental snapshots. They show that the Dominion's rail chiefs are at least alive to the necessity for good service, as well as for active business-getting in the face of motor competition.

or "2", which is sufficient to indicate the class, and more conspicuous than "First" or "Second." The first-class cars are of the centre-corridor type, with reversible arm-rest seats, accommodating two passengers on one side of the corridor, and one on the other. In the second-class centre-corridor cars the seats are fixed and run parallel with the length of the train. The carriages are heated by exhaust steam from the engine, the regulating handles in each car being manipulated by the passengers. The long-distance trains are exceptionally comfortable, and the lengthy Royal train provided for the recent tour of the Duke and Duchess of York elicited general admiration.

The speed at which the heavy passenger trains travel on the main lines is higher than might be expected, having regard to the



*A Maori Guide at Rotorua*

narrow gauge, steep grades, and sharp curves.

The express from Wellington to Auckland, for instance, covers 426 miles in 14½ hours—an average speed of approximately 30 miles per hour.

The lines are strongly ballasted, mostly with gravel, and on the average 2,400 sleepers are laid to each mile of track. Roughly, half the total mileage is laid with 70 lb., and half with 53 to 56 lbs. steel rails. A number of stations of small importance have no platforms; elsewhere the platforms provided are much lower than those in Victoria, which represents a substantial saving in construction cost, and gives passengers, free of charge, a little beneficial physical culture.

#### No Waiting for Refreshments

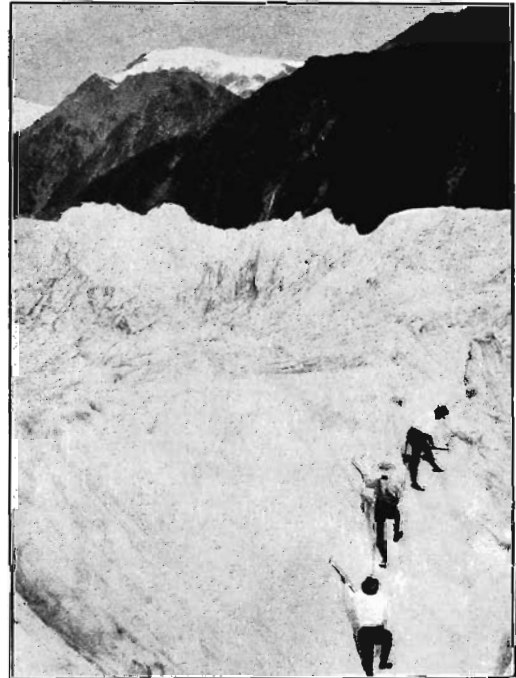
At many of the refreshment stations, a commendable practice is the placing, behind the counter, of two shelves of pull-out trays containing tea-cups which are poured full of tea just before the train enters the station. Thus passengers are not obliged to wait while a small girl with a large teapot slowly fills each cup. At Lumsden a passenger pays 9d., is handed a cup of tea, and helps himself unrestrictedly to scones, cakes, and so on.

A startling deviation, at some stations, from the usual bell-ringing method of an-

nouncing the departure of a train, a few minutes beforehand, is the practice of having a circular steel disc, about 12 inches in diameter, attached to the wall of the station building. This is gently tapped with a dog-spike, or something like it. To anybody in the refreshment rooms it sounds as though someone outside had dropped a spanner, but the mad stampede to the train, which leaves almost the same moment, makes it clear that it is time to be up and doing. At certain stations a gong affixed to the wall is given one tap—softly, and with apparent reluctance. It makes one wonder whether there is an honorable understanding between some of the porters and the guesthouse proprietors or hotel licensees.

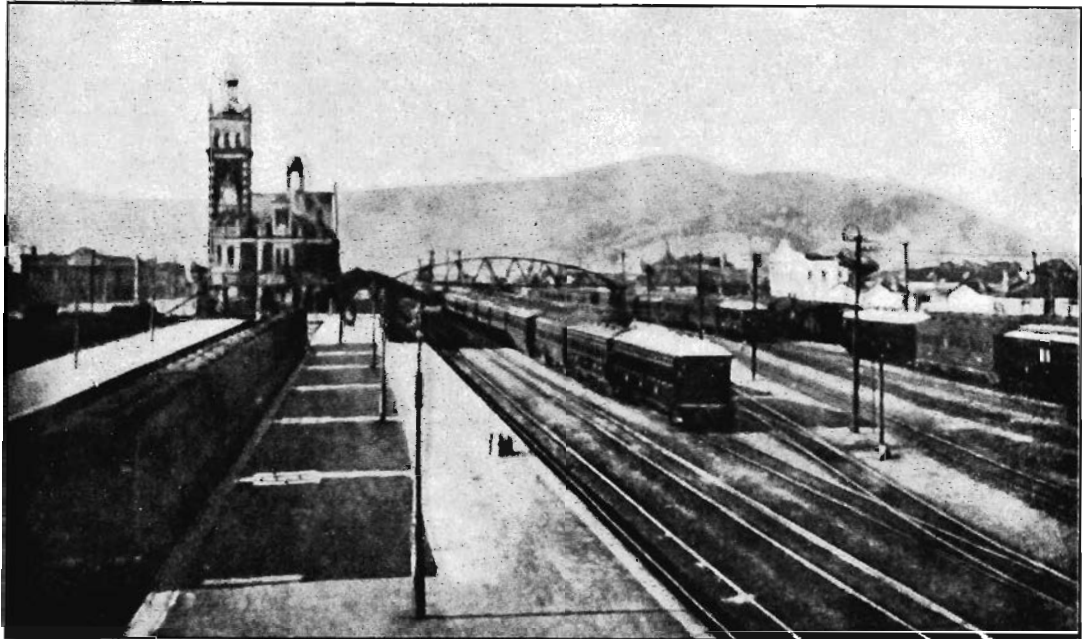
#### Guards as Tourist Guides

On some of the trains in the tourist districts the guard-conductor passes up and down the cars continually, pointing out to passengers the chief features of interest in the landscape. It is not the practice to rely upon barrier checks at stations to see that passengers hold tickets, this work being left to the guards or conductors, who are kept busy passing up and down the corridors asking passengers to show their tickets. There is also, apparently, an interminable number of men and boys rushing up and down the car corridors, hiring out pillows, collecting refreshment room crockery, and



*The Franz Joseph Glacier*





*Dunedin Station, showing Passenger Yard.*

selling newspapers, magazines, chocolates, and so on.

The N.Z. Railway Department owns and operates a number of boats on Lake Wakatipu (nearly 60 miles in length), which connect with Kingston Railway Station and run to Queenstown and Glenorchy, en route to Paradise and Mt. Earnslaw. This service is good and serves a picturesque mountainous area where railway facilities would be physically impracticable and economically impossible.

#### **Road-Railway Bridges**

In certain districts, the railway bridges are used for road traffic as well, and between Ho Ho and Kokitika in the South Island our road motor crossed the railway bridge, with a puffing and apparently resentful engine furiously approaching it, and a passenger train at the station behind it. Fortunately the motor driver got his car across the bridge and off the track while the oncoming train was still a little distance away, but to strangers the practice is, to say the least, disconcerting. We found later that, by arrangement with the Railway Department, various municipalities obtain the privilege of using the railway bridges in this manner at a rental of 2s. per lineal foot per annum. The engine drivers on those lines are instructed to keep an exceptionally sharp lookout near the bridges.

Apart from the purely railway aspect there are some matters of more general interest

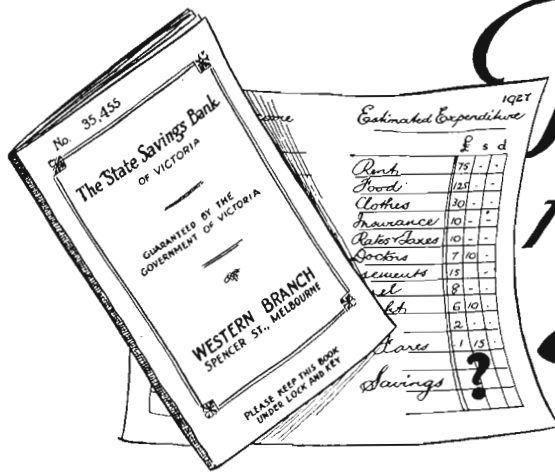
that strike an overseas visitor to New Zealand, such as the number of towns operating their own electric trams, the frequency of hydro-electric schemes, the high candle-power of most street and shop lights, the exceeding prevalence of bookshops, and the general closing of shops throughout the Dominion at 5.30 p.m. daily instead of at 6 p.m. At Invercargill, in the Summer months, the long twilight allows the trams to run without lights until 9 p.m., and there a patron of the South Invercargill tram service becomes a daring Antarctic adventurer who may get by tram as close as is possible to the South Pole.

#### **Saving on the Light Bill**

"Early to bed and early to rise" is New Zealand's national slogan. Everyone is abroad early, and owing, no doubt, to the early closing of the shops, many of the entertainments commence at 7.15 or 7.30 p.m. and terminate at 10 p.m. The cafes close at the same time, and so the populace is willy nilly hastened home to bed, out of harm's way. From a community point of view there are no doubt economic benefits in this practice by the saving of street, theatre and shop lighting, and the curtailing of the spending opportunities of the inhabitants.

The roads carry a great amount of motor traffic, and in the South Island are mostly

*(Continued on page 76)*



# Budgeting for The Family

By CHASE G. WOODHOUSE  
House Economist, Bureau of Home  
Economics, Washington, D.C.

Illustrated by Angus Mac.

**H**OME-MAKERS, as a group, manage one of our largest business undertakings and direct the spending of many millions of pounds annually. What can they learn from the business world? How can they improve their business methods? First, and basic to all other improvements, they can make a plan for spending the family income to the best advantage. This would mean not only better household management, but also, perhaps, a margin for expenditures on the worth-while things of life.

Any budget is a plan for future spending. The family budget, the budget of the manufacturing plant, the budget of the Government, each dealing with very different amounts of money, are all the same in principle.

## No "Best" Plan

No authority can supply a budget ready made. There is no such thing as a standard budget, a one best plan, for spending a given income of a family with a certain number of children. It may help to know what other people do, and to compare one spending plan with others, but each family must make its own budget, for each family has its own peculiar needs.

First, if you can, get the whole family interested. If, as a group, you make a plan and try to live by it, you will be very likely to succeed. However, if some members of the family are not interested, start with a budget for your own clothing and

**M**OST home makers dislike to make a budget planning the family expenditure, because it means living up to a standard, watching bad habits of spending and being careful, or because they are not "good at figures."

But Mr. Woodhouse, in this article, reprinted from the Illinois Central Magazine, points out that being careful in little things that the more important things may be enjoyed is not such a hardship, and, anyway, figures are not the important thing in a budget.

for all the household expenses over which you have control. Later the other members of the family will, no doubt, have to admit that you are doing better with a plan than without one, and then will want to join in and make a budget for all the

family expenditures.

In order to spend wisely you must know what you have to spend. The first step in making a budget is to estimate your income. Write down all the sums of money you are fairly sure of receiving during the next twelve months, from earnings, sales, interests on investments, and all other sources. In making this list do not be too optimistic. It is always easy to change your spending plan to accommodate a larger income, but difficult to adjust it to a smaller one than you had expected to receive.

## Looking Ahead

The next step is more difficult. List all the articles and services that your family is likely to need during the coming year. Do this in a systematic way, covering one class of expenditure at a time. Start with food. If you have no very definite idea of what you have been spending for this item, keep a record for a week or two. Examine the cost and the type of article which you buy. If you see places where you think you are extravagant, improve your method of buying. Then upon the basis of this record, plan what you think you should spend for food.

The budget must provide for housing. The one item rent may cover all expenses for housing. If you own your house you will have to list taxes on the property, water rates, fire insurance, repairs and perhaps improvements. If you are still paying for the house, interest on a mortgage and payments on the principal must be considered.

In planning the expenditure for clothing make a separate list for each individual, noting those articles that he or she has, those that will be needed in the course of the year, about when they will be purchased and the amount that will probably be paid for each article.

Next list the expenditures for fuel, light, telephone, laundry, paid service, household supplies and all the many little things you will need to run the house. New items of furniture or furnishings and equipment may have to be purchased or old ones repaired. You will find it easier to get an accurate estimate if you make this list and all the others in considerable detail, otherwise many little things will be forgotten.

There will be expenditure for health, dentist, doctor, and medicine. This is a difficult item to forecast, but you can make a rough estimate on the basis of your past experience.

#### "Development" Expenses

The family should have some recreation, enjoy a concert, a lecture, or the movies, have a trip, perhaps a vacation; there are newspapers and books which are needed; the children have expenses connected with school; you may be interested in supporting your church and other such organizations. All these things, which the budget makers call "development," all the things which we need if we are really going to live efficiently and fully, have a just place in the budget. For personal expenditures, like tobacco, sweets, barber, special toilet supplies, and car fare, give each member an allowance.

If you run a car, estimate what it will cost during the next twelve months for petrol and oil, repairs and replacements, insurance, taxes, license and new equipment, and perhaps for garage rent.

There is the future. You want to own your own place, have money in the savings bank, feel the security of owning certain investments, be sure of being able to handle emergencies and of having insurance enough to care for the family. In the light of all the family needs decide what can be saved and then think of that sum just as you did of the rent or the grocery bill, as something which must be met each month.

#### Margin is Essential

Now compare the total of your two lists—your estimated income and your estimated expenditure. For safety the expenditures should be somewhat under the income in order to provide for the unforeseen. Go over your expenditure until this margin appears. You may find some extravagances if you look for them, especially in your small expenditures.

You now have a spending and saving plan for next year. It will be easier to follow if you work it out for each month. Take a blank book and write down on the extreme left-hand side of a page the classes of expenditure, such as food, housing, clothing and the detailed items under

each. Then across the double page in thirteen columns, the first for the year, then one for each month, enter the amount you will probably spend during the whole year and in each month on the given item. You could begin this by going over your list of expenditures and picking out such items as taxes, interest and insurance which you know will fall due on a certain day of a given month. Then plan for the food, clothing and other expenses in the same way. Vacation will probably come in the summer, clothing expenses in the spring and autumn, and so on through the list. If you make such a double page you can see at a glance what you have planned to spend each month, and later can compare it with your actual expenditure. A budget for each month is particularly helpful where the income is irregular in amount from month to month. In such a case the first entry in each column might be the amount of income you expect to receive that month.



Get the Whole Family Interested

You will find it helpful to make a summary page just like the budget page, the same general heading for classes of expenditure and the sub-heads being written on the extreme left-hand side, and thirteen columns, one for the whole year and one for each month, ruled across the double page. At the end of the month transfer the totals for each class of expenditure from your records to this summary, and compare your expenditure with your budget. If they are keeping together fairly well you have solved your problem.

Your record of expenditures is not a formal account book. Do not waste time in accounting for every penny. It is not how much money you have spent, but how you spend it, and what you get for it that is important. Your object is not a set of balanced books, but information as to where your money has gone in order that next month and next year you may spend it to better advantage.

At the end of the year, after you have completed your summary and compared it with your budget look over the details of your record, see where you made mistakes, where you did well, and knowing these facts, make a budget for the next year.

Why have so few homemakers budgeted their expenditure? Perhaps, first of all, because they have not realised that part of their work is the management of a business, that one of their important tasks is the handling of the family income, and the success of their many other activities depends largely upon their success in doing this well. They have felt that the discussion of money matters should not take a prominent place in the home. But only when money matters are well handled do they occupy their proper place in the background of family life. Badly managed they take the centre of the home stage.

Many homemakers excuse themselves for not having a plan for spending by saying that they are poor at figures. Figures are not the important thing in a budget. It is not a matter of addition and subtraction. It is a matter of deciding upon what type, quantity and quality of articles and serv-

ices to spend one's income. It is not the figures that most homemakers really dislike; it is living up to a standard watching bad habits of spending, and being careful. But, after all, being careful in little things in order that the more important things may be enjoyed, is not such a hardship.

Following are some questions suggested for use in reviewing the records of expenditures:—

Have we saved a fair portion of our income, all circumstances considered?

Is the emergency fund in the bank large enough?

Have we sufficient life assurance?

Are we accumulating a fund for the children's education?

Would we save more in the long run if we spent money for labor-aiding devices which would save health and energy?

What proportion of our total expenditure goes for food?

Are we spending too much or too little for any of the different food groups?

What proportion of the family income is expended for clothing?

Is the clothing money fairly proportioned among the various members of the family?

Is it more economical in the long run to buy certain articles of clothing ready made or to make them?

What proportion of the family income is expended for health?

Has the larger proportion of the health expenditure been for cure or prevention?

Would more recreation, a vacation, or a different diet have any effect in reducing our expenditure for health?

Would it save money in the long run to put the house into better repair?

Are the items which are listed under "development" really such as will improve the living of the family?

Does any member of the family need more help in learning to handle his allowance wisely?

Do we spend too much on such things as sweets, tobacco, and cheap magazines?

Do articles which we have bought at a certain store prove to be more expensive or less satisfactory than those bought at another store?

Where we have bought on the instalment plan, would we have done better to wait until we could have paid cash?

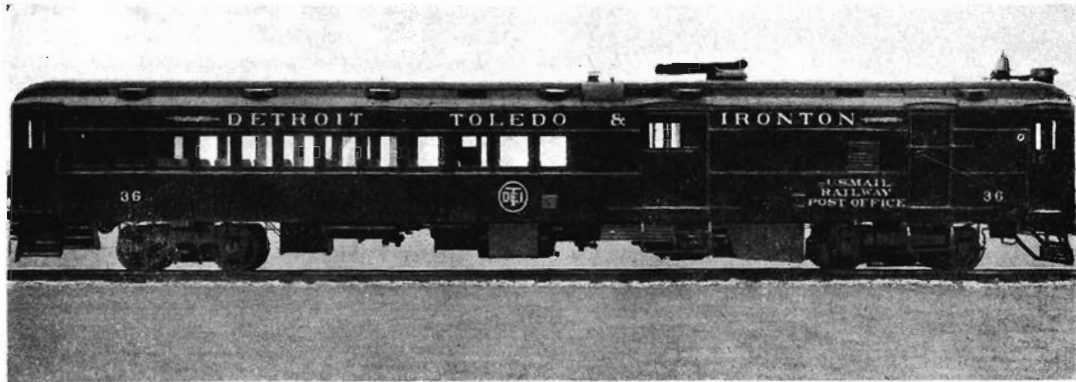
Are there any articles which we buy in too small or in too large quantities.

What articles have we purchased that we did



*Are your Charge Accounts a Convenience or a Temptation?*

# Gas-Electric Cars Replace Steam Trains



**B**UILT to order for the Detroit-Toledo and Ironton Railroad by the Pullman Company, co-operating with the Hall-Scott Motor Company, and the Westinghouse Electric and Manufacturing Company, two gasoline-electric cars have recently been placed in running between Detroit, Michigan and Bainbridge (Ohio)—a distance of 280 miles.

They have replaced steam trains on this run, and their operation has so far fulfilled all expectations.

**O**F all-steel and aluminum construction, the cars have a length over all of 72 feet 6 inches; a height of 14 feet, and width of 10 feet 4 inches. Weight of each is approximately 66 tons.

Four compartments comprise each car—a 26 feet passenger compartment in the rear, a smaller smoking compartment, a baggage compartment in the middle of the car, and a 15 feet mail compartment.

Located in his small cab in the front, the operator is protected by shatterproof glass.

Worth more than passing mention is the well equipped mail compartment. It has been built in conformity with Railroad Mail Service standards. Shelves, mail sack racks, sorting tray and 144 pigeonholes convert this section into a post office on wheels. Mail arms and safety visor are fitted to sliding side doors. A small safety door under the racks leads to the baggage compartment. Under ordinary operating conditions this is locked from the mail compartment side.

#### Heating Apparatus

Bearing a quaint resemblance to a large closed-in oven with a bent chimney, a double-coil hot water heating plant is a conspicuous land mark in one corner of the baggage compartment. Hard coal is used for fuel, and is kept in a steel box.

Seventeen stationary twin seats provide the seating accommodation in the passenger portion of the cars. Gray mohair plush upholstery, magnesite flooring, Mexican ma-

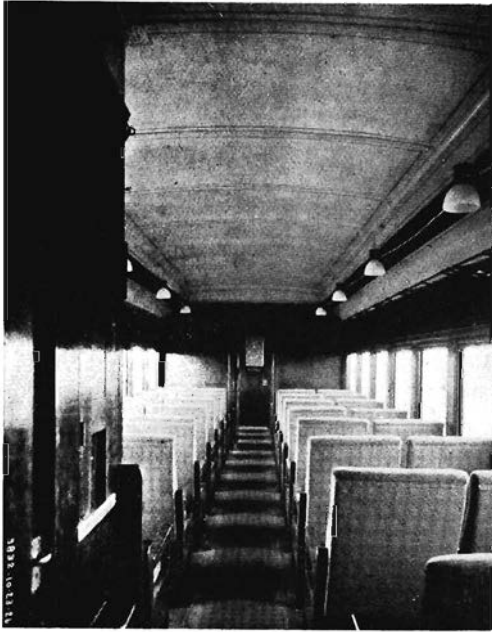
hogany and statuary bronze fittings are harmonious features of a dignified and effective scheme of interior decoration. Olive green with a varnished finish lends a handsome appearance to the exterior.

Two water coolers are installed in each car, one in the mail compartment and one in the passenger compartment. A white metal wash stand is also installed in the passenger compartment. Lighting fixtures are of aluminum, located on the lower deck sill about six feet apart.

#### 150 h.p. Motors

Both these gas-electric cars are equipped with two Hall-Scott gasoline motors, rated at approximately 150 h.p. each. Engines in one car, however, have a bore of five inches with a seven-inch stroke, while those in the other have a five-inch bore six cylinder with a six-inch stroke. A maximum speed of 1750 r.p.m. is possible but has been regulated by governors for some time to about 1700 r.p.m.

Hung under each side of the cars beneath its baggage compartments, the gasoline motors can be easily reached through steel coverings in the floors. Vibration has been reduced by opposing the rotation of one motor against the other—clockwise and counter-clockwise. Each motor is direct-connected to the armature shaft of a 750-volt Westinghouse generator, with an auxiliary generator for battery charging direct-connected to the armature shaft on each of the



Interior of First Class Compartment

larger generators.

A force-fed oiling system, equipped with filters and gauges to show pressure, is provided for the motors. The gasoline feed to dual carburetors is made through 12-volt electrically operated "auto pulse" pumps, four for each engine.

The engine starter is of 32-volt capacity, operated through a solenoid switch controlled from the cab.

#### Cooling System

The ignition is a double type, automatic-spark advance, twelve-volt system using two distributors and a double set of spark plugs. The engine is water cooled, circulation being by pump and controlled by thermostats at the connections from the engines to the radiators.

The radiator is air cooled by the assistance of a fan placed close behind the radiator core and direct-connected to the front end of the crankshaft. The radiator is suspended from the underframe. The fan is shrouded. The core is protected by means of a screen guard. Motor meters are connected to the intake manifold water jackets to show the temperature of the water in the cooling system.

Exhaust from the engines is carried up through the baggage room by four inch pipes. The muffler is mounted on the roof of the car.

Built into the engine and driven directly from the accessory shaft is a specially designed water-cooled air pump. This is

equipped with air strainer and fittings to take care of the air supply required for the air brake, and is furnished with a governor that opens a by-pass valve when the pressure reaches 90 pounds and closes it when the pressure falls below 88 pounds.

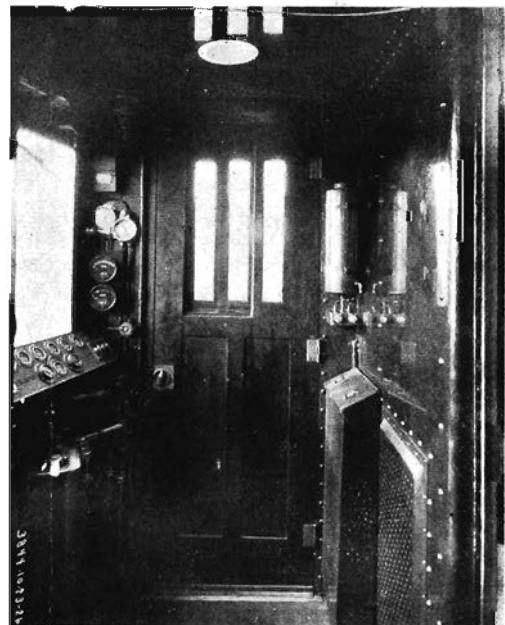
The Westinghouse generators are shunt-wound with a separately excited field for rapid "pick-up." A small amount of the 32-volt current is used for the excitation of fields. Generators have a voltage of 750 volts d-c. at 1700 r.p.m. and 600 volts at 1400 r.p.m., the latter being the nominal running speed. The generator is cooled by air which is drawn through the armature with the assistance of a blower mounted to the rear of the motor flywheel and expelled through holes in the flywheel housing.

There are two Westinghouse box frame d.c. railway motors, each supplying power to one axle of the front trucks. They are geared to the axles through helical forged gears with a ratio of 18 to 59 for 36-inch wheels.

#### Motors Can Work Independently

An inter-connection makes possible the operation of both truck motors together or separately from either generating unit. This is of advantage in case of the breakdown of either generating unit, in which event the remaining unit supplies the tractive effort to four wheels instead of two. During the test of the cars, the regular schedule was

*(Continued on page 72)*



Motorman's Cabin



ON June 27, shortly after sunset in Melbourne, the comet Pons-Winnecke, after an absence of six years, will pass within 4,000,000 miles of the earth—closer than any comet has hitherto approached.

In this article Mr. Michie gives an interesting dissertation on comets, their origin and their effect on the mentality of man through the ages. He describes the possible effect of a head-on collision with a comet and makes special reference to the orbit of the Pons-Winnecke, which was discovered by Pons in 1812, and re-discovered by Winnecke in 1819.

By J. D. MICHIE, Secretary and Past President of the Astronomical Society of Victoria

COMETS probably create more widespread interest than any other heavenly bodies. This is due to their weird aspect, the uncertainty of their appearance, the seemingly capricious nature of their movements, and the long tails that stream from them, and that sometimes sweep over several constellations. They do not hold quite so important a position in the eyes of astronomers, for, in spite of the fact that the volume is often very great—exceeding that of all the planets of the system, and even of the sun itself—their weight is practically negligible. They are built of such tenuous material that it is probable that the combined mass of all the comets seen in history does not even distantly approach that of our moon.

#### Object of Ancient Terror

First of all, what is a comet? If instead of living in these days of the telescope, of spectrum analysis, and of astral photography, we were anterior to Galileo, we should reply that the comet is an object of terror, a dangerous menace that appears to mortals to announce the most fatal misfortunes to the inhabitants of our planet; another apparition in the firmament that warns the reigning King to be prepared to die; that bodes war, famine and the advent of grievous pestilence. In those days the astrologers had an open field, and their fertile imagination might hazard every possible conjecture, seeing that misfortunes great or small, are not altogether rare in this world.

The Romans established a relation between the great comet of 43 B.C., and the

death of Caesar who had been assassinated a few months previously. It was, they asserted, the soul of their great captain transported to rule elsewhere after ruling here below. We must in justice recognise that more independent spirits emancipated themselves from these superstitions, and we may cite the reply of Vespasian to his friends, who were alarmed at the evil presage of a flaming comet: "Fear nothing," he said, "this bearded star concerns me not, rather should it threaten my neighbour the King of the Parthians, since he is hairy and I am bald."

#### What We Owe to the Chinese

It is to the Chinese that we are chiefly indebted for our knowledge of ancient comets. They attached the greatest importance to the observations of the positions and motions of these celestial objects, thinking that they could thereby trace the fate of nations, and gain knowledge of future events. In this respect they were on a par with Europeans of 2000 years later, as we see exemplified in Shakespeare's lines:—

*When beggars die there are no comets seen;  
The heavens themselves blaze forth the death of  
princes.*

The European records of ancient times give the vaguest possible descriptions of the appearances and paths of comets; while the Chinese give accurately-dated accounts of their course through the constellations, and it is from these records that we are able to trace Halley's comet so far down the ages.

Many of the comets' returns are associated with striking events. The appearance in

451 coincided with the defeat of Attila at Chalons. That of the spring of 1066 was a few months before the Norman invasion of England, and was taken by both sides as an omen of great import.

It was the visit of a wonderful comet (that of 1843), which led to the foundation of one of the greatest astronomical institutions of modern times, namely, the Harvard College Observatory in the United States of America.

#### Knowledge Displaces Superstition

No doubt the comet superstition existed half a century ago; but in this case the marvellous spectacle in the sky proved less effective in inspiring terror than in awakening a desire for knowledge. Even in the sixteenth century the views that enlightened minds took of comets tended powerfully to inspire popular confidence in science, and Halley's prediction after seeing and studying the motion of the comet which appeared in 1862, that it would prove to be a regular member of the sun's family and would be seen returning after a period of seventy-six years, together with the fulfilment of that prediction, produced a revulsion from the superstitious notions which had so long prevailed.

Then the facts were made plain that comets are subject to the law of gravitation equally with the planets; that there are many which regularly return to the neighborhood of the sun (perihelion); and that these travel in orbits, different from those of the planets only in their greater eccentricity—although

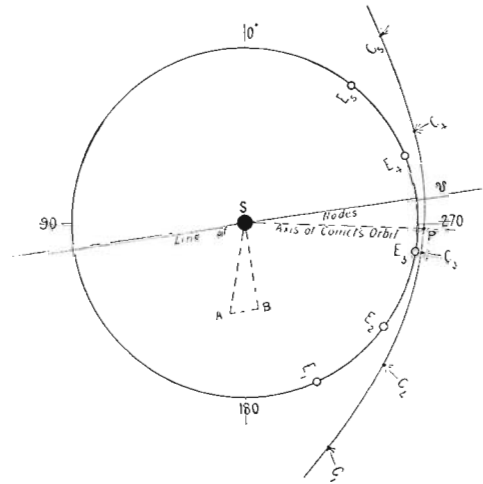


Pons's Comet (1812). Telescopic view. 1884, January 6, 5<sup>h</sup> 50<sup>m</sup>.

they have the peculiarity that they do not keep within the plane of the general planetary system, but traverse it sometimes from above and sometimes from below.

Science itself has discovered mysteries

about comets that are not less fascinating, because they are more intellectual than the irrational fancies which they have displaced. When Newton discovered the laws of gravi-



Part of the Orbit of the Pons-Winnecke

tation and of motion, he found that the attraction of a central body like the sun would permit orbs revolving round it to travel in any of the four curves known as the conic sections, that is, the circle, ellipse, parabola, and hyperbola. Examples of circular orbits are afforded by the planets and their moons. He conjectured that the hitherto unexplained movements of comets might be explained by their travelling in very long ellipses, or in parabolas. It is now well known that the parabola is the figure described by comets. Halley's comet moves in such an elongated parabolic circuit that its visits to the sun occur only once in 76 years. Others are visitors at varying periods of time. The Pons-Winnecke has a period of about six years. Sometimes, however, they are subjected to considerable interference by the gravitational pull of other bodies while on their journey through space. In consequence of this they do not arrive punctually to time, and in many cases never return. Having passed too near a more powerful body they have been captured by it. The giant planet Jupiter has captured many.

#### The Origin of Comets

A very interesting question now comes to the front—"What is the origin of Comets?—Whence do they come?" One theory is that they have been ejected from the sun or from some of the other stars. The sun and the stars are well known to be intensely hot, so hot that all the metals familiar to us on the earth exist in the atmosphere of those great luminaries in the form of gas



or vapour. Besides this, the sun and other stars are the seats of tremendous explosions, during which great quantities of glowing matter are thrown up from their surfaces to a height of 100,000 miles or more. It is supposed, accordingly, that, during some of those violent explosions, comets are formed, the matter being ejected with such velocity that it is propelled to a distance of many millions of miles, after which it follows a very elongated orbit, either elliptic turning round the sun, or parabolic, dashing out into space. In the first case they are periodic, and their return can be calculated. In the second, they surprise us unannounced, and return to the depths of space to reappear no more.

#### If a Collision Occurred

In short, these comets, whose appearance so disturbed the minds of our ancestors, are no longer formidable. Their mass is inconsiderable, they seem to consist mainly of the lightest of gases. Even the nucleus, or head, is not solid, and is often transparent. It is fair to say, however, that the action of a comet might be deleterious if one of these orbs were to swoop directly upon us. The transformation of motion into heat, and the combination of the cometary gases with the oxygen of our atmosphere might produce a conflagra-

tion, or a general poisoning of the atmosphere. This phenomenon could only occur if the comet crossed the planetary orbit at the exact moment at which the planet was passing. When we think of the immensity of space, of the extraordinary distance traversed by a world in its annual journey round the sun, and the speed of its rotation, we see why this coincidence is hardly likely to occur.

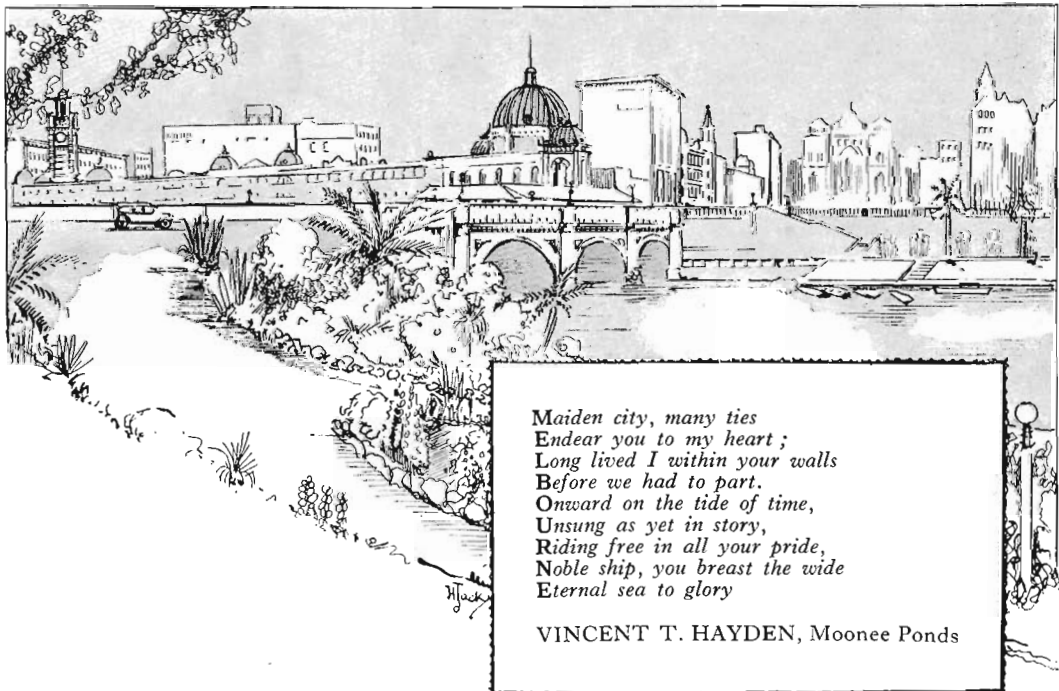
The diagram, and the following notes relating to the 1927 apparition of the comet Pons-Winnecke were kindly supplied by Mr. C. J. Merfield, F.R.A.S., Chief Assistant Government Astronomer of Victoria.

"The diagram shows the part of the orbit of the comet, in relation to that of the earth's, at the time when it is nearest to us, viz., about four millions of miles distant on June 26, the north pole of the ecliptic being above the plane of the paper. The orbit of the comet is revolved around the line of nodes about 18 degrees, so that it takes up a position on the same plane as the orbit of the earth.

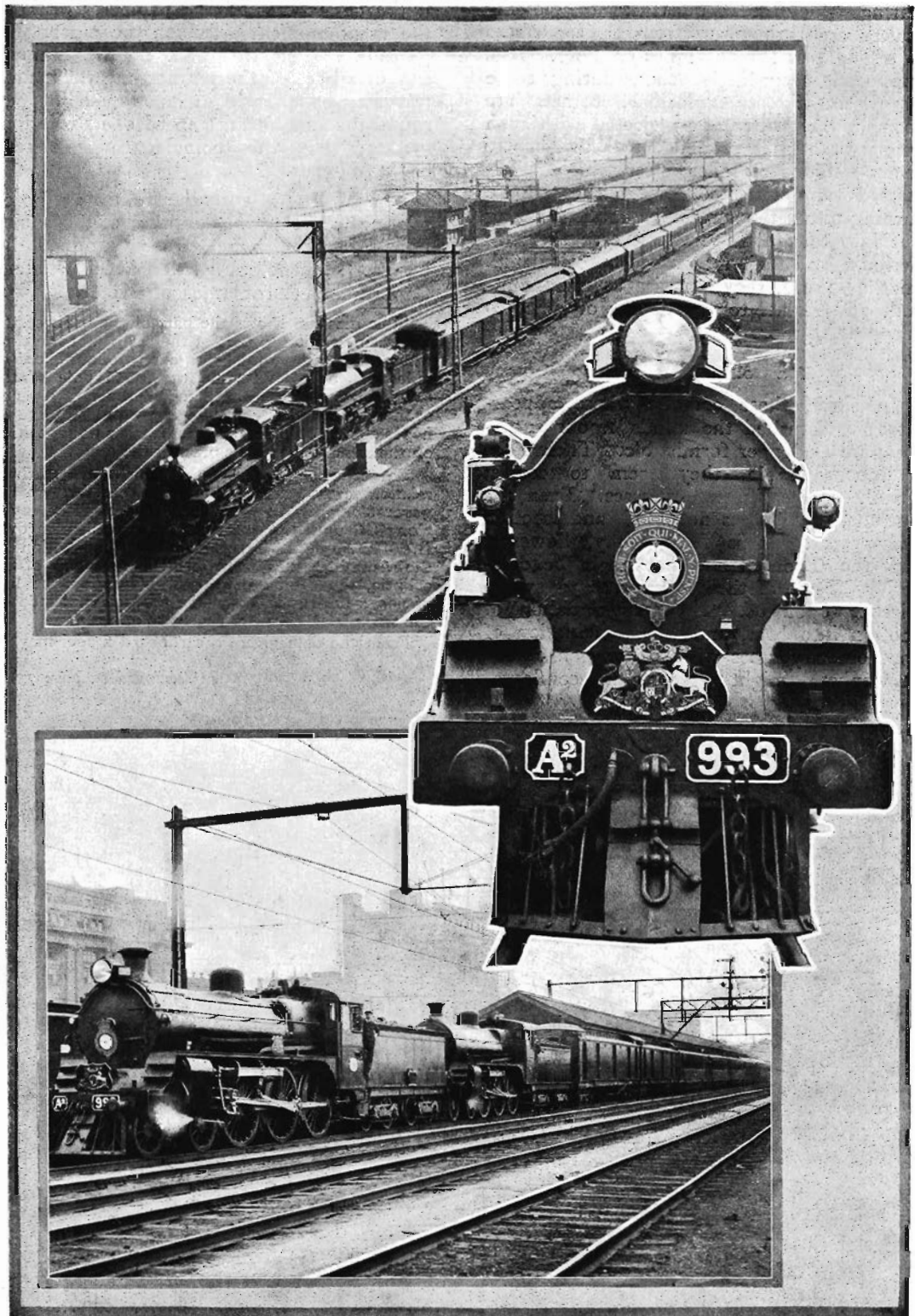
To get a better idea of the orbit of the earth in relation to the path of the comet, cut through the paper along the line SA and AB fold the triangle, along SB until the point A is perpendicular over B. The angle ASB represents the inclination of the plane of the cometary orbit to the plane of the ecliptic, the orbit being revolved around the line of nodes until it takes up the position indicated by the triangle.

From the data given, a cardboard model may be

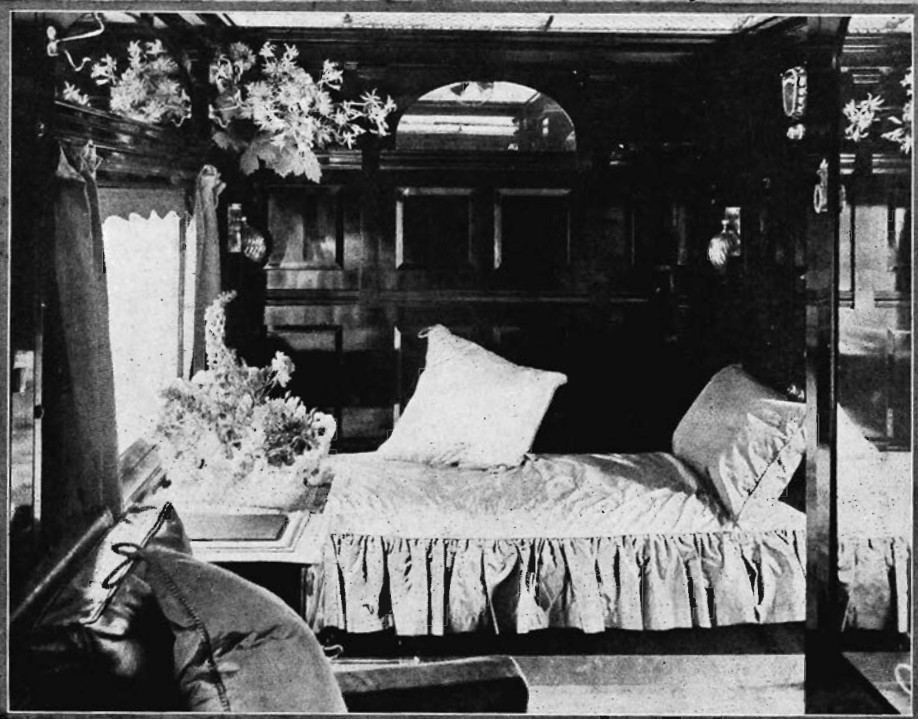
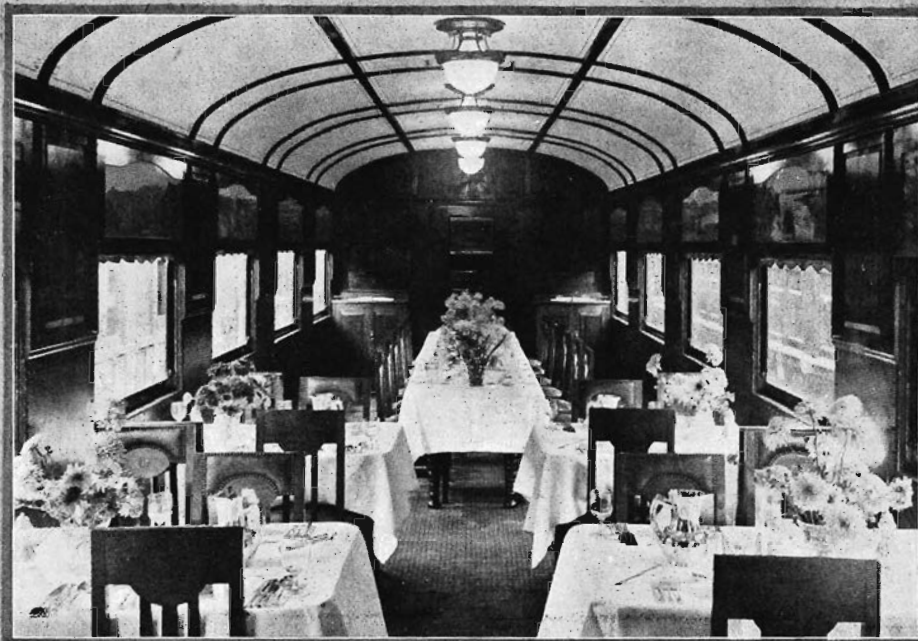
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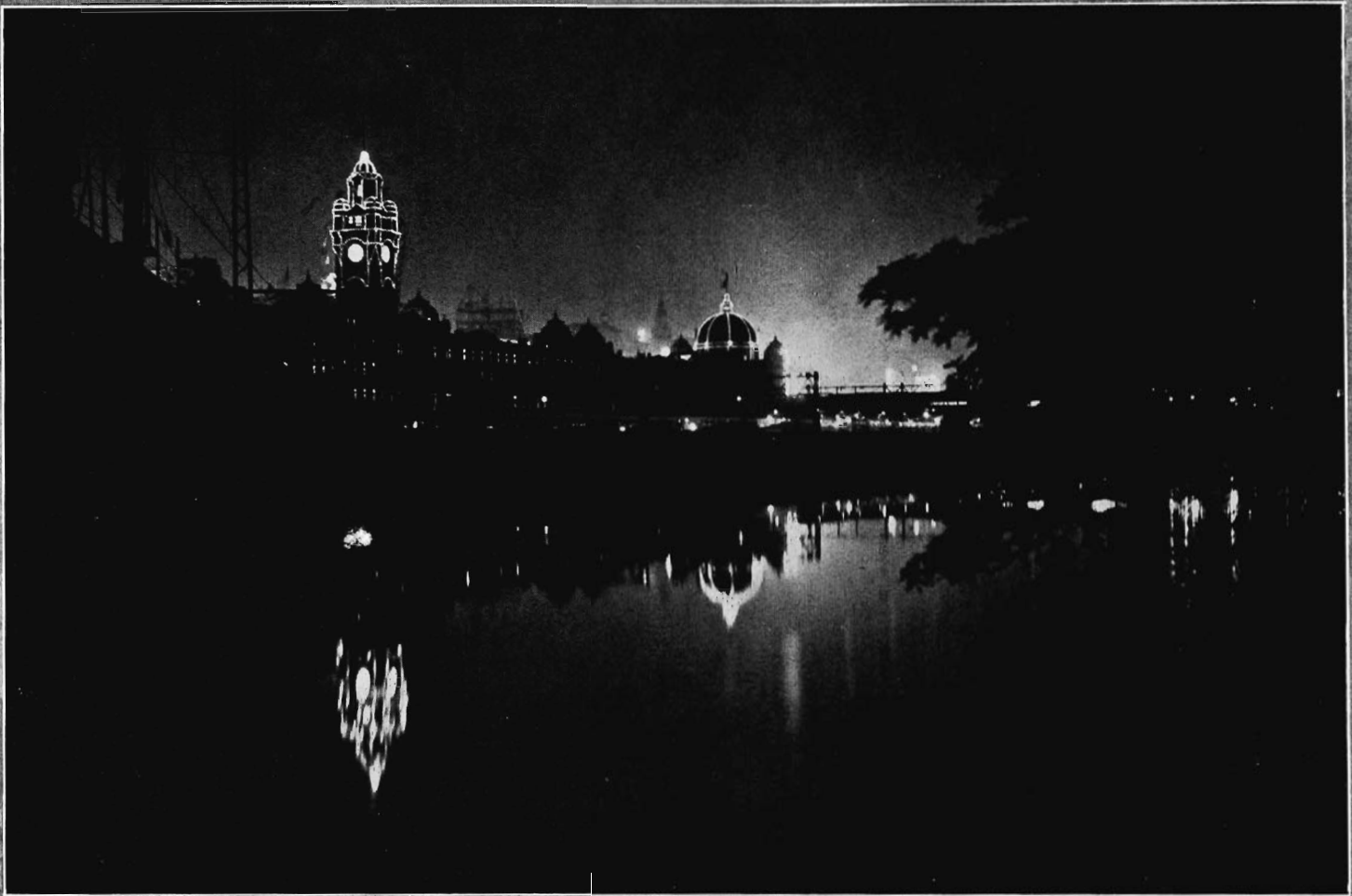
# How the Duke and Duchess of York Travelled



## In Victoria—Glimpses of the Royal Train

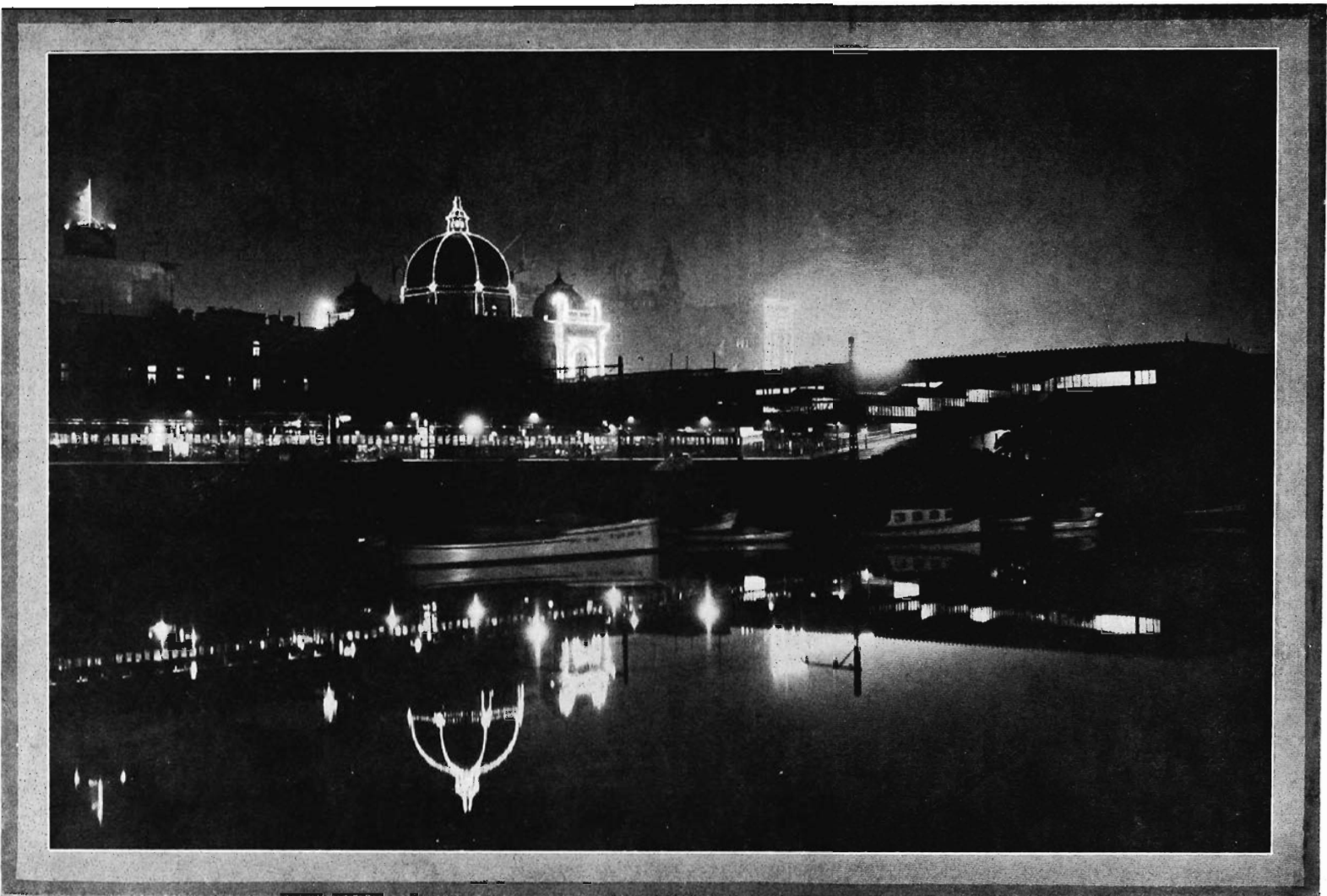


# Aglow With Fairy Lights—Flinders



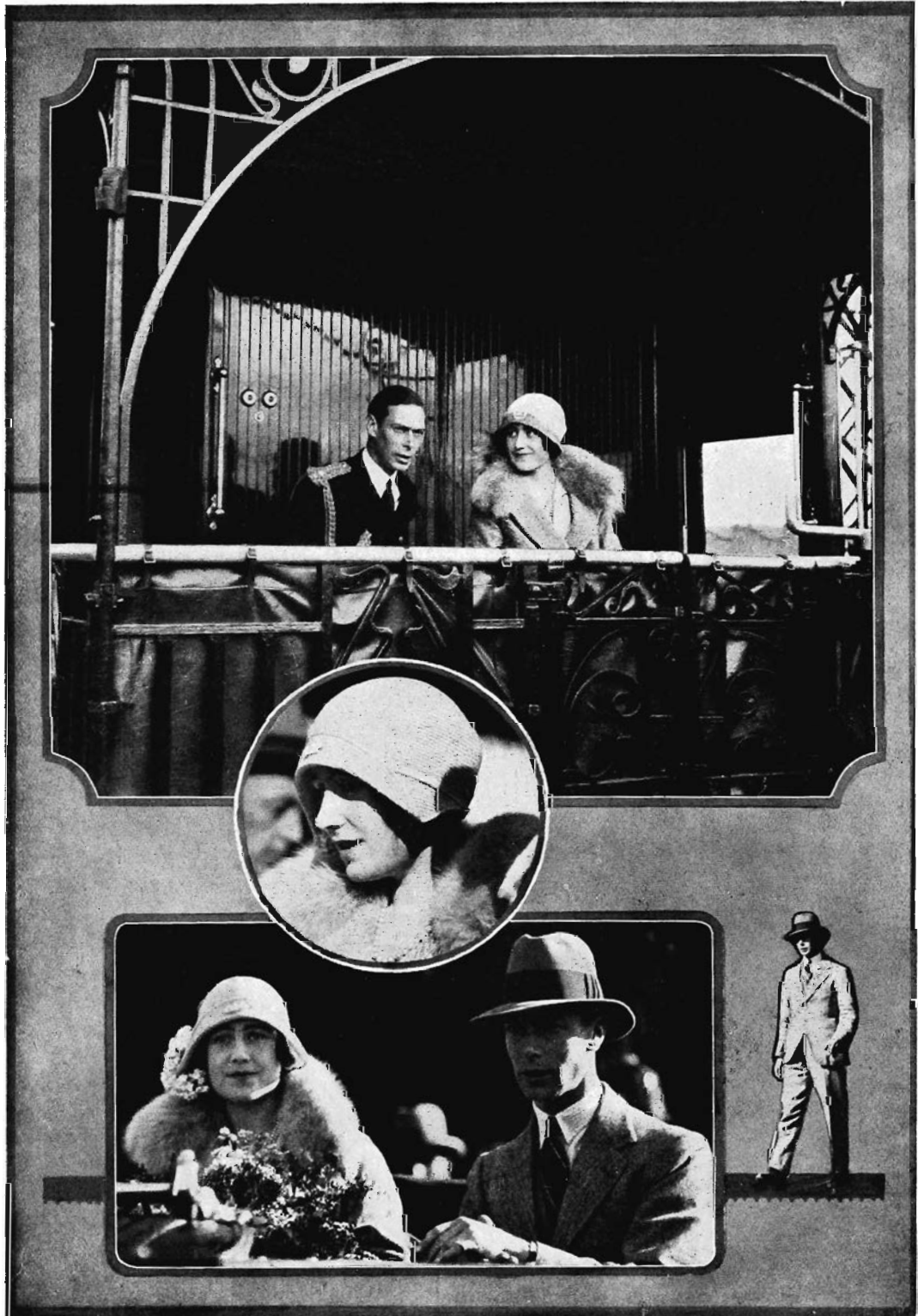
—Photo by W. Howieson

# ers Street's Right Royal Welcome

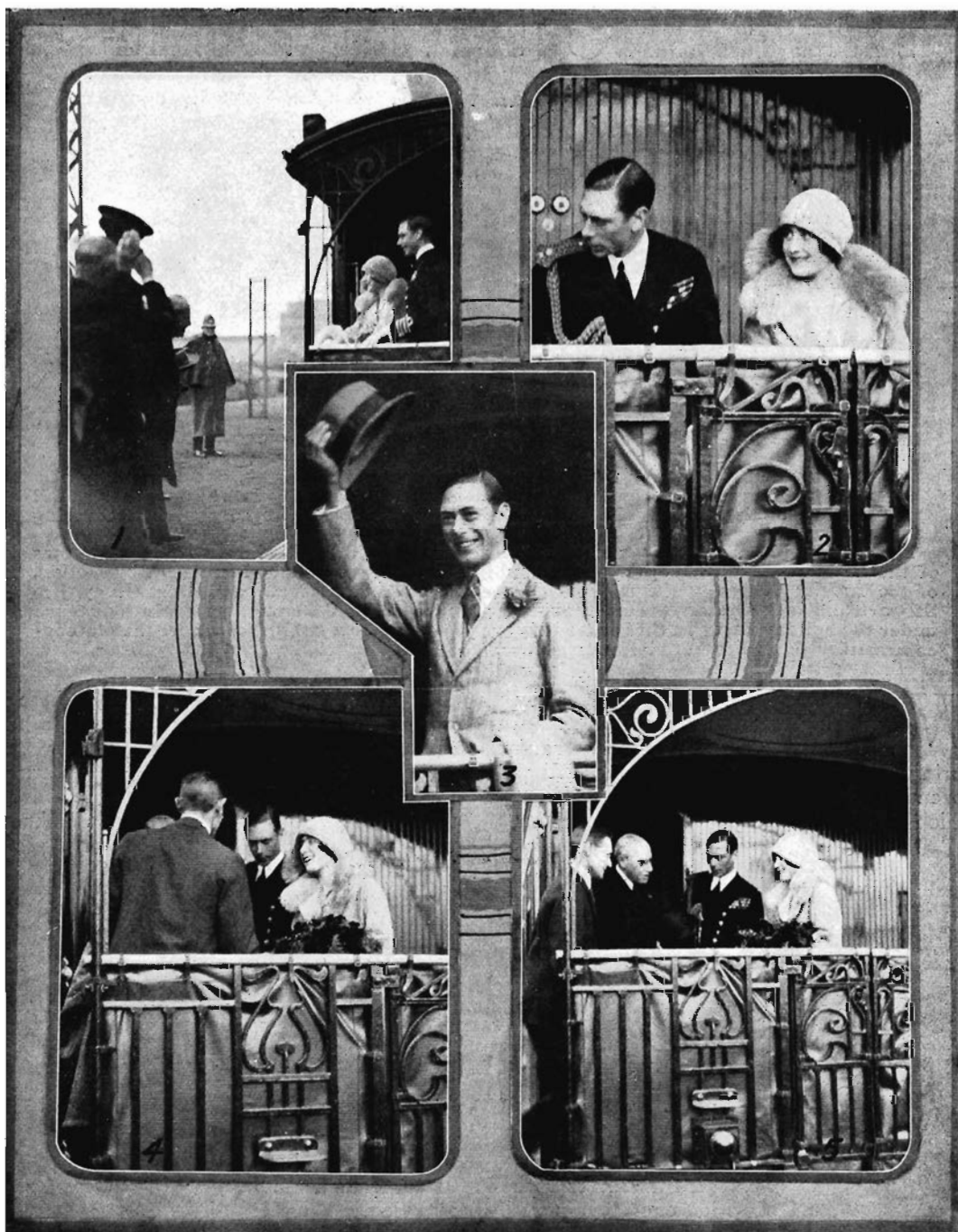


—Photo by W. Howieson

## Glimpses of The Royal Couple

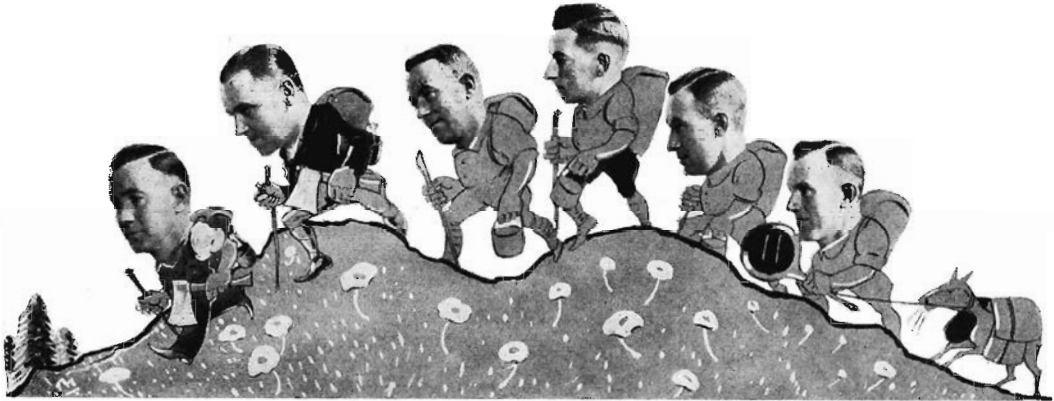


## The Last Good-Byes



Photos by W. Howieson and A. L. Reid

*Wishing you all the best of luck*  
*Albert*

How To Spend a Holiday**THE LONG LONG TRAIL -**

**S**IX railwaymen, athirst for the hill-top air, the tang of the bush, and something new to boot, discovered, at the Easter vacation, an ideal holiday in the long, long trail from Warburton to Walhalla—only to discover, further, that others were discovering it, too.

The railway platoon in this army of discoverers was led by Chairman Charlie Holmes of the Betterment and Publicity Board, ably abetted by Assistant-Manager Roy Gollan, of the Tourist Bureau, while Dick Stanistreet (Betterment Board) and Bert Olney, Jim Stewart and Jack Dickson (Tourist Bureau) gave weight to the campaign against distance under the holiday flag. In that order they are pictured above, while hereunder the platoon-commander publishes his vivid despatches.

**W**HISTLING as they went a great army of walking enthusiasts joyously swung their way over the Baw Baw's track during the holidays. They numbered not dozens but hundreds. The mountain huts which provide shelter at the end of each day could not accommodate one-fifth of the walkers. But who cared? They were out in a spirit of adventure for something new—and they got it!

**Log Fires**

At the end of each long day bivouacs were hastily built. Log fires illuminated the forest with its enormous trees towering up seemingly to the stars. Happy camp-fire parties sent their songs echoing through the great



*The Yarra near Warburton*

solitude of the ranges. The appetising odour of cooking—figures moving in the

light of the camp fires—here and there a white canvas showing. The army days had come back!

The marching mass, which like an army, moved on in small sections, comprised all types of men, boys and girls; those who knew what to carry and how to carry it, and those who didn't. One girl even commenced the trip in high heels. Soon a tomahawk reduced the heels two inches—and then onward with the host of wayfarers.

Men went unshaven—they were diggers again both in appearance and in spirit. Khaki breeches and leggings or puttees were popular. A few college boys wore shorts despite the cold. One boy who chafed his legs marched two days in his underpants. A few pack horses carried



*The Thompson River near Walhalla*



camping outfits and provisions, but generally the walkers carried their own.

The Gum Leaf Inn was the designation of one encampment. Here young saplings had been piled in a high circle for protection against the cold. A huge fire blazed in the centre. Another party slept beneath an immense piece of stone known as the mushroom rock. This enormous boulder seemingly 50 or 60 feet high rests on a lesser rock. The mushroom rock was shrouded in mist and rain and surrounded by gaunt charred gums. The night was pitch black. But in the space beneath the rock a log fire at which men were drying their clothes created a remarkable picture. Here there was warmth and light. The neolithic age had come again!

#### **The End of The Trail**

Most of the party had left Melbourne on Thursday night for Warburton and stayed the night at Seymour's Hotel, 20 miles out of Warburton, commencing the walk on Friday morning. Walhalla was reached sometime during the afternoon or evening of the following Monday.

Walhalla turned out in force to see the sections of the tourist army arrive. They finished up in fine style swinging along to the lilt of a tune. The halt and lame were



*Yarra Falls*



*The Mushroom Rock*

few. They were all heroes for they had braved the long forty-five to fifty mile tramp, had slept out in the cold of the high altitudes, and had walked the last two days through mud and rain.

#### **High Road of Adventure**

It was grand, the spirit of this tourist army. Everyone caught the thrill of the long, long trail across the Baw Baws. It is a never-to-be-forgotten holiday, so different from anything else. The track is a highroad of adventure, amid glorious mountain scenery where the city and its cares can readily be forgotten with almost the first step.

The walk is hard carrying a pack, but there is satisfaction in doing so. You will experience a thrill of pride when you reach the end of the trail. To walk across the Baw Baws is not only an inspiration but an achievement!

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#### **Where, Oh Where.**

"Where is the car?" demanded Mrs. Alexander.  
"Dear me," exclaimed Alexander. "Did I take the car out this morning?"  
"You certainly did. You drove it to town."  
"How odd. I remember now that after I got out I turned around to thank the man who gave me the lift, and wondered where he had gone."

# CAR RETARDERS FACILITATE TRUCK HANDLING

**P**EEERING through the windows of his elevated tower, the keen-eyed operator watches a rake of trucks move heavily down the long grade in the gravitation yard beneath him. He switches the trucks on to their proper classification track, sees them pass swiftly along it. Then he grasps another lever. Despite the momentum which they have gathered, the unattended vehicles mysteriously slacken speed and roll easily to a standstill.

Continually this operation proceeds at the new Markham yard of the Illinois Central Railroad, near Chicago. Mr. G. E. Nelson, a Victorian engine-driver at present in America, explains here how it is done.

**F**ORMERLY freight car switching methods in America ("shunting," in Australian language) involved the pushing of cars over a hump in a yard. The cars were stopped by brakemen as they moved into their proper classification tracks.

This method is now being supplanted by the use of the device known as the car retarder. The car retarder dispenses with the brakemen, and places control of vehicular movements in the hands of an operator located in a tower which surveys the yard.

### Arrangement of Brake Shoes

Simply, the retarder is an arrangement of brake shoes located along and parallel to the track rails. These shoes are forced against the inside and outside faces of the car wheels by compressed air acting on a piston, which, through levers, transmits the force to the brake shoes. After the car has been started down the grade by gravity, the operator in the tower switches it on the proper track and applies the braking apparatus at the desired spot, bringing it to a smooth and easy halt.

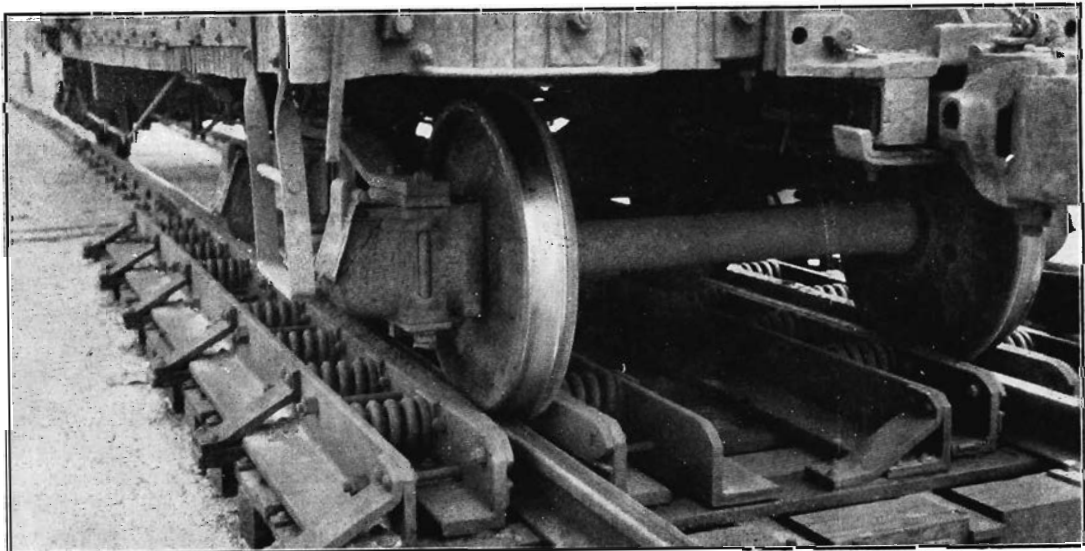
The effect on the car is the same as if either the hand brake or air brake had been applied. Four retarding pressures are generally used—25 lbs., 50 lbs., 75 lbs. and a full pressure of about 90 lbs. The admission and release of the air in the retarder cylinder is controlled electrically.

At all times the operator in the tower has a clear view of what is going on beneath him. Not only does he control the speed of the car, but he also controls the switch points for the diverging tracks.

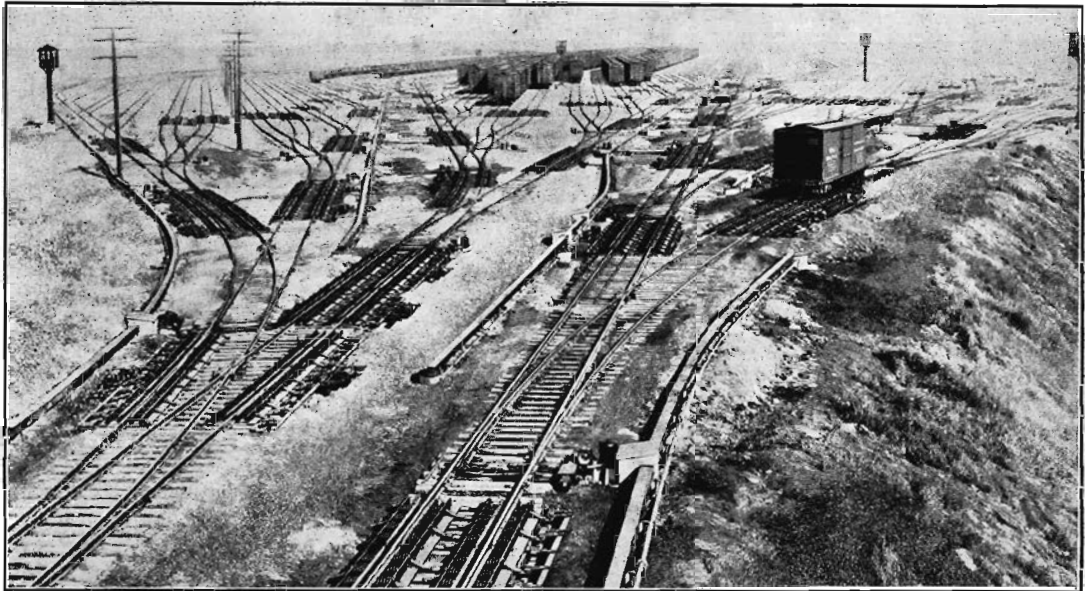
### In Case of Emergency

As a precaution, arresting devices known as skates or skids have been provided at a distance of about 50 ft. beyond the last retarder in the yard. Clear of the track under normal conditions, this device can be thrown on the rail in a case of emergency to stop any car which might manage to pass over the retarder without slackening speed.

The car retarder system installed at the new Markham yard by the Union Switch and Signal Company is the largest of its



*A car retarder in operation.*



The new Markham Gravitation Yard of the Illinois Central Railroad, near Chicago, showing the car retarders. These are controlled from the towers which are seen at various points in the yard.

kind in the world. Twelve car retarder units were used, containing 7,072 rail feet, or more than one and one-third miles of retarders. Thoroughly up-to-date in all respects, the yard is lighted by batteries of flood lights mounted on steel structures ranging from 90 to 120 feet high.

As an illustration of the economy which can be expected to result from the substitution of car retarders for brakemen, figures from the Gibson yard on the Indiana Harbor belt are interesting. Here the cost per car humped decreased from 83·6 cents to 50·8 cents in two comparative winter months, and an annual saving of 193,000 dollars, or 38·7 per cent., was achieved. This indicates that, on an initial investment of 500,000 dollars in America, the savings would pay for the installation of the car retarder system in three years.



Success is not rare; it is common. Very few miss a feature of it. It is not a matter of luck or of fighting—for certainly no success can come from preventing the success of another. It is a matter of adjusting one's effort to obstacles and one's abilities to a service needed by others. There is no other possible success. But most people think of it in terms of getting; success, however, begins in terms of giving.

—HENRY FORD in the Saturday Evening Post.

## ENGINES

I'd like to be an engine and pull a great big train  
From Melbourne up to Albury and bring it back  
again.  
I'd love to whistle late at night, when people were  
asleep,  
And startle cows beside the line and frighten all the  
sheep.  
What fun to rush past Grandpa's house and give  
an awful yell  
And call out: "Grandpa, how are you? I hope  
you're keeping well."  
But first I'd have to learn the things a baby engine  
should,  
And run about with little trucks and shunt the coal  
and wood.  
Then later on I'd bring the trains along the plat-  
form till  
I reached the buffers, where I'd stop and patiently  
stand still.  
Then when the other engines pulled them out I'd  
trot behind  
And say: "I'll come a little way with you, if you  
don't mind."  
I'd see them past the signal box, and wish them a  
"Good night"  
By letting off a lot of steam till they were out of  
sight.  
But best of all, when quite grown up, I'd pull a  
great big train,  
All on my own, to Albury and bring it back again.

—Adapted from the Windsor

First Motorist: "I thought you said if I were sociable with the judge I should get off?"

Second Motorist: "Were you?"

First Motorist: "Yes," I said "Good morning; how are you to-day?" and he replied: "Fine £5."

How I Get Business

# REGAINING LOST TRAFFIC

By W. L. MIDDLETON, Railways Department Commercial Agent

**N**OT only the getting of new business, but the regaining of traffic temporarily lost through the depredations of unfair road motor competition are problems of moment to the Railways Department.

Slowly but surely the latter is being solved—in the right way—and Mr. Middleton tells how it is being done as far as he and his Branch are concerned.

**O**NE of the most vital and most urgent economic problems with which every industry is concerned is that of obtaining adequate transportation service by rail, water or highway, at reasonable rates.

For years, the transportation services of this State were provided by railways, and a small fleet of coastal and bay steamers.

The railways carried out a national work in opening up the State of Victoria, and by a system of scientific rating, have enabled the producer to compete in the overseas market, and the country industries to thrive.

During the past few years the road motor competitor has entered the field of transportation, and in some districts has captured a considerable proportion of high grade traffic from the railways and steamship companies, leaving the low grade traffic, such as wheat, potatoes, manure, and agricultural produce for the railways to carry.

This competitor, in quite a number of instances, observes no wages awards (instances having come under my notice where one man drives the motor truck while his partner sleeps on the truck). He contributes practically nothing towards the upkeep of the roads which he cuts up badly, and is not in the position to guarantee a regular service to his customers. I have it on record where a country storekeeper received his consignment of Christmas puddings on January 14, when forwarded by road motor.

Gradually it is being impressed upon the individual taxpayer that his interests, and those of his property, the Railways, are identical.

In the past, considerable business was lost to the Railways through our customers

not understanding our numerous rates and conditions, while the road motor was ever ready to give a quote at a flat rate just a little below the highest railway rate. As the bulk of the commodities stocked by a storekeeper are classed in this rate, the road motor's rate proved most attractive to them.

In order to regain the business, active steps are being taken by the General Passenger and Freight Agent's Department. It is our job to interview every section of the commercial, industrial, and agricultural activities of the State, and to explain

railway rates and conditions. Should any anomalies or complaints be brought under notice they are thoroughly investigated and rectified. We are seizing every opportunity to sell service to our fellow citizens and townpeople. An officer from the Claims Department demonstrates to our customers how goods should be packed to ensure safe and efficient transport.

The Highways and Vehicles Act lays down that the road motor shall operate within certain fixed hours in specified towns.

This phase is closely watched, and should any infringement of the act be detected, the matter is reported to the responsible authorities.

A close check is also kept on industries supplied with railway sidings built under an agreement to forward all goods by rail.

Through the vigilance of a goods checker it was found that a business concern was receiving goods by road while it was under agreement to send by rail. The matter had only to be brought under the notice of the directors when the practice

(Continued on page 70)

## ANOTHER CHALLENGE.

**C**RIB POINT, with a twelve months' revenue of £15,721 challenged, through the April Magazine, any other ninth-class station to beat it. Moulamein replied, through the May issue, with an income of £21,405 for eleven months.

Now, Lancefield throws down the glove to any other seventh-class stations staffed by an S.M. and an operating porter. Its revenue for the year ended February, 1927, was £9382—passengers £1623, parcels £493, goods £5517, live stock £1531, and miscellaneous £218.

Now then, who's next ?

# Courtesy—What Railwaymen Think

**I**N last month's issue, we published the result of our "Courtesy" essay competition, together with the essays of the winner and the runner-up.

A considerable amount of interest has been evinced in the competition. Because of that, because too, the exchange of ideas on such an important subject cannot be anything but helpful, we publish three more of the best entries.

## KEEP SMILIN' THRO'

**C**COURTESY? It stands alone.

What though the second youngest did whimper all night with the toothache, and the bacon and eggs bore a close resemblance to coal, and the newsboy forgot to leave the morning paper! The very chap you feel inclined to snap at may have had all these things to ruffle him, as well as yourself, so instead of a snarl, give a real honest to goodness grin, with a pleasant word thrown in, and off falls some of his heavy burden of gloom, and, in falling, takes a little of your own load with it.

To my window come all types, and I find it hardest of all to be courteous to the one, who, after inquiring the fare, looks suspiciously at you, and stalks in a truculent manner to the fare-table and studies it.

How one aches to be sarcastic, but again, a smile and a pleasant word makes a friend instead of a disgruntled client.

Courtesy is the oil which keeps the innumerable little cogs of life moving smoothly, and incivility the dust which clogs and causes endless jars.

Vividly I remember the following incident. In the compartment in which I was sitting came an elderly woman and a lad of twelve or thereabout. "Huh!" said the latter, "that's a surly guy sellin' tickets. Just pusht me ticket over and grunted." Said the woman: "Surely there was nothing wrong about that." "Aw—wasn't there," came the reply, "you should've seen the look on him."

So we must not forget our looks, but keep on smilin' thro', and first, last, and always be courteous.

A. E. MONTGOMERY,  
A.S.M., Balaclava.

## EASING THE JOLTS

**T**HERE is a number of people—not many, let us hope—in every community, who attach no value to anything that does not conduce to their temporal welfare. These people call themselves "practical," and are fond of enquiring of what good is music, painting, the arts, or anything not strictly practical. But there are valuable things outside money-making pursuits, and one of them is courtesy, which, when reduced to rules and regulations, is called etiquette.

We may dismiss etiquette and speak of courtesy, which anyone may exercise. There is a surprising amount of courtesy in everyday life—much more than a person, not a close observer, would think. The pleasant "Excuse me" or "I beg your pardon" smooths over many a bit of awkwardness or blunder that would rankle if passed by unheeded and unnoticed. When some clumsy person jostles you and stammers out an apology, or is perhaps too confused to speak at all, it is easy to smile and say "it is of no consequence." Perhaps it is of consequence, but a black look or an angry word would not mend matters.

Like the quality of mercy of which Portia speaks, courtesy blesses alike the giver and the receiver. It is a habit which is easily cultivated, and soon grows to be a part of one's self, until it is as natural as breathing.

Call them trivial, if you will, the little courtesies of life are what make life enjoyable, and we cannot have too much of them. There is no danger of exhausting the supply, of that we may be sure.

F. W. FRAWLEY  
Spotswood Store

## IT'S THE LITTLE THINGS

**C**COURTESY is a positive indication to character. It's easy to be rude. The habit of courtesy can be as easily cultivated. Remember you are not alone in the world, others are entitled to a portion of it too. Thought is the regulator, but remember that courtesy cannot be coupled with sarcasm.

Might may seem right in the crush, but courtesy shows strength of mind. Conserve the muscle, don't push; and weaker people will show their appreciation. Sample gratitude through an act of courtesy, and note the pleasure. Don't mentally register a victory when a fellow mortal makes way; it's a complete loss of prestige to you.

Courtesy begins on waking up. Don't forget the folks at home, even though you are tired. A smile and cheery farewell are amply repaid as the day wears on. A boss cannot always give a man a job, but courtesy creates a bond instinctively, and he may want that man some day.

You are careful to be courteous to your friend; make the world your friend. One of life's greatest assets is personality. Courtesy is the foundation of this, so build from the rock. Thanks come easily through needy calls. Keep them going when fortune smiles, you will enjoy it more.

A dog will lick your hand for a kind action. That's *his* way. Show folk *your* way. There's no need for a great show; it's the little things which count. If yours is a rough job, it has nothing to do with your manners. Practise Courtesy.

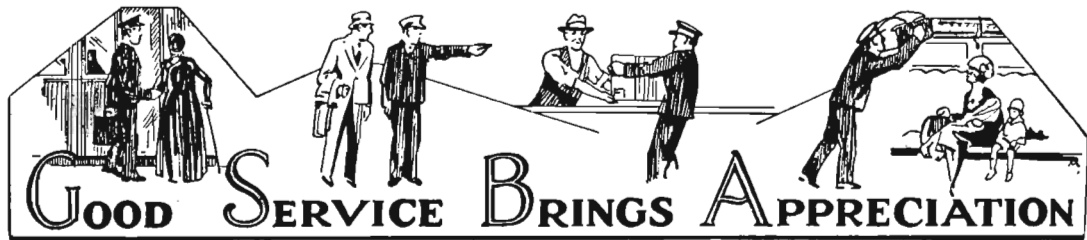
HENRY L. BEEMAN,  
Super. Boilermaker, Newport  
Shops.

## T.S.M. PRIDEAUX PASSES

**M**R. James P. Prideaux, late Travelling Station-master on the Leongatha-Foster line, did not long survive his retirement. He retired four years ago after 38 years' service, but for some time past has suffered from heart trouble. In his

official position, he made lifelong friendships, and many residents along the line which he travelled will feel a personal loss at his passing.

Sixty-four years of age, he is survived by a widow and two daughters.



### CO-OPERATION, EFFICIENCY, COURTESY

**O**N Sunday last, the Surrey Hills Parish Picnic was held at Bayswater, and it will be gratifying to you to learn that over 400 persons have since been enthusiastically sounding their praises of the excellent arrangements made, the attention and courtesy given by your Department for their comfort and convenience. . . . The arrangements were so complete, and the duties of your staff at various points so tactfully and effectively performed, that on arrival of the train at Surrey Hills and Box Hill, our people were speedily and safely picked up in the accommodation specially provided.

The same eulogy applies to the homeward journey, and the experience exemplifies how highly co-operation and efficiency are in operation in your Department. Our representative handling the Railway part of the outing refers in terms of the highest appreciation to the attention, courtesy and great assistance given by your officers in the Time Tables Office.

—L. Stubbs, Hon. Sec. Picnic Committee, Windsor Crescent, Surrey Hills, writing to the Chairman of Commissioners.

### ANOTHER PICNIC SUCCESS

**I** HAVE been requested by the committee in charge of the arrangements for the Dorman, Long Picnic to Mornington to convey to you and your staff our congratulations on the excellence of the arrangements made in connection with the special train provided, and our complete satisfaction with the accommodation supplied. My committee will be obliged if you will convey to Mr. Maher in particular, and the other officers of the Transportation Branch, our appreciation of the assistance given and the unflinching courtesy extended at all times in response to our numerous requests for information.

—V. Moorhouse, Hon. Sec. Picnic Committee, 203 Grant-street, South Melbourne, writing to the Chairman of Commissioners.

### —AND ANOTHER

**I** HAVE been requested by the Committee of the School to thank you for the excellent train which you provided on the occasion of our annual excursion to St. Kilda. The journey to and fro was made so speedily and comfortably that both parents and scholars consider it was not the least of the pleasures which the day brought forth. It was also pleasing to note how willing all the railway officials were to help in whatever way they could.

—J. J. P. Park, S.S., Nagambie, writing to the Chairman of Commissioners.

### SERVICE BRINGS ITS REWARD

**D**R. DEVINE, on his arrival here on Saturday, spoke in very high terms of your action in so promptly providing the special train required by him to visit Deniliquin, and also of the thoroughness and effectiveness of the arrangements made,

which made possible a very rapid trip. He also spoke highly of the attention and courtesy of the various railway officials who were concerned in seeing the train through.

Mr. Field is unable to write personally, but, on his behalf, I wish to express grateful appreciation to you personally and to all concerned.

—Norman Gunn, for H. A. Lindsay-Field, Warbreccan, Deniliquin, writing to the Chairman of Commissioners.

[This letter refers to the prompt provision by the Department of a special train for Dr. Devine, two nurses, and operating equipment. The story of Dr. Devine's dash to Deniliquin to save the life of Mr. Lindsay-Field, who was seriously ill, was told in the April issue of the V.R. Magazine.]

### EFFICIENT FRUIT HANDLING

**I** WOULD like to tender the Railways Department (through you), my thanks for the way they handled my fruit (logans and raspberries), all of which arrived at their destination safely and in good order, even as far as Carwarp, Warrnambool and Rutherglen. I never had a complaint, but in most cases was thanked for the condition it arrived in.

—R. S. Kirkpatrick, Macclesfield, writing to the A.S.M., Emerald.

### A COURTESY ACKNOWLEDGED

**I** DESIRE to acknowledge with thanks the courtesy of a member of your staff in sending on word this morning that I wished to catch the 6.30 Port Fairy train. An official met me at Princes Bridge and I was taken by car to Spencer-street. It would have embarrassed the school organisation very much if I had missed this train.

—Herbert Oke, Geelong High School, writing to the S.M., Fairfield Park.

### "NOT A THING BROKEN"

**I** AM so pleased to be able to tell you I had word from my daughter this afternoon to say they had received the boxes quite safely and everything intact, and not a thing broken. Must thank you for sending wires, also your kind attention in this matter.

—Mrs. N. Weeks, writing to the S.M., Glenhuntly.

[This letter refers to a valuable consignment of glassware and china sent by Goods train from Glenhuntly to Darling Harbor, N.S.W.]

### HELP IN SICKNESS

**T**RAVELLING last Thursday by train to Wangaratta, my friend had a sudden appendicitis attack and was very ill on the Wangaratta station. She was at once attended to by the Manageress of the Refreshment Rooms whose kindness and care, for three hours, was beyond expectation. Nothing was a trouble to Mrs. Cattaral; consequently, I feel I must express appreciation of her service to one of the travelling public.

—Shannon Grills, "Kilkeel," Moyhu, Victoria, writing to the Secretary for Railways.

### "FINE SERVICE," SAYS BALLARAT'S MAYOR

C. R. A. J. Pittard, Mayor of Ballarat, here expresses his views on Victoria's railway service, for the V.R. Magazine :—

"I welcome the opportunity to express my appreciation for the fine service rendered to the travelling public by our Railway Department. The general personnel is of a very high standard, and courtesy and efficiency are rendered to the public in all branches of the Department. Without reflecting on the days gone by, it is considered, and rightly so too, that in all branches of the service more efficiency is being displayed, due, no doubt, to the encouragement given by those in high authority to the men to give of the best in them.

"As far as Ballarat is concerned, complaint occasionally does arise, and I very much appreciate the ready and prompt action taken by the officers of the Department and their efforts to have the mistakes remedied where possible.

"A very progressive policy is introduced by the Department in deviating Holmes-street, Ballarat North, and eliminating the level crossing and the consequent danger to the people, thereby saving a considerable sum annually to the Department and at the same time giving substantial benefits to our local people.

"The Ballarat public always appreciates any move which will mean the distribution of repair and constructional work to this enormous enterprise in the country centres.

"I am strongly convinced that the Railway Commissioners and every member of the service are doing excellent work in controlling the stations of this large business enterprise.

"The Magazine produced by the Railway Department is an excellent means of bringing under the notice of the general public the great work that is being done. At the same time the public gains through this medium first hand knowledge of Railway workings and the care and management of the State's largest industry."

Cr. Pittard was Mayor of the Town of Ballarat East prior to its amalgamation with the City of Ballarat. He is a member of the Charities Board, and represents country districts on the Country Fire Brigades Board. He has been president of the Ballarat Orphanage and is a member of the present committee.



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### REFRESHMENT SERVICES APPRECIATED

AS a fairly frequent traveller between all the cities of the Commonwealth, I feel that I am in a position to comment on the treatment one receives at the hands of the various officers of the Victorian Railways. I must say I have always experienced the greatest courtesy and attention.

The Commissioner may well advertise (as he does on all suburban services) the fact that the travelling public should patronise the dining car services, because the menus are really splendid, and I feel that the Superintendent of Refreshment Services should be complimented and congratulated for his efforts in serving the public in such a magnificent manner. No one, even the most fastidious could offer the slightest complaint; for the cooking is good and nicely served.

A word of praise is due, too, to the waiters who are most attentive and obliging, more especially two of the head waiters . . . . Both these officers make meal time portion of the journey something pleasant by which to remember the journey.

Great credit is due to Commissioner Clapp for having instituted the orange drinks, and I know several others who take the advantage of having one of these splendid drinks at all the stopping places. When the travelling public are fully educated to the value of orange drinks and the purity of those offered at the Victorian Railway Stations, the citrus-fruit growers will materially benefit as well as the State generally. Sooner or later it will be realised the real value of the campaign organised by Commissioner Clapp.

Constructive criticism and suggestions are invited, as per the dining car service menu cards. Though I do not accept the invitation, the same has prompted me to write you in the above strain, because silent appreciation is not always desirable, and, in my opinion, the more the travelling public voice theirs, the better it is for the officers who carry out their various duties.

—Albert Mayor, 129 Holt-avenue, Cremorne, Sydney, working to the Secretary for Railways.

**ROYAL TRAIN COMFORT.**

I WISH to express to you, more formally than I was able to do on the train last Thursday, my sincere appreciation of the arrangements made for the comfort of Mrs. Latham and myself on the Royal Train to Bendigo.

I congratulate you and the officers of your department upon the admirable turnout and the efficiency in every detail which the arrangements for the day showed.

—Hon. J. G. Latham, K.C., Attorney-General for the Commonwealth of Australia, writing to the Chairman of Commissioners.

**"A TREMENDOUS FEAT."**

ON the day after the battle it is my duty and my pleasure to be able to congratulate you and your colleagues on yesterday's fine performance. The transportation of 11,000 children, in addi-

**"HERALD'S" THANKS.**

WE desire to express our special gratitude for the excellent help given to our transport staff on Thursday, the day of the Duke of York's arrival, by the Station-master at Flinders-street Central Station.

The help of himself and his staff was of great importance to us, and we will always feel indebted to him.

—Keith Murdoch, Managing Editor, "The Herald," Melbourne, writing to the Chairman of Commissioners.

**SATISFIED FOOTBALLERS.**

AT the General Meeting, Delegates expressed pleasure at the very satisfactory train arrangements made on our behalf last season.

—Mr. A. Jeratovitch, Secretary, South Gippsland Football Association, Korumburra, writing to the Chief Times Table Officer.

**WELL DONE!**

FROM a railway point of view, the visit of the Duke and Duchess of York has been an unqualified success.

Before his departure the Duke personally thanked us for the high standard of rail travel in Victoria, and in so doing, stated that he had never travelled in more comfort.

Organisation and intelligent team work in the carrying out of well-laid plans were solely responsible. The Royal Train, its equipment and its general turnout, its service and its unvarying punctuality, and the reception arrangements at the several stations of call were beyond reproach. The handling of the incidental traffic on Anzac Day—the heaviest day in the history of the electric system—and on the occasion of the opening of the Federal Parliament at Canberra, make us more than ever proud of the service of which we are units. It was a big, complete job, successfully and thoroughly accomplished by every Branch of the Service.

It is the complete satisfaction of a job well done.

We thank you

tion probably to 50,000 adults, to and from the M.C.C. on the occasion of our Children's Display, was a tremendous feat in itself.

I witnessed the detraining and entraining at Richmond, and the entraining at Jolimont, on the return journey. The whole work was carried out without a hitch in the greatest possible expedition. As far as I can learn, not a single child suffered even the slightest injury. Furthermore, not one complaint has reached me regarding the transportation of pupils on April 13 or April 20.

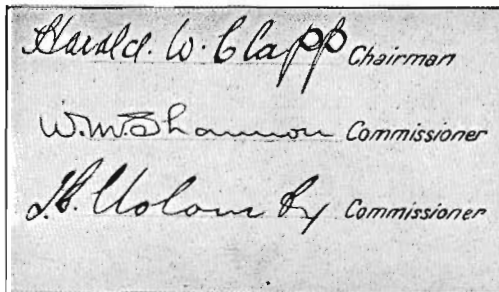
Your team work was excellent and effective. I think the courtesy and kindly, helpful spirit of your station staff was a fine feature in the great day's work. That the Children's Display proved the magnificent success it was, is due in no small measure to the splendid service rendered, and the efficiency and co-operation displayed by your branch of the Railways Department.

—Herbert Penrose, Chairman Transportation Subcommittee, State School 2462, Cromwell-street, Collingwood, writing to the Chief Time Tables Officer.

**PROMPT LUGGAGE DESPATCH.**

I WISH to thank you for sending on my luggage so promptly. I am sorry to have put you to the trouble I did, but appreciate your kindness.

—Miss E. D. Thomas, 322 Everard-street, South Ballarat, writing to the Station-master, Spencer-street.

**COURTESY, TACT, HELP.**

OUR Association last season was marked by happy and harmonious relationship in this district; you yourself, and the head office, were most attentive to our wants, while the staff generally on the lines served in this district left nothing to be desired, either in the way of assistance rendered or compliance with the many requests made by me from time to time. More especially would I like to say how much I appreciate the courtesy, tact, and assistance given to me by the Station-master and Staff at the Sale Station, with whom I, naturally, am more in close contact than with other sections. I sincerely trust that this season will be marked with the same cordiality.

—A. T. Wasley, Secretary, Gippsland Football League, writing to the Chief Time Tables Officer.



### GOOD WORD FOR GLENBERVIE

I DESIRE to commend to your favorable notice the staff employed at the Glenbervie Station. It is a pleasure to record the courteous and cheerful manner in which they perform their duties, but it is especially so in respect to their treatment of womenfolk. Unfortunately, at Glenbervie, there is no ready means of taking prams across to the Melbourne side of the station, and the willing assistance of these officers is much appreciated.

—W. Fitzgerald, Woodvale Grove, Glenbervie, writing to the Secretary for Railways.

### CANBERRA TOUR SUCCESS

AS a member of the committee of the No. 2 Reso train . . . . I would like to convey to you my sincere congratulations on the tour so successfully completed yesterday afternoon. The whole organisation of the scheme reflects the greatest credit on all concerned, and everything was run most perfectly and creditably. I specially refer to Mr. Stanistreet, Mr. Jones and Mr. McClelland; also to Mr. Fowler who accompanied us as far as Orbost. It was a pleasure to be associated with such men, and no trouble was too great for them.

From the beginning to the end, the tour was run on most perfect lines. The route was most attractive, and all the arrangements were perfect. Everyone associated with the tour thoroughly enjoyed it, and there was no untoward incident. I had the privilege of seeing parts of Australia that I have always wished to see, under the most favorable conditions, and will always look back with the greatest pleasure to the delightful tour that I participated in, thanks to your initiative.

—C. D. Lloyd, 40-42 Queen-street, Melbourne, writing to the Chairman of Commissioners in regard to the recent organised tour by rail and motor to Canberra which returned via the Princes Highway and Orbost.

### HELP IN NEED

I am hoping you will overlook my seeming neglect in not returning thanks to you and the members of your staff who so wondrously assisted me with my injured son on April 25. Never shall I forget the kindness and attention I received from one and all. I trust the stretcher arrived

back safely. . . . again thanking all very sincerely on behalf of my family and yours truly.

—A. E. Maughan, 52 Empress-road, St. Kilda, writing to the Station-master, Warragul.

### FRUIT STALL EFFICIENCY

I FEEL compelled to write and tell you how grateful I am to you for giving to the public such a competent staff at the fruit kiosk on the Flinders-street Station. Its civility, interest kindly consideration, and dignified courtesy, I have never seen equalled. It is a pleasure to go there to buy. One feels in the presence of good, brave, characters! Thank you!

—Violet M. Fawcett, "Ronalds" Central, 99 Swanston-street, writing to the Supt. of Refreshment Services.

### BOAT RACE TRAFFIC

I THINK I ought to write and express my warm appreciation of the arrangements made for getting the boat race crowd back from Geelong on Saturday last. Everything seemed to go like clockwork, and with a minimum of inconvenience.

I would particularly like to mention the courtesy and consideration extended to me by Mr. Cooke and Mr. Rains of his staff, who looked after the arrangements for getting the Scotch College crew back. The Station-master at South Geelong was also most courteous and helpful, and our entire party made the journey home not only with feelings of great pleasure at the result but with every comfort.

The strain on the Department's Officers last Saturday by reason of the Royal visit must have been very great, and I think they rose to the occasion splendidly.

—Sir Arthur Robinson, Collins Gate, 377 Little Collins-street, writing to the Chairman of Commissioners.

### GIRL GUIDES' THANKS

ON behalf of our Girl Guide Company, Kerang, I wish to thank you for the excellent arrangements made by yourself and staff for our Guides travelling to and from Melbourne for the Royal festivities. The courtesy of all the railway officials, whom we came in contact with, was very much appreciated.

—Mrs. C. E. Rundle, District Commissioner, Nolan-street, Kerang, writing to the District Superintendent, Bendigo.

(Continued on page 68)

MINISTER'S OFFICE,  
MELBOURNE,  
11TH MAY, 1927.

Dear Mr. Clapp,

The tour of Their Royal Highnesses the Duke and Duchess of York having concluded, so far as this State is concerned, I desire, on behalf of the Government and myself as Assistant Minister of Railways, to express to you and your fellow Commissioners, as well as the whole of the staff under your control, our appreciation of the extremely capable and efficient manner in which the railway arrangements, in respect to the Royal Tour, have been carried out.

The transportation of the Royal Train has been effected without the slightest hitch, and this result could not have been attained without the intelligent and enthusiastic co-operation of all concerned. The Government fully realises the enormous amount of thought and work which lies behind such an achievement.

I particularly desire to congratulate you on the magnificent appearance and appointments of the Royal Train. The general arrangement of the interior was conceived and carried out in a most artistic manner, and reflects great credit on those responsible.

In conclusion, I wish to say that the Government of this State feels, that the contribution made by you, your fellow Commissioners, and staff, to the arrangements in respect to the Royal Visit has worthily maintained both the reputation of this State and that of the Railway Department.

Yours truly,  
(Sgd.) E. J. MACKRELL,  
Assistant Minister for Railways.

H. W. CLAPP, Esq.,  
CHAIRMAN OF RAILWAYS COMMISSIONERS.



# Railwaymen

## Many Happy Returns

THE Chief had his 52nd birthday on May 7. Incidentally, it was his sixth as Chairman of the Victorian Railways Commissioners. Exactly how many birthdays he's spent travelling in railway



trains we wouldn't care to hazard a guess, but we're pretty safe in saying that the last was the first he's spent on the iron road with Royalty. The journey, of course, was from Adelaide to Melbourne with the Duke and Duchess of York. There were no iced cake and candles—in fact, nobody seemed to know anything about it until a newspaper blazoned the fact

two days later—but he enjoyed himself to the full telling the Duke all about his railways and the spirit of co-operation that oils the wheels. And the Duke was vastly interested. Of course we could go on writing about Mr. Clapp and what he's done until the cows came home, but this issue is limited to 80 pages. Anyway, most people in Australia know all about him, already.

## On Time All The Time

WHEN His Majesty called Albert of York into the Drawingroom at Buckingham Palace and told him he was going to send him to Australia to open Canberra, a large-sized parcel of work soon found itself lying on the collective desk of the Victorian Railways Department, Melbourne. And two railwaymen who received more than a goodly share of that parcel were Mr. H. Cooke, Chief Time Tables Officer, and Mr. P. Maher of his staff. Of course all the time table staff had a say in the framing of incidental schedules, but Mr. Maher plotted and planned the running of the Royal special itself, and Mr. Cooke exercised the controlling influence throughout. Midnight oil was not burned. But a fearful amount of electric light was. The time table chief's family complained that they hadn't seen him by daylight for six weeks. Both men are past masters in the



intricate art of time table framing, however. Mr. Cooke acquired most of his knowledge in the hard "Tierney" school, and Mr. Maher, who has circled the globe twice and picked up railway wrinkles in many countries, has been writing "pick up," "set down," "wait and follow," "cross No. so-and-so" and similar terse remarks, beside long columns of time figures for more than 20 years. The two plotters had the satisfaction of seeing their schedules for the arrival of the fast ducal caravan at all destinations carried out to the tick, despite several unforeseen delays at different stopping stations when crowds prevented the royal visitors from returning punctually to the waiting train.

## Persistence

*"For Witherington my heart is wo,  
As one in doleful dumps;  
For when his legs were smitten off,  
He fought upon his stumps."*

JOHNNY Barklamb of the Seymour District Superintendent's staff would smile indulgently if you showed him that verse. And he would wave you gently aside if you started to talk to him about Robert Bruce and the spider. For Persistence and Barklamb are synonymous terms. Secretary of the local branch of the Diggers' Association, Johnny wanted the Seymour townspeople to hear the Duke of York talk and to see the Duchess smile. And so for something like two weeks he rained a shower of letters and telegrams on Melbourne asking for a longer halt at Seymour on the return of the royal train from Albury. There were difficulties in the way, however, and when the train reached Seymour on its journey to Albury nothing definite had been arranged. A faint heart might have given up the struggle at this stage, but Johnny doesn't





know what a faint heart is. He thrust out his jaw determinedly, walked up to the Duke and asked him, as man to man, to stop on the way home. The Duke thought it was only a fair thing. And so Seymour welcomed the visitors. But it has Johnny Bark-jamb's persistence to thank.

### Didn't Bet

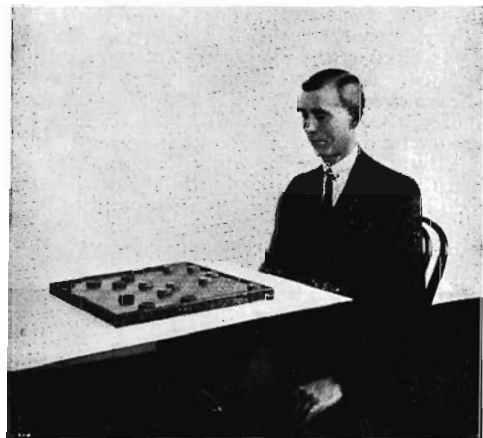
TO the terrier-coursing enthusiast the Yarraville Cup is as glittering a prize as the Melbourne Cup is to the racehorse owner. It carries with it £80 in prize money—the Yarraville Cup, that is, not the Melbourne Cup. So the jubilation of Fred Shilling when he won the coursing trophy with his terrier Redeem a few weeks ago was neither surprising nor excessive. Fred who does things with pen, ink and paper in the Auditor of Receipts branch, has won eight stakes with Redeem since November last. (Up to time of going to press.—Ed.) He bred and trained the dog himself. Training occupies half an hour morning and evening and comprises hand-slips, swimming and a little play with a sponge ball. Fred declares that he was quite confident of victory,



barring accidents of course. Still he never had a bet. However, Mrs. Fred, who is as enthusiastic as hubby, got on a trifle at 25's. But then women have more sense than men.

### A World Beater

BLACK Doctor, Alma, Ayrshire Lassie, Bristol Cross, Denny, Double Corner—all the weird and wonderful variations of the royal and ancient game of draughts are the same to quiet



Jock Boyles, instructor of the Victorian Railways Institute Draughts Club, and winner at the recent Easter tourney in Tasmania. Jock's form at the tourney, where he measured pieces against Australia's acknowledged masters of checkered board, places him amongst the world's class players. He did not lose a single game, and won all his ties within the four games—a feat which has been equalled only once before. Jock has won the Victorian State Championship on three occasions, and has filled third place twice before in the Commonwealth event. His pupils in the railway club would like to see him facing the world's best over a draughts board.

### A Family Concern

FATHER and son between them run the little Gippsland station of Toora. The destinies of the station have been in the hands of the Nicholls family for the past two and a half years. And very capable hands they have proved, too. Thomas Gardiner Nicholls, Senior, wears the S.M.'s cap, and Thomas Alexander Nicholls, Junior, collects the tickets and performs the hundred and one duties which fall to the lot of the country lad porter. Local people say that efficiency is a family trait. Incidentally, it is worth noting that, during the reign of the Nicholls, Toora has been consistently to the fore in the state annual station decoration and tree planting competitions. It was awarded first prize in 1924, second prize in 1925, and an honorary mention in 1926.

No More Questions

office, nobody knew. And the staff in the office whom he didn't know personally were a singularly unobtrusive minority. He was, in fact, the Man in Gray's only serious rival. Of course, sometimes he was given credit for greater knowledge than he possessed. As when a visitor asked if he knew "where a cove called Charlie worked." The anxious inquirer, it seemed, had known Charlie in Lang Lang some twelve years before, had never heard his surname but "thought he worked in the railways." Then there was the brawny sun-burned man who strode in hurriedly during Show week in 1910. "I say," he called to the Hall Officer, "What floor of this 'ere buildin' does the Adelaide express leave from?"

**A**FTER facing a ceaseless bombardment of questions for 32 years in his little glass-walled lair at the main entrance to the Spencer-street head office, Hall Officer Ted Lowther has answered the unspoken query of the calendar with a moody nod of his head and has become what is known as a retired railwayman. What he didn't know about staff movements in the head

Across The Raging Billows

An indefatigable Union worker, Frank has been a member of the Coachmakers' Union for 36 years. For some years he was secretary of that body. He was president of the 1906 Eight Hours' Committee—the jubilee year—and a member of Chairman Theodore Fink's Apprenticeship Commission in the same year. Before he left, Jolimont workmen gave him an enlarged photograph of themselves, a gold watch and a travelling bag for Mrs. Gibney. The Union gladly thrust upon him the aforesaid sheaf of letters of introduction, and a handsome gold medal as well.

**A**RMED with a sheaf of letters of introduction to Great Britain's Labor leaders, Foreman Frank Gibney of the Jolimont Workshops, accompanied by his wife, has ventured across the raging billows of the more or less vasty deep in the direction of London. He is on extended leave of absence and has thoroughly earned his few months' respite from the clang of Jolimont's hammers.

## VICTORIAN RAILWAYS HONOR ROLL

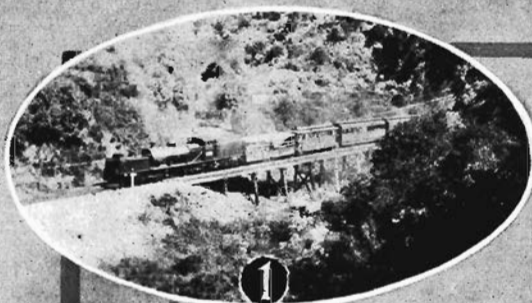
### RECENT RETIREMENTS.

*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.*

	Date of Appointment	Length of Service
A. D. Berrie, Guard, Brighton Beach .. .. .	1881	46 years
W. Moonie, Carpenter, Workshops, Newport .. .. .	1883	44 years
G. Newstead, Stationmaster, Woodend .. .. .	1884	43 years
A. Grimshaw, Stationmaster, South Yarra .. .. .	1885	42 years
T. F. Beary, Safe Working Officer, Head Office, Spencer-street .. .. .	1885	42 years
J. Tait, Signaller, Melbourne Yard .. .. .	1885	42 years
W. Jones, Passenger Guard, Stawell .. .. .	1886	41 years
D. G. McElwee, Clerk, G.P. and F.A.'s. Office, Spencer-street .. .. .	1886	41 years
T. Cowling, Assistant Stationmaster, Golden Square .. .. .	1887	40 years
H. Mohr, Clerk, Melbourne Goods .. .. .	1887	40 years
G. King, Goods Guard, Melbourne Yard .. .. .	1887	40 years
G. A. Smith, Stationmaster, Rochester .. .. .	1888	39 years
A. E. Bartlett, Signal Ganger, S. and T., Spencer-street .. .. .	1888	39 years
W. H. C. Seclitig, Repairer, Maffra .. .. .	1888	39 years
S. Morgan, Gatekeeper, Geelong .. .. .	1888	39 years
N. G. Cooke, Checker, Melbourne Goods .. .. .	1889	38 years
J. Boothey, Ganger, Benalla .. .. .	1889	38 years
W. Brown, Ganger, Spring Vale .. .. .	1889	38 years
A. T. Pike, Foreman Blacksmith, S. and T. Shops, Newport .. .. .	1889	38 years
W. T. Quick, Conductor, Wodonga .. .. .	1890	37 years
J. Stephenson, Goods Guard, Geelong .. .. .	1890	37 years
I. T. Munro, Signal Adjuster (Special), Ballarat .. .. .	1890	37 years
D. Mongan, Foreman, S. and T., Flinders-street .. .. .	1898	29 years
R. Christesson, Ticket Checker, Flinders-street .. .. .	1900	27 years
J. W. Conroy, Ganger (Ironwork), Williamstown .. .. .	1900	27 years
F. Lucas, Blacksmith, S. and T. Shops, Newport .. .. .	1910	17 years
E. B. Brooker, Repairer, Eltham .. .. .	1912	15 years
A. G. Barrett, Ticket Checker, Flinders-street .. .. .	1920	7 years
R. C. Smith, Ganger North Fitzroy .. .. .	1920	7 years
R. M. King, Flagman, Hawthorn .. .. .	1920	7 years
I. G. Kelly, Clerk, Windsor .. .. .	1921	6 years

# Snaps Round the System

Sent in by Contributors



1. Narrow Gauge Train, headed by Garrett Locomotive, approaching Walhalla.
2. A corner of S.M. J. Dunstan's Garden at Kyneton.
3. A group of Loco. men at Donald. During the busy season 55,000 bags of wheat passed daily through this station.
4. Ganger W. Sullivan's house at Barongarook, which recently won a first prize for the best-kept departmental residence.
5. S.M. B. Hills and Operating Porter Hamilton of Pura Pura.



Conducted by EILEEN to whom all communications for this feature should be sent

## LINGERIE IS SO SIMPLE TO MAKE

THREE months of long winter evenings lie before us—three months of cosy evenings by the fireside. What shall we do with them?

SOME of the things we dream about as we doze over our books or work during those evenings are the pretty clothes we're going to have this coming spring.

Dainty lingerie is essential to the well-dressed woman's wardrobe. Often, however, frocks, wraps, hats and shoes demand so much attention that lingerie is overlooked,

Lingerie is so simple to make that it will afford novices with needles excellent opportunities to experiment. If you use the evenings to cut and sew, and trim dainty nothings to wear under your summer frocks, you will become experienced enough to tackle the frocks themselves.

May I offer a suggestion or two?

Choose your patterns carefully. There are a number of different makes of patterns. All of them are reliable, but some of them are specially good for beginners. Get the ones with the simplest lines and the fullest directions.

The selection of materials is as important as that of patterns. If you've never basted a seam or made a hem, don't try to learn to sew on georgette or voile. These materials are hard to sew on because they are flimsy.

Beautiful is the lingerie at present on show in the shops. Princess slips, nighties, knickers, and pyjama suits, designed in fuji of the most delicate shades of pink and blue, and cream and mauve, prettily embroidered with contrasting colours. This fuji lingerie not only looks delightfully

dainty, but it wears exceptionally well, and is very easy to sew on.

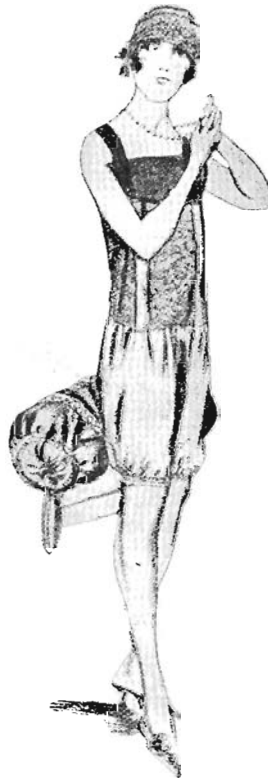
Nightgowns will prove less troublesome for the beginner than any other garment. The popular one-piece patterns require from three to three and one-half yards of forty inch material, depending, of course, upon needed length.

The princess slips and cami-knickers are very popular at present, and are quite simple to make. The cami-knicker is particularly useful for sports wear, and is just the thing to go with the smart short skirt. The one in the illustration is made of a floral lawn top with knickers of plain lawn to tone. Silk stockinette is also very suitable for this wear; it is not bulky and is very easily laundered.

Ribbons and dainty laces are used to decorate the dainty lingerie worn at present, whilst spokestitching and crochet edgings are extensively used.

While one is making slips, nighties and knickers, one will welcome any suggestions which will help to do away with the great annoyance of the slipping of underwear shoulder straps from the shoulders. Straps of washable ribbon, lingerie tape, or self material, one-fourth to one-half inch wide, are best.

The straps of one's under-garments should be the same width, set the same distance apart, and of the same length. Many women use double straps of ribbon and criss-cross them at the shoulder. This helps to eliminate slipping.





A flashlight photograph of the V.R. Wireless Club's first dance at the Institute Hall. Other dances will be held during the winter months.

#### THE DUCHESS OF YORK'S JEWELS

**D**URING the visit of the Duchess of York there were a good many comments on the jewels worn by Her Royal Highness. The following particulars of some of the Duchess' jewels may be of interest to readers. They have been supplied by H. Newman and Sons, Melbourne.

1. A diamond bandeau of five roses, with diamond sprays between, forming separate brooches. (This was the wedding gift of the Duchess's father, the Earl of Strathmore.)

2. A pearl and platinum sautoir, with diamond mount, from which is suspended a tassel of pearls. (Gift from the Countess of Strathmore.)

3. A pearl and diamond sautoir, with five rows of pearls mounted on platinum wire, and diamond end-piece, terminating in a beautiful pearl drop. (Gift from the citizens of London.)

4. A charming suite consisting of a diamond and turquoise bracelet, brooch and earrings, and diamond and turquoise tiara. (Gift from His Majesty the King.)

5. A sapphire and diamond necklet and suite. The necklet consists of 13 long drops of sapphires and diamonds, with earrings, brooch and flexible bangle to match.

6. Tiara.—Five shell pattern designs joined together by festoons of diamonds and surmounted by five fine pearls.

In addition to the above-mentioned, the Duchess continually wears three ropes of marvellous pearls, remarkable alike for their size and beauty.

#### WIRELESS CLUB'S SOCIAL SEASON.

**T**HE V.R. Wireless Club inaugurated its Social Season with a successful dance at the Institute Hall on May 5. It is proposed to hold others during the winter months.

An enthusiastic committee, helped by lady friends, saw that everything went with a swing. The hall was tastefully decorated, and excellent music was provided by Clinnick's orchestra for the delectation of the 250 people who attended. Several novelty items were included in the programme which made the evening more than usually pleasant. One innovation was the dance music picked up from 3LO on a large receiving set kindly lent by Alfred Harvey Pty. Ltd., and reproduced on four loud speakers. It is proposed to enlarge on the feature at future dances.

The flashlight photograph, which we reproduce on this page, was taken by the Ruskin Studio. Copies may be obtained from the Club Treasurer, Mr. W. May, c/o V. R. Institute.

#### RAILWAY ENGAGEMENTS

**G**REAT interest is evinced in the announcement last month of the engagement of Miss Margaret McCormack of the Secretary Branch to Mr. Archie Davison of the Railway Department's St. Kilda-Brighton Electric Tramway. Miss McCormack is the only stenographist in the Victorian Railways Service and is very popular among the staff. We wish them the best of luck.





### THE ROYAL VISIT

**D**EAR Nieces and Nephews.—Doubtless, you were present among lots of other children who took part in welcoming the Duke and Duchess of York. It was grand to see the children giving their big demonstration of physical culture on the Melbourne Cricket Ground. They went through the performance of the various figures—such as Welcome, the map of Australia, and the Boomerang, very cleverly, showing how intelligent they were, and how well they had been trained. They all seemed so cheerful and full of joy, too.

We read that the children everywhere were much admired by the Royal couple—well, Uncle Ben is quite sure all of the little ones did their part splendidly; he is expecting to hear all about it from his Nieces and Nephews. Mirie Russell, Ballarat East, wrote that she was looking forward to the day when they'd be in Ballarat, but thought she'd like to see the baby, Elizabeth. Mirie, no doubt, will tell me more when next she writes.

Ron. Dyer, Largs, South Australia—thank you for photographs.

We will use one in next Magazine.

Yours sincerely,  
UNCLE BEN.

### AN ENGINE DRIVER'S STORY

**Y**ES, indeed, we have some queer little incidents happen to us," said the engine driver, as he plied

### MADGE'S POSY

**A**LL day long, little Madge had waited to give the Duchess a bouquet, but the large cheering crowds hadn't given her a chance.

And then daddy, who is really Signalman Murdoch, of West Footscray, told her that the Duchess would come along Spencer-street to the train, the next day.

Madge was only five years old, but she was quite determined to give the beautiful, smiling Duchess something. She looked at the bouquet, but it was all withered. That wouldn't do.

So next morning she got some early violets and made them up into a posy. "I'm all ready, daddy," she announced.

By good luck, this time, they got right in



*The Duchess*



*Madge*

front of the crowd, and waited expectantly. Suddenly a burst of cheering announced that the Duke and Duchess were coming. The police patrol went by, then came a man on horseback and then—

"Quick, daddy," whispered Madge.

Daddy lifted her up and she held out her little posy of violets. The Duke put out his hand to take them as the car went slowly by, but somehow they dropped into the road. "Oh what'll I do," exclaimed the disappointed Madge.

The Duke leaned over to his chauffeur, "Stop the car," he said.

Quickly, Madge slipped down and picked up the violets. Clutching them tightly to make sure they wouldn't be dropped this time, she ran along to the waiting car.

The Duke leaned over the side and took them. "Thank you," he said.

"Isn't she lovely," said the Duchess, giving Madge a smile all to herself. And the car drove on with the Duchess holding the posy.

It was a happy little Madge who knelt down that night to say: "God bless Mummy, and Daddy and the beautiful Duchess."

his oil-can about and under the engine. "A queer thing happened to me a year ago. You'd think it queer for a rough man like me to cry for ten minutes, and nobody hurt, either, wouldn't you? Well, I did, and I can almost cry every time I think of it. I was running along one afternoon at a smart speed, when I approached a little township where the track cuts through the streets. I slacked up a little, but was still making good speed, when suddenly, about a hundred yards ahead of me, a little girl, not more than three years old, toddled on to the track.

"You can't even imagine my feelings. There was no way to save her. It was impossible to stop or even slacken much, at that distance, as the train was heavy and the grade descending. In ten seconds it would have been all over; and after reversing and applying the brake, I shut my eyes. I didn't want to see any more.

"As we slowed down my fireman looked out from the cab window to see what I'd stopped for, when he laughed and shouted to me—'Jim, look here!' I looked, and there was a big black Newfoundland dog holding the little girl in his mouth, leisurely walking toward the house where she evidently belonged. She was kicking and crying, so that I knew she wasn't hurt, and the dog had saved her. My fireman thought it funny, and kept on laughing, but I cried like a woman. I just couldn't help it. I had a little girl of my own at home."





## RAILWAY MEN IN SPORT

### BOXING AND WRESTLING CHAMPIONSHIPS.

Entries for the Boxing and Wrestling Mid-Season Championships, which are open to all amateurs resident in Victoria, close Tuesday, June 7. The entrance fee is 2/-. A guarantee fee of 3/- must be lodged with entry, but this will be refunded to competitors at the close of the competitions. The divisions to be contested are:—BOXING—Fly, Bantam, Feather, Light, Welter, Middle and

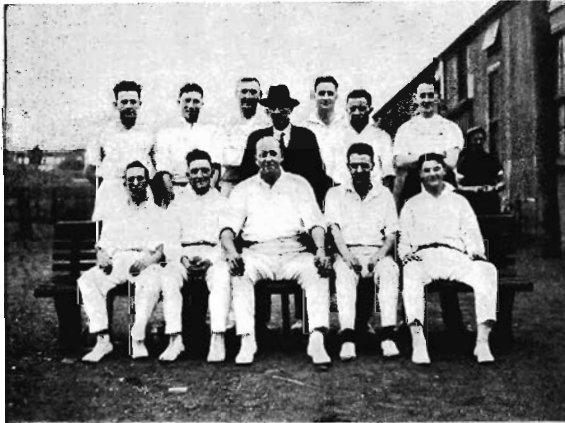
The Bananalanders are anxious to retrieve their boxing reputation, and promise visitors a warm time, so it's up to everyone to train hard and so avoid trouble.

Wrestlers are looking forward keenly to the June Championships. Heavyweight Jim McKenna and Sam Todd are two of the strongest boys in the Gym., and are sure to provide a great go. Alf Bayfield is showing out well among the middle-weights, whilst a welcome prodigal in this division is Pete. Neilson is slowly picking up his best form.

Tommy Bolger, Freddie Allan and Tom Muldoon, three of the best Welters in the State, promise to provide the thrills of the tourney. Claude Angelo (ex Olympic Champion), Bert Nugent and Jack Lewis are others showing good form.

Joe Delaney (Welter) is showing great form, and already has a wicked right; old timers will have a warm time in June.

George Goudy (Feather), G. Pavilach (Welter), Ben Have (Bantam), Reg. O'Haire, Bill Russell, and Howard McGrath (Feathers) are all showing good form and promise to give trouble in the Championships.



**CUP CRICKET.**—Finalists who contested the Commissioners' Cup at N. Melbourne a few weeks back. Bottom Right: The Arden-street Team which successfully proved its right to hold the Cup. Top Left: The Coburg Line Team.



Heavy. WRESTLING—Bantam, Feather, Light, Welter, Middle and Heavy.

TROPHIES of £2 2/- will be given in each division. The battles will be staged on June 17, 24, 29 and July 1.

### GYMNASIUM TRY-OUTS.

The third term will commence June 27, and members are reminded that all fees are payable in advance.

The Interstate try-outs will be held early in August to select our representatives for the Queensland trip in September.

Recruits coming along nicely are Ernie Russell (Feather), Reg. Monkhouse and Phil. Mahon (Light), and Don. MacDonald (Welter).

### RIFLE CLUB WANTS MEMBERS.

The V.R.I. Rifle Club is looking for new members, and the Secretary, Mr. J. Buttle, Room 84, Spencer-street, would be glad to hear of any budding marksmen.

The Victorians are keen to bring back the Trigg Shield from Liverpool, N.S.W., after the next Interstate Railways Rifle Contests.

Membership is open to financial members of the Institute at 10/- per annum.



### The Way It Sounded.

Young Man: "Can I have this dance, madame?"  
 Young Lady: "No, I'm too danced out!"  
 Young Man (A trifle deaf): "You're not, madame, you're just pleasingly plump."

### Repartee.

"Do I bore you?" asked the mosquito politely, as he sank a deep shaft into the man's leg.  
 "Not at all," replied the man, smashing him with a book. "By the way, how do I strike you?"

### No Place for Children.

A contractor who professed to be fond of children became very angry because some little fellow stepped on a new pavement before it was dry.

His wife rebuked him. "I thought you loved children," she said.

"I do in the abstract, but not in the concrete," he replied.

A portly gentleman, laden with travelling bags, was endeavoring to make a dignified exit from a crowded railway carriage. At the door he stumbled on the pet corn of a brawny Scotchman.

"Hoot, mon, hoot!" said the Scot. "Canna ye look whauer ye're goin'? Hoot!"

After alighting in safety the over-burdened traveller returned:

"Hoot yourself. I'm a traveller, not a motor car."

Customs Official at the wharf (producing bottle) "I thought you said there was nothing in your bag but wearing apparel — what's this?"

The Mrs.: "Oh — er — that's my husband's night cap!"

"Oh, Mr. Mencken, there's a man down there says he has a dual personality."

"Pish-tush, my good Tarpaper. Tell him to go chase himself."

### Delayed.

A Scotch farmer had agreed to deliver twenty hens to the local market. Only nineteen, however, were sent, and it was almost evening before the twentieth bird was brought in by the farmer.

"Man," said the butcher, "you're late with this one."

"Aye," agreed the other, "but, ye see, she didn't lay until this afternoon."

### A Vision.

The infantry recruit had been bullied by the sergeant for days on end. But his chance came while he was bungling through a musketry parade.

"It's about time you knew what a fine sight was," said the sergeant. "Come, now, what is a fine sight?"

"A perfectly enormous boat," answered the recruit, "crammed full of sergeants, on fire, 400 miles from land in a hurricane."



### Parcels Express

Porter: "Stop that pup! quick. It's a parcel!"

"Paw?"

"Now what?"

"Why didn't Noah swat both the flies when he had such a good chance?"

Young Jack talking to the new visitor: "So you're my grandmother, are you?"

"Yes, dear, on your father's side," remarked the old lady, smiling.

"Well, you're on the wrong side; you'll find that out," replied Jack.

Salesman: "This is the type of washing machine that pays for itself, sir."

Prospect: "Well, as soon as it has done that you can have it delivered at my house."

"Did the doctor remove your appendix?"

"Feels to me like he removed my whole table of contents."



By J. D. MICHIE

"Franz Liszt—The Man of Love."—A Biography that everybody and especially every music-lover should read.

"The Wolf Pack."—Ridgwell Cullum's latest, is thrillingly absorbing.

"Gemini."—By Chas. L. Jones, is not without much charm and distinction.

"Respectability."—A book by Bohun Lynch, in its way, is a masterpiece; he is a writer of very beautiful English.

"The Sardonic Smile."—Based on the life of Heinrich Heine, is an impressive work.

"Annette and Sylvie."—By Romain Rolland, is a delightful book, probably one of this author's best.

IN an interesting volume, "Franz Liszt: The Man of Love" (Thornton Butterworth, Ltd. London), Guy de Pourtales, depicts Liszt as having been an extraordinary blend of genius, passion, and piety. The man who, as composer, conductor, and virtuoso, was with his great son-in-law, Wagner, among the foremost in revolutionising modern music, was also the great lover whose romances were the talk of Europe. Yet in his early youth he had craved admission to the priesthood, and at the height of his fame joyfully entered the Third Order of St. Francis.

Modesty, magnanimity and a truly Franciscan indifference to wealth or property which were further traits of his great and complex character, the master-key to which seems to have been an amazing power of inspiring, demanding, and lavishing love. The successive grand passions that dominated Liszt's life and inspired his art are written with fine understanding, and, while this is emphatically a book for the general reader, the emotional origin of the composer's work is made manifest and his artistic achievement justly appraised.

\* \* \*

MR. RIDGWELL CULLUM, in his latest novel, "The Wolf Pack" (Cecil Palmer) writes what he knows. He is a literary Ulysses with that wanderlust that has urged him onward and ever onward in search of adventure.

He writes with a reserve of strength, with a grip of the ruder elements of life and nature, with almost a touch of harshness that is as a tonic in its vigor and austerity. Moreover he is gifted with imagination, and a wonderful power of converting his adventures into tales of such vividness and reality that they throb with life and feeling.

The present volume is as thoroughly planned, as completely arranged as any of his former successes, and the whole story is enormously exciting.

\* \* \*

"GEMINI," by Charles Lloyd Jones. (Duckworth Ltd., London). This is the story, told with unusual charm and distinction, of a very lonely girl whose obsession, almost merciless devotion to her twin brother, brought trouble into the lives of at least four people. The development of her character and of her story in the London of to-day is related by a young artist who admired her, painted her, hated her, and occasionally, in spite of himself, loved her.

Around her, and dominated by her, there moves a diverse and very human company, cleverly portrayed; and through the whole story sounds the murmur of the second oldest contest in the world.

"RESPECTABILITY," by Bohun Lynch (Jonathan Cape). This is the longest novel that Mr. Lynch has written. It is the story of two generations; of Esther, the daughter of an old respectable family, who, in the late eighties, rebels against an unhappy marriage, and who tries with insufficient equipment of character to find the "world well lost" for love. In the second half of the book Esther's daughter, competent and wise, at last wins happiness after the war by her own unaided strength.

It is a novel of action, in which many characters, most of whom are guided in life by easy and conventional thinking, play their parts, interacting upon the main theme, that is, young Esther's fight for freedom from the paralysing obligations of her aunt and adopted mother. Throughout, the figure of Lord Orgrave, the religious fanatic, is seen exerting a sinister influence upon all with whom he comes in contact.

THE fascinating and many-sided personality of Heinrich Heine is the central figure of Ludwig Diehl's powerful novel "The Sardonic Smile" (Thornton Butterworth, Ltd.) The book is an impressive work of art, and a penetrating study of the poetic temperament. It looks on a great poet with a loving eye, yet draws a very human man with an unsparring pen. The analysis of Heine as a modern wandering Jew driven from place to place, from his little native town to his death-bed in Paris, and yet saved by the love and understanding of a beautiful young German girl, is handled in masterly fashion.

The story is of absorbing interest. The place and mood in which many of Heine's great poems were written are vividly pictured. In his essential lyricism, Heine put so much of his temperament into his verse that it cannot properly be appreciated without some knowledge of his personality and circumstances. Diehl conveys this knowledge with an intimacy, a fullness and a charm that is delightful.

\* \* \*

"ANNETTE and Sylvie," by Romain Rolland (Thornton Butterworth Ltd.) For anybody who is in sympathy with all that is most admirable and significant in modern French literature, the name Romain Rolland stands out. The author of "John Christopher" has completed a new trilogy, of which "Annette and Sylvie" is the first volume. In this novel the heart of a passionate and intellectual woman is relentlessly laid bare.

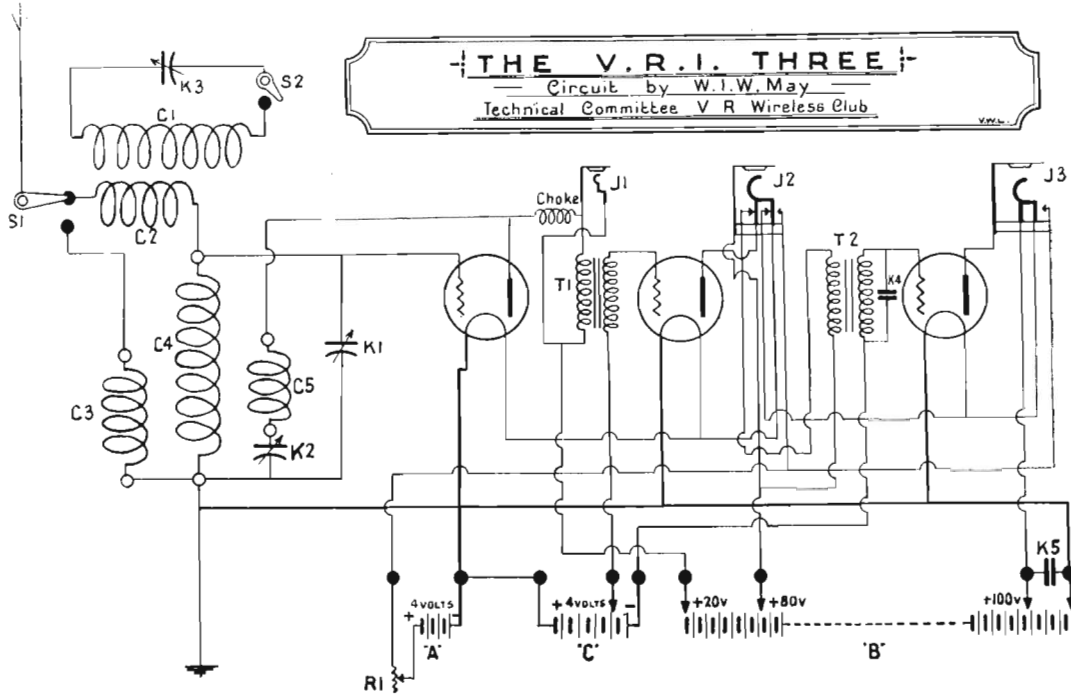
His description of Annette's awakening to womanhood, is at once forceful and sensitive; while the vivid contrast between this woman with her depth of character, and Sylvie, her inconsequential and hedonistic half-sister, is a psychological masterpiece.



By AERIO

## Don't Hook This Up—Build It !

**F**OR months past we have been experimenting—searching for the ideal railwayman's set. Panels have been made and panels have been scrapped; circuits have been tried out and circuits abandoned. Magazines have been clipped, ideas have been pilfered, and the eyes have been picked out of every good circuit that we might present to our readers something unique, yet within the means and ability of everybody to reproduce.



**O**UR preliminary introduction in the last issue gave some indication of what might be expected of this remarkable circuit. It must be emphasised, however, that if the circuit is to function as it is able to do—that is, if every Interstate station is to be received with clarity and good strength—no departure must be made from the instructions given. Ordinary bright emitter valves will NOT give maximum efficiency in this circuit, some will not function at all. Semi-dull emitter power valves must be used. The B.406 type is suitable in conjunction with a 4 Volt accumulator.

It is appreciated that many persons unacquainted with low loss coils will have difficulty in following the directions without diagrams which limited space will not permit in this issue. However, a stamped envelope sent to "Aerio," c/o Victorian Railways Institute, will bring rough pencilled sketches of any parts you are in difficulties with (but don't forget the stamp) or, better still, a call at the Railways Institute (whether a member or not) any

Thursday night to see the set and other interesting apparatus at the wireless club, without any obligation whatever.

### Preparing the Formers.

Materials required—2 cardboard formers  $2\frac{1}{2}$  in. diameter, 6 in. long; 1 cardboard former 3 in. diameter, 6 in. long; 12 strips No. 2 white celluloid 7 in. x  $\frac{1}{4}$  in.; 12 strips No. 2 white celluloid  $5\frac{1}{2}$  in. x  $\frac{1}{4}$  in.; 4 discs No. 2 white celluloid  $1\frac{1}{2}$  in. diameter; 2 pieces No. 2 white celluloid 2 in. x 6 in.; 8 ounces No. 22 d.s.c. wire; 2 ounces No. 26 d.c.c. wire; 1 bottle of Acetone.

Obtain the acetone at the chemist's (one shilling's worth will be sufficient). The celluloid is obtainable at most radio dealers. The necessary sizes can be cut with a pair of scissors from a piece 7 inches by  $10\frac{1}{2}$  inches, but it might be as well to obtain a piece 8 inches by 12 inches. The 12 seven-inch strips are to be bent at right angles 1 inch from the end. To do this, heat a pair of pliers over a flame until just too warm to bear on

the palm of the hand. Grip the celluloid where it is desired to bend, turn at right angles, and the celluloid will set in position in a few seconds.

These strips are to be placed, four on each former, at equal distances apart. Lay them along the length of the former with right-angle pieces over the end turned towards the centre. The strips should be held in position temporarily with small pieces of wire pushed through the former and across the strips.

#### Winding the Filter-coil.

The coils shown as C1-C2 should be wound on a  $2\frac{1}{2}$  inch former. Start about  $\frac{1}{4}$  in. from the end at which right-angle strips are fixed, and wind with No. 22 and No. 26 wire side by side, both wires being wound simultaneously. The idea is to unwind the No. 26 wire after the coil is completed, thus leaving a coil of No. 22 wire equally spaced between each turn. Leave 6 or 8 inches of wire to spare when starting the coil. This should be bent inside the former out of the way. A tiny drop of acetone, applied with a camel-hair brush, should be used to cement the wire to the celluloid strips each time the wire passes over them, i.e., four times to every turn. Cement both wires as you wind them. No difficulty will be experienced in pulling the No. 26 wire off again.

Wind on 75 turns (count No. 22 wire only) then leave about 6 inches over and cut the No. 22 wire. The No. 26 wire should now be wound back on to its reel without cutting.

The next procedure is to wind 6 turns of No. 26 wire in the spaces between the turns near the centre of this coil, leaving about 6 inches over at each end for connecting up.

One of the  $5\frac{1}{2}$  inch strips of celluloid should now be cemented along the wire, directly over each strip beneath it, with acetone, so that the wire is held firmly in place with celluloid above and below.

The cardboard former has now to be removed from the centre of coil. The only way this can be done is to tear it out piece by piece with a pair of pliers, using the same motion as you would in opening a sardine-can with a key.

It only remains now to bend the remaining ends of celluloid strips towards the centre and fasten top and bottom with a disc of the same material, and you have a remarkable effective wave-filter, in appearance somewhat like a bird-cage, which will be fixed vertically on the baseboard of the set.

#### The Tuning Coils.

The primary and reaction coils C3 and C5 are wound on one  $2\frac{1}{2}$  inch former. Prepare the former as explained for filter-coil and wind on 26 turns of No. 22 wire, spaced as already explained. Then leave  $\frac{3}{4}$  inch and wind on No. 9 turn of No. 26 wire with no space between turns. Remove cardboard former and finish off as previously explained.

The secondary coil consists of 50 turns of No. 22 wire spaced, on a 3 inch former. After removing the cardboard, and before finishing off this coil, cement the primary and reaction unit inside it by means of acetone.

The two pieces of celluloid 2 inches by 6 inches referred to in the list of materials are to form end supports for this coil to stand horizontally on the baseboard. Bend the celluloid at right angles 1 inch from the end and cement to ends of coil so that it will be raised up  $\frac{1}{2}$  inch above the baseboard.

#### The Choke.

The radio choke shown in diagram consists of 350 turns of No. 40 gauge d.s.c. wire jumble-wound on a  $\frac{1}{2}$  inch glass or porcelain tube, 2 inches long. Half-an-inch of this tube must be left clear of wire. This end is to be attached to the baseboard with sealing wax.

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# Jottings from the Institute



## LECTURE SEASON—CHANGE OF DATES

The series of free lectures which will be delivered in the Institute Concert Hall, during the winter season—June, July, August—at fortnightly intervals, will commence on Wednesday, June 8, and not on Thursday, June 9 as previously announced.

The opening Lecture will be delivered by Mr. G. L. Wood, M.A., F.R.G.S., Faculty of Commerce, University of Melbourne, on "Characteristics of Australian Population." Subsequent lectures will be given by Mr. F. R. E. Mauldon, B.A., Faculty of Commerce, on "The Australian Steel Industry," and Mr. G. S. Brown, M.A., "Some Beautiful Schools of the World."

Shakesperian Recitals by members of the Shakesperian Society of Victoria, will be given on July 20.

## COUNCIL VACANCY

Mr. W. Roberts, Sub-foreman, Newport Workshops, having resigned his seat on the Council, Mr. P. Arnold, clerk, Melbourne Goods, who appeared next on the poll of candidates at the last election, has been called upon to fill the vacancy.

## GEELONG BILLIARD TOURNAMENT

The Geelong Centre Area Committee, to increase the interest of members, has decided to conduct billiard tournaments during the winter months. Valuable trophies will be awarded to winners, and it is intended that all games shall be played within three weeks of the draw, otherwise the candidates will forfeit the game. Messrs. Carroll and Hyatt, will be the handicappers.

## CLASS IN TELEPHONY

A class in Technical Telephony and Telegraphy commenced at the Institute on Tuesday, May 17. It will be continued each week during the year.

Mr. W. R. David, Assistant Engineer, Signal and Telegraph Branch, has been appointed Instructor, and the class is open to financial members of the Institute on payment of 1s. registration fee.

The syllabus of work will cover every phase of the subject.

## RETIRED MEN'S CLUB

The Retired Railwaymen's Social Club is now comfortably quartered in the Institute Rooms. A well appointed lounge room is at the disposal of members every day between the hours of 10.30 a.m. and 5.30 p.m. The latest periodicals are always to hand, while provision is made for cards, draughts, chess, dominoes, and other games.

The Club meets on the first Thursday in each month. The membership fee is 4s. 6d. per half year and carries with it the privileges of membership of the Institute—Billiard, Reading and Lounge Rooms, Magazine, etc.

## MUSICAL TALENT WANTED

The V.R.I. Musical Society is in search of new blood—Budding Melbas, Carusos, and Scottis willing to join up are invited to communicate with the General Secretary or the conductor, Mr Gregor Wood. The Society's next Concert will be held on Saturday, June 11, and members are assured of an enjoyable evening.

A week or so later members will sing to a larger audience at 3LO, who appreciate their quality to the extent of giving them a Season's contract. They're well worth hearing. Why not come along to the next Concert?

## ORCHESTRA DOES WELL

Under Mr. A. Belcher, the Orchestral Society is making the musical world take notice. Their performance with Messrs. Brooke and Cahill was of a high order, while at their first Institute Concert on April 23, they earned the unstinted praise of the "Herald's" musical critic.

The Institute Instructress—Miss S. W. Ridoutt—still has room for pupils and is conducting a special orchestral class in the Banjo-Mandoline. The fee is only 12s. 6d. per term.

## LISTEN IN TO THIS

The Dramatic Society only received a fortnight's notice that they would be unable to stage "The Unfair Sex," but rising superior to circumstances, it staged, for a three nights' season a series of four one-act Plays to crowded houses: "Nettie," "The Girl in the Chair," "Amidst Powder and Paint" and "Followers." The Society's next production, a screaming farce, will be staged on Saturdays, July 16 and 23, in the Institute Concert Hall. The work of the Society has been very favorably commented on by critics, and patrons are already looking forward to their next production.

The Society has won the Open Scene at Ballarat Eisteddfod for the last three years, and has already won the Open Scene this year at the Geelong Commune Na Feinne, with "Followers," a play which has brought 40 guineas in trophies to members.

Things We Are Talking About—(Continued from Page 17)

gated six and a half million dollars—an increase of 4·2 per cent. over that for 1925. Net operating income made an advance of 8·2 per cent., with a rate of return on property investment of 5·13 per cent. Here, however, a melancholy note creeps into Uncle Sam's voice. Passenger traffic fell 1·5 per cent. and was less than in any year since 1916. Actual passenger mileage was 35,417,000,000—"discouraging" observes Uncle sadly in a recent report. Operating expenses all told amounted to 4,715,000,000 dollars, which was an increase of 2·9 per cent. over 1925. Traffic expenses showed the greatest relative increase—8·1 per cent.—followed by increases of 6·1 per cent. in maintenance of way, and 3·3 per cent. in general and other expenses. Transportation expenses increased 2·0 per cent. and maintenance of equipment 1·8 per cent. And, finally, railway taxes for the first time climbed over the 400-million-dollar mark.

\* \* \*

Eight hundred and seventy-five million dollars was the sum total of the American railroads' capital expenditure for 1926. This staggering outlay is

**SOME EXPENDITURE**

regarded as "one significant reason why railway efficiency reached so satisfactory a level." New freight-train cars accounted for 210 millions, additional track 174 millions, locomotives 96 millions, passenger-train cars 55 millions, and shops, enginehouses and machinery 40 millions. Installations of locomotives, it appears, were on a greater scale during 1926 than during the previous year. Two thousand three hundred and ninety-nine locomotives made their

first acquaintance with the iron track, compared with 1,733 in 1925. The new locomotives averaged 56,512 pounds of tractive effort. They replaced so many locomotives of smaller size and power that the aggregate tractive effort of all engines in service was increased by 24 million pounds.

\* \* \*

Facing the problem of passenger traffic decline, Uncle Sam points out that this further reduction of 1·5 per cent. brings his passenger records to no less than 25 per cent. below figures for 1920. Yet 1926

**THE ABSORBING TOPIC**

was a year of general prosperity in the United States, when everybody who wished to travel had or could get the necessary funds. Uncle puts the matter tersely: "The answer to this continued decline in an important branch of the railway service, which still brings in an annual revenue exceeding a billion dollars, is found in the marvellous growth of the number of private motor cars, motor buses and miles of improved highways. A collateral explanation lies in the development of foreign travel, which broke all records in 1926, and contributed to the revenue of steamship lines and foreign railways instead of home rail revenue. This comment is intended as a statement of fact and not by way of complaint. Some of our passenger traffic by rail seems to have disappeared permanently. What is left must be held, and built up, by reason of superior service, speed and comfort." Exactly. And as true of Victoria as of America. Our way out lies in the same direction as Uncle Sam's.

## Knowledge Is Power

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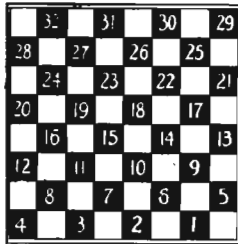
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Write to or call at the General Secretary's Office, Flinders Street Station Building, for further particulars of class hours, etc.

**GET TO KNOW A LITTLE MORE ABOUT YOUR JOB AND SO  
Pave the Way for Promotion**

# Our Draughts Corner

Conducted by W. LAMBERT, Hon. Secretary V.R.I. Draughts Club



### KNOW THE POSITIONS

In the last issue I gave several positions. I cannot emphasize too strongly the necessity for mastering these and their parallels. Not to know them is analogous to the angler who leaves his hooks at home, the painter who forgets his oils, or the photographer who covers his lens.

In this issue a few exercises on the Bridge will be given. These also are essentials and should be memorised:—

- No. 1.—Black 2, 4, K18, 19  
White 11, 13, 14, K8  
White to play and draw.
- No. 2.—Black 1, 3, K5, 16  
White 12, 13, K2, 14  
Black to play and win.
- No. 3.—Black 1, 3, 28, K22  
White 11, 32, K2, 13  
White to play and draw.

I will give the play in the next issue.

### DEMONSTRATION BY AUSTRALIA'S CHAMPION

Mr. T. Boyles, Champion of Australia, will on Thursday, June 23, commencing at 8.15 p.m., essay to play 15 to 20 opponents at the Club rooms (first room past the Library). The players opposing Mr. Boyles will not be picked. Any member or non-member can play. We especially invite those non-members who are interested in the game of draughts to come and see our Instructor in action, and to have a game with him. No charge will be made.

Intending players must give their names to the secretary by 8 p.m. The method adopted in simultaneous play is that 15 or 20 players will sit on one side of the table, which may follow a square or rows, and the lone player, will be on the other side, and pass from board to board until all games are finished.

**T**O systematise play I have numbered the squares on the board as in the adjoining Sketch.

Set the black pieces on squares 1 to 12 and the white pieces on squares 21 to 32.

The numbers are then calculated as on the diagram. Black plays first.

He will dwell only a few seconds at a board, because in the course of the evening's play, which lasts about two hours, he may have to make somewhere about 600 moves. No comment is therefore necessary to emphasize the nature of the undertaking. If you do not play you are welcome to come along and watch.

### CLUB DOINGS

Those desirous of information regarding the doings of the Club, should consult some of our members, at the following places:—

- S. Morcombe, Clerk, care Ass. C.M.E. Office, Spencer-street
- J. Landrigan, Foreman, North Melbourne Loco.
- J. Robinson, S.M., Collingwood
- T. Riordan, Motorman, Carrum
- F. James, Motorman, St. Kilda
- W. Schmidt, Electric Crane Driver, Jolimont shops
- J. Sydeman, Goods Guard, Melbourne Yard
- A. Barry, Boilermaker, Newport Workshops
- W. Campbell, Fitter, North Melbourne Loco.
- J. Mallon, Guard, Jolimont
- J. Curtain, Public Service, Weather Bureau
- E. Bounds, Shunter, Melbourne Yards.

### Good Service Appreciated

(Continued from page 53)

### LOST SUITCASE FOUND.

**S**OME time ago, my wife, travelling from Bairnsdale to Echuca, lost a suitcase. I made inquiries about the case for a week, without result. I then approached the Moama S.M., Mr. Farley. He, at once, caused inquiries to be made and went to a great deal of trouble, with the gratifying result of having the case to hand within four days. I feel quite certain that had it not been for the personal efforts of Mr. Farley the missing property would never have been recovered. I can assure the people of Moama that while they have Mr. Farley as S. M. their interests will be safeguarded. The Railway Department should feel highly pleased to know they have such reliable, efficient and courteous officers as Mr. Farley in their service.

—J. Wright, Moama, writing to the Secretary for Railways.

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*In The Cab of The Sydney Limited*—(Continued from Page 11)

and we crossed the Goulburn-river bridge and slid to a standstill at Seymour. The engine trembled like a racehorse after a gruelling steeplechase. The driver wiped his hands on his piece of waste.

A representative collection of bona-fide travellers left their carriages and surged into the refreshment bar on the platform, while the engine uncoupled and also moved away from the train for a drink. The driver lit a flare, swarmed down the steps and inspected the more vulnerable parts of his iron steed. The fireman spent his quarter of an hour respite on the top of the coal tender, desperately shovelling more coal towards the base. After sundry experiments, I managed to discover an easier sitting position.

**Off, Again!**

Again the warning shriek and once more we were on the move. The engine shook itself briskly as it bumped across points and settled down for its 60-mile run to Benalla. We were in the automatic leaf exchange section now. The fireman leaped from the side of the cab and watched the engine scoop up the station staff with a bare slackening of its breakneck speed.

So we roared northwards for another hour, ever following the long steel rails that stretched into the blackness.

As we neared Benalla, the fireman began to talk—or rather, shout—of crumpets. His and the driver's shift ended there. It was home and supper for them at Benalla. Fresh engine and fresh crew would appear on the scene. Much affected by the fireman's remarks concerning supper, I essayed to drink water from his mug. I gulped wildly and spent the next five minutes wiping my coat and sleeve. An inexperienced traveller on the footplate can't sip water safely.

**The Change at Benalla**

Farewelling my driver, fireman and engine, I waited and shivered on the wind-swept Benalla platform. Muffled and over-coated travellers mooched past in groups. The relief engine coasted in and coupled up. A young fireman and a cheerful, not very slim driver agreed with me that it was a cold night. "Perishing!" added the driver chattily. "Blanky!" amended the fireman more forcibly.

My new fireman had the same rhythmic swing as the first man, the same easy stance

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the same sure crunch with shovel—*crunch, scrape, clang!* *Crunch, scrape, clang!* Benalla was behind us.

I began to notice smaller details of my surroundings: the two impassive dials which stared steadfastly across the tender towards the van: the polished brass of the Westinghouse brake handle: the myriads of specks which danced in the yellow funnel of light from the furnace: the big oilcan which tipped from side to side on a sloping ledge: the pipes which ran from the floor of the cab to the roof: the bewildering profusion of small handles and wheels.

I turned to the window. I had lost all count of time, felt that I had spent my life in that rocking, vibrating corner. I found myself anticipating the blast of the whistle as crossing after crossing flashed into the dazzling light streaming ahead. I waited for the sharp decisive "snap" as we picked up the staff in our headlong career. Mechanically I checked the monotonous *crunch, scrape, clang—crunch, scrape, clang—crunch, scrape, clang* of the fireman's shovel.

### The End of The Run

Wodonga—cattle yards and a bright cluster of lights—lay asleep as we slowed down for the crossings outside the station. Away to the left, suspended in splendid isolation against the clouds, Albury's famous flood-lighted war memorial pointed a white ghostly finger to the sky.

We rumbled across the Murray bridge, entered New South Wales territory, finished our long run at Albury's attenuated island platform.

I jumped stiffly off the footplate. Sore and cramped, I was uncomfortably aware of an extreme grittiness of the face and neck.

My eyes had appropriated a considerable amount of surplus coal dust. I rubbed my forehead with a white handkerchief and returned a black one to my pocket.

The driver leaned from the cab and eyed me critically.

"You could do with a bit of a wash," he observed.

### How I Get Business—(Contd. from Page 48)

ceased. They were not aware of the fact previously.

A works foreman brought under notice the fact that a contractor who was carrying out a railway job was negotiating with a road motor to convey the material for this contract from Melbourne to the country. The contractor had overlooked the fact that his contract specified rail transport. The material was sent by rail after the contractor had been interviewed.

A goods clerk brought under our notice the fact that a local bank manager was to be transferred. An officer was interviewing the bank manager with a view to securing the transport of his furniture when a road competitor telephoned the manager giving a higher quotation. The Railways gained the business. Many such instances of co-operation by the staff could be cited.

### Concessions Granted

To enable industries located in country towns to compete with kindred industries in Melbourne, a concessional rate on raw material on the down and the manufactured article on the up journey is granted.

A close watch has been kept on this traffic, and it is found that some manufacturers, while taking advantage of the cheap rate for raw material, have been

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forwarding the manufactured article by road motor. In almost every instance when the unfairness of this was pointed out to the manufacturer he reverted to the railway.

A considerable falling off in long distance road motor competition has become apparent during the past few months. This is due to depreciation, the inability of the competitor to retain back loading, and to the fact that the customers of the railways have become more conversant with our rates and conditions, and realise that the Department is giving them an efficient transport service.

### Budgeting for the Family (Cont from Page 32)

not need or that did not wear well ?

What articles which we have bought should be listed as luxuries—that is, as things which we enjoy thoroughly—which are not harmful, but without which we could get along well without detriment either to our health or efficiency ?

Are our charge accounts a convenience or a temptation ?

Of course, your first budget may need changing. Just because you have put it on paper do not be afraid of altering it. As you find your mistakes and see possibilities of improvement, change it. But when you

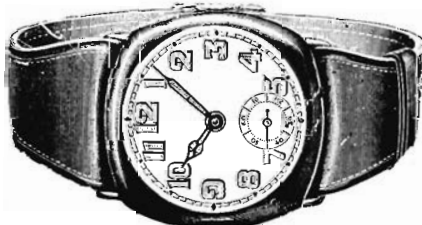
change, keep your eye on the savings item and on the satisfaction which your family is going to get in the long run, not just at the moment. In order to know whether or not you are following your budget plan, it is necessary to keep some record of your expenditures.

Write down each day what you have spent. Such sums as 1½d. for a newspaper which comes every day may be saved and put down as one item at the end of the month. To do this you must write your expenditures down under headings. Put all your food expenditures for the year on one page or on several consecutive pages of your blank book, all your expenses for running the house on another, and so for each class of expenditures. Save a page or a half page for the yearly clothing account of each member of the family.

Do not make your recording of expenditures a family nuisance, the main subject of conversation at the evening meal. If each member of the family has an allowance to cover personal expenditures, all that need be entered in the household record under the heading "personal," is the amount of the allowance, once a month. Each individual may keep his account of the details of such expenses in his own book. This will be good training for the children.



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## Gas-Electric Cars Replace Steam Trains (Continued from page 34)

maintained for 60 miles with only one motor running.

Two 32-volt batteries supply the power for the starting motors and lighting circuit.



Front End of Car

All wires are encased in aluminium conduit. No train wires are installed. A 12-volt battery supplies the current for the ignition system. Batteries are recharged by means of the auxiliary generators.

All power control switches are of the pneumatic type and are remotely controlled from the driving cab through the master controller.

The control of the speed of the engines is effected by means of a special control valve in the cab which, by regulating the pressure on a diaphragm at each engine, operates the throttle, the engines being governed to 1750 r.p.m. The speed of the traction motors is controlled by varying the voltage of the generators, either by strengthening the generator fields or increasing the engine speed.

The increased field strength is obtained by cutting resistance out of the field circuits, both generator fields being controlled by the master controller.

The operation of the several solenoid switches for starting and reversing is con-

trolled from the cab through the 32-volt system.

The entire power units are of the "underslung" type. The generators are bolted to a special support with Spanish felt to eliminate vibration, and the front end of the engines is attached by a hinged arrangement to allow for expansion, using a rubber cushion to deaden the vibration.

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Each motor car will balance at approximately 49 miles an hour on a one per cent. grade at 1400 r.p.m. A maximum speed of 60 miles an hour is possible.

### The Coming of the Comet

(Continued from page 37)

easily constructed that will give a better idea of the relative positions of the comet and the earth. E, C, corresponds to April 15, E5, C5, August 15. The remaining points E2, E3, E4, are the positions of the earth in its orbit for May 15, June 15, and July 15. The points in the comet's orbit C2, C3, C4, are for the same dates. The large black disc represents the sun. Near the longitude 270 degrees will be found the point marked P, the perihelion or nearest point to the sun, the comet will arrive here on June 21. On about June 27 the comet will cross the line of nodes just beyond the 270 degrees, the so-called descending node when it passes from northern to southern heliocentric latitudes.

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## THE IDEAL HOME — ITS APPEARANCE

SOME houses are a joy to look at; they are distinctive homes. One instinctively thinks of the owner as a person of some consequence—a thought which invariably proves correct.

IT has been said that a woman's eyes are the mirror of her soul. How much truer it would have been to add that a woman's home is the mirror of herself!

How often do we see the home, the appearance of which, at first glance, leads us to exclaim: "What a cool, restful place to live in," or some words to that effect. Then again, how often do the outward trimness and apparent cleanliness of even a small cottage prove an indication of the well-ordered family living therein.

There has been of recent years a definite trend towards beauty as well as utility in the planning and laying-out of the home. The home-seeker now looks for something different, that intangible quality of distinctiveness in his choice of a home. He wishes to have a home which is an index to, and an outward expression of himself.

Gone are the days when street after street of houses were constructed, each house an exact replica of its neighbor, even down to the door-knobs.

The modern Australian will not willingly tolerate this drab sameness and outward admission that he is the same as his neighbour. The selfsame spirit and the love of freedom of the average Australian is typified in the appearance of the modern home with its verandahs, sleep-outs, and the infinite variety of colors used in its decoration and adornment.

Of course, it must be admitted that the question

of cost is nearly always a predominating factor in most houses erected at the present time, but it is interesting to note, and rather amazing, to find the great variations in general appearance which may be achieved by a little understanding of the essentials of design.

While it is very rarely practicable or wise for the prospective small home-builder to employ an architect to design his home, there is no reason why, in these days of keen competition, he should not seek after and find the builder who is willing and ready to incorporate his ideas in the planning and building of his "castle."

Just as the skilled milliner can give to a straw shape that indefinable something so typified in the Parisian model, so may the intelligent builder mould even the small lower-priced home to give it distinctiveness. The treatment and planning of roofs, eaves, verandahs, windows, chimneys, lends itself to produce an infinite number of delightful designs whereby (although each house may cost to within a fraction of a pound the same as its neighbor), they are as far apart as the two poles in outward and interior appearance.

Apart from the design and laying out of the house proper, nothing adds more to the appearance of a home than a well designed and well kept garden, incorporating green lawns with seasonable blooms. This is where the owner's innate love of orderliness and beauty usually finds its main outlet; there he may plan and work to his own idea.

## THE VALUE OF DEBATE

(By FRANK F. HORNE)

*The intellect is master of the man and his methods.*

RAILWAYMEN—units in the organisation of the largest business concern of the State—are jealously proud of their undertaking. But are they doing all in their power to maintain its prestige, to improve its service, to combat the competition in transportation that is a feature of this modern era?

To carry out our far-reaching duties, we need something more than the energy of a machine. The onus is upon all of us to use our intellectual ability in a study of all the problems of transportation, and incidentally, to strengthen our personalities so as to increase our value to ourselves, and the value of our connections in public and private life.

The question naturally arises:—What are the intellectual abilities that the railwayman should use? To the elderly, the veteran railwayman, this is a complicated issue. Circumstances, especially home life, must admittedly determine his leisure moments. To the younger man, who has as yet hardly mapped out his career. The inauguration of a debating club would go far to assist in moulding an educated character. Given a chance of gathering together for the discussion of public problems, the study thereby obtained for their own sake must surely be of very material assistance.

The educational value of debating is greater, perhaps, than that of any other form of oral or written composition, because it cultivates—(a) The com-

mand of feeling and the concentration of thought which keeps the mind healthy and active. (b) The ability to state a clear-cut proposition and separate keenly the essential from the trivial, thus revealing the real point at issue. (c) The ability to find reasons and give them. (d) The power of clear and forcible expression.

From the practical standpoint, no study affords better preparation for the everyday affairs of life than does argumentation and debate. Success in life is largely a matter of reducing everything to a definite clear-cut proposition, analysing, picking out the main points at issue, and then directing one's efforts to the solution of the problem.

The man who is an expert in the use of argument, holds the master key to success at all times. It is an invaluable asset to everyone who has to deal with practical affairs. It matters not if you address one individual or a thousand, whether you wish to persuade your employer, a committee, a town or a political council, or an auditorium full of people, knowledge of the use and application of the rules of argument and debate is a most valuable asset.

The business world, the professional world, the political world, all greatly welcome the man who can think and can effectively present his thoughts. In every business, in every profession, and in every department of life, the skilled debator becomes the leader of men.

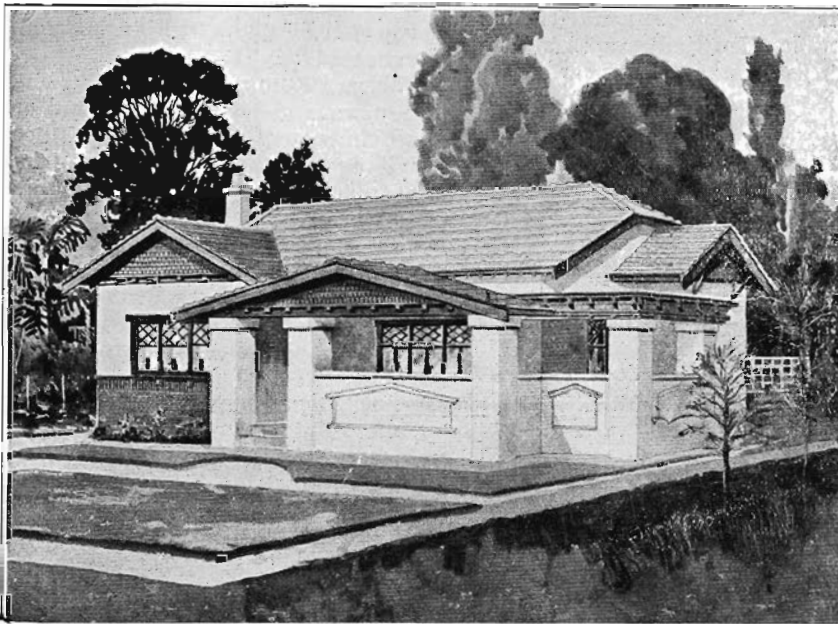
Railwaymen, it is worth while to start a debating club in the service? Think it over, and send an affirmative answer to the Secretary of the V.R. Institute.

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**40,000 Dozen Crays** (Cont. from page 26)

against one of its innumerable spiny projections while its new skin is in course of hardening will often leave a poisoned wound.

The onward march of science does not affect the crayfish industry. To-day it is carried on much the same as it was fifty years ago. The Victorian industry has not grown in recent years. Fishermen complain that the license charge of £2 per ton of measurement, imposed recently by the Tasmanian Government on all vessels plying in Tasmanian waters, is excessive. They point out that the licence costs as much as £100 in the case of larger craft.

Approximately 40,000 dozen crayfish are carried by the Victorian Railways for sale in the Melbourne fish market every year. City establishments make the largest purchases, but the suburban demand is fairly consistent. Observant salesmen have noticed that there is a sudden increase in crayfish orders by Flemington retailers when the Victoria Racing Club holds a meeting. Similarly, Caulfield fishmongers lodge feverish appeals for more crays when the V.A.T.C. has an outing.

Which opens up an interesting field for speculation.

**Railroading in N.Z.** (Cont. from page 29)

of metal or gravel, and are in excellent condition. In the north, the limestone, pumice or earth formation roads are poorer, but in some parts near the larger cities long stretches of concrete roads, occasionally with bitumen topping, have within recent years been constructed.

The plentitude of furred and feathered game is indicated by the presence of the ubiquitous and iniquitous hawk, and an occasional eagle. There are a number of wild descendants of the pigs liberated by Captain Cook, and also imported deer and rabbits, but little native animal life. The moa is extinct but one may still see in the Auckland Zoo the kiwi, the wingless bird from which you will be told a well known boot polish is extracted.

Near Rotorua extensive plantations of numerous varieties of pine, and other trees, are indicated by large notice boards, describing the type of tree growing and the year of planting. This induces public interest and brings the Forestry Department and its aims closer to the people. On the summits of near-by peaks are to be seen also the huts occupied by forest watchers or firemen during the summer season.

No orange juice campaign is necessary in

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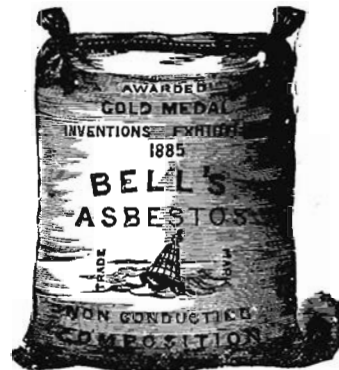
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New Zealand, a multitude of stalls providing for the wants of the population in this direction. The oranges used are largely Californian, as also a line of cardboard containers which are filled with orange juice and handed to you over the counter for 8d. Put the lid on and you can carry it safely home in your pocket. Fruit generally is a little on the dear side, early grapes being marked up to 3s. a lb. Practically all fruits, including even bananas, are sold by weight instead of by number.

The Maories who are mostly in the North Island comprise only about 50,000 out of the total population of 1,400,000, and are frequently of fine physique. A few of them are wealthy land-owners as the result of the terms agreed to at the Treaty of Waitangi in 1840, when white and Maori warfare temporarily ceased.

#### Remarkable Scenery

The scenery throughout New Zealand is remarkable, ranging from the glories of Milford Sound and the Mount Cook Glaciers, such as the Franz Joseph, 8 miles long, which descends to within 700 feet of sea level (and where incidentally the Hotel guide may be seen digging holes in the Glacier and using it as an ice chest for the cook), to the geysers and boiling mud pools and lakes of the North Island. At Whakarewarewa a cold water river and a boiling pool are separated by six inches of rock, and a capable angler may perch on the rock, catch his fish in the cold water, and immediately cook them in Nature's saucepan. At Frying Pan Flat, a lake alongside the tourist track consists of  $3\frac{1}{2}$  acres of perpetually boiling water—a fine site for a barber's saloon.

The Karapiti blow-hole at Wairakei has a jet of steam five or six feet in diameter, under a pressure of 180 lbs. to the square inch. It rises with a tremendous roar to a height of 150 feet. It has been termed the safety-valve of the North Island and records indicate that it has been busy in this manner for 200 years at least.

Masses of ferns are found in innumerable gorges, and no visit to the Dominion is complete which does not include an inspection of the Waitomo Caves where may be seen the famous Glow-worm Grotto, a vast dome overhanging an underground River, and so studded with scintillating jewels of light that it resembles nothing more than a wonderful starry sky—a scene described frequently as the eighth wonder of the world.

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**I**T is not with To-day that the Man on the Land is chiefly concerned, but with To-morrow. It is for next season and for the years to come that he must plan—To-day. It is not upon the problems of To-day that the board of business men deliberates. To-day's problems were, or should have been solved Yesterday, and To-day's work is to plan and to build for To-morrow.

How many of us apply this principle to business, but fail to apply it to ourselves, yet our own future needs are more vital to us than anything else.

In business we plan for the years to come, and establish reserves for future contingencies. In private life so many of us are content to drift along without plan, and without reserving our own personal monies.

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**Commonwealth Bank  
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**The Wonders of Beam Wireless**

(Continued from page 21)

changed by turning over a simple switch in the transmitting room.

The method by which the aerial wires are excited with the currents generated in the transmitting room is unusual. Instead of the usual aerial and earth lead-in wires usually employed in a transmitting or receiving station, the leads consist of two concentric copper conductors. The earth lead is in the form of a copper pipe about three inches in diameter, and the aerial lead is a copper rod inside this pipe suspended exactly in the centre of it, and insulated from it by porcelain discs. The leads are several hundred yards long, and it has therefore been necessary to provide means of allowing the pipe and rod to expand without actually increasing the length of the leads. At the aerial, the lead pipe branches, and one branch goes to the base of each aerial wire. Here the copper outer tube ends in a large copper box, which is carefully earthed. The inner aerial supply conductor is terminated in an inductance coil situated inside the box, and, of course, carefully insulated from it. The aerial wire is excited from this inductance coil.

**Greatly Reduces Static**

The aerial system used at the receiving station at Rockbank is identical with that employed at the Ballan transmitting station and in addition to merely picking up the signals, the special beam aerial is able to pick them up much more strongly than they would ordinarily be received. Moreover, the marked directional properties of the beam aerial greatly reduce interference from static, and practically eliminate interference from other stations.

The two lead in systems from the aerial terminate in a small room where two receivers, one for reception from Canada, and the other for reception from Great Britain are installed. Each receiver employs no fewer than 24 valves, several of which are specially constructed for short wave work. The beam receiver is really a superheterodyne receiver which does not vary in essential principle from those used for broadcast reception.

Although the receiver and transmitter are situated respectively about 20 and 50 miles from Melbourne, all the actual work of transmission and reception is performed in Melbourne. The latest form of the Wheatstone method of transmission is employed. A

message for transmission to Great Britain is handed to a man seated at a machine resembling a typewriter. As quickly as the most expert stenographer works, the message is typed out on this machine. Instead of recording it in the letters of the ordinary alphabet, however, the machine punches it on a long paper tape about half an inch wide. There is a distinctive series of perforations, corresponding closely to ordinary Morse characters, for each letter. When the tape, containing generally considerably more than one message, is punched out, it is placed in an automatic transmitter, through which it is fed at high speed.

These impulses are conveyed by the land line to Ballan where they directly operate the transmitter.

The receiving process is broadly the reverse of the transmitting process. The signals from the receiver at Rockbank enter the Office on another series of land lines, and are passed into an amplifier. They then go through several technical processes, and are finally impressed on a machine consisting essentially of an ink fed stylus touching on a paper tape. The tape is run at high speed through the machine, and if no signal is being received, the stylus traces a straight line on it.

In the radio office, sections of the tape are conveyed to touch typists who are also Morse experts, and they translate the messages directly on to radiogram forms in their typewriters, and the messages are then available for delivery.

#### REMEMBERED.

TRIBUTE to the memory of the late Foreman G. F. Allibon, of the Newport Workshops, was paid by nearly 400 workmen in the Williamstown Cemetery on a recent bleak and rainy Sunday afternoon. Assistant Workshops Manager J. Taylor unveiled a memorial which has been erected by the Newport workmen in homage to their old friend. Simple, but sincere addresses were delivered by the Mayor of Williamstown (Councillor J. Liston), Foremen J. Gordon and T. Smail, Sub-Foreman A. Gibson, and ex-Foreman J. Gill—all of whom had known Mr. Allibon for close on two score years.

Serving his apprenticeship as fitter under his father on the Deniliquin-Moama railway, the late foreman entered the department when he was 23 years of age. In the transfer of the Victorian Railways rolling stock workshop from the old location at Williamstown to Newport, young Allibon was appointed leading hand fitter. Subsequently he was promoted by Manager P. Alexander to the position of foreman of the Plant Shop. He died in his 40th year of service, just before his retirement.

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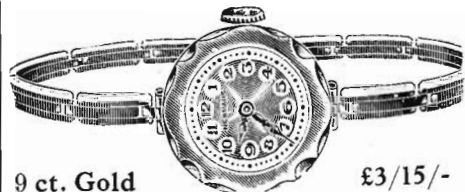
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# Garden Notes For June

## WHAT TO SOW AND PLANT.

Asparagus (roots). Broad Beans. Cabbage (Flat Parisian). Cress. Garlic (bulbs). Horse Radish (roots). Leek. Lettuce. Mushroom Spawn. Mustard. Onion (Brunning's "Perfect," Brown Spanish). Tarragon (plants). Peas (English Wonder, Dwarf Defiance. Daisy). Potato (Early Manistee, Carman, Scottish Triumph). Radish. Rhubarb (roots) Spinach (prickly). Shallots (bulbs). Turnip (non-seeding).

## FLOWER GARDEN.

**Roses.**—A search throughout the different countries of the world would not discover a plant enjoying greater general popularity than the rose.

**Soil.**—The best soil for roses is a deep, heavy loam, with a clay sub-soil, but they also do well in lighter soil, if well manured during summer. Good drainage should be provided; pipes may be used, or a layer of broken stones or ashes 6 or 9 inches deep may be laid in the bottom of a trench that has been prepared with a fall to the lowest end of the ground. The drain should be at the least 18 inches below the surface on a hard bottom.

**Planting.**—In Victoria, June is the best month, although roses can be lifted from the open ground and planted with perfect safety any time from the beginning of June until the end of August. Great care should be taken to avoid deep planting; 4 or 5 inches is deep enough. Each root should be carefully laid out and not allowed to cross. Cover the roots with soil and press it down firmly. Water well after planting, and prune all plants back to about our eyes at the end of August.

**Manure.**—The best manure to use is dried blood or bone fertiliser. Cow and horse manure are good substitutes. Care must be taken that manure does not come in contact with the roots of newly-planted roses.

**Rhododendrons.**—These make beautiful flowering shrubs, and suit both large and small gardens. They do best in a light loam, and should be planted in sheltered positions. Plants from the open ground should be put out now for Spring flowers.

**Sowing.**—Only hardy annuals, such as Candytuft, Lupins, Nemophila, Sweet Peas, etc., should be sown in the open ground this month. Hardy annuals and biennials that were raised in the autumn may be transplanted. Cannas, Perennial Phlox, Perennial Sunflower, Rudbeckias, Daisies, Polyanthus, Primroses, Violets, etc., can be divided and replanted if necessary. Delphiniums should be

lifted and patted off until the spring. Chrysanthemums may be cut down as soon as the flowers have faded.

Plant Gladioli and Lilium for flowering in the spring

## VEGETABLE GARDEN.

**Cabbages and Cauliflowers**—At this time of the year, when planting, choose the driest and best drained ground. Plant out Cabbages and Cauliflower plants. These can be forced by applications of nitrate of soda. By planting a succession, Cauliflowers may be cut, in and around Melbourne, from the beginning of April until the end of September.

The principal essential to success in cauliflower growing is to keep the plants on the go from the time the seed germinates until the heads are formed, as any severe check is fatal to the production of well-developed heads. Cauliflowers, like Cabbages require a deeply-worked, good, rich soil. Trench the ground thoroughly and deeply, and work the manure well into the soil, although where the soil is of a sandy nature, the manure should be kept near the surface.

The best fertilisers for Cauliflowers are well-decayed stable or cow manure, or, failing this, bone dust and superphosphate of lime in equal proportions for Summer crops, and well-rotted stable or cow manure and bone dust in equal proportions for Autumn, Winter and Spring crops.

**Onions.**—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. Make the surface as level and fine as possible before sowing the seed. Well-rotted cow or stable manure is the most suitable fertiliser for working in during the preparation of the ground, but while the crop is growing, this may be supplemented with a surface dressing of superphosphate, and where obtainable, some fertiliser rich in potash.



## ROSES

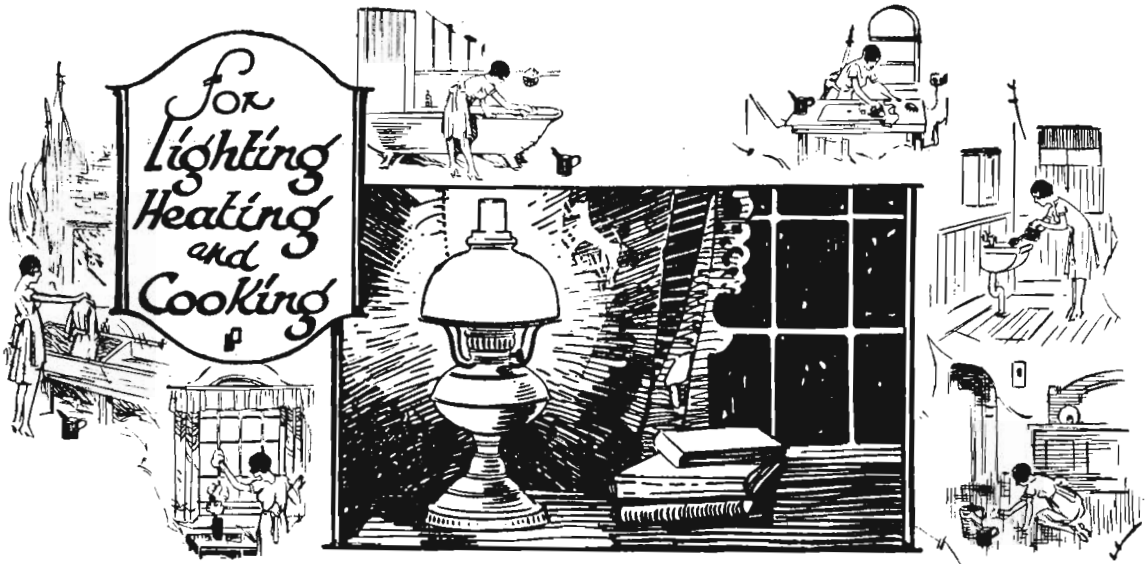


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**A**ND with it will come the same old problem: "Can I afford a holiday?" Resources will be anxiously surveyed, there will be a harrowing mental elimination of things that can be done without, and you will probably wish you hadn't bought that overcoat. Following which, you will look up all the cheaper guest-houses within 20 miles and, finally, decide to camp a little way down the Bay. Ultimately, you may spend your holiday mowing the lawn or trimming the front hedge.

**A**LL of which is utterly unnecessary, utterly futile. You CAN afford a good holiday, and, with the help of the State Savings Bank, a little foresight will make sure of it for you without worry. But you must start making provision now—on the lay-by system. The State Savings Bank has just launched a big scheme for opening holiday accounts and paying four per cent. interest on them. You can contract to deposit, every pay day, a fixed amount for any period you like—say six months or a year. Then you can withdraw it, plus interest, and have your holiday. Pamphlets just issued will tell you all the details.

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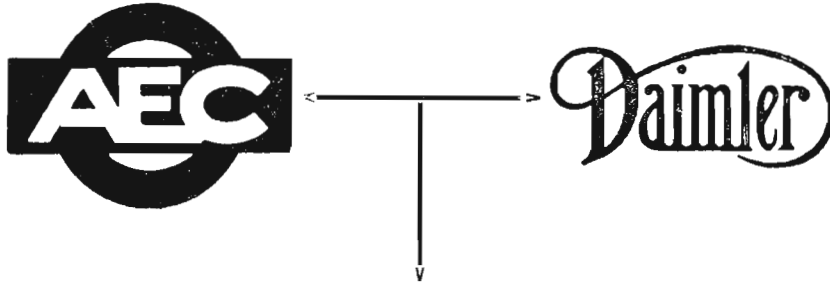


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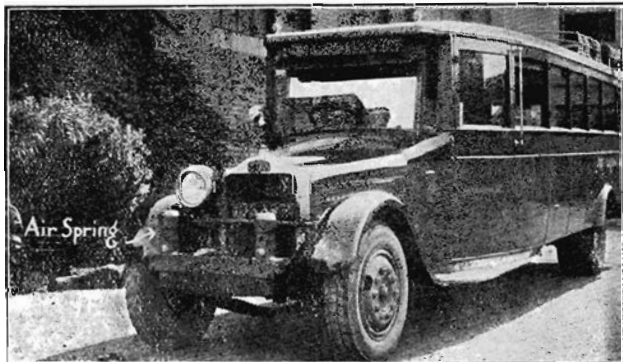
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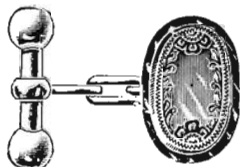
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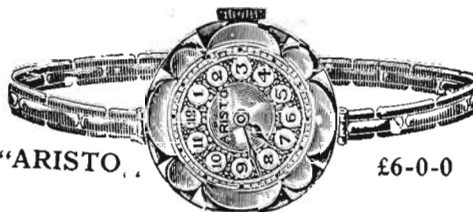
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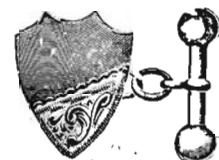


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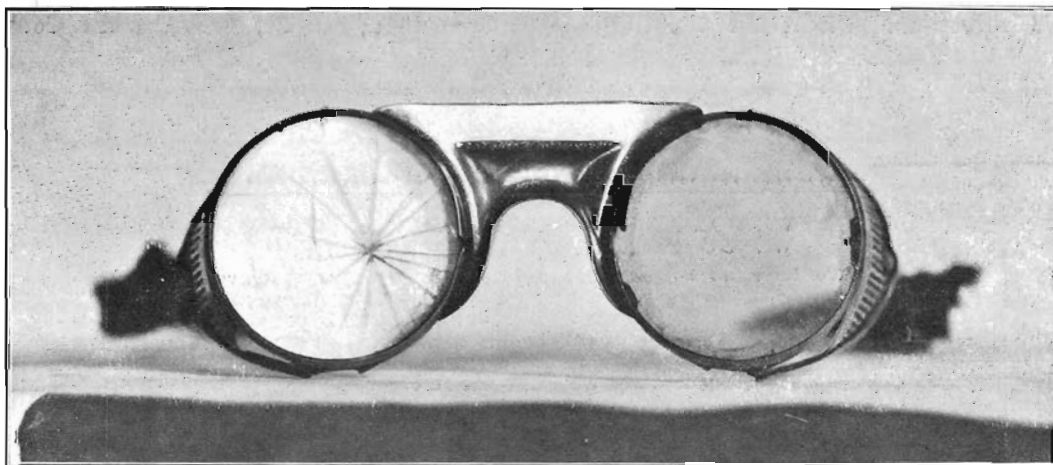
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LENS SHATTERED, BUT EYE SAVED.

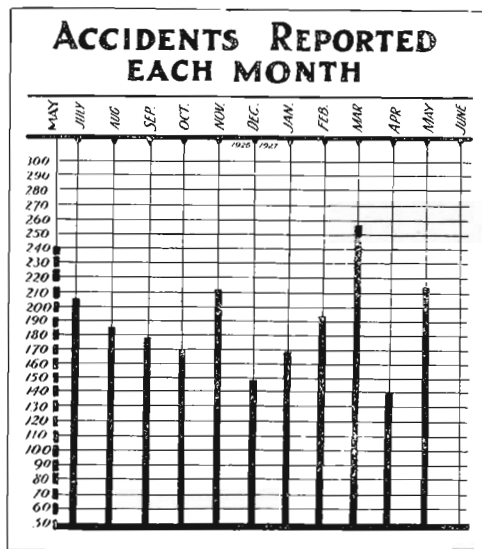


**T**HE goggles in the above photograph were worn by an employe at the Newport Workshops while engaged in digging out concrete and brick from the smoke box of Engine No. 905, A2. During the progress of the work, a large piece of brick flew from the chisel of the pneumatic pick, and struck the lens of the goggle with considerable force.

This is one more instance where the use of goggles undoubtedly prevented a serious accident. It clearly demonstrates the value of wearing goggles when engaged upon work which involves even only slight risk of accident to the eyes.

PREVENTION IS BETTER THAN CURE.

JULY IS  
"NO ACCIDENT" MONTH **DO YOUR PART!**



### THAT MORNING AFTER

IT was reported in a recent American publication that a Public Utility Company had made an analysis of 200 typical accidents, and had found that "inattentiveness" was at the bottom of 48 per cent. of them; while the reports of the motor car accidents collected by the National Safety Council, U.S.A., showed that "inattentiveness," also, was involved in many railway mishaps.

"Inattentiveness" covers a lot of ground. It, in turn, may be due to any one of a number of causes. One of them is making up sleep while on the job after a "night out."

There is no set rule for the amount of sleep that any individual requires. Most of us need eight hours; some may even be better off with nine; others can worry along with seven; while a few can get along with less, but it is not a safe rule.

How many accidents have had their origin the night before will never be known, but in many a case the investigation has shown that the injured man "didn't seem to be himself that morning."

It is hard to be yourself after only three or four hours' sleep, particularly if morning brings a head that feels the size of an overgrown pumpkin, and parched tissues set up an insistent demand for water.

**Many a man who has not retired until 3 a.m. has resumed his rest in a hospital cot before noon.**

**It is far better to pick the night before a holiday for your "night out."**

### AVOID WASTE IN WORKSHOPS.

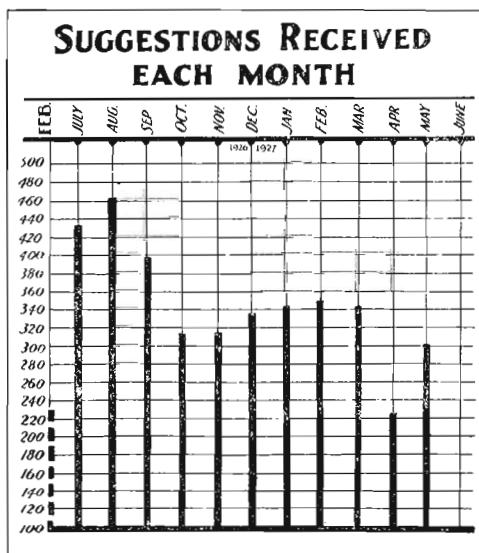
Thoughtlessness is responsible for losses of various kinds in workshops. This is applicable to losses in products, buildings, plant, tools and equipment. Much of it can be prevented. Very little is due to wilful waste, and, by focussing attention on the directions where thoughtless waste can be eliminated, we know that a solid aggregate saving can be effected. Every employe in our workshops should be inculcated with an abhorrence of waste, and especially of avoidable waste.

Waste eats into profits, and without adequate profits no business can afford to pay high wages or to extend privileges to its employes. At our various workshops there are avoidable losses of considerable aggregate value. The Commissioners concede employes many benefits, and extend many privileges which the average employe does not obtain outside the Department. We would not be true men or loyal employes if we did not make every effort to prove our appreciation of them. There is not, perhaps, a more simple way or a more effective way of showing this appreciation than by finding means of checking waste.

Devote some thought to this, and you will be surprised to see in how many ways you can help to prevent avoidable waste and loss.

The following Awards were made during May for adopted suggestions:—

Total Amount—£112.  
Highest Award—£29.



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# THE Victorian Railways Magazine

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VICTORIAN RAILWAYS COMMISSIONERS

Vol. IV.—7

MELBOURNE, JULY, 1927

Published Monthly  
Price, SIXPENCE

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

**F**OR 7s. per annum in advance, the Magazine will be forwarded to any address.

A copy is issued free to all permanent Victorian railwaymen, including temporary and casual employes with six months' service.

Articles and reports on matters of interest both to employes and the public, short stories and verse, personal paragraphs, 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, Betterment and Publicity Board, Railways Department, Spencer-street, Melbourne, not later than the 12th of each month,

Correspondence relating thereto is carried free over the Victorian Railways.

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

Telephone enquiries to Railways 393.

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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# See, Winter Comes to Rule the Varied Year !

THOMSON,—*Winter.*

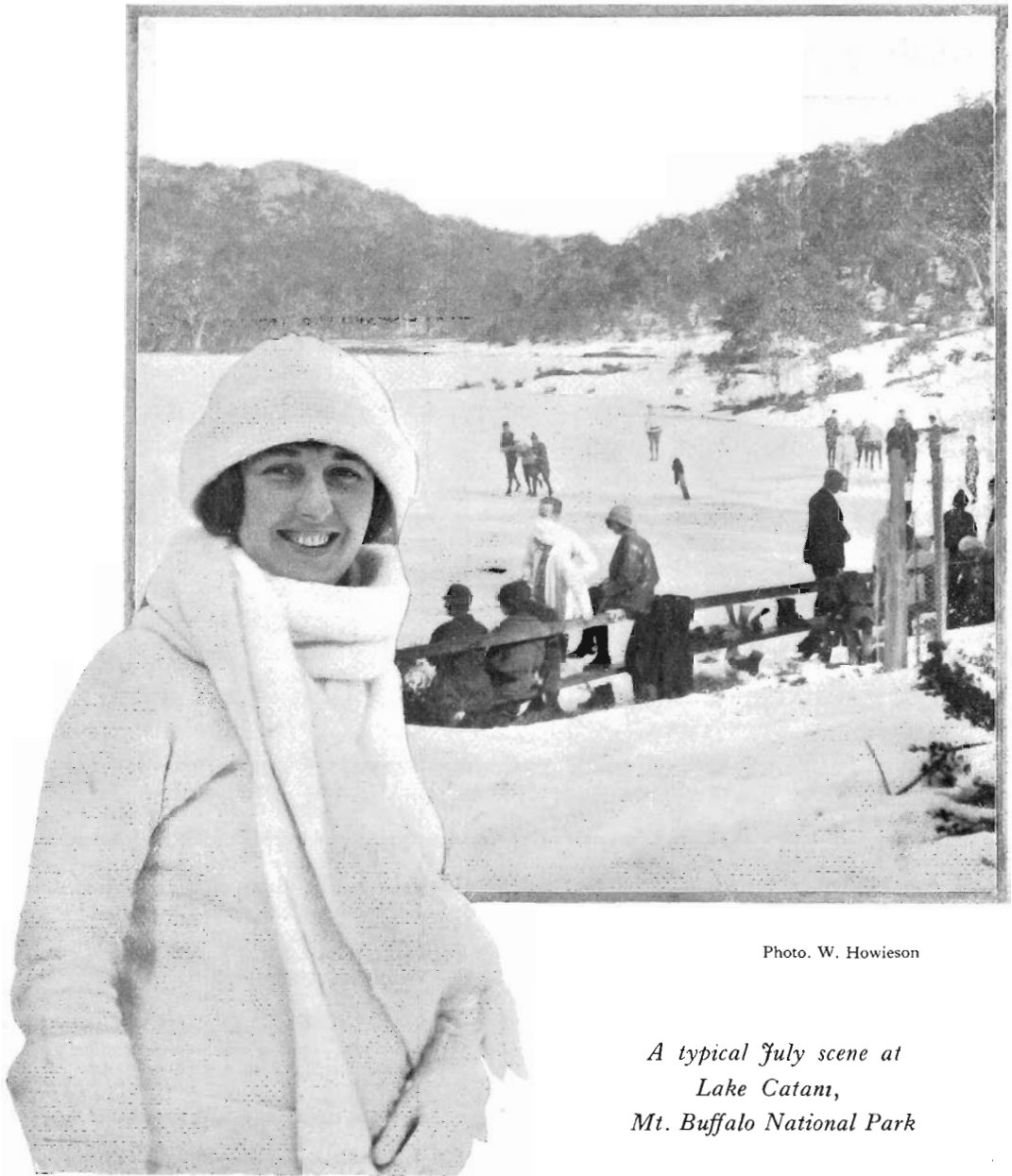


Photo. W. Howieson

*A typical July scene at  
Lake Catam,  
Mt. Buffalo National Park*





## SAFETY FIRST

*Out of this nettle, danger, we pluck this flower, safety.*  
—SHAKESPEARE—*Henry iv.*

AS science and invention continue to complicate our already complex civilisation with swift-moving wheel and rod, as accidents in street, workshop and at crossing grow more numerous, as carelessness, neglect and foolhardiness continue to take their toll of life and limb, so does the cry go up for greater safety.

\* \* \*

IN recent years, a great Safety First movement has grown up in America and other countries. Melbourne is now forming the nucleus of a National Safety Council of Australia. The Victorian Railways are now in the fourth month of their annual safety campaign. July is a departmental No Accident month. All of which are steps in a right direction, means to an end.

\* \* \*

THAT end is the righting of the world's mental attitude on safety. Safety First, to many, if not to most people, visions level crossing smashes, injured pedestrians, machinery fatalities and poisoned limbs. They cannot think of safety divorced from its antitheses. Which is altogether a wrong attitude.

\* \* \*

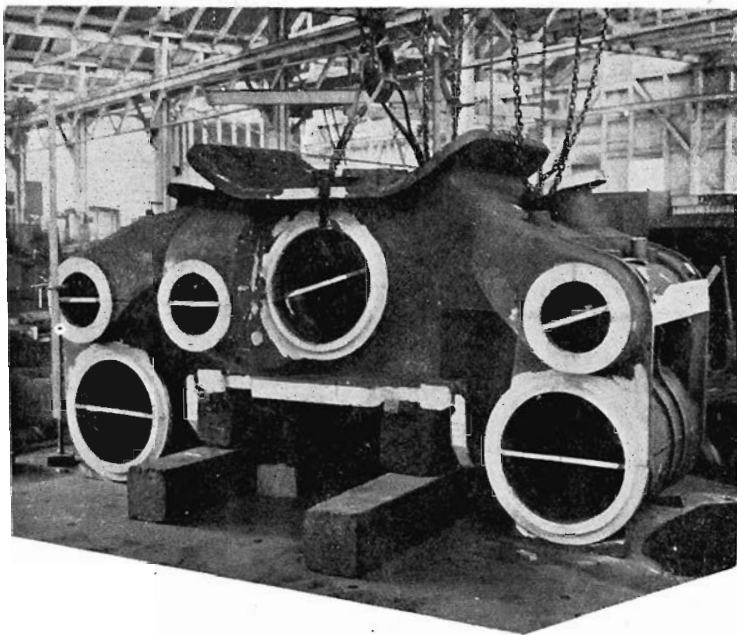
SAFETY First is a *positive*; danger the *negative*, or counterfeit. A banker does not necessarily need to know any counterfeit notes in circulation to be protected from accepting one as genuine. He must merely be thoroughly acquainted with the genuine notes to reject the spurious. Similarly it is unnecessary and wrong to make the idea of safety *negative* in order to impress it by the *positive* thought of accidents. Until this positive conception of safety become universally instinctive, safety movements will find endless work to do, and the best mechanical safeguards will be something less than efficient.

\* \* \*

SAFETY First, from the positive standpoint results in the unquestioning urge to do things in the right and orderly way. Moreover, it develops high individual efficiency, and, as concomitant, raises the standard of service.

# Newport Makes Engineering History

By J. D. MICHIE.



*The Three-Cylinder Single Casting made at Newport Shops for the new Pacific Locomotive.*

WHAT a piece of work is—*Mind!* Hamlet, of course, said “Man,” but he meant mind, since without it man is not. Man’s mind is the mammoth miracle, alike of creation and evolution, because it, too, is creative and developmental. It speaks and spreads, and, lo! mankind makes machinery and thereby harnesses nature and conditions all economic life.

If we reflect upon mechanical inventiveness the greater a phenomenon it seems. Stupendously, almost incredibly, mind’s mastery over the machine is the warp and woof of progress and prosperity.

## A Milestone of Achievement

Leaving reflective heights to descend to everyday events of related concern, surely of considerable importance to the future of Australian industry and national fame and advancement is the fact that at the Railway Workshops, in the suburb of

QUIETLY, and without any fuss, the Railway Workshops at Newport, a few weeks back, did the biggest job of its kind ever attempted in the southern hemisphere—and did it flawlessly. The “job” was a three-cylinder single casting weighing  $5\frac{1}{2}$  tons.

Not only was it a triumph of well-planned co-operative effort; it was another milestone in Australia’s engineering history.

Newport, there was recently turned out the biggest job of its kind in the Southern Hemisphere!

For the Newport Workshops the job in question was a record, a milestone in engineering achievement.

The mechanics successfully founded in one piece, weighing nearly six tons, the triple cylinders of the Victorian Railways new Pacific locomotive, with which is included piston-valve sections, as well as the mould bed upon which will rest the front portion of the huge boiler.

To the lay mind the merit and meaning of the performance may not be fully understood, but to those of knowledge or training the event will be as historic as it will be fruitful of further accomplishment.

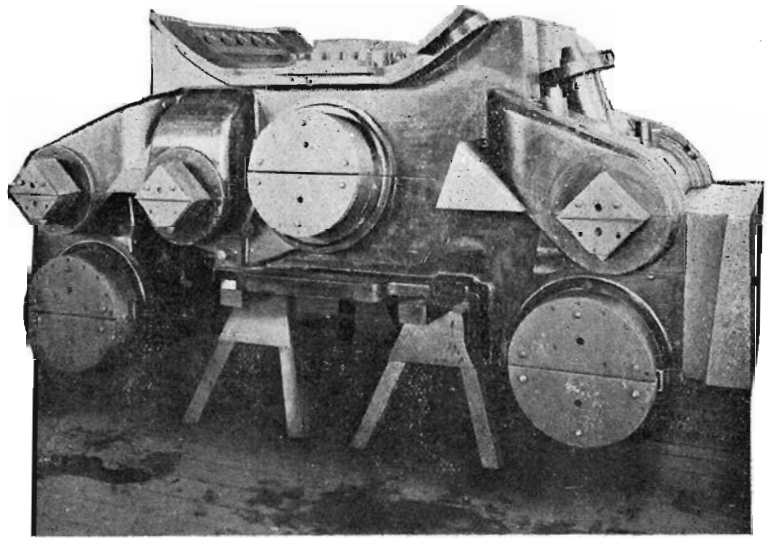
## Link with Tubal Cain

It is a far cry to the days of genesis, but modernity does link up with Tubal Cain and his successors in the sphere of “sonorous mettle blowing martial sounds,” as

Milton puts it. How fascinating is that text which tells us how "Tubal Cain was an instructor of every artificer in brass and iron."

Ever since, the exploits of engineering enterprise have had a magnetic attractiveness for the intellect. When the great men of the civilisations of the past discovered the means of melting metal and running it into a mould, their achievements marked a very distinct and vital advance in human progress. The bronze weapons so manufactured easily enabled the more advanced nations to conquer their backward neighbours, who were still armed with the primitive flint arrow-heads of the Stone Age.

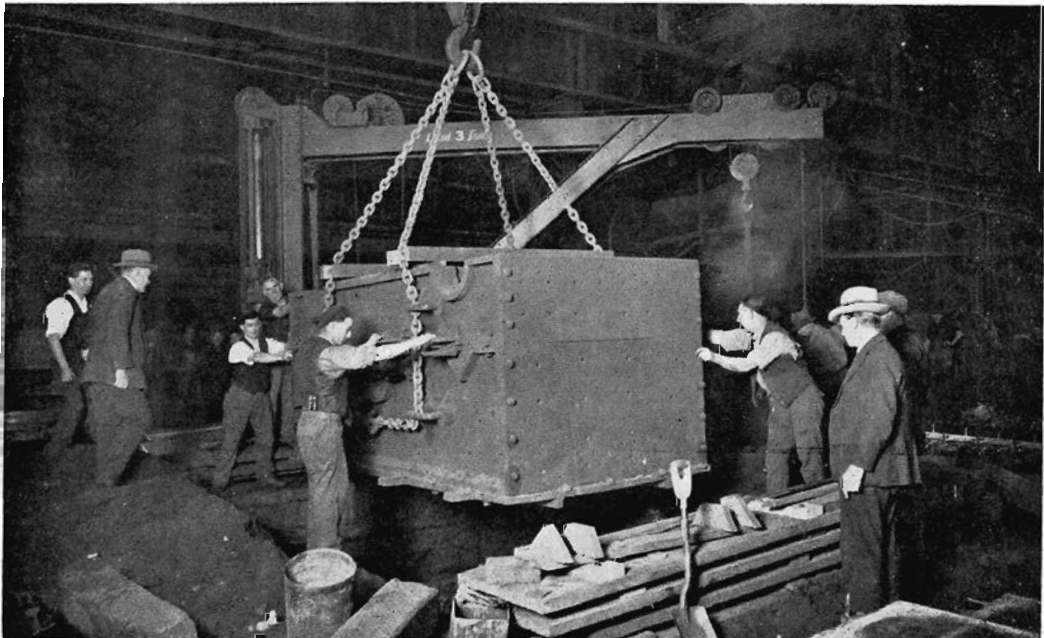
Then the ancient Egyptians and Assyrians, as well as the Greeks and Romans after them, attained great skill in casting bronze. The Melbourne Museum contains numerous beautiful examples of their splendid handiwork.



*The Pattern for the Casting*

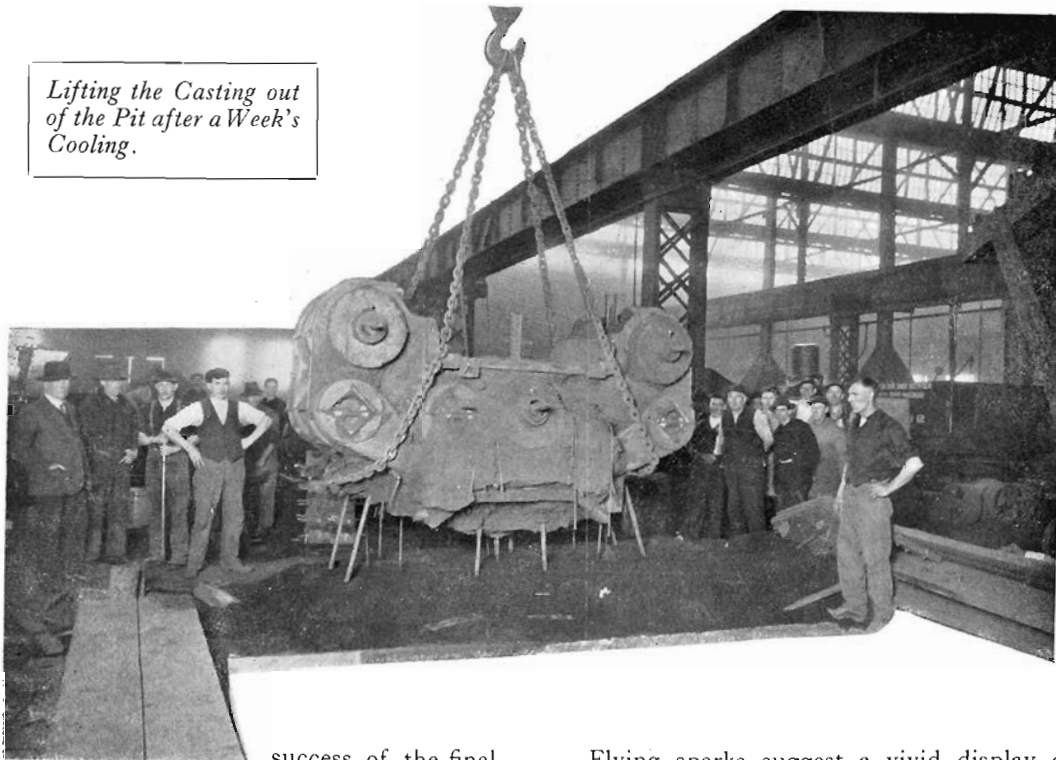
But let us hurry back to the Newport Workshops. In actual fact I was present when the big casting was poured, and later when it emerged from the mould. The pouring was both spectacular and absorbing in its interest. More than ever one marvelled at the triumph of mind over matter.

Doubtless anxious anticipations for the



*Lowering the Mould and Casting into the Pit*

*Lifting the Casting out of the Pit after a Week's Cooling.*



success of the final act were simmering in the minds of the officials responsible for handling the work. For weeks beforehand, costly preparations had been made for the eventful day. It can be readily imagined that had an unsound casting resulted the disappointment had been grievous. Mr. W. H. Weeks, foreman moulder, and his skilled assistants, however, had carefully calculated upon every essential to the efficient execution of the work.

We note the iron case which holds the huge sand moulds weighing all together  $14\frac{1}{2}$  tons, and learn that these last have been for days warming in an oven so as to raise them to the necessary temperature for receiving the metal.

The iron case is withdrawn by a powerful overhead travelling electric crane, is carried to another part of the foundry and deposited in a conveniently situated pit near the furnaces, in which the metal had been melted ready for pouring.

#### Stream of Molten Metal

All is now in readiness. Two cranes each grip a huge hot ladle and set it down at the furnaces, the doors of which are at once forced open—and out pours a continual stream of seething white metal of special quality.

Flying sparks suggest a vivid display of fireworks. On and still on the hissing stream keeps running until the ladles containing tons of the fluid at a temperature of 2000 deg. Fahr., are filled, after which they are whisked along to the moulding pit, swung into position and brought to the requisite height and angle for pouring into the ducts which carry the fluid into and around every corner, cranny and surface of the mould.

#### Filling the Mould

Every operative seemed to be just the man for the portion of the job allotted him. It was amazing to see with what ease, for instance, the two men, one at each side of a ladle, by means of a worm-gear device affixed to the side of the dish, so to speak, maintained it at an increasingly dipping angle, sufficient to ensure a regularly smooth flow of the metal, until the big cauldrons were emptied, yet supplying just enough exactly to fill the mould.

The mould was then covered up and left to cool down for a week undisturbed, after which, with the aid of the powerful crane, the casting was lifted from the pit to the floor, and the shell of sand forming the mould broken away, thereby revealing a piece of magnificent work. A searching

*(Continued on page 78)*

# Rail Transport as I See It

By Hon. T. TUNNECLIFFE, M.L.A.  
Victorian Minister for Railways



**T**HE Railways are the most important and essential means of transportation, and must be protected adequately against competition. That is necessary in the economic welfare of the State, and, no matter how difficult or unpopular it may seem, the nettle must be grasped."

Victoria's new Minister for Railways thus epitomises his attitude on rail transport. In this article, which he has specially written for the V.R. Magazine, he amplifies the statement and gives very cogent reasons for it.

**M**Y appointment as Ministerial head of this great Department of the State is not by any means my first association with it. For many years, prior to my election to Parliament as representative for West Melbourne in the Legislative Assembly, in the early part of this century, I allied myself with an industrial movement which had as its objective the betterment of railway employment. That was a long and strenuous fight, for we had arrayed against us a section of the press and most of the influential men of the time. Slowly, but surely, we succeeded, by degrees, until our efforts were crowned with a fair measure of success. However, that is now a matter of history; consequently, there is no need for me to dwell on that aspect.

## Public Men Should Know

It has at all times been my opinion—in fact, it is an obsession—that all public men should make themselves, to some extent, conversant with the State's great utilities. In furtherance of that object, I set myself to closely study our great transportation system, and I think I may claim

to have a smattering of knowledge of it. Of course, you will understand that it is scarcely possible for any man, however apt he may be, to master the intricacies of the science of transportation, with all its ramifications, by study alone. His knowledge would be purely theoretical. The practical knowledge of railroading can only be obtained by a life long apprenticeship in all its varied branches; even then one would find himself ignorant of many of its phases. I am fairly convinced that it is essential, if the best results are to be achieved and the system properly developed, there must be specialists in every Branch in the Service.

## The Function of the Railways

Primarily, the railways exist for the development of the State by providing quick and safe transportation of passengers, goods, products and manufactures at a reasonable cost. That the railways of this State are functioning successfully in this regard, one only has to look at the railway map and there he finds railway lines radiating to all its corners.

To any body of intelligent and thought-



*Mr. Tunnecliffe at work in the Ministerial Office at Spencer-street*

ful persons, it is hardly necessary to emphasise that, for the greatest economic welfare and progress of the State, it is essential that good transportation, adequate to meet all reasonable demands, should be provided at the least practicable cost. That is the foundation of our system, for it has always been the desire of Governments and the aims of railway administrators to provide transportation at cost price.

Road transport is causing serious apprehension in the minds of not only railway managers, but also in the minds of all thoughtful persons. Motor transportation is successfully catering in this State for passengers and the high class goods, leaving the carriage of the low grade goods to the railways; consequently, it is making serious inroads into our revenue.

#### Motor Competition is Unfair

The motor competition is unfair and inequitable as it is conducted on good roads which have been built out of public money at huge expenditure, for the use of which the State extracts from them a very inadequate tax. On the other hand, railway lines have been constructed by the State at enormous expenditure to provide an efficient transportation service, and the interest on

the cost and the working expenses of those railways has to be paid out of railway revenue.

The railways are the most important and essential means of transportation, and must be protected adequately against competition. That is necessary in the economic welfare of the State, and, no matter how difficult or unpopular it may seem, the nettle must be grasped.

#### Railways Belong to the People

The railways were built by the people for the people; therefore, they belong to the people.

I am convinced that there exists throughout the Service a general desire for the welfare of our railways system, coupled with a sincere desire to give the public and the State the best transport facilities possible.

Notwithstanding this new form of competition, a combined and sustained effort to obtain the greatest efficiency of service will in the end enable the Department to outdistance its competitors.

*9 Tunnecliffe*



# THINGS WE ARE TALKING ABOUT

July is No Accident month in the Railways Department. Not that every month doesn't start with that idea, but unfortunately it rarely finishes with the idea fully carried out. July, however, is going to end that way—if **SAFETY FIRST** everybody says so, and means it. All Melbourne, just now, is talking greater safety, and not before its time. It is quite obvious to anybody who thinks for half a minute that civilisation to-day demands the elimination of carelessness and recklessness. Man, to progress, can afford to let neither his mind nor his body be dominated by matter, which is what neglect of Safety First principles implies. Instances of the lack of safety sense in some people are supplied by statistics for May, which show among other things that no fewer than 19 persons were injured in boarding and leaving motion.

\* \* \*

Safety, of course, in its broad sense, concerns not only life, but property, inasmuch as all injury and damage is economic waste, and waste is the heaviest brake on the progress wheel. In this regard railwaymen themselves have a long way to go to reach the perfection stage. Rough shunting in the yards and elsewhere is still a source of unnecessary claims, derailments continue to damage rolling stock, while both tend to endanger personal safety. The derailment statistics give little cause for optimism, at present. In August last year, there were 131; in April, this year, there were 102—admittedly some improvement. But for the intervening months, the figures in sequence, were, 111, 102, 123, 139, 123, 129, and 153—a pretty jumpy record. Improperly set points were responsible for nearly 40 per cent. of these derailments—a cause that could and should have been eliminated in the interests of safety and efficiency.

\* \* \*

Talking of efficiency—we are always doing it; the subject is of such paramount importance—an example cropped up the other day which is worth citing, and serves to balance our little homily on unnecessary damage. It concerned the destruction of the Werribee station which was burned down on the evening of Sunday, May 15. The 11 a.m. train, next morning, had on board ticket cabinets and a sufficient supply of passenger tickets, bicycle tickets, parcels stamps, together with their appropriate books, to enable ordinary station business to be carried on. By an afternoon train a full supply of tickets, and so on came to hand. The Audit Office and Government Printer were responsible for this quick work.

\* \* \*

Struck by the elaborate nature of the railway travel

facilities arranged for the Duke and Duchess of York in Victoria, a correspondent sends us some stirring 80-year-old reminiscences of his grandfather, bearing of the strenuous nature of long-distance conveyance in England's pre-railway age.

## TRAVEL IN 1847

A distressingly vivid picture is painted of the arrival of a cross-country horse coach at a Birmingham hostelry—or posting house. The entire staff turns out to haul the cold-stiffened unfortunates from the boxes and to carry them bodily into the warmth and comparative comfort of the inn. Fires are lighted. Hot rum is supplied, so that the exhausted ones may experience a happy death or some hope of eventual recovery. Vigorous massaging compels the congealed blood to circulate. In short, the whole place is in an uproar while the passengers are thawed out. Them was the days right enough!

\* \* \*

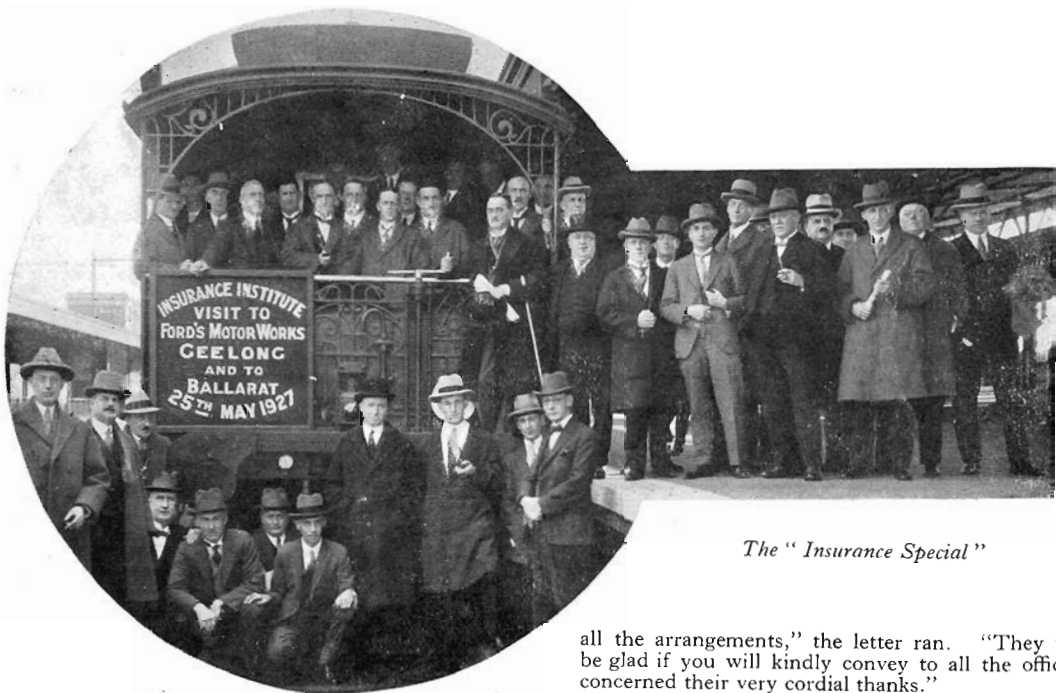
It seems, also, that a very gratifying spirit of co-operation existed between the proprietors of intermediate posting houses and the drivers of the coaches, the idea being to welsh the unhappy travellers of their refreshment dinners. As soon as the **PROFITABLE BUSINESS** coach arrived at a stopping point en route, the driver would be shown quickly into a secluded room where his dinner awaited him. The passengers would be shown into a waiting room, and their money would be collected for the pending meal. Service would be dawdled until the satisfied driver had crawled back on to the box and was ready to bawl "All aboard!" Then the hungry passengers would glance hurriedly at the remains of the hot joints which had just made an appearance, and would dash out to catch the coach—still hungry. An ingenious idea certainly, although our correspondent was at considerable pains to assure us that he did not desire it to be brought under the notice of the Victorian Railways Superintendent of Refreshment Services. The latter's meals in dining cars and elsewhere, were, it was implied, far too good to have to rush away from.

\* \* \*

Better Farming Trains have come rapidly into fashion since Victoria started giving practical advice on wheels to the farmer. New South Wales: recently equipped a similar train and sent it through the land, with its gospel of bigger yields. Now, advances just to hand from France tell us that "a special train of seven cars fitted up as show rooms for seed

## MORE BETTER FARMING TRAINS

corn, artificial manures, and so on" was touring the Paris-Orleans system when the mail left. Prior to its initial run, the train was inspected by the French Minister for Agriculture who gave it his official blessing. We are also told in a recent Canadian letter that "the seed special train travelling through Manitoba over Canadian Pacific lines has aroused a good deal of interest; this year, due partly to the



The "Insurance Special"

innovation of the horticultural car—of interest to farmers and flower growers alike."

\* \* \*

Mention of the Canadian Pacific Railway reminds us that a description by a Calgary man, in the March issue of the V.R. Magazine of Canada's blizzards and snowfalls, which he averred had been responsible for considerable delays in train running on that company's lines, has called forth a re-utation from the Company's Assistant Passenger Traffic Manager, who, in a letter, points out that the Canadian Transcontinental trains operate on schedule time throughout the year, with very little variation, winter or summer. Severe weather, he says, does not demoralise the services or inconvenience passengers in the slightest. "I was rather annoyed" he adds, "to think that any person in Calgary would send out such a description of our climate." Naturally, we regret that any misleading, statement should creep into the V.R. Magazine, although, of course, we cannot accept responsibility for a correspondent's bona fide assertion.

\* \* \*

Hiring a special train for themselves a couple of weeks ago, 60 members of the Insurance Institute of Victoria sallied down to North Shore to have a look over the big works which Ford is erecting at his Australian motor-building centre. The tourists came home by way of Ballarat disembarking at the City of Statues, to be accorded a civic reception and to be shown around the local woollen mills and several other Ballarat industries. Dinner and tea was served the travellers on the train. So pleased were the passengers with the service which they received that they commissioned their secretary to write a letter of appreciation to the Chairman of Commissioners the very next day. "My committee and the members of the Institute who made the trip were entirely satisfied with

all the arrangements," the letter ran. "They will be glad if you will kindly convey to all the officers concerned their very cordial thanks."

\* \* \*

Critics of the Railway policy of getting out on the road with motor coaches have recently been trying to drive home an argument that overseas railway companies get along very well

#### RAILWAYS AND 'BUSES

without dabbling in road transport. This argument, as any well-informed railwayman could testify, is quite fallacious. For some time both English and American railway companies have been operating road motor services as railway feeders, and recently the Southern Pacific Company, in America, went so far as to organise a subsidiary concern, the Southern Pacific Motor Transport Company, to run both 'buses and trucks as auxiliaries to the rail service.

\* \* \*

Commenting on this the "Railway Age" observes that the territory served by the Southern Pacific Railroad, particularly California, has some of the most highly developed independent

#### A BOLD POLICY

'bus and truck systems in the country. "California," that journal continues, "is generally considered to be the birthplace of motor transportation, and it has probably gone as far, if not farther, than any other region in the use of 'buses and trucks as carriers. The likelihood now is that the Southern Pacific itself will soon be the most important factor in the motor transport business of California. In the second place, the organisation of the motor transport company is the result of close and extended study on the part of officers of the railway into the possibilities of 'bus and truck operation by railways. In the experience of its subsidiary, the Pacific Electric, which has operated a large fleet of 'buses for several years, the Southern Pacific has had an opportunity to see at first hand what results can be accomplished through the co-ordination of railway and highway



transportation. In the light of these things, its decision to operate 'buses and trucks itself is significant and important." Critics can now put that in their pipes and smoke it.

\* \* \*

That Great Britain is increasingly appreciating Australian fruit, seems to be borne out by the photograph we reproduce on this page which shows a party

**ENGLAND  
EATS  
OUR  
FRUIT**

of children from the Winsor intermediate school at East Ham, London, cheering a derrick load of Australian apples as it is hauled out of the hold of the Commonwealth liner Ferndale. The party was met and taken on board, at Woolwich, by Sir Joseph Cook, who presented the children with samples of the cargo, much to their glee. Australian products are said to be selling very well just now in the Old Country. In a recent letter to Mr. Galbraith, the V.R. Institute secretary, Mr. Hyland, one time Chairman of the V.R. Betterment and Publicity Board and now Director of Australian Trade Publicity in England, says that the strike hit trade very badly last year, "but," he goes on cheerily, "we picked up in September when our advertising got going and have done well since, rather better, I should say, than our competitors, notwithstanding their big hold, sometimes of centuries, on the market."

\* \* \*

Incidentally, Mr Hyland, by force of the comparison a railwayman inevitably makes when he sees other systems, is constrained to give the Victorian

railwayman a pat, in fact, a really good thump, on the back. "The further I go," he writes, "the more I realise that the Victorian Railways have

**ONE  
FOR US**

every reason to be proud, not only of the magnificent undertaking which they operate, but also of their own selves. The personnel of the Victorian Railways stands, in my opinion, on a very high level. There is a degree of smartness, of intelligence, and of capacity possessed by them that should always, I think, be the subject of warmest congratulation, because, notwithstanding the pretensions of many other countries, we are not inferior to them in the slightest degree. I hear the Victorian Railways spoken well of everywhere. I see quite a lot of Victorians here, and nearly all of them, knowing my former connection with the Victorian Railways, say that they have emerged from their travelling experiences much chastened in spirit and much more appreciative of the Victorian services which once they so heartily criticised." Comparison, indeed, is the mother of appreciation !

\* \* \*

Mr. Hyland's letter is particularly interesting, and for that reason we shall probably be forgiven for quoting some more of it. "One of the most gratifying features," he says, "in the

**EMPIRE  
SENTIMENT**

whole country, is the growth of a strong Empire sentiment, with, in my opinion, a special bias in favor of Australia. People here regard us with special affection. They are realising that we do



THREE HEARTY BRITISH CHEERS—London School Children welcoming a consignment of Australian apples from the hold of the Ferndale

mean what we say when we talk of our determination, for sentimental more than any other reasons, to work in close co-operation with the Mother Country. As a matter of fact, if there were no sentiment in it at all, I think it would be to our everlasting disadvantage if we did not do so, because I know of no sheet anchor to which we can tie up, especially at this stage of Australia's pioneering career, which offers such prospects of security and shelter as this very country from which nearly all of us, or our fathers, sprang. It does your heart good to see the manifestations of friendship everywhere, and, for my part, I will never again stand quietly by and listen to unfriendly criticisms directed against the fine men and women of Great Britain who have been carrying such a heavy load during the last few years."

\* \* \*

Rutherglen railwaymen had the pleasure of hand-

ranging to let us know, through the medium of somebody who knows what he is talking about, occasionally what is happening elsewhere. How many of us, for instance, realised that extensive railway electrifications on the 1500-volts direct current system—the same system as Melbourne's—were going on in India and Japan until Mr. H. F. James of the Railways Electrical Engineering Branch, who has investigated rail matters there, told us all about it, in a most interesting fashion at the opening lecture of the series last month? With the realisation of these things comes a sort of shock that other people we don't often hear about are progressing along the same lines as we are. But these shocks do us good.

\* \* \*

So many V.R. Magazine readers appear to have been intrigued by the How Was It Done puzzle pro-



FOR ENGLAND'S DINNER TABLE.—This consignment of Victorian wine 90,886 gallons was shipped from Port Melbourne last month.

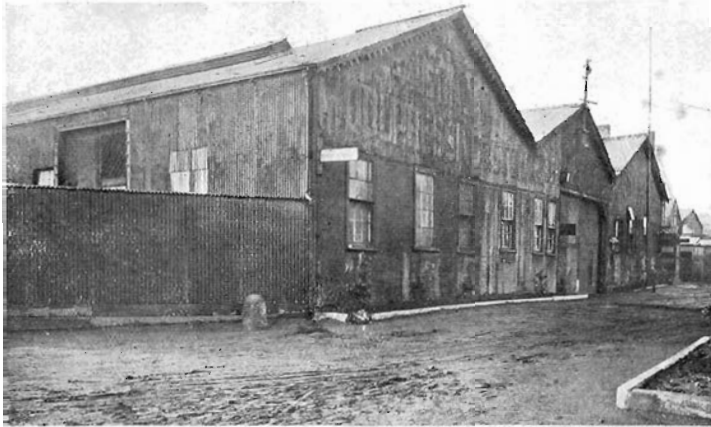
ling 22 trucks of wine casks the other day—wine casks that were full to the top, "with beaded bubbles winking at the brim," so to speak. **WINE BY THE HOGSHEAD** Wahgunyah coupled on four more trucks, and the long line of vehicles with their precious freight travelled Port Melbourne-wards for overseas shipment. Altogether 1609 hogsheads were taken on board at the railway wharf. Each hogshead contained 54 gallons, which made a grand total (grand indeed!) of 90,886 gallons—one of the biggest single consignments of wine ever shipped from Victoria. It is perhaps unnecessary to add that the cargo was going to England, not to America.

\* \* \*

We are so apt in the present day bustle of things to become parochial, to get absorbed in our own activities to the exclusion of everybody else's, that we sometimes forget that other people, other countries, are getting along nearly, if not quite as well as we are. **WE'RE NOT THE ONLY PEBBLE** The organisers of the Jolimont Lecture session, therefore, are doing particularly good work in ar-

pounded in our May issue that the solution seems opportune here. Briefly, the problem of putting 12 travellers into 11 rooms, yet giving each a room, was said to have been solved by a chambermaid who put two of them into No. 1, the third into No. 2, the fourth into No. 3, the fifth in No. 4, the sixth in No. 5, the seventh in No. 6, the eighth in No. 7, the ninth in No. 8, the tenth in No. 9 and the eleventh in No. 10, whereupon she allegedly returned to No. 1 to conduct the twelfth to No. 11. The catch is that the wording of the problem leads one to confuse the second and twelfth travellers, which were two persons, not one. If the chambermaid conducted the twelfth to room No. 11, she still had the second on her hands; if the second, she still had to find room for the twelfth. An attic, a cellar or a mattress on the billiard table seem to be the only reasonable solutions for the odd man out, but history refuses to divulge. We have been inundated with answers to the problem since its publication. One eager mathematician implored us to confirm or reject his solution by return post. We regret that finding it more suitable to make a general reply, we were unable to comply.

# Way and Works "Man" and "Wife" Reunited



By  
**P. R. LESLIE**  
*Workshops Manager  
 Way and Works Branch  
 Victorian Railways*

*Top—Part of the old Way and Works Workshops.*  
*Bottom—The new Workshops at Spotswood.*



**G**EORGE Stephenson surveyed and constructed his railways, designed and built his locomotives, and frequently personally operated them on the track. Of almost equal interest to this versatile engineer were both "rail" and "wheel," which he referred to as "man" and "wife."

The problems developing around both "rail" and "wheel," however, soon made them separate branches of engineering science. Each requires its specialist department. Stephenson's "man" and "wife" were thus soon divorced for purposes of organisation though their general domestic relationship has been maintained. Time and progress have demanded other specialist engineering branches—offsprings of the original "man" and "wife"—

**W**ITH the co-ordination of the wood-working and iron-working activities of the Way and Works Branch of the Victorian Railways Department in one modern and well-equipped depot at Spotswood, a definite advance has been made in their efficient operation.

In this article, Mr. P. R. Leslie, Workshops Manager, discusses the circumstances which led to the erection of the new depot at Spotswood, and the improvements which may be expected now that it is in active commission.

and today the complexity of our own Victorian system is such that the engineering work is distributed between four distinct branches, while the construction of new railways is undertaken by a separate organisation.

Each of the four branches has its own definite functions and must be completely staffed and equipped to perform them with the utmost efficiency and to the last detail.

In a country in its industrial infancy, such as ours, experience shows that a modern workshop is an essential part of the organisation of an engineering branch.

Existing workshops have generally grown up as the result of the insistent demands of branch activities.

The Way and Works workshops had their



origin in the humble depots of the branch Inspectors of the Metropolitan area in the early days. These depots were the bases from which the section maintenance staff operated. They also served as headquarters for the few artisans for whom bench, machine or anvil work could be regularly found. The woodworkers were under the Inspector of Works, the ironworkers under the Inspector of Ironwork. An ancient goods shed, then known as the customs shed, was allotted for their common home. This shed, access to which was obtained from Spencer-street and Lonsdale-street, had been left stranded by the migration of the goods sheds, and was considered quite in keeping for the accommodation of such unimportant folk.

#### Why the Floor Undulated

Not the least queer feature of this old shed was the undulating character of the floor surface under which was discovered, on its removal, an immense number of bottles which, upon examination, by persons whose judgment was beyond question, failed to disclose the slightest trace of the contents described on the labels.

This building proved a costly home for

people whose activities were expanding rapidly. The never ending piecemeal alterations and renewals to unsuitable floors, walls and roofs, and the constant rearrangement of the interior were not only expensive matters in themselves, but the operating costs and the morale of the staff were adversely affected by the ill-fitting character of the building and its unordered interior arrangement.

#### "Man" and "Wife" are Divorced

Very welcome though only partial relief was afforded when the woodworking section was moved to new and commodious quarters at Arden-street in 1912. This was the first definite step towards the erection of workshops adequate to the needs of the branch. The result was so successful that the removal of the ironworking section to a neighbouring site at Arden-street was proposed and would, no doubt, have been carried out a few years later but for the outbreak of the war when the progress was stopped in this as in so many other directions.

In succeeding years, the inconvenience of having its two workshops—the "man" and "wife" of the branch—widely separa-

ted was fully realised by branch officers. Adverse comment came from Mr. T. R. Johnson, when, as Royal Commissioner, he inquired into railway working in 1917.

The needs of the branch continued to grow, and during the period of electrification the necessity for better workshops was keenly felt. A staff of 40 had sufficed in 1903, but more than 400 were on the pay rolls in 1922. A shop which began with a drilling machine and a blacksmith's fan had nearly a score of lathes, and other machines in proportion, set down where space could be cleared.

The representations of the Chief Engineer of Way and Works, Mr. Ballard, eventually succeeded, and the project for amalgamating the two workshops of the branch was given serious attention in 1923.

#### Choosing the New Site

Many new circumstances had arisen which were unfavorable to the Arden-street site. The chief objections were its unsatisfactory rail access and its now inadequate area, due to development generally, and particularly of precast concrete construction. On the other hand, the new storehouse scheme in the Spotswood district and other factors pointed to the Newport-Spotswood locality as possessing distinct advantages. The Commissioners, and afterwards the Railways Standing Committee, agreed with Mr. Ballard's recommendation that a site at Spotswood, very conveniently situated in the "V" between Melbourne Road and the Sunshine Loop line, was undoubtedly the best available one, and that entirely new workshops for the Branch should be constructed there. There was adequate room for expansion in the 30 acres of land made available, and access by road and rail was good.

It was a rare opportunity that was thus presented to start with a vacant paddock of ample area, and to lay out complete workshops with no restrictions other than the shape and configuration of the site. And,

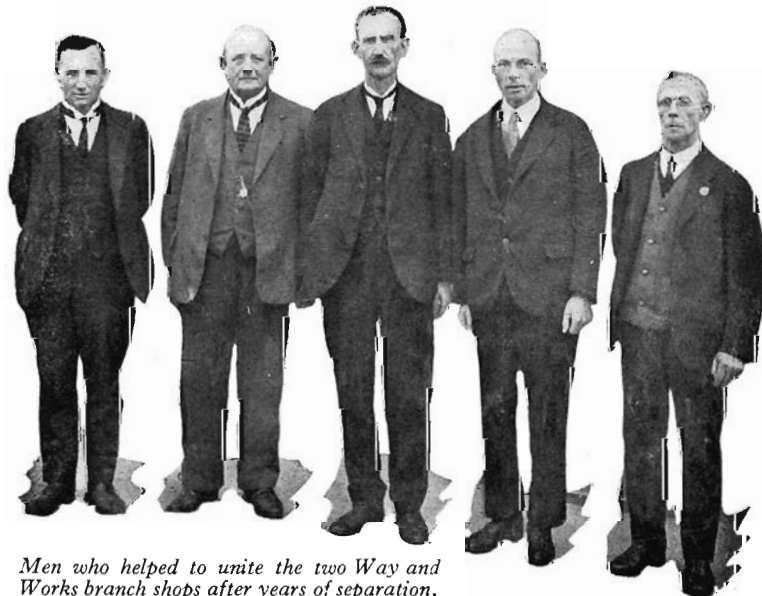
in this case, both these factors proved very favorable.

#### Everybody Helped

A Workshops Committee, comprising branch officers closely concerned and under the Chairmanship of the Assistant Chief Engineer of Way and Works, has labored to establish Way and Works workshops worthy of the Railways Department. Other branches willingly assisted with their advice and experience, the co-operation of the Electrical Engineering officers who installed the comprehensive electrical equipment being especially appreciated. In the preparation of the lay-out plans every foreman and many individual workmen were consulted on such problems as location and spacing of machines and routing of material. Co-operation has been the watchword throughout, and, as a result, convenient, well lighted and well arranged shops are steadily evolving.

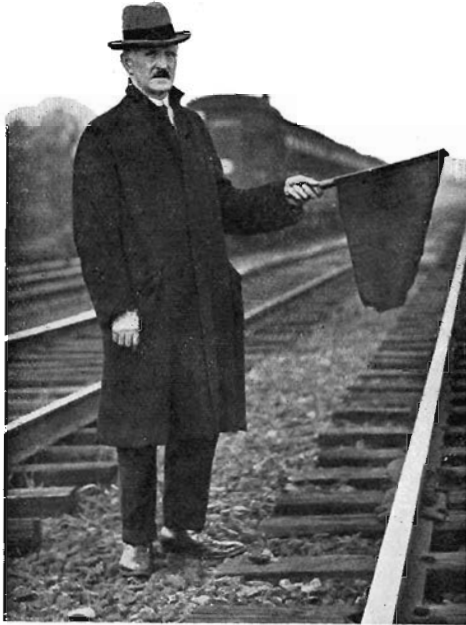
The Way and Works workshops are primarily "jobbing" workshops. There are few regular items of manufacture in constant production, but rather a wide variety of both moderately heavy and light jobs in the metal working section, and a miscellaneous class of work in the wood-working section. Machines could not, therefore, be arranged in any precise sequence, as is essential to mass production condi-

*(Continued on page 72)*



*Men who helped to unite the two Way and Works branch shops after years of separation.*

*Left to right: Workshops Manager P. R. Leslie, Shop Foreman W. Lee, Senior Clerk S. Lawley, Asst. Engineer K. Wood, and Shop Foreman W. Turner*



All clear ahead!

# Fighting the Fog Fiend

By RICHARD HUGHES

**I**N foggy weather, or during falling snow, or when from any similar cause the Fixed Signals cannot be clearly seen at a distance of not less than 400 yards, it is the duty of the Stationmaster or other appointed person to take care that Fog-signalmen are employed at all the places where their services are required." So runs the official railway instruction—as clear and as definite as the signals themselves are obscure and indefinite when the Fog Fiend envelops them in his damp and misty mantle.

**T**HE S.M. sizes up the situation when he comes on first shift in the morning. The black shapeless shadows and gleaming lights of his station are enclosed in a world of mist. The four shining rails between the two platforms disappear into the filmy wall of vapor that begins to settle lightly on them at each end of the station. The nearest Home signal is a vague unsubstantial smudge, winking a very dull, lacklustre eye.

The S.M. expresses himself forcibly on the subject of fogs in general and this one in particular. He raises his voice in a shout for the lad porter. The lad porter drops his broom and ceases the brisk Charleston with which he has been quickening his circulation. A veteran in his way, he has been expecting the summons, and he has his overcoat on and his bicycle with him when he appears.

### The Caller-up Gets Busy

Gloomily the S.M. hands him the station fog list and directs him to assume the roll of caller-up. He seeks relief for his pent-up feelings by repeating to his juvenile assistant his previous vigorous denunciation of the climatic conditions. Then the official conquers the man, the S.M. turns grimly to the office and the lad porter to the cold and foggy street.

The first fogman on the station list is a

signalman. The porter chuckles uncharitably as he pedals down the dark deserted road. The signalman, he remembers, had been a little overbearing in his self-congratulation at missing early shift on a week which gave promise of being so wintry. Poetic retribution, the lad porter reflects as he dismounts before the silent house and assails the front door.

### The First Victim

"Mr. Jones live here?" is his solemn and unnecessary question as the sleepy-eyed countenance of Mr. Jones himself is thrust querulously around the door.

Mr. Jones refuses to enter into the spirit of the porter's very literal mood. He peers at the fog swirling in the road outside. He shivers. "Orright, orright," he replies. "This confounded weather——." His words trail off into an indistinguishable jumble. Just as well, perhaps.

And so the caller-up speeds on his fell mission, completes his list, and leaves in his wake a depressing collection of yawning railwaymen searching for thick overcoats, heavy boots, warm mufflers and woollen gloves.

Twenty-five minutes later the S.M. opens a levee in the station store. Standing at his cupboard, he distributes detonators (not less than 36), a hand signal lamp (trimmed,

oiled and lighted), a red flag, a green flag, and a box of Bryant and May's to each fogman as he arrives.

The laden ones make their way on to the track and stumble along the ballast into the fog until they reach their various posts. Even if they have never served on fog duty before, they have previously visited the posts in daylight, and are thoroughly conversant with their surroundings.

Halting at his three-position signal, the first man on the scene unloads his impedimenta and selects two detonators. These he clamps to the rail, one 10 yards from the other. He then takes his lamp and his flags and stands near the signal which he is to interpret for the befogged motormen. Probably he yawns. More than likely he sighs with not unmanly weakness at the thought of his warm bed. Then he cocks an alert eye at the signal. Glaring ruddily, it meets his inquiring gaze with a rigid arm held horizontally at danger. The fogman yawns again and waits amid the white curling wreaths of mist for the first train.

It comes at last with a warning trembling of the rails and sleepers, then a menacing thunder of approaching wheels from the unseen world on the far side of that curtain of fog. Lights break through. The black bulk of the motorman's cab looms up, magnified to immensity by the mist. There is a sharp explosion. Another. The train checks speed immediately, eases down at once. The motorman cranes forward. The fogman advances, red lamp ready. . . .

But the fixed signal has suddenly relented. Stiffly the arm rises to the "proceed" position. The crimson eye shuts, opens as a green. Promptly the fogman changes his lamp to a reassuring green also.

The train moves on. The brightly lighted

carriages rumble past. The red lamp on the rear of the guard's van disappears into the fog. Echoes cease. The vibration of the rails dies away.

Stooping, the fogman supplants the exploded detonators with charged ones and resumes his bleak vigil.

Had the signal remained at "danger," he would have shown his red lamp. The driver, then in a position to watch the fixed signal, would have halted and waited until the line ahead was signalled clear. The fogman would have sprinted smartly towards the van, planted more detonators and remained there to guard the rear of the train.

Had the arm advanced only to the "warning" position, he would have explained the situation to the driver by first flashing his red lamp and then exhibiting the green.

In short, the fog-signalman is there to act as an intelligent, temporary, two-legged auxiliary fixed signal. He does not direct the signalling. He cannot influence it in any way. He just passes on the message of the signal to the man who is most interested in it.

The detonators perform no signalling function. They simply

warn the driver that he is near a signal. Two are used in case one fails to explode.

Different types of signals, of course, involve different methods of interpretation. A distant signal at danger, for instance, calls for the red light first and then the green, exactly the same as with a three-position signal at warning. Then, with a calling-on or low-speed signal, the fogman must stop a train, even if the stick shows proceed, and instruct the driver verbally.

Quick action in an emergency becomes second nature to the experienced fog-signalman. If a train passes him at a fixed signal



*Clamping the warning detonator to the rail*



*The Ultra-safe Clayton Fogging Machine,  
Controlled by a Lever*

and the signal does not subsequently click into the danger position, he quickly puts down his customary couple of detonators, and, while displaying his red lamp, hastens further down the track and clamps three more detonators to the rail. Resuming his post, he waits, holds up the following train (which has been given an inkling of danger by the abnormal number of explosions) and explains the very doubtful nature of the signal's proceed indication to the motorman.

Exactly the same precaution would be adopted if the signal were a repeating signal which had not assumed the warning position after the passage of a "spark."

The driver of the following train then exercises the greatest caution. If the dubious signal is, say, a repeating or distant signal, he will proceed slowly towards the Home signal and tell the signalman the circumstances. If, however, it is a Home or a Starting signal, he must not pass it. He must wait while the fogman lays the facts before the controlling mind in the signal-box. Or, if he is the driver of a steam train, he will send his fireman to seek advice.

#### Safety First

Safety, first, last and always, is thus the pre-eminent consideration in fog-signalling. And the Fog Fiend's style has been badly cramped by the efficiency of the Victorian Railways safeworking staff.

When more than half-a-dozen fog-signalmen are employed, a competent supervisor

moves from post to post, keeps in touch with all operations and replenishes supplies of detonators. Hot coffee and a hot meal are taken out to the men on the job. Double pay is drawn—and earned.

With its maze of rails, continuous heavy traffic and multitude of points and signals, the Melbourne Yard presents a formidable proposition for the fog-signalman. Of the electrified area's total army of 1,100, the Yard's proportion comprises specially selected shunters, porters and repairers, who know the neighbourhood well and are accustomed to the methods of working.

#### How the Clayton Machine Works

In some extra dangerous positions, Clayton fogging machines have been installed. This smooth-working contrivance wields two arms which click detonators from magazines and place them on the rail. Lurking safely in a pit between the tracks, twenty yards or so along, the fog-signalman operates the machine by a hand-lever.

All these elaborate precautions cost money. A dense general fog in the suburban area on one morning will cost the department £300. One year's expense usually reaches £2,000. Still, Melbourne's is not an unduly foggy climate. In England, now, a genuine London particular might last a week, with railway fogmen continually on duty. And you don't have to be a fog-signalman yourself to recognise that that's carrying the thing too far altogether.



*The Arm of a Clayton Fogging Machine Holding a  
Detonator on the Rail*



# “ PIGGING IT ”

As Done  
By  
Farmer's

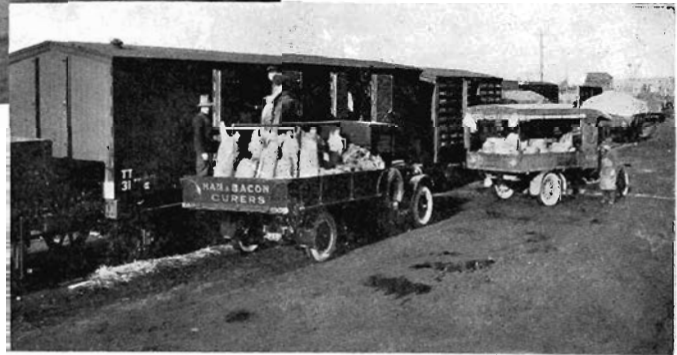
By C. E. Williams



The First and Last Stages

TOP : Pigs as received into the pens.

BOTTOM : Loading hams into Railway trucks



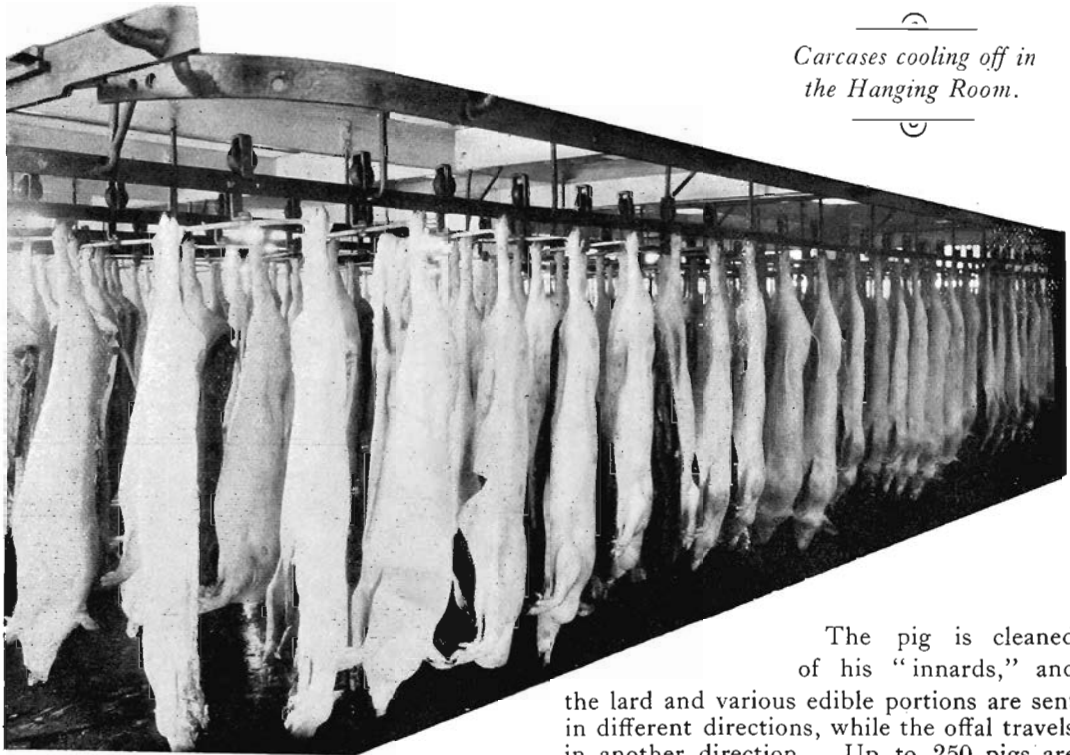
**M**ESSRS. Geo. Farmer Pty. Ltd., Ballarat, is a household name throughout Australia. When you realise that George Farmer has secured for his products the Championship of Melbourne and Sydney Royal Shows for more years than the writer cares to remember—well, “ nuf sed.”

The whole of buildings, stock pens, and so on, cover an area of more than seven acres, four of which are covered by the actual buildings. The works were established in 1864 by Mr. George Farmer, and carried on by him until 1919, when the business, having grown to large dimensions, was merged into a limited liability company. The founder of the business, Mr. George Farmer, still maintains an active interest, and the management is under the control of Mr. Herbert Farmer, who is managing director.

“ IF only we 'ad some 'am, we'd 'ave 'am and eggs—if we only 'ad some eggs,” observed the tramp to a brother hobo, after reading about Kangaroo Flat's Egg King in the May issue of the V.R. Magazine.

Mr. Williams, however, has come to the rescue on the literary side of it. In this article he completes the descriptive, although Gargantuan, breakfast with appetising material drawn from Farmer's of Ballarat.

I called at Farmer's one afternoon, and made an interesting trip around the works in company with Mr. H. Farmer. We started with the stock pens, of which there are 14. They alone cover an area of 1½ acres, and are capable of accommodating 3,000 grunters at one time. Provision is made so that the ventilation can be controlled at will to suit atmospheric conditions. About 400 pigs were stabled at the time, and from here the ascent was made to the slaughter house, which is on the first floor. The equipment in this building consists of a knocking and sticking pen and a de-hairing machine. From the time the pig is knocked till it reaches the other end of the room, completely devoid of hair, five minutes has elapsed. The de-hairing machine is capable of dealing with 150 pigs an hour,



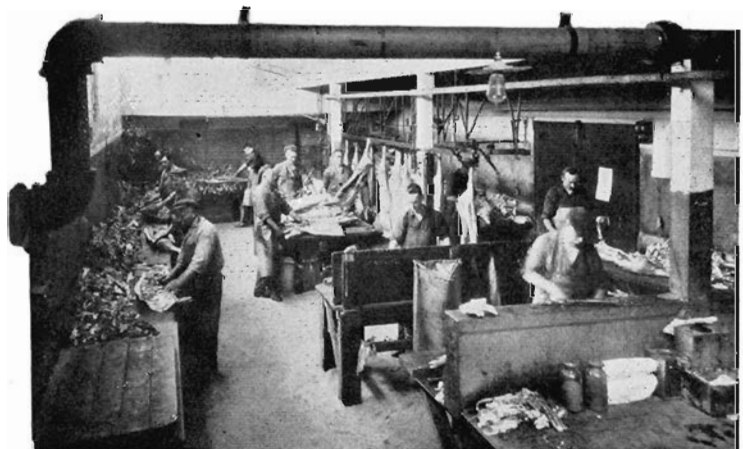
Carcases cooling off in  
the Hanging Room.

and each carcass is cleaned, dehaired and polished in 30 seconds. This machine is a massive structure weighing 14 tons, and the work is accomplished by propelling the pig forward, at the same time revolving it by means of cast iron spirals. The beating is completed by a single shaft on which are 22 flexible beaters with mild steel scrapers revolving at 150 r.p.m. It is driven by a 20 h.p. motor.

Leaving this room, the carcass takes to the rails, which are overhead, and from this position it receives various forms of attention. It is not once taken off the rails. While the pig is conveyed by rails inside the building, he and his products are conveyed by rail outside the building, for the whole of Farmer's production is conveyed by the railways to all parts of the State. One of the mottoes is - "No road merchants need apply."

The pig is cleaned of his "innards," and the lard and various edible portions are sent in different directions, while the offal travels in another direction. Up to 250 pigs are killed every day, and an average of 200 to 215 is maintained throughout the year.

During his travels by rail, our pig is automatically weighed, and the weight is recorded. In the next room, tons of carcasses are visible, and it is in this room that the pork sausage is built. The whole of the sausage meat is specially selected, and the sausage machines are another example of Farmer's perfection. Two machines are in use, one driven by compressed air. The



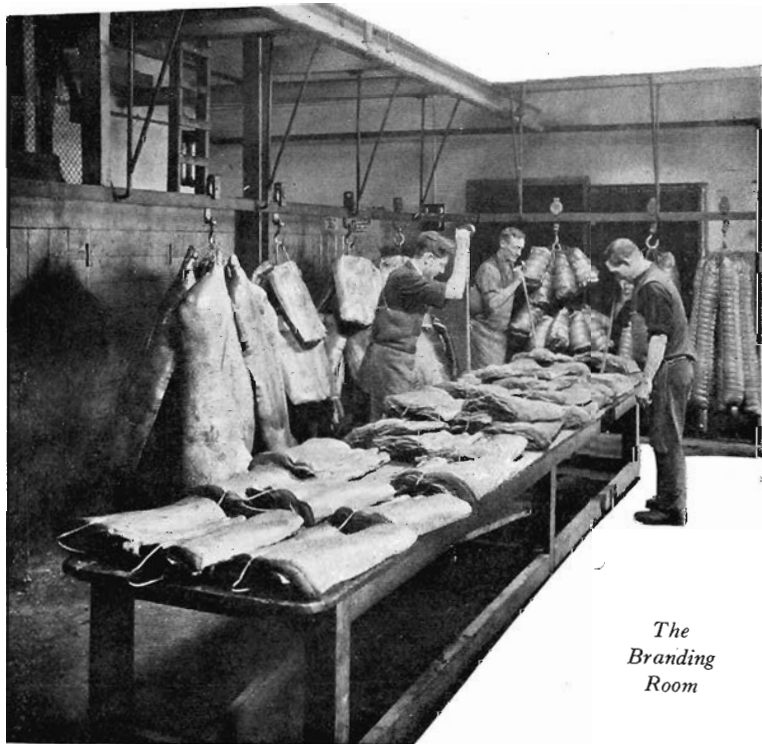
The Cutting-up Room.

other is belt driven, and is used as a standby. The pig is cut up in this room and transported by gravity chutes to the cellars, the next place of visit. In the cellars I saw meat, meat everywhere—but never a ham sandwich. There were piles of hams, sides, quarters, and necks in all directions, but I was informed that there was only a small stock on hand, a month's supply.

In the cellars are about 100 to 120 concrete tanks, five by five by six feet, let into the floor in which the pig is salted. A few tanks had just been filled that afternoon prior to being brined. The cuttings from the pig for sausage and other products are placed in the cellars overnight to chill them to a required degree. The cellars are capable of holding 15,000 carcase pigs. On leaving this room the sides, middles, and so on, are subjected to a vigorous washing, and on leaving the wash-house they are subjected to a further vigorous system of drying. Large volumes of steam-heated air are rapidly passed by means of high speed air propellers.

The next point of interest was that covering the smoke houses, five of which are in use. Each has two stories with firing pits in the basement. Heat and smoke are under control by means of specially constructed ducts. After receiving the required period of treatment, the afore-said sides and middles are again subjected to a thorough drying, heating and cooling process, and are sent from there to the branding room, where the famous Sugar Cane brand is impressed on the carcase. From there they go to the packing and despatch room where hams were being packed in their linen jackets preparatory to being stored away for use next Christmas. Husks of oats are used in the packing process.

From here our next step was down to the heart of the works—the engineer's department—where massive motors and engines were in working order. Two suction gas engines are installed, one in use and the other as a standby. These engines generate the whole of the current required for the works. The motors situated in the various parts of the building are controlled from this room. A system of interphones connects the various departments with each other. All machines are numbered, and it is only necessary to phone the number of machine required when the switchboard attendant turns on the current for it. After a tryout of several years, this



*The  
Branding  
Room*

system has proved its superiority over the placing of the control close to each motor.

Besides the suction gas engines, are steam engines used for freezing, and a staff of 10 men is in constant employment in this building. The boilers are next door, and are Ballarat-made articles, being manufactured at Cowleys. The fuel is obtained from

# HOW STATE AND RAILWAY FINANCES ARE INTERLINKED

By T. F. BRENNAN, Chief Accountant, Victorian Railways

**T**HE ownership and management by the State of an industry, with activities and interests so widespread as are those of a railway system, involve the State in obligations, particularly in regard to finance, which are distinct from and additional to the ordinary obligations of Government. Mr. Brennan, in this article, explains the intermingling of these obligations.

**T**HE strict functions of government do not include the operations of a business undertaking—and a railway is purely a business undertaking. When the State embarks in business, the finances of the two departments—business and government—become interwoven, and it is not within the realm of practicability fully to dissociate them. In our own case (and in the case of nearly all the railways of the rest of Australia) the construction and management of the railways have been undertaken by the State in what is believed to be the best interests of the whole of the people, and, although from time to time there is a demand on the part of the public that the management of our great business undertaking shall be on purely business lines, it is found that under State ownership the same freedom of action cannot be conceded to the management as is usually exercised under private ownership.

## State Loans Provide Capital Cost

The capital cost of the construction of the railways has almost all been defrayed from money borrowed by the State on the security of its revenues, which necessarily include the revenues earned from the operation of the railways. The security obtained by the lenders under these conditions is thus greater than that which can be offered by almost any business enterprise, and the effect of the greater security is reflected in the lower rate of interest which is payable on the loans for these purposes. Before any loan can be raised by the Government, it is necessary that it shall be specifically authorised by an Act of Parliament. When the loan has been floated, and the money obtained, its expenditure on the particular work for which it was borrowed must be authorised by another Act of Par-

liament. This may seem excessive formality, but it is necessary in order to maintain Parliamentary control over the finances.

After the construction of the railway has been completed, and it has been opened for traffic, expenditure is at once incurred both for working and for maintenance, and it commences to earn revenue. The revenue, as and when it is received in cash, must be paid directly to the Treasurer and credited to the Consolidated Revenue, whence it can be withdrawn only by the authority of Parliament.

## How Initial Expenses are Met

Before the earning stage is reached, however, a good deal of expenditure, other than the actual constructional expenditure, must be incurred and must be defrayed from some source. There is in the first place the interest on the borrowed money. The lenders cannot be asked to wait until the railway becomes productive. In strict principle the interest which accrues during the construction stage is a proper charge against capital, and it thus becomes part of the cost of construction. It is a very general practice with private enterprises to charge capital with interest in such circumstances, but it has been held in respect of railways constructed by the Government of Victoria that it would be incorrect to pay interest from borrowed money, and, accordingly, it is invariably charged against the revenue earned by the lines which are opened and operating.

Then, there is the cost of operating the lines which chronologically must be incurred before any revenue is earned. This cost is provided by the Consolidated Revenue. It has been mentioned that the authority of Parliament must be obtained before any moneys can be withdrawn from

the Consolidated Revenue. This may seem a rather cumbrous procedure, and in practice it sometimes is so, but it is a fundamental principle in all countries where the Government of the people is by the people that the control of the purse shall be in the hands of the elected representatives of the people. This is the foundation upon which the liberty we enjoy has been erected.

#### Necessity for Estimates

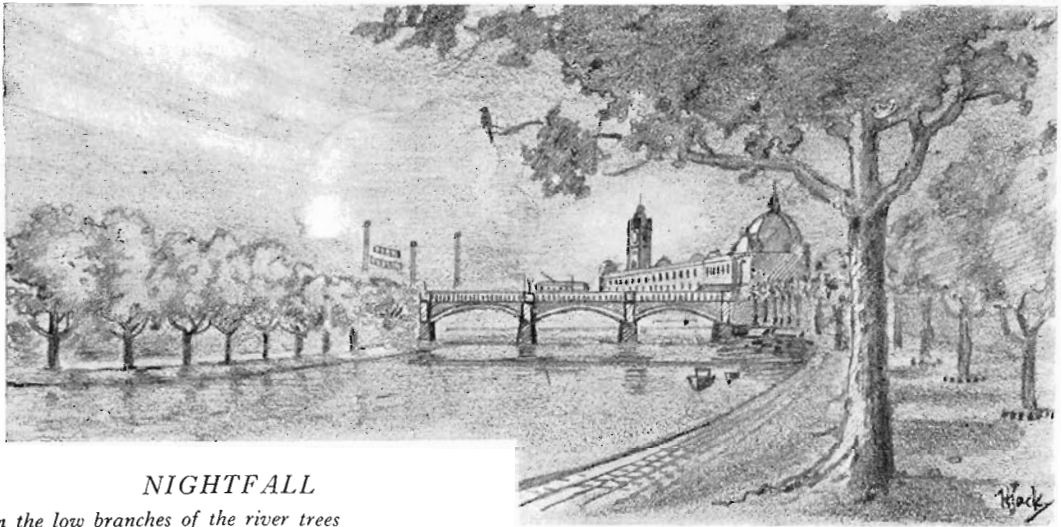
There is thus the necessity on the part of the railway management to prepare in considerable detail an estimate of the expenditure required during each financial year—that is to say, the year commencing on July 1 in one year, and ending on June 30 in the following year. This estimate is submitted by the management to the Government and, if accepted by it, is embodied in what is known as the Budget submitted by the Treasurer for the consideration of Parliament. If acceptable to Parliament the estimate is included in the Appropriation Act, which gives authority to the Treasurer to expend the several sums provided therein under the heads and for the purpose for which they are provided.

Again, before any charge can be imposed for any service to be rendered to the people who use or require to use the railway, the amount of each charge must be decided and publicly notified for the information of all who are interested. This is a function of the Government, the railway management usually being consulted before any action is taken in this regard, but the final decision is that of the Government. In other countries in which the railways are privately owned, it is a very general practice for the Government to be clothed with authority to regulate within definite limits the charges to be made for railway services. In our own case it is a direct act of the Government.

#### Complications Sometimes Occur

The intermingling of the railway finances with those of the State has from time to time caused complications and even embarrassment in the State accounts. In an adverse year from the point of view of railway traffic, the earnings from the business at the fares and rates which have been based on the expectation of normal condi-

(Continued on page 78)



#### NIGHTFALL

*In the low branches of the river trees  
Leaf played with leaf, and thro' the falling dusk  
From the near gardens, on the rising breeze  
The sleeping roses scattered wide their musk.*

*From an adjacent plane tree, tall and straight,  
That raised its graceful stem towards the sky,  
A lonely dove coo'd softly to her mate,  
Piercing the shadows with low plaintive cry.*

*Beneath the station clock, swift pacing feet  
Treading the crowded ramps moved everywhere,  
And from the railway yards, loud throb and beat  
Awakened echoes on the Summer air.*

*And as the shadows of the night fell fast,  
Over the distant roofs of the Domain,  
The lights of some suburban train flashed past,  
And left the darkness in their wake again.*

*Midnight chimed out, and on St. Kilda Road,  
The last tram homeward bound, sped on its way,  
And undisturbed, the quiet Yarra flowed  
Under the bridge, and onward to the Bay.*

—HARRY TUNNECLIFFE

Illustration by H. Jack.

# Canberra's First Military Camp



By  
C. H. CHEONG

*General View of  
the Camp*

IT is a bleak, grey morning. Sleeping forms lie tent-sheltered from the biting frost. Down the hill to the right bugle notes rise and fall in the stirring reveille—those same old notes which have called generations of slumbering soldiers from their dreams. It is 6 a.m.

The notes echo across hill and valley, and die away into a thin silence. A band strikes up one of those famous old tunes that helped many mud-stained men into billets when the world was at war.

In the end tent, Reg. stirs first. Restlessly he tosses and opens his eyes. He is a humorist is Reg., and he shakes Dick and politely informs him that it is morning. Dick, with one eye open, has listened to that band for three minutes, devoutly hoping that some cataclysm might swallow it up before another note is played. His prayers are unanswered: he perforce turns out with the rest.

## Canberra Camp Springs to Life

Thus awakens Canberra's first military Camp—tent after tent pours forth its comple-

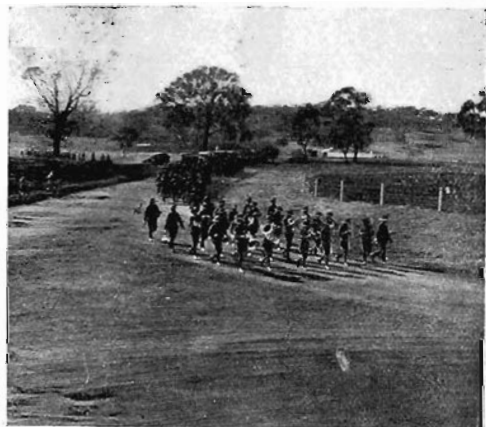
ment of men, shaking sleep from their eyes and reproving snoring comrades as they prepare a hasty toilet.

NO less historic, albeit less in political importance than the opening of Parliament by the King's Son, was Canberra's first military camp. Units drawn from all States to participate in the colorful pageant pitched their tents in the peaceful valleys which, for a million years, had known no sound but the bellowing of cattle, the bleat of sheep, and the cry of the bird on the wing. Canberra for the first time in its history woke to the tramp of armed men the jingle of accoutrements and the call of the bugle.

*Corporal C. H. Cheong, a Victorian Railwayman and a member of the Third Divisional Signallers, who attended the camp, sketches his impressions of it in this article.*

ment of men, shaking sleep from their eyes and reproving snoring comrades as they prepare a hasty toilet.

Nature is kind to Canberra on this particular morn, King Sol winks lazily over the rise at the frost-covered grass till the mists, known locally as the Mystic Lakes, have disappeared, and the beautiful pano-



*Returning from Church Parade*



*Writing Home to  
Mother (?)*

rama is unfolded to those energetic enough to essay a short climb.

Away to the right, Parliament House glistens, while over the hills nests of distant structures proclaim the birth of suburbs, certainly not so populous as those we are accustomed to regard in capitals, but, what a future! A re-visit to this place, a hundred years hence, would certainly show us a model capital. Surely there can be no narrow alleys which some of our cities are pleased to call streets, in this new structurally perfect centre! Those avenues of young trees, those winding boulevards, what must they be like a century hence.

Today thousands of soldiers tramp unconcernedly to and from camp; some day those streets will echo to a steady stream of vehicular traffic, and then how difficult will it be to realise the growth of Canberra. May her paths never know the tramp of soldiers' steps other than on an errand of peace.

#### Spick and Span

It is a privilege to be here among these large-hearted, careful boys who have invaded the Capital's quiet. They turn out on parade with polished leggings, boots, bandoliers and nickelled spurs that clank to each step. They begin the day's work, massed together. Charlie, from Sydney, rubs shoulders with Jack, from Melbourne, while Allan, from Perth, jostles Tom, who hails from Sunny Queensland. Concerted they attack the morning's work, with the cavalry leading, artillery next, then Engineers and Signallers, followed by the Infantry and naval recruits.

Slowly, steadily, they wind over the hills.

Light Horse pennants flutter from bright lances, bayonets glisten, flags unfurl lazily, and so the mile of khaki-clad figures march in fours on to the parade ground.

#### Relaxation

Work over, and back to partake of a meal, the troops recline at ease in the tents. Night falls and spreads her sable pall over the city of tents. Lamps are lit, figures detach themselves from groups to join other parties and hurry to the various places of amusement. Orderly crowds at the pictures applaud Tom Mix, and cheer to the echo the arrival of the Duke at Sydney. Some half mile down the road a bazaar is in progress. Heavily booted lads swing laughing girls to the rhythm of a concertina and a banjo; others try their luck at various games of skill.

Ten-fifteen. A bugle outburst dies away. Lights out! The warning is heeded, and so when Private Rafferty creeps in later



*"Trench Warfare" at Canberra*



*Troops on the March passing  
the Prime Minister's House*

stumbles over the legs of a comrade and incidentally brings down a pile of rifles on the unfortunate occupants, the tent rises as a body and treats his person with scant respect.

Officially, the army is asleep, but I accept Jack's invitation to join him with a cup of hot coffee at the canteen. The night is bitterly cold, and well wrapped up we thread our way through tent lines, past horses well rugged and sheltered, and draw near the Guard. Silently we sympathise with him on his lonely watchful beat. He turns, and his challenge rings through the frosty air. Assuring him we are friends he allows us to pass on. On our return, the incident is repeated, and we reach our lines, walk into the wrong tent, make a hurried exit, and find our beds.

#### The Historic Opening Ceremony

The great day arrives. Rifles are brought sharply to the "present" as Their Royal Highnesses the Duke and Duchess of York are escorted to Parliament House, where is performed the historic ceremony of opening the first Parliament at Australia's capitol. In the afternoon the Duke inspects the troops on review on one of the greatest occasions in Australian history. The Duchess from the dais follows every movement. Overhead, the aeroplanes dip gracefully and speed away in splendid formation.

It is over, this day to which we had looked forward so eagerly, and the march back is completed with that very apparent air of a deed well done.

We step out of our canvas homes for

the last time, and swing past empty lines and silent tents—New South Welshmen, Western Australians, Victorians, Queenslanders, Tasmanians, and South Australians. The last of us entrain for Melbourne, carrying with us vivid memories of the first camp in the Federal Territory.

#### Back to "Civvies"

Through Blandfordia, and along the wide streets of East Lake, where civilians wave a cheery farewell, and shopowners stand at their doors and sigh (the troops had been good customers), we wend our way to the station. The train steams out, a few girls signal with kerchiefs to newly made friends, and the blackness of another night descends.

Taking part in this review were many railwaymen from each State. Victoria was particularly well represented. Two whom I recognised were Sergt.-Major T. Jones, and Signalman Naughton, both of the Rolling Stock Branch, Head Office.

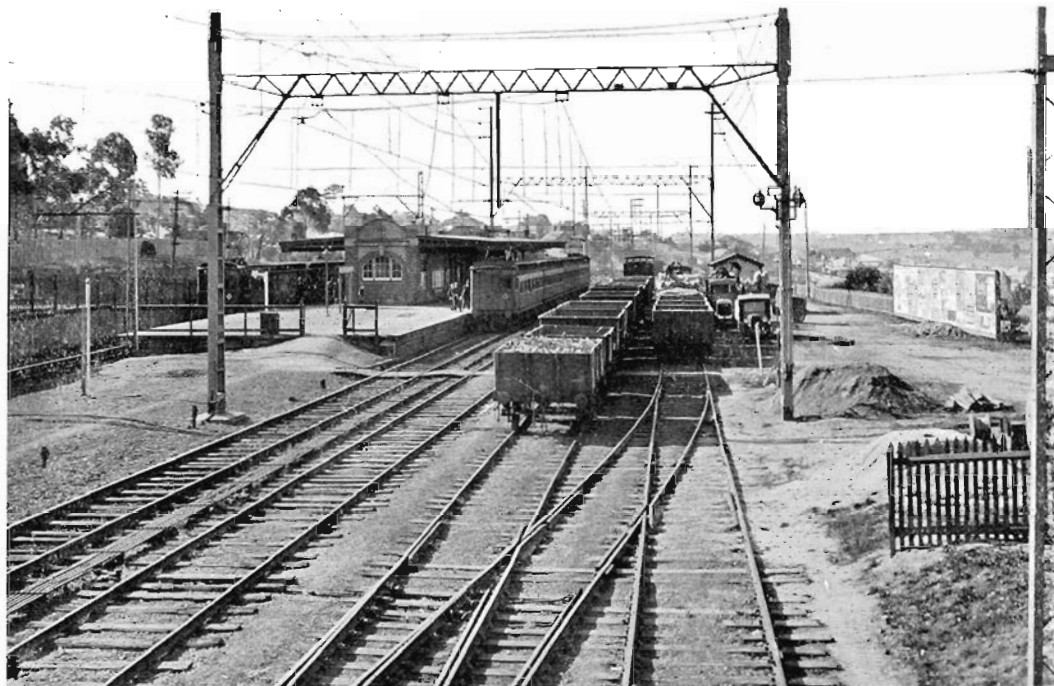


*Home Again*



# Where Puffing Billy Once Ran

By J. D. MICHIE



*Heidelberg Station*

THE romance of the railway is a universal romance. In its totality it belongs to the world. All continents have contributed their picturesque pages to its progress and powers.

There is no more significant and fascinating phase of history than the rise in rail power.

Let us go back to the genesis of rail power under the genius of George Stephenson and, contrasting those beginnings with the achievements of modern enterprise and invention, suggest that the end is not yet, but that, even so it was the earlier triumph that made possible all that has been and is to come.

#### Preserved as Monuments

Of passing instructiveness is the fact that Stephenson's Puffing Billy and other engines are preserved at certain large stations in England as monuments to the work of the great minds who conceived them. The public has a remarkable affection for

NOWHERE in Victoria is the romantic history of the Iron Road better illustrated than in the line which now runs between Melbourne and Heidelberg, a line on a part of which once chugged a locomotive somewhat akin to Stephenson's Puffing Billy; a line, which, at nearly every stage of its construction, encountered antagonism.

these old reminders of the talent of the race.

The feats of courage, skill, patience, determination and ability shown in railway development have their parallel in Aus-

tralia. If different, Australian railway history has its characteristics and distinctiveness of equal merit with the rest of the magnificent attainment.

What, for instance, does not Melbourne, and through it all Victoria, owe to its railways? Of that remarkable growth in about two thirds of a century is it not true to say that without the train it had not been?

#### What the Railways Have Done

In this connection, we take as one example the Heidelberg line, for at nearly every stage of its construction there was agitation and opposition; but there the line is to-day a demonstration of its helpfulness in settlement and healthful access to resorts of beauty.

How many are aware that the line from the City to Heidelberg was, as it were, built backwards, or, in other words, grew from outwards inwards?

In 1882 railway communication was established between Royal Park and Clifton Hill (not from the City to Clifton Hill), and from the latter point to Alphington and Heidelberg a few years later, but the line was not officially opened till May, 1889.

#### Puffing Billy

During the years that it remained closed for ordinary services, however, agitation on the part of the residents of Heidelberg, Alphington and Northcote secured the services of a puffing billy, which in reality was a gas motor engine, built by the firm of John Danks and Son, and geared to a railway carriage. This vehicle carried about 40 passengers and ran to and fro between Clifton Hill and Alphington, between the hours of 9 a.m. and 5 p.m., the driver performing the duties of Guard and booking clerk, in addition to his own. Such were the beginnings of railroading in this particular district in those far-off days.

Meanwhile in 1899 to 1900, it was quite a formidable undertaking to get the line laid from Prince's Bridge to Collingwood. In some of its aspects the effort being reminiscent of Stephenson in England, who was chased off the places he wished to survey in the daytime, and had to do the work at night.

Amid the fever of local antagonism, it is interesting to recall the neutral attitude

of the late Sir Rupert Clarke, when most of those with adjoining property interests were fearful of disaster if the line came.

But the wealth and welfare of the nation and the State and the district, are not forces to be resisted with impunity: the line was built, and, in 1900, was opened with acclaim.

Thus the joining-up of Heidelberg and Melbourne was a red-letter accomplishment, and in later days we have seen the attractive charming country beyond Heidelberg made accessible to home-lovers and tourists and all others, while in recent years three stations towards Heidelberg have been added to the six constituting those in the list of 1889.

#### Picturesque Suburbs Supplant Paddocks

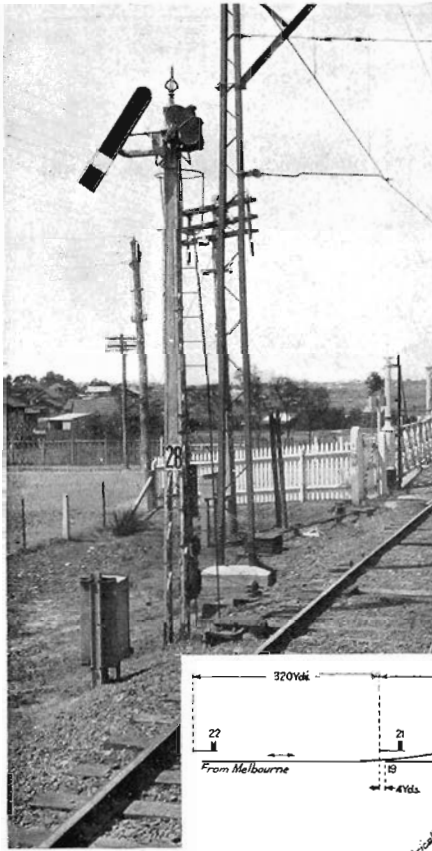
Nowadays you travel from Prince's Bridge to Heidelberg through what in the main appears entirely level country. Beyond Clifton Hill you have for a time a feeling of passing over immense plains (they were splendid paddocks in pioneering days), but there are undulations and charming vistas, and the nearer you get to the journey's end the prettier is the picture of the blue hills; the prettier are those progressive suburbs of homely and comfortable appearance.

Some comparisons of the traffic between Clifton Hill and Heidelberg will illustrate the development from 1889 to 1926. Clifton Hill in 1889 showed passengers numbering 86,150, and revenue amounting to

*(Continued on page 73)*

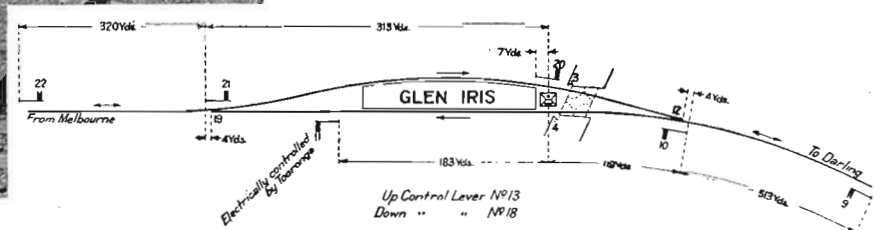


*Looking across Heidelberg towards the Dandenong Ranges*



# Point and Signal Operation by Double Wire

By J. A. D. MALAN  
(Signal and Telegraph Engineer,  
Victorian Railways)



ANOTHER milestone in the history of railway signalling was passed a few months back when the new signal box at Glen Iris, 6½ miles from Flinders-street, was brought into service. Here, the operation of points and signals is now controlled by means of two wires and a most unfamiliar looking interlocking apparatus.

The principles underlying this system are by no means new, and apparatus performing the required operations has been in service for many years. Specially designed apparatus has been practically confined to the continent of Europe, notably in Belgium, France and Germany, but adaptations have been experimented with in England and New Zealand with success. Spain, Sudan and Uganda, have installed similar ma-

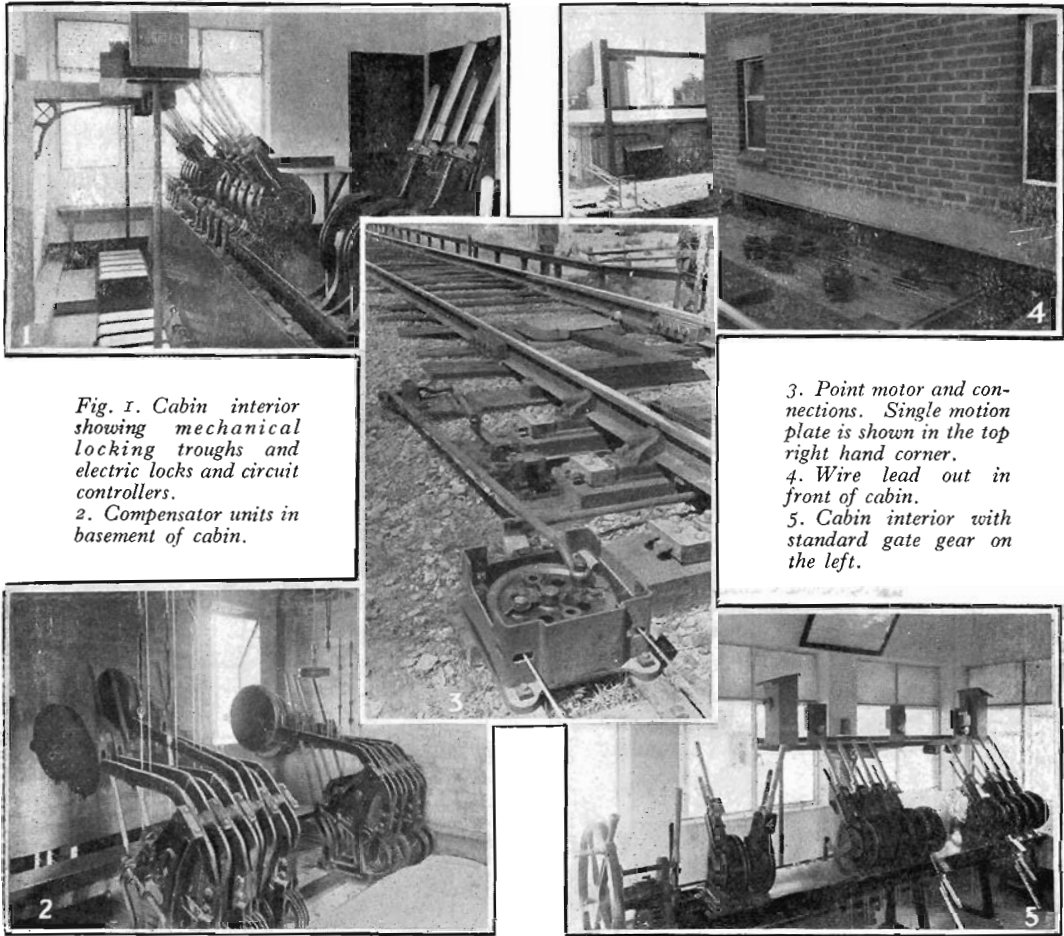
“DOUBLE wire point and signal operation is actually a safer proposition mechanically than the well-known rod and single wire system,” declares Mr. Malan, who, in this article describes the new double wire apparatus—the first of its kind in the Southern Hemisphere—recently installed at Glen Iris.

chines, and these, together with the one now in service at Glen Iris, may be regarded as pioneers of their type. Handling a total of 630 trains per week, and situated

in the suburban electrified area, it is reasonably safe to assume it to be the busiest machine of its kind.

The Chief Engineer of Signals and Telegraphs, Mr. F. M. Calcutt, is to be congratulated on his initiative in authorising this unique installation, which again demonstrates the progressive outlook of the administrative staff of our Railways.

It is impossible in this short article to describe in detail many of the distinctive features of the apparatus, or to do more than hint at many of the ingenious mechanical safety devices that go to make double



*Fig. 1. Cabin interior showing mechanical locking troughs and electric locks and circuit controllers.*  
*2. Compensator units in basement of cabin.*

*3. Point motor and connections. Single motion plate is shown in the top right hand corner.*  
*4. Wire lead out in front of cabin.*  
*5. Cabin interior with standard gate gear on the left.*

wire operation actually a safer proposition mechanically than the well-known rod and single wire system. A study of the accompanying photographs will reveal many interesting points.

#### Well Defined Angles

The multifarious complications at the back of modern signalling, be it mechanical or power, only exist, in the ultimate analysis, as a means of displaying a reliable and perfect signal aspect. In power operation the constant angle aspect of the arm has been achieved and in double wire mechanical operation its counter part has arrived. The signal arm shown at the heading of this article displays a clear and well defined angle to the driver of a train, who, I am sure, will be pleased to learn that this angle will be always the same under all weather and temperature conditions.

Starting from the operating floor of the

cabin, figures 1 and 5 clearly show the unusual features of the interlocking machine. The standing type of gate operating gear is shown at the extreme left of figure 5. Levers 3 and 4 control the wicket gate of the foot crossing, and for convenience have a restricted movement of only 60 deg., but the other point and signal levers move through a complete semi-circle—that is, six times the angle of the usual mechanical machine. The mechanical catch handle locking and electric lever locks and controllers are all conveniently placed above floor level. The pilot key box and other appurtenances are of course common to all cabins on the track-locked single line between Heyington and Darling.

#### Ease of Working

The short lever with its long radius stroke is largely responsible for the ease of operation of this machine. No. 19 points

situated 309 yards away is a good example. Only one wire each is attached to levers 13 and 18, as these have no outside function, and a weight (seen in fig. 2) is attached to counterbalance the lever during its stroke. Floor pushes for energising the electric locks may be seen in the bottom right-hand corner of fig. 5.

In the basement of the cabin are located the two groups of compensators shown in fig. 2. A pair of arms and weights work together on the two wires leading from the upstairs lever to its outside function, and this simple device might almost be termed the "brains" of the safety features. Small but efficient "broken wire" and safety devices are located at the points, signals and levers in such positions and in such a manner that every contingency of an unsafe condition arising is safeguarded, and the force required to cause these devices to function when necessary is derived from the latent energy of the compensator weights. In addition, of course, they provide a perfect means of compensation for temperature, which accounts for the reliable aspect of the signal previously referred to.

#### Solid Steel Wires are Used

The lead-out from the cabin is shown in fig. 4, and, clean as it may seem, is more cramped than might be generally expected, owing to the proximity of the cabin to the interlocked gates and footpath of a skew crossing. The wires are carried through the crossing in oil-filled pipes, the stuffing boxes of which can be seen in the bottom right-hand corner of the photograph. The run

of the wires from this leadout to the signals and points is similar to present practice, only instead of using stranded wire a special high grade solid steel wire is used, except at flat wheels where a length of stranded flexible cable is inserted. All wheels used are run on roller bearings to reduce friction and wear to a minimum.

#### Sounder than Rod Operation

The main, perhaps only cause for possible misgiving as to the desirability of double wire is in its use to operate points. A study of its application reveals, however, that it is both theoretically and practically a sounder proposition than rod operation. In addition, it enables a pair of points 500 to 600 yards from its lever to be operated with comparative ease, whereas 300 yards is the approximate limit for rod operation, and even at half this distance some points are difficult to move. The point motor, operating rod and plunger, are clearly shown in fig. 3, and here in the top right-hand corner will be seen just above the block joint the motion plate that operates the signal. Another general layout of the points, with the slide detector to the signal, is shown in fig. 6.

I hope that this brief outline will draw attention to the progressive possibilities of mechanical signalling. To those more interested, a first hand knowledge of this unique interlocking plant will amply repay the time spent. It is safe to prophesy that this pioneer of the Southern Hemisphere will before long have kindred installations in this and other countries.

*General  
Layout  
of Points  
at  
Glen Iris*

6750



# A Chat with the Railway 'Buses

By HUGH RICHARDS



*Mr. Richards interviews "Fagey"*

"HERE, here!" I halted before the handsome Fageol 'bus, and laid my hand on its front left-hand mudguard. "What's the matter? What are you crying for? Bear up, man—I mean, 'bus. Bear up, 'bus!"

"I'm not crying." Hastily thrusting a damp handkerchief into its trouser pocket, the railway 'bus faced me in angry confusion. "I'm not crying! I-er I've just got a bad cold. What on earth should I be crying for?"

"Of course you've been crying," disgustedly interjected the big Brockway 'bus opposite. "Own up, Fagey. What's the good of pretending? We all know you're sore. We've all told you you ought to have more sense than to worry about the matter. You don't hear either of the Whites complaining. Nor me either."

"You're only a 221-incher though," snapped the Fageol. "It's harder on me. Be-

LAST month, the ninth Railway-made road motor coach was placed in running. It was the last word in 'bus-building, and it prompted Mr. Richards to go down to the Departmental garage, to interview the 'buses themselves, and to get their outlook on life on the Open Road. Here he records the interview in his inimitable style.

The Victorian Railways Department now possesses 16 motor coaches, all told, which operate 151 route miles of road.

sides I was the first—the very first!"

The Brockway winked at me as I raised my eyebrows.

"Jealous!" it announced in a hoarse stage whisper. "Fagey's jealous of the new International. Did you ever —"

"I'm not jealous!" Hotly but unconvincingly the Fageol denied the impeachment.

"Yes, you are," repeated the Brockway.

"I'm not!"

"You are!"

"I'm not, you—you Ford!"

The Fageol's deadly insult stung the Brockway to the rear number plate. Its headlights gleamed ferociously. I thought it time to intervene.

"Now, now," I chided. "Two fellow-workers shouldn't quarrel. Tell me the trouble."

"There's no trouble," began the Brockway, calming itself with an effort. "Fagey here is confoundedly touchy on this matter.

He's always prided himself on being the first 'bus to be built and placed on the road by the Victorian Railways. He's always said he was the best job turned out. The Whites of course say the same. They're a conceited crowd. Personally, I wouldn't offer an opinion, but—ahem!—if anyone asked me the primary requisite for a really good 'bus, I'd say a Brockway chassis."

"Of course," sneered the Fageol, "Limited intelligence and poor taste always go with a thick hide."

"I've a jolly good mind to punch your radiator for you!" retorted the incensed Brockway.

"Just try it on," invited the Fageol, brandishing its front bumpers.



*Half-a-dozen of the Railway's Fleet of Motor Coaches Waiting for the Day's Work*

Once again an ugly scene was averted only by my tactful intervention. The Fageol became sullen. The Brockway quietened and resumed its story.

"So when this new International Coach came along, all these conceited 'buses got jealous. The Whites don't say much, but Fagey hasn't left off criticising it yet. The International's a beauty, I'll admit. The chassis should be a Brockway" (the Fageol sounded its horn disdainfully) "but its line and cut couldn't be better. It's a 240-inch. Eh? Oh, that's just the distance between the front and rear axles. I'm only a 221-incher. Fagey's a 198-inch. The two old Whites measure 230 inches. The four other Whites are 198 inches."

**I** DIGESTED this interesting dimensional information in gratified silence. Then, "How many railway 'buses have their headquarters at Jolimont?" I asked hur-

riedly, just in time to prevent a renewal of hostilities by the brooding Fageol.

"Sixteen, I think," replied the Brockway. "Yes, sixteen. There was the first White that was built for the railways in Sydney, and there were the six that were assembled here in Melbourne. That's seven. And now the International is the ninth the railways have turned out themselves since they decided they could build a 'bus with the best of them. And so they can. There's Fagey there, me, the International and six Whites."

"And I'll say we nine are real quality jobs," observed the Fageol, infusing a little sociability into his manner. "The International's not a bad little truck. The Whites are pretty fair. Even this Brockway has its good points. And of course the Fageol—me, I mean—is the pick of the lot."

"International not a bad little truck,"

echoed the Brockway scornfully. "That's the best I've heard for a long time. It'll take 27 passengers. It's 30 feet in length. It's seven feet six inches wide. It weighs six tons six hundredweight. It carries a clearance of 16 inches off the ground when fully loaded. It moves like a swallow—or a Brockway. It's got a thickness of felt between the body and the chassis. It's got less friction about it than you've got modesty. Not a bad little truck! Bah!"

"Well, well. Never mind." I stroked the Fageol's bonnet soothingly. "Why worry? You're still one of the best vehicles on the road, and nobody can deny that you're the first railway 'bus anyhow. You should feel sorry for these young fellows, coming into the service to take on strange work under strange conditions.

"However," I sought to change the

*(Continued on page 42)*

*The Spirit of the time shall teach me speed*

—SHAKESPEARE



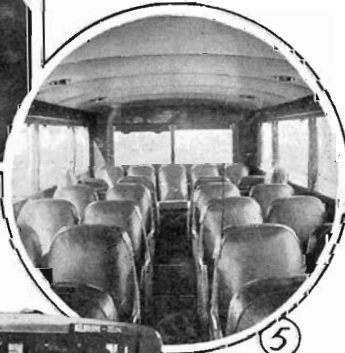
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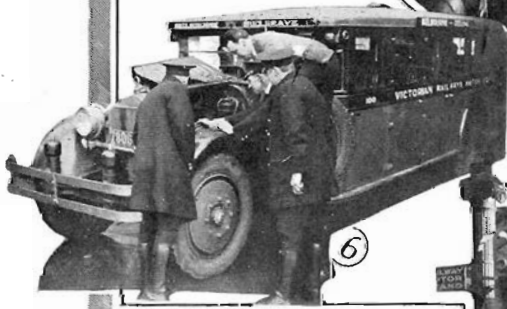
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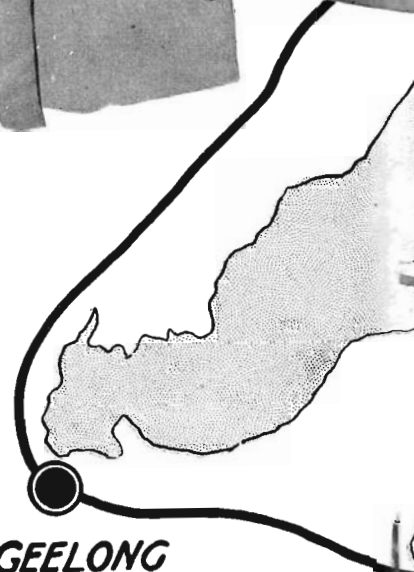
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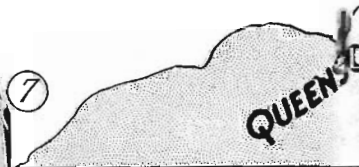
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**GEELONG**



**QUEENSC**

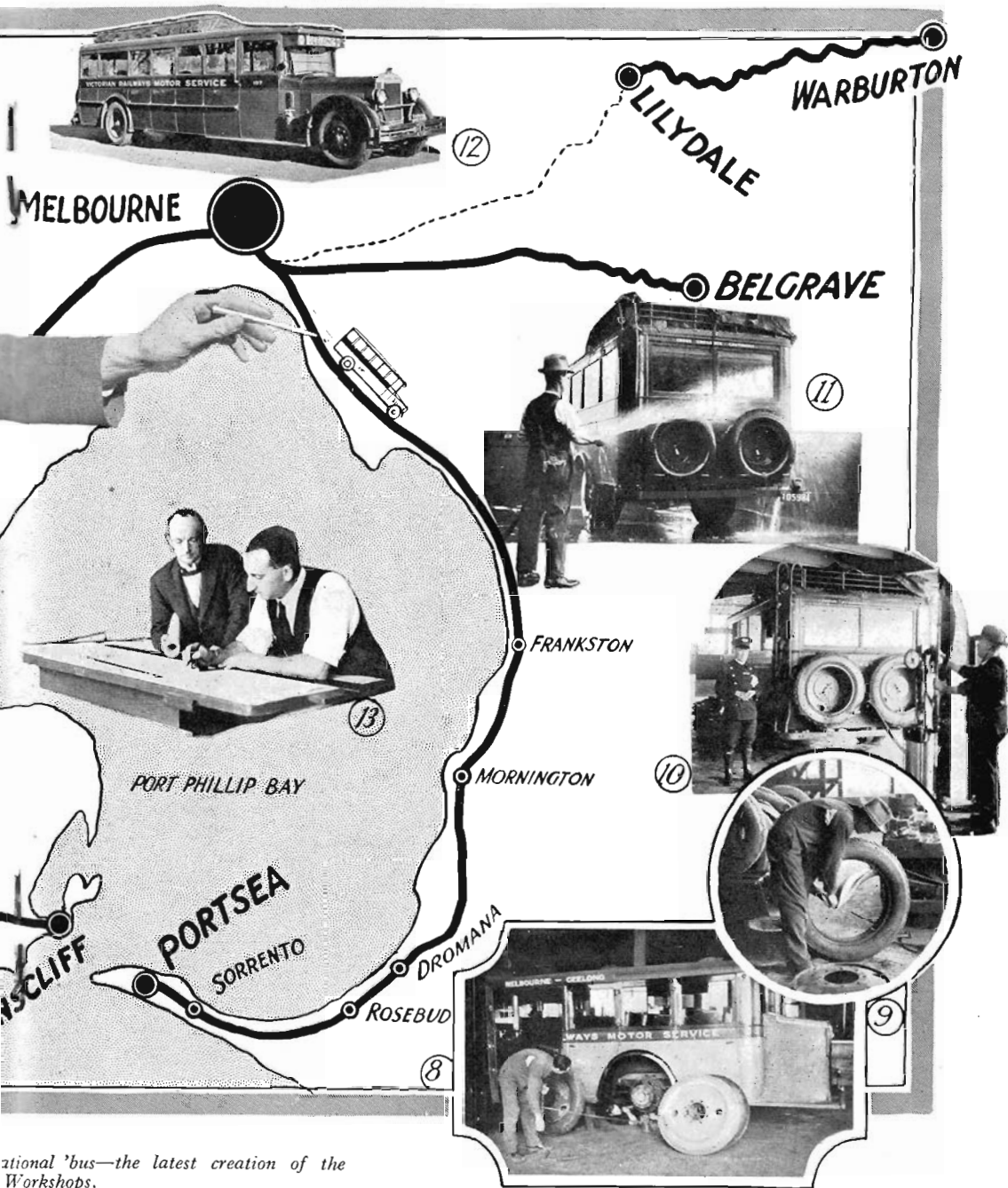
1. Mr. W. Robert, Superintendent of Road Motor Services, surveys the routes along which his fleet of luxurious 'buses run.
2. One of the 16 railway drivers signing on duty.
3. Examining the all-important tools.
4. Ready for the road.

5. Interior of the International Newport Railway Wagon.
6. What's the trouble here?
7. Loading up luggage at Flinders Street.
8. Experienced mechanics making repairs.
9. Melbourne's champion passenger train.
10. Three thousand gallons of oil for the railway garage.



—And, on the road, as on the rail, comfort, efficiency and reliability.

—HAROLD W. CLAPP



ational 'bus—the latest creation of the Workshops.

? Flinders-street. make light of the repair work at Jolimont. Suncture-mender. s of petrol pass through the bowser at every week.

- 11. Washing down after a run.
- 12. Nothing on the roads to beat it!—The new Railway International 'bus.
- 13. Messrs. W. P. Hambridge (left) and A. J. Terry, who have designed and drawn the nine 'buses which have, so far, been built at Newport

subject, "what's the work like?"

"Not bad," said the Fageol. "It's confoundedly chilly these cold mornings. And when the cleaners hose you down—brrrrr!"

The 'bus shivered until its windscreen rattled.

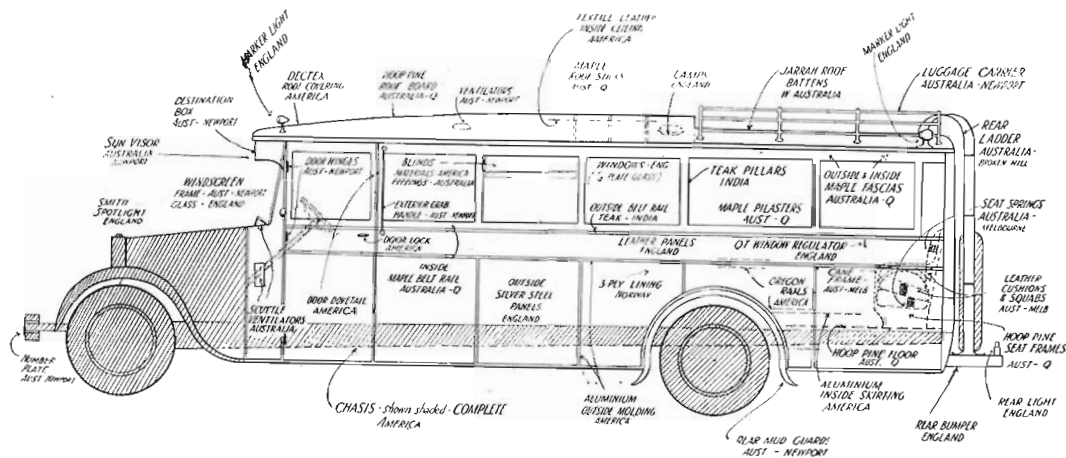
"You get washed after every run?" I queried.

"Of course we do!" A touch of hauteur crept into the Fageol's voice. "Overhauled and inspected and cleaned. There's a staff of cleaners down here and plenty of mechanics. All the drivers are well-trained, too. They're specially tested, and they take their turn on repairs in the garage."

"Talking about drivers' tests," said the Brockway, grinning from mudguard to mudguard. "That old White tells a good

way 'bus while it was travelling on the road—fine new baby. They tell me the mother's going to call it Victor Robert Molomby Scott—after Victorian Railways Motor Service."

"WE don't all sleep at Jolimont, you know." The Brockway reverted to weightier matters. "There are railway garages at Warburton and Portsea, and Geelong and Belgrave, and Queenscliff. We had a bit of variety in our runs as well as our sleeping quarters. Take that young White that leaves Portsea early to-morrow morning. It reaches Melbourne at half-past ten, is overhauled and cleaned here and makes the 11 a.m. trip to Geelong. It returns to Melbourne at 3.30 p.m., the mechanics have another look at it, and



Eighty per cent. of the raw material for a Railway 'bus is converted into the finished state at the Newport Workshops. This diagram shows the places of origin of that raw material

story about an occasion when the railway instructor was breaking in a driver. The two railroaders were running Whitey along the Geelong road, and they honked as they passed a Ford truck. Whitey's horn certainly sounds a little unusual, but the driver of the Ford was a new hand right enough. He hears the honk, and dash me if he doesn't pull up, jump out and look under his truck, thinking something had gone wrong with his differential!"

I laughed politely. The Brockway was laughing. I thought I had better too.

"Was that the White that was mixed up in that interesting little incident last week?" asked the Fageol. "You heard about it, didn't you? The stork called in at a rail-

then it's off again to Portsea at 4.45 p.m. Good going, what?"

"It is," I agreed. "How many trips are actually run by you railway 'buses nowadays?"

"Just a minute," said the Brockway, counting on its fingers. "There are 12 return trips daily on the Geelong route, eight return trips between Melbourne and Belgrave, two between Geelong and Queenscliff, two between Lilydale and Warburton, and two between Melbourne and Portsea. And extra trips are run on holidays or when heavier traffic comes along. Considering we started with a single trip between Melbourne and Geelong less than two years ago, I guess we can claim to have pro-

gressed some."

"I've seen some figures lately," remarked the Fageol. "Since they started, the railway 'buses have covered just on 546,000 miles."

"More than twice the distance to the moon," I murmured, impressed.

"Yes," said the Brockway, "and not one serious accident in all that time. Punctures there have been, of course. And I've had a window broken. Two men seated side by side had a box-on about opening the window. The man near the window wanted it shut. The other fellow wanted it open. One kept on saying it was going to stay shut. The other kept on saying it was going to be opened. And they both kept on calling each other names. Finally,

a 'bus, you select your chassis first. Being sensible, you choose a Fageol chassis" (the Brockway allowed a contemptuous laugh to rumble along its exhaust). "That done, you make your calculations for your body load, your passenger load, and your luggage load. You test your chassis. Being a Fageol, it doesn't really need a test. Naturally with a Ford or a Brockway you've got to be more careful —"

Leaping hurriedly, I managed to clamp on the Brockway's hand brake before the enraged 'bus could attack its insulter. Violence was in the air. I waited until the testy pair had cooled down before I permitted the Fageol to resume its lecture.

"Well," continued the Fageol at last, "after you've tested your chassis, you fix



*What the Railway 'bus driver sees through the window of his 'bus before he leaves the garage for his day on the road*

one leaned across to open it, the other punched him, and between them they smashed the window. The great galoots had to pay for the damage."

"That's good glass in your windows, too," I observed, scrutinising both Fageol and Brockway.

"Yes, English," said the Fageol, squinting complacently over its left mudguard at its glittering array of windows. "That leather is English as well. The three-ply skirting comes from Norway, the jarrab, pine and maple from Queensland, the teak from India, and the iron from Broken Hill."

"There are easier things than assembling and building a 'bus then," I said.

"Sure," replied the Fageol, gravely acknowledging the timid salute of a passing International lorry. "If you want to build

your spring deflection, see? You determine your clearance off the ground. You work out your depth. You plan your width. Then you place your flooring and your sides on your brackets. You frame up each side in one piece. You frame up your back separately. You do your temporary assembling. You look to your front woodwork. You gradually work to your top until your outside shell is complete. Finally you finish off your inside and your outside, tack on your number plates and look for your licence."

THE Brockway's attention had wandered from the subject of the Fageol's discourse. A deep frown furrowed the front of its bonnet. An air of pensive abstraction enwrapped it, from front bum-

*(Continued on page 71)*

# What Every Foreman Should Know

**W**HAT constitutes a good foreman? What are the qualities that make him a leader of men? This article reprinted from the New York Central Lines Magazine endeavors to define those qualities, to determine the principles of leadership, to analyse the elusive something that breeds confidence in men.

**L**EADERS of men are sometimes found in the most unexpected places. Any undertaking or enterprise which is successful, or continues to be successful, must have a leader. We have leaders in finance, leaders in education, in fact leaders in all branches of activity in a community. Foremen, in fact the executives of any organisation, are purely leaders of men. Real leaders of men do just what the word signifies—they lead other men, do not drive them.

To define more carefully the full meaning of leadership as applied to foremen, we have divided leadership into six principles:

- Knowledge of men
- Self control
- The ability to recognise, accept, and act on good advice
- Ability to instruct
- Interest in others
- Confidence in others.

The first principle of leadership is knowledge of men. A foreman should know his men by studying them carefully, picking out the strong and weak points of their nature. This will enable him to strengthen his force by building up the weak points. As a foreman, you have undoubtedly learned that in order to get results you have to take up matters of importance with your men in different ways. Every man has something peculiar about his make-up. If a man does not make good, study him, and analyse how and where he falls down.

## Know Thyself!

Self-control is the second principle of leadership. It is a very important one. It is defined by the Bible, which says, "Know thyself, deny thyself, control thyself." To a foreman this means that he must be able to boss himself, before he can boss others. He is the leader of his force, and if he lose his temper, he can expect his men to do likewise. His self-control must be an example to his men. He should not only control his temper, but his action and method of approaching his men. It really means to think carefully before speaking or acting. Stabilise your men by an even temperament.

Never have favorites, because they are detrimental to you and the organisation.

The third principle is the ability to recognise, accept and act on good advice. This does not only mean that you should carry out the orders of your superiors; it also means that if John, the sweeper, should stop you and make a suggestion on some better method of handling his work, you should consider and think over carefully this suggestion, and commend him for taking an interest in his work. Don't give him the impression that you are not interested in his suggestions. You must have the ability to look on both sides of every matter brought to your attention, and remember above all that the boss is not always right.

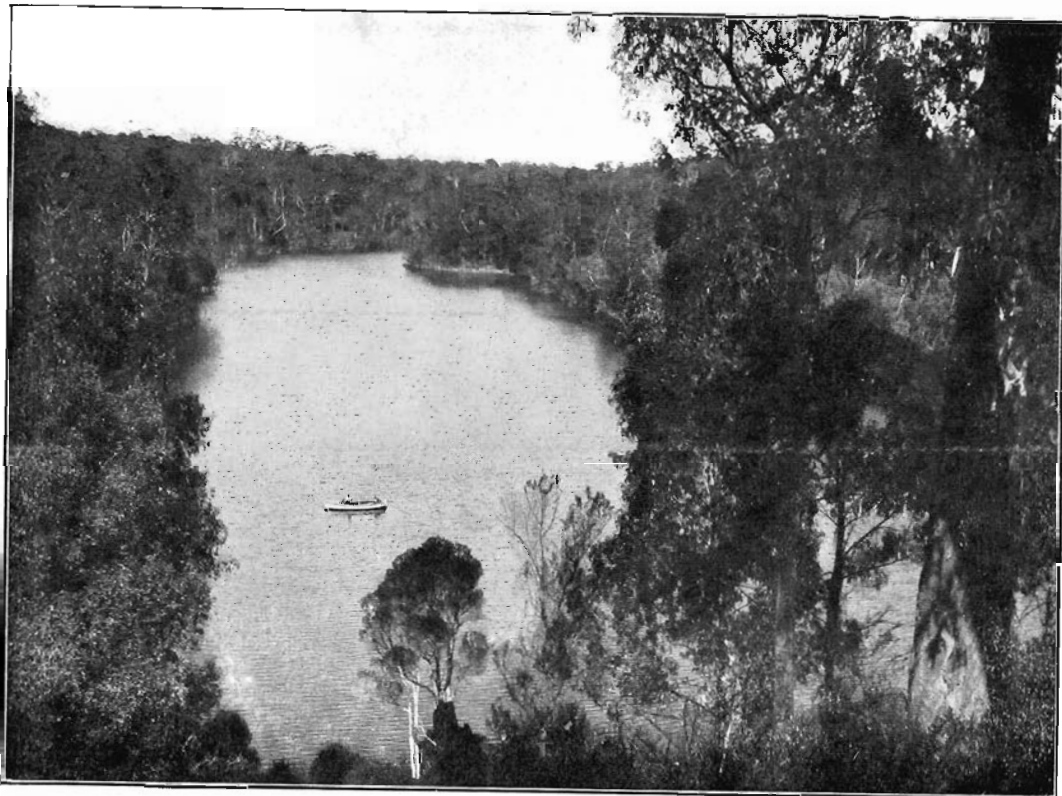
The fourth and one of the most important principles of leadership is the ability to instruct others. Some of the best mechanics are unable to instruct others. A foreman should tell his men what to do, rather than what not to do. If a man is properly instructed, he will generally make few mistakes.

## The Personal Touch

The fifth principle of leadership is interest in others. As a foreman you should take a human interest in your men. This interest will not only make you many friends, but it will create loyalty in your men, and bring them in closer personal touch with you. Speak to your men when you meet them on your first trip through the shop in the morning. Make a special effort to speak to each man, call him by his first name. This in itself will help to start the day much better than if you come in with a grouch. The interest you show in your men will help to develop the sixth principle of leadership, which is confidence in others. As a foreman you must show interest in your men and influence them by what you say and do in order to gain their confidence and have confidence in them. Remember that your success as a foreman represents your ability to influence the men who work for you and do the things that they should do. Through this confidence your own success must come.

*Where To Spend A Holiday***By Gippsland's Lovely Lakes**

By Rev. G. COX

*The Nowa Nowa Arm of Lake Tyers.*

**T**HE morning of April 30 saw the party comfortably seated in reserved compartments bound for Bairnsdale, which was reached without unusual incident. Our company included three Scottish ladies, two of whom occasioned, at a later stage, a question about O.S.'s in life belts, another (Aussie) who made eyes at everything—from the cheese on the table to the abo. guide at Tyers; a young fellow who was always saying what he would do when he was old (he was only 82), a very quiet young couple (newly wed), and a padre, also an amateur geologist, whose actions led one lady to remark "men will have their hobbies, some have fossils and some have beer." The rest of the party was made up of people, except Mr. Jones our pilot.

**M**R. COX of Mornington, who recently toured the lovely Gippsland Lakes District, here writes his impressions of an enchanting holiday specially for the V.R. Magazine.

Arrived at Bairnsdale we were transhipped into a 'bus, over the bonnet of which the driver piled the luggage until it only seemed possible to drive by the aid of a periscope. A short run brought us to the wharf, where we joined the steamer for the lakes. The journey down the Mitchell was full of interest, fishing parties, bird life, quaint farmhouses, ruined hop-kilns were all seen in passing. The silt jetties at the mouth of the river are a feature of the Lakes, the countless black swans a source of wonder. The greater part of the journey down the Lakes was in the waning light, so the scenery composed mostly of twinkling navigating lights, was a minor consideration. Our thoughts anticipated tea, and in that we were not disappointed.



*The Tambo River*

After a quiet Sunday, Monday was occupied with a trip by motor boat up the Tambo River. This gave an opportunity of seeing what we had missed on Saturday evening, and under the most favorable conditions—morning sunlight. Apart from the views, the trip was without incident till we came to Swan Reach. Here was an interesting sight, a high-level bridge with two draw panels, in ruins; beside it a diminutive structure, with one draw panel, providing a crossing for the Princes Highway. It appears that the timbers of the old bridge, weakened by borers, collapsed one night under the strain of a flood, and there they have been allowed to remain.

#### Grafters

Here we landed some able-bodied volunteers, who, seizing the handles of a windlass, gave an excellent representation of the little grafters at the Bourke-street entrance to Cole's Book Arcade, and the panel of the bridge slowly lifted to enable our boat to pass through. Several photos of this performance were taken, but they have been suppressed for the sake of domestic peace, one man declaring that if his wife saw the

picture she would at once buy a mangle. On turning a bend higher up the river the banks began to rise, until we were facing enormous sandstone cliffs, eroded by the wind into beautiful and fantastic designs, while along the lower banks the growth afforded a rich display of autumn foliage. To add a finishing touch a pair of eagles soared majestically overhead.

#### North Arm

Tuesday morning was spent on the ocean beach, and the afternoon was occupied with a trip by launch up what is known as North Arm. It is so called because it is like an arm. It is also like a leg—a very crooked and bandy one, all twists and turns. The banks being high and well timbered, the water was beautifully calm, and gave off amazingly clear reflections of the whole landscape. The bird life was very interesting, several kingfishers in their resplendent plumage were seen, while at a certain spot we were delighted with the bell-bird's orchestra. A tea-room right in the bush at the landing stage, and a short ramble, were a delight to all, before repeating the pleasures of the water trip on the home journey.

Wednesday was devoted to a day's trip to Nowa Nowa by car and launch. A run through some rough forest country brought us to the landing stage, where the launch from Toorloo soon arrived, and taking us aboard, passing the beautiful Toorloo Arm we went up the Nowa Nowa Arm for a distance of 18 miles, along a wonderfully intricate winding course, amid beautiful surroundings. Though the day was cold and wet, with covered cars and a covered boat, the outing was enjoyable, and a hot lunch at Nowa Nowa was just the thing.

#### Shipwrecked

All proceeded well on the homeward trip, till, something aloft requiring attention, the skipper handed over the wheel to an unlicensed pilot. Looks of fear passed over several faces, and that such were well justified was soon evident. An uncharted mudbank suddenly rose up beneath the surface, and our boat became an island. Taking a careful survey of the position, and finding there was apparently no means of reaching the mainland, the question of food supply became urgent. A search led to the discovery of a banana, two chocolates, and some honey in a tin. With 19 on board things did not look too promising, as there appeared no chance of a rescue for weeks. The skipper, true to the traditions of the service, determined to go down with his ship, so jumping overboard down he went, down, down, down, till he touched the bottom in three feet of water. Hope revived, and after lightening the forepart of the ship by ordering passengers aft, and jettisoning hairpins and all other useless cargo, to relieve the suspense, let it be said the good ship safely floated off, the skipper once more came on board and took the wheel, and a fresh vista of the lake claimed attention.

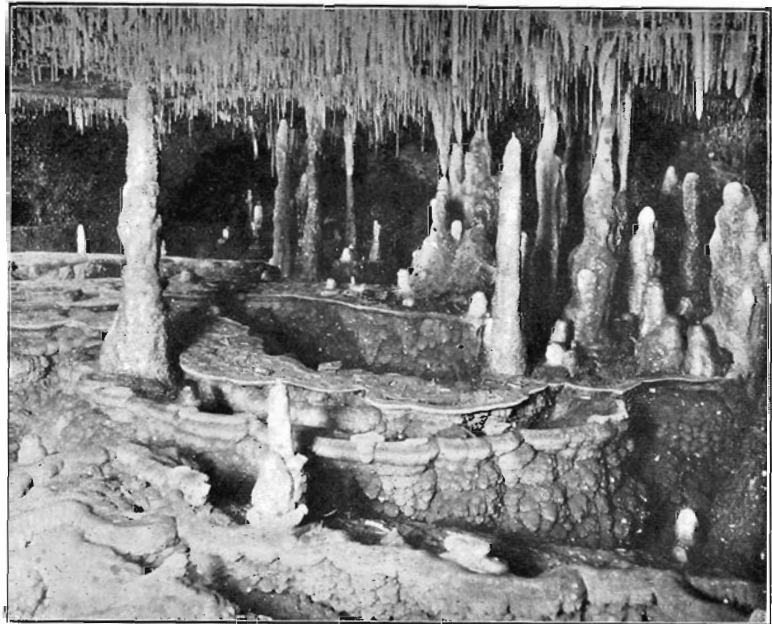
Further down the lake the abo. Mission Station was visited. A guide met us at the landing stage and introduced us to

the Gum-leafed Band. Producing their instruments (gum leaves) apparently from nowhere, they tuned up and treated us to a musical performance as novel as it was good. Melody, harmony, time were splendid, as was also the case in the singing of one of the men later. A collection was taken up, and on seeing it one of our party was seized with an idea. He made bold attempts at practice next day, but was chilled on being told he could never play—his lips were not thick enough. We visited the Church, saw the Honor Roll, an exhibition of boomerang throwing, the Recreation Hall, and got in touch with some piccaninies at the doors of their homes.

#### The Buchan Caves

Next day the trip was to Buchan Caves. The drive ran through the state forest, past the fine railway bridge over Boggy Creek at Nowa Nowa, through a miniature forest of Snow Gums, shortly after which we saw at close quarters a fine kangaroo. Approaching Buchan we got a glorious panoramic view of the river valley, and passing through the picturesque town went on to the caves. At the Caretaker's cottage were two wallabies in an enclosure, and outside the Royal Cave we saw two more in their wild state. The morning was given up to the Royal Cave, the afternoon to the Fairy Cave.

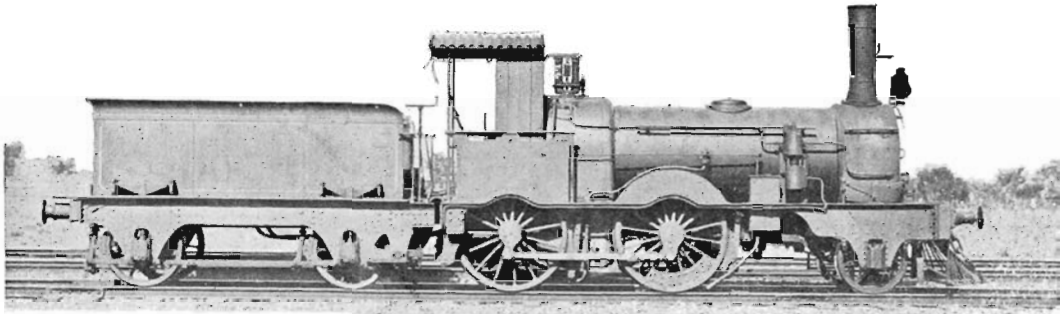
(Continued on page 73)



In the Buchan Caves

# Wheat Hauling, 45 Years Ago

By HENRY JANES



*One of the Old "J" Class Locomotives mentioned in this Article*

**T**O-DAY wheat is hauled expeditiously and efficiently with up-to-date rolling stock, which contrasts strongly with the locomotives and trucks of 45 years ago. Mr. Janes, a retired special officer of the Railways Department, here writes, in reminiscent vein, of the old wheat trains.

**R**EADING recently of the transportation of grain from the wheat areas to the seaboard, I could not help thinking of the days that are past and gone, comparing the wheat traffic of the 80's with that of the present day.

In January, 1882, I was transferred from Geelong to Ballarat. At that time the Melbourne—Adelaide Line only went as far as Horsham. It was opened to Dimboola that year.

My first day's work in Ballarat was as fireman on engine No. 125 to Driver J. Fallows on the 4 a.m. to Stawell. It was on a Sunday, and there were two other specials to Stawell for wheat, and three between Ballarat and Beaufort for firewood.

#### Imported as a Pattern

Our engine was what was afterwards termed the "T" class, but it was the only one of the sort at that time, having been built by Messrs. Beyer and Peacock, in England, and imported as a pattern. It was what would now be classed a 70 per cent. engine.

It was, however, one of the big engines on the Ballarat—Stawell Line. The other two large engines were Nos. 153 and 155, manufactured by the Baldwin Company, America. They were of the same power as No. 125. The rest of the traffic, on this line, was run by the "F" "G" and one "J" class (No. 6). These would now be classed as

53 per cent. engines. There was no percentage classing in those days, and the engines were not even lettered. No. 151, also manufactured by Messrs. Beyer and Peacock, was an "R" class pattern engine, and several of this class had been made at the old Phoenix Foundry, Ballarat.

We had no tonnage computation of loads, which were computed by the number of trucks—two empty trucks counting equal to one loaded. All the mixed trains beyond Ballarat on the Stawell and Maryborough Lines were run by "F" class engines. This class also ran a great number of the wheat trains. The boiler pressure on all classes of engines was 130 lbs. The goods load for the "F" class was eight loaded trucks and van.

#### Six and Eight Ton Trucks

The trucks had only a carrying capacity of six and eight tons, so, with such loads, it can be easily understood that, although the wheat area was very limited in comparison with that of to-day, it took a good many trains to shift the harvest, and some had to be run nearly every Sunday.

There were no such things as double-headers then (in our district at any rate) excepting from Ballarat to Warrenheip. Engines of what were later classed as the "O" and "R" classes ran 20 trucks of wheat from Ballarat to Geelong, assisted, in the front, by an extra engine to Warrenheip.





*A Modern Wheat Train. The "C" class Engine is hauling 1212 tons of grain*

We had no continuous brake, and 20 trucks of wheat took some controlling with the hand brakes on the down grades to Geelong.

We had wooden blocks on the tender, and guard's-van brakes. The steam brake, with cast iron blocks on the engine wheels, was gradually being introduced, but many of the engines were not so equipped. I remember some years after this, when I was driving, that No. 25 (an "O" class) had only wooden brake blocks on the tender, and no engine brake.

#### Wore Out Their Boots

On some of the down grades, the hand brakes on the trucks were dropped and it was pretty rough on the boots of the fireman and guard, especially on the blue metal of the Ballarat—Geelong Line, having to run along to drop or lift brakes where required. Of course this was done when the train had been brought to a standstill, or nearly so, at the approach to down grades. As the brake blocks on the trucks were all wooden, on a long down grade run, and, for instance, from Meredith to half way between Leth-

bridge and Bannockburn (then known as Leigh Road) at which point the brakes were lifted again, the rear of the train was often partially obscured by the smoke from the brake blocks. Some large casks of water used to be kept under the old coal stage at Ballarat West, where kauri pine brake blocks were kept, in soak, to give them extra wear.

#### What Modern Braking Has Done

Although the engines were smaller and the loads lighter, still the load was the full engine capacity, and we had to face many difficulties unknown to-day. I consider the continuous brake a wonderful friend to the enginemen, and a wonderful friend to the department. The heavy loads that are so easily and confidently controlled on down grades now would be an impossibility but for the splendid brake power available.

The 1050 ton loads of wheat which are drawn by "C" class engines from Ararat to Geelong, via Maroona, are very different from the loads in the old days from Ararat for Geelong, via Ballarat.

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#### NO THANKS.

They walked the lane together,  
The sky was dotted with stars;  
They reached the gate in silence,  
As he lifted up the bars.

She neither smiled nor thanked him,  
Because she knew not how,  
For he was just a farmer lad,  
And she was a Jersey cow.

#### TO CORRESPONDENTS.

**Mentone.**—An American Company runs a 2-10-10-2 freighter—a double engine—weighing 401 tons, and with a 97-ft. wheel base. This is understood to be the largest. Speeds of 90 to 100 m.p.h. have been obtained in England; but America and France also claim records.

**Nelson, J. C.**—Not up to standard. Sorry.

**Keen Reader.**—Your letter has been referred to the Commissioners.

*How I Get Business***GIVING VALUE FOR MONEY**

By R.S.M. W. A. BOYD

**T**O obtain and retain trade, a business organisation must give complete satisfaction and reliable service. That is a fundamental principle—a principle which R.S.M. Boyd applies in this article to the daily round.

**S**ERVICE is what the public wants and is entitled to; unless we can offer it, it is useless trying to compete for business.

As we are well aware, Motor Transport has developed considerably during the past few years with injurious results to the Railways. It is our job to fight this outside competition with all our power, and regain the business which has been taken from us, and which we, as a public utility, are justly entitled to.

I compare the Railways to a large business concern, and the employes to business men; therefore it is our place to try and obtain the business in the interests of the firm, by offering our patrons good transportation, fast, comfortable and convenient travel, combined with courtesy and civility. These we have, and if each employe takes an active interest and places himself in the same position as that of a salesman, success must follow.

Give your customer value for his money, he will return; and, not only that, he will be a travelling advertisement, which is far better than paper posters. I have found that this has had the desired effect in many instances.

**Building Up Rail Motor Business**

On one occasion, it fell to my lot to go out and build up a rail motor business which had fallen off owing to outside competitive road traffic. This was not done by sitting down and waiting for business to come to me, but by going round among the public and stressing to them that the Railways belonged to them; that they were their property, and that by patronising opposition they were paying double for their travel. This, I found, was not work in vain.

I always try to make it a practice when travelling around to get in touch with the farmer and the storekeeper at the various places, and point out to them the advantages offered by the Railways, and why they should use them.

Make it a pleasure for your customers to come to the station to transact business. Handle their goods carefully. Give the necessary assistance where practicable, not forgetting the Golden Rule. This can be done by placing yourself in the customer's position, and by treating him as you would expect to be treated if you were transacting the business yourself. Take your coat off and help him.

This, I think, would have the desired effect of establishing a more friendly feeling between the firm and its traders, which makes work easier and brighter and life really worth living.

Co-operation is the secret of success, and without it we are like a ship without a rudder, and we go on

from day to day and find at the end we are no further advanced. Let us strive to attain the standard of co-operation and efficiency. Having done this we can say we have achieved something.

**HELPING THE FRUIT EATER**

Stationmaster F. A. A. Dorey's article "Helping the Fruitgrower," which began this series, has prompted the following comments from Mr. A. G. Campbell, of Croydon, who, in an ordinary year, sends the largest fruit consignments of any grower through the Croydon railway station:—

We must congratulate Stationmaster Dorey on his contribution to the Eat More Fruit campaign. His logical statement, as a railwayman, has proved that the experiment was a good one and I think, capable of much enlargement.

As a fruit grower and railway user, let me put another point of view. Although in Southern Victoria there is a disastrous shortage of fruit this year, this will be followed by a bumper season next year, and so-called gluts will occur. If the above experiment was tabulated it would probably be found that 90 per cent. of the fruit went to people who never as a rule buy fruit. It is all new business and, in my opinion, this is the main reason for encouraging it. It treads on nobody's toes. It is an entirely new channel of distribution, not interfering with any shopkeepers' or agents' trade.

**An Apple a Day Keeps Gluts Away**

Statistics show that if we ate an apple a day, we would consume all we produce in the State, and would have to import to keep up supplies. Look at figures, and it must be obvious there are plenty of people who do not eat fruit at all; it is these we want to get the habit. Canned fruit consumed during the last three years does not average more than three tins per head per annum.

Think of it, and then say that fruit growing is overdone; why it's the fruit eating that's underdone!

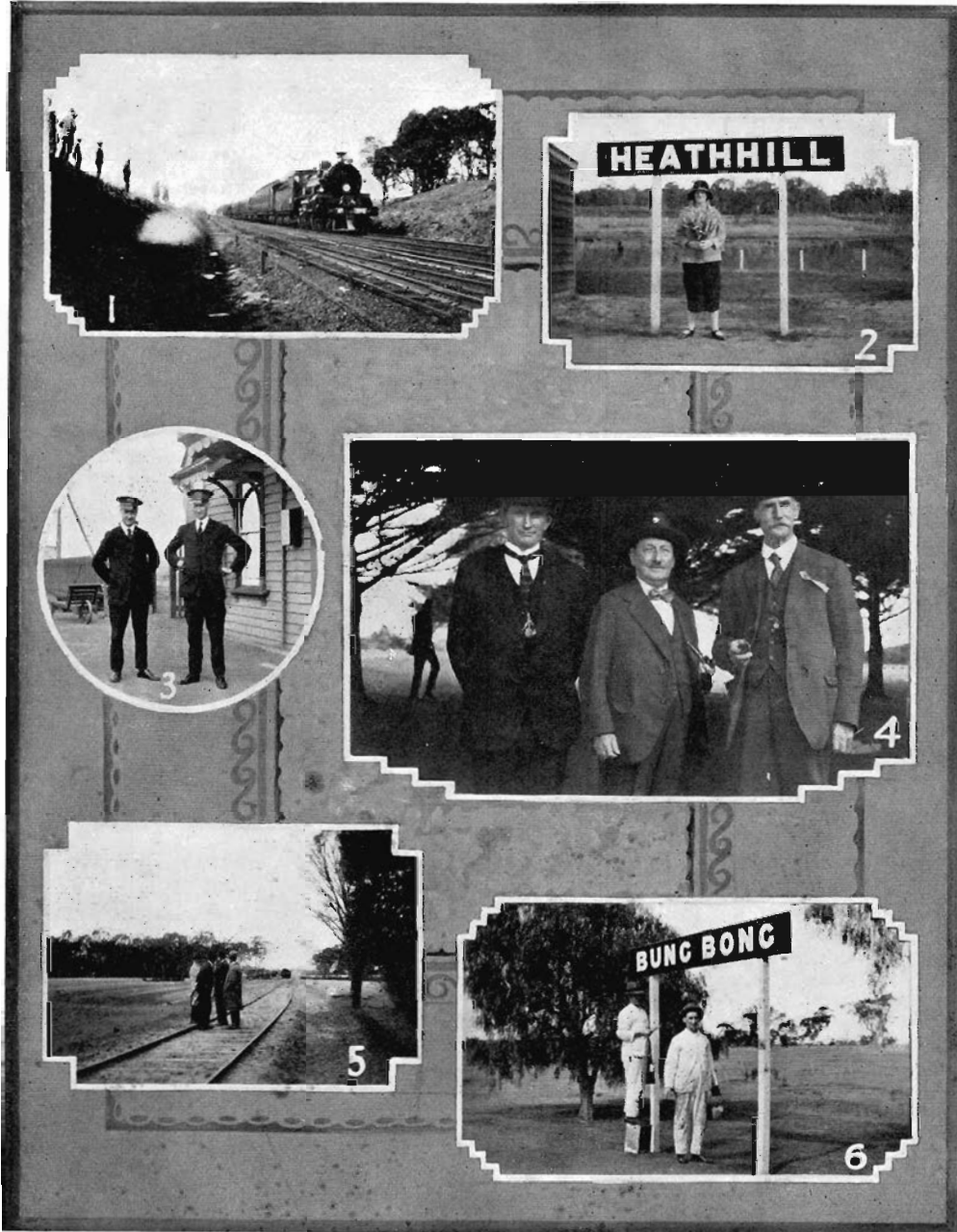
There is not such a thing as over-production; the trouble is under-consumption. The best way to encourage fruit eating is to have fruit in the home, and the cheapest way to buy fruit is in case and half-case lots, because distribution charges are thereby lessened.

As the case trade is a new one, it should receive every encouragement from all concerned when the fruit comes round again. The public, particularly the farmer, wants the fruit, the railways have the transportation service, and the fruit grower wants to sell. Here is a triangle on which to build a "get more business" scheme.

A. G. CAMPBELL.

# Snaps Round the System

Sent in by Contributors



1. The Royal train, carrying the Duke and Duchess of York, approaching Woodend.
2. Miss M. L. Wilson, relieving caretaker at Heathhill, demonstrates that the district is well named.
3. A.S.M. Fellows (left) and S.M. Harbour at Pirron Yallock.
4. Three presidents snapped at a recent picnic. Left to right: General President T. J. McNamara of the A.R.U., General President J. S. Rees of the V.R. Institute, President J. Cotter of the Retired Railwaymen's Club.
5. Inspecting the end of the line at Carpolac. Left to right: Messrs. T. Maddern, A. Nolan, G. S. Rees and A. J. Ward.
6. Painting Bung Bong's name board.



### First Place



before he submitted his effort that he was certain to be placed anyhow—(This is a pun—Ed.) J. F. Milliard of Room 10 and A. G. Brown, a son of Secretary Geo. Brown of the Parliamentary Standing Committee on Railways, were also high up on the lists. Both memorised their Pitman pothooks and grammalogues at the Institute.

### Two Hundred Handkerchiefs

WITH 208 snow-white handkerchiefs tucked under his arm, a local railwayman looked in casually at the Ballarat Orphanage the other day to make a welcome gift to Matron Ludbrook. The railwayman was Harry Doodt, an ex-president of the Railway Carnival Committee, which begs money all the year round for Ballarat's biggest charitable institution. Harry Doodt, actively assisted by Mrs. Doodt, decided to conduct a handkerchief appeal for the orphans this year. Loose shillings were collected, stray coins were raked in, and gradually the sum mounted up until it was converted into the aforesaid 208 handkerchiefs. Harry declares confidently that he will collect three times as many next year.

### Back at His Post

IT was paradoxical that Dave Little, secretary to Dr. John Gordon, the Railways Medical Officer, should have had to bow before a medical decree himself a few weeks ago and go on sick leave for a space. For Dave spends most of his time recording the result of the physical examination of other Victorian railwaymen, and noting the approximate time incapacitated railroaders will remain off duty. Fortunately he is now back at his post looking quite well, feeling much better and still circulating in his inimitable style his inexhaustible stock of excellent stories, which bid fair to rival those of Messrs. H. T. Stanley and A. W. Keown.

### Deluge of Good Wishes

BENDIGO railwaymen are notorious for their good fellowship. Ted Bright of the Way and Works branch, gave further proof of the fact a week or so ago when, on behalf of the Bendigo railroaders, he made a presentation to Harry Taylor who has found promotion and transfer at and to Newport. The presentation was a handsome solid leather travelling case and a gold-mounted tobacco pouch and pipe. Good wishes descended on the genial Harry's head in a deluge, but he emerged in time to make his smiling acknowledgments.

### Two Good-byes

WARBURTON railwaymen surged into the supper room of the local Mechanics' Hall last month to say goodbye to two old identities. One of them was going to Melbourne on transfer. The other was going out of the service on retirement. Jim Anderson, driver-in-charge, was the retired man, and Ganger J. Kylie the transferred man. Stationmaster J. Maroney controlled the meeting and called for cheers when the presentations were made. A fine clock and a watch went to Mr. and Mrs. Anderson, and a case of Barling pipes to Mr. Kylie.

### Just Missed a Watery Grave



A BLE seaman on a windjammer trading between America, Australia and the East, washed overboard rounding Cape Horn in a hurricane, and rescued from a watery grave, subsequently to follow a railway career, are colorful extracts from the unwritten life story of Daniel Goodall McElwee, who has just retired. Graduating from porter to stationmaster, then to clerk in the Melbourne Goods Sheds, and finally to Rates Officer in the Goods division of the General Passenger and Freight Agent's office, Mr. McElwee crammed variety and experience aplenty into his long service of 41 years. Representatives of leading commercial houses, who have been accustomed to transact freight business with Mr. McElwee, have all expressed personal regret on learning that they had received from him the last freight quotation and the final adjustment of transport charges. A distinguished coterie of Traffic and Transportation Branch officers gave a warm departmental sendoff and a magnificent grandfather clock to the departing one. That the clock might tick off for him many years of happiness and prosperity was the unanimous hope of the assembly.



### Ran Away to Sea



**T**OM SMALES, of the Transportation Despatch Room, has moved into the Hall Officer's lair at the Head Office, and assumes the role of guide, counsellor and friend to all inquirers at the big Spencer-street building. Tom was born in Yorkshire, but ran away to sea when he was an apprentice at the Tees-side Engine Works, Middlesbro'. The Robinson Crusoe idea lost its glamour after a

while however, and Tom settled down in Australia, joining up with the Victorian Railways in 1888. He has handled the ubiquitous acknowledgment card and sorted correspondence in Room 7 since 1895. One of Max Meldrum's pupils, he grabs a paint brush and leaps in front of an easel whenever he gets the chance.

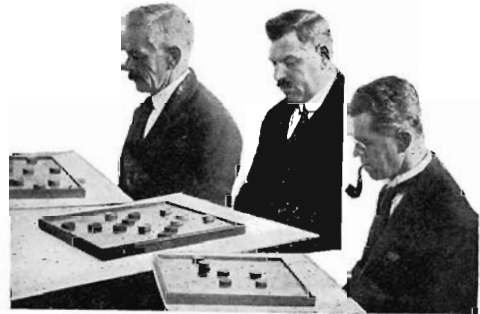
### Men of Mark

**F**LEEING far from the madding crowd's ignoble strife, Mac and Jock, in their own cool sequestered studio, now keep the noiseless tenour of their way—"Mac" of course being Angus McDonald, and "Jock" Harold Jack, the Magazine's inimitable artists. Discarding Gray for more lucid phraseology, the announcement boils down to the effect that a secluded and well-equipped studio has just been set aside on the top floor of the State



Savings Bank building for the exclusive use of the Department's artistic staff. Comporting themselves with quiet dignity, the versatile paint-slingers are depicted by themselves in the foregoing conventional group. The semi-recumbent obliging figure on the left is Jock; the ingenious individual on the right is Mac, and the pair certainly symbolise co-operation in striking

fashion. Mac has studied art and advertising under Australia's best, and put in a course overseas under the veteran Hassall. Jock, who won the Department's open competition against 50 entrants for this season's Buffalo poster, learned how to hold pencil and brush at the Swinburne Technical College. Both make enthusiastic noises when they talk about their new studio. It houses everything an artist wants, from T square to drawing pin, and air brush to privacy. It's got a fine big cupboard too. "A dry one," mourns Mac, with the sad-eyed melancholy of your true artist.



### Railway Draughts Champions

**T**HE State's topnotchers in the railway draughts world have confronted one another over the checkered board at the first annual championship. Ernie Tydeman, guard, has encircled his manly brow with the laurel leaves; Bill Lambert of Jolimont blushing accepts the plaudits of the populace on his success as runner-up; and Stan Morcombe, of the Assistant C.M.E.'s. office, smiles his satisfaction at having filled third place. In that order they are pictured above. Champion Tydeman has been a club player for years and years. He pushed pieces under the roof of the deceased "Red Hand" club in North Melbourne, and crowned his men with the Collingwood club for seven years. He played in the first Town v. Country match way back in '92. He is one of those weird people who can play blindfolded. Big Bill Lambert, who runs the Magazine's draughts page, is only a new comer to the game, but is getting on as well as he did years ago in the wrestling game. Stan Morcombe was a member of the Brunswick club for a couple of seasons before he joined the Institute club. He was at North Melbourne loco. depot for some time, and has moved engines on paper so often that moving counters on a draughts board comes naturally to him.

### Rule Books and Shakespeare

**T**HOMAS FRANCIS BEARY, Safe-working officer, terminated a long and useful railway career when he reached his 65th mile post the other day. He joined the service in

(Continued on page 71)

# VICTORIAN RAILWAYS HONOR ROLL

## RECENT RETIREMENTS

*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.*

	Date of Appointment	Length of Service
J. Crotty, Stationmaster, Glenferrie .. .. .	1881	46 years
E. Lovther, Hall Officer, Head Offices .. .. .	1882	45 years
A. P. Watson, Signal Supervisor, Spencer-street .. .. .	1883	44 years
M. Donohue, Gateman, Moreland .. .. .	1883	44 years
D. A. Graham, Ticket Checker, Flinders-street .. .. .	1884	43 years
G. T. Bruce, Stationmaster, Spencer-street .. .. .	1885	42 years
J. Burne, Stationmaster, North Melbourne .. .. .	1885	42 years
H. J. Stone, Passenger Guard, Sale .. .. .	1885	42 years
S. Weaver, Messenger, Sunshine .. .. .	1886	41 years
T. Gawne, Lift Attendant, Flinders-street .. .. .	1886	41 years
W. J. Pike, Assistant Stationmaster, Moonee Ponds .. .. .	1886	41 years
J. Taylor, Stationmaster, Tallarook .. .. .	1886	41 years
J. Broughton, Signalman, Bendigo .. .. .	1887	40 years
R. Mills, Ganger, Peshurst .. .. .	1888	39 years
W. Patullo, Repairer, Wallan .. .. .	1888	39 years
P. M. Armstrong, Goods Guard, Melbourne Yard .. .. .	1888	39 years
W. Muhlhan, Signalman, Northcote .. .. .	1888	39 years
J. Ryan, Signalman, Bendigo .. .. .	1889	38 years
J. T. Mooney, Signalman, Melbourne Yard .. .. .	1889	38 years
W. Boyd, Ganger, Surrey Hills .. .. .	1890	37 years
D. Fitzpatrick, Gateman, Bendigo .. .. .	1890	37 years
J. Copeland, Electric Suburban Guard, Coburg .. .. .	1890	37 years
J. C. Gloster, Stationmaster, East Richmond .. .. .	1890	37 years
J. M. Rooney, Signalman, North Fitzroy .. .. .	1890	37 years
J. Coughlin, Repairer, Crib Point .. .. .	1898	29 years
D. B. Macaw, Fitter, Workshops, Arden-street .. .. .	1900	27 years
W. Enright, Repairer, South Melbourne .. .. .	1901	26 years
F. H. Burden, Assistant Stationmaster, Flemington Bridge .. .. .	1901	26 years
J. M. Brandrick, Boilermaker's Help, Flinders-street .. .. .	1911	16 years
A. G. Richardson, Supernumerary Ticket Checker, Richmond .. .. .	1911	16 years
J. Parker, Skilled Laborer, care Inspecting Engineer, Spencer-street .. .. .	1912	15 years
J. S. Spencer, Point Cleaner, Williamstown Pier .. .. .	1915	12 years
A. Rogerson, Laborer, Melbourne Goods .. .. .	1918	9 years
J. Calvert, Laborer, Melbourne Goods .. .. .	1919	8 years
W. E. Keeshan, Skilled Laborer, Newport .. .. .	1920	7 years
F. P. Duffy, Assistant Stationmaster, Middle Brighton .. .. .	1920	7 years
J. Dempster, Laborer, Melbourne Goods .. .. .	1920	7 years
J. F. Burke, Goods Checker, Melbourne Goods .. .. .	1920	7 years
L. C. Cook, Clerk, Elsternwick .. .. .	1923	4 years
E. Cathels, Supernumerary Porter, Portland .. .. .	1923	4 years

## DRIVER JACK BISHOP PASSES

**JACK BISHOP**, driver, of Bendigo, has crossed the Great Divide. Just 46 years of age, and apparently in the full possession of health and strength, his sudden death on June 4 came as a great shock to his State-wide circle of friends. Characteristic of this man of tireless energy, he virtually died in harness.

His railway experience of over 30 years in various branches of the service brought him



in contact with many, and his big heart and willing hands made him the clearing house for the troubles of his fellow workers and friends.

His was essentially a life of service for his department, his country, his fellowman. He was indefatigable in his efforts not only to improve working conditions, but as a member of the local Institute Committee (of which he was Chairman in 1924), in the organisation of charitable relief (he was a Life Governor of Bendigo Hospital), as an office bearer of the A.L.P. and a prominent member of the Bendigo branch of the A.R.U.

His sterling work in these and other spheres will be sorely missed, and the heartfelt sympathy of all who knew him will go out to the bereaved widow and family. The railway service can ill afford to lose such a man.

# MORE COURTESY ESSAYS

HERE is another batch of essays on courtesy written by railwaymen who competed for the £5 prize offered by the V.R. Magazine recently. The final three will be published in our August issue.

## THE PERFECT GENTLEMAN

IN train, tram, bus, street, theatre or on duty, and most important of all, in the home, courtesy should be the outstanding characteristic, and it is well to remember that it is not the prerogative of any particular section of railway men.

Officials in grey, stationmasters, booking clerks and others whose duties bring them into constant touch with the public, naturally cultivate courtesy as an important part of their railway equipment. But, while cheerfully and courteously discharging our duty as railwaymen to our patrons, let it not be overlooked that courtesy—the very soul of co-operation and successful team work—is equally worthy of constant practice when dealing with fellow-employees.

## DON'T BARK

BE courteous, not curt. Courtesy results in good feeling and friendship, but curtness does not.

Don't invite pity, for by displaying incivility and bad temper you leave yourself open to contempt.

Imagine you have a dual personality and that you are dealing with yourself—issuing yourself a ticket for instance. Would you be courteous about it, or would you be gruff and hasty? There is no need to ask. You would take fine care to be polite, because you like being dealt with politely. Is it not clearly your duty, then, to do unto others as you would be done by?

We sell Transportation. That's our job. Why not go one better and throw in something extra?

## COURTESY PAYS

COURTESY is a personal investment. It needs nothing save endeavor for its capital. It pays big dividends in friendship. Grace and charm are assets on its balance sheet. It clothes your mind with cordiality and places a sceptre of personal influence in your hands.

The pleasant word—the graceful act—these smooth the path of social or business activity. Tact plays an important part in the handling of difficult people, and Courtesy is the essence of tact.

Cold indifference vanishes under the spell of Courtesy. The largest iceberg will melt in the rays of the sun, and Courtesy is just mental sunshine—that's all!

Start now — to-day—and com-

## COURTESY.

*I am a little thing with a big meaning.  
I am never idle nor indifferent.  
I help everybody.  
I unlock doors; open hearts; dispel prejudice.  
Everybody loves me.  
I create friendship for you—good will for your business.  
I inspire respect and admiration.  
I am infectious as laughter.  
I violate no law.*

*I please those of high and low degree alike.  
I am useful every moment of every day.  
I bore nobody.  
Many have praised, none has condemned me.  
I cost you nothing save when you ignore me.  
Then you lose friends, opportunity, wealth and happiness.  
I am that little trait called—  
COURTESY.*

—Exchange.

There are times when to be civil and courteous to those with whom we associate daily seems almost beyond us; but the exercise of a little self-control, a determination to be courteous, brings a victory worthy of attainment. The cheery good-morning, the kindly word of encouragement or advice, the helping hand at the critical moment—such little acts of courtesy awaken feelings of gratitude and goodwill, and create lasting impressions.

A delightful accomplishment to possess is that courtesy which begets the confidence and respect of our fellows, superiors and subordinates alike, courtesy of which the variety thrown off with the office coat, uniform or overalls is but an indifferent caricature.

To be truly courteous is to be the perfect gentleman always.

R. G. ELLIOTT,  
Car and Wagon Shop,  
North Melbourne.

Why not give civility and courtesy as an inducement to come again? Civility and courtesy should be samples of our service.

Courtesy never stands still. It is always on the move. You may part with it through the booking window, in reply to a question, in a direction where needed, or in a helping hand when required; but it will come back. It always rebounds, generally with interest. It is the boomerang of service.

Don't bark at people—they may bite. Be a sport, give what is cheap and easy to part with, yet pleasant to receive; in other words GIVE COURTESY.

E. L. COOK,  
Transportation Branch,  
Head Office.

mence the practice of this magic quality. The results will surprise you. Your neighbor will prove to be a much more agreeable fellow than you had thought possible. Courtesy almost compels a response in kind.

In any case, the fact that your neighbor may be carrying a grudge is no reason why you should carry one also. What he needs to help him is sunshine—not more gloom.

So carry with you on your daily round, the pleasant smile and tactful words that are hall marks of Courtesy. Remember, too, that continuous effort makes Courtesy a habit. It becomes part of you; stamping on your whole personality the unmistakable brand of gentleman.

Make Courtesy a habit. It pays!  
—KEITH A. CARMICHAEL,  
Head Office, Spencer-street.



Conducted by EILEEN, to whom all communications for this feature should be sent

## TUBBING SILK HOSE AND UNDERWEAR

**S**ILK hosiery and silk underwear has become so popular during the past few years, that lots of women and girls who can scarcely afford such luxurious garments are wearing them in order to keep up with fashion's procession. Naturally they wish to prolong the life of each silk garment as far as possible.

**T**HE following tips on the proper care of silk hosiery and silk lingerie should be useful:—

All silk hosiery should be thoroughly washed in clear cold or luke-warm water before being worn for the first time.

Silk should never be dried either in the sunshine or on a hot radiator, or near a hot stove. A slow drying in the shade or semi-darkness is best, but there should be a free circulation of air; so do not hang hosiery to dry in a closed room.

### Wash At Once

Silk should be washed immediately after being worn, before the moisture from the body has had time to dry on it. Hose should be washed out each night as soon as they are taken off, and not thrown into the soiled clothes hamper to wait for a once-a-week wash, as linen and cotton garments may.

Silk hose wears longer if worn only once, and washed immediately after each wearing.

Use warm, never hot, suds for washing silk, never rub soap directly on the silk, but before it is immersed, make a good

suds with some reliable soap flakes or white soap. Put the hose or garment in, allow them to soak for several minutes, then wash by rinsing up and down and working gently with the hands. Rinse in luke-warm water and dry in a free circulation of air. Do not put on again until thoroughly dry.

### Use Lemon

Rinsing with lemon juice in the water brings back the lustre to silk, and some people believe toughens the fibre of the silk so that it wears longer.

Artificial silk is the most difficult of all silks to wash, as it is likely to run into holes. Great care must be taken not to get the water too hot, and never to wring the silk; squeeze gently in clean bath towel to dry before hanging up.

Crepe de chene undergarments should be pressed on the wrong side when nearly dry. Avoid too hot an iron. Silk jersey needs no pressing.



*Artificial Silk is the most difficult to wash, as it is likely to run into holes*

In our May issue, a photograph of Mrs. Gilliland who was described as the wife of Glenrowan's S.M., was published in these pages. Stationmaster M. Lorenz of that station writes to inform us that Mrs. Gilliland is the wife of the A.S.M. there, and asks to correct the error.—Ed.



## The Girl in Business

A SHORT time ago the death occurred of the proprietor and managing director of one of Australia's largest steel works. She was a woman and young. Full tribute was paid in the press to the capacity and business acumen which had been displayed by her in the conduct of the organisation.

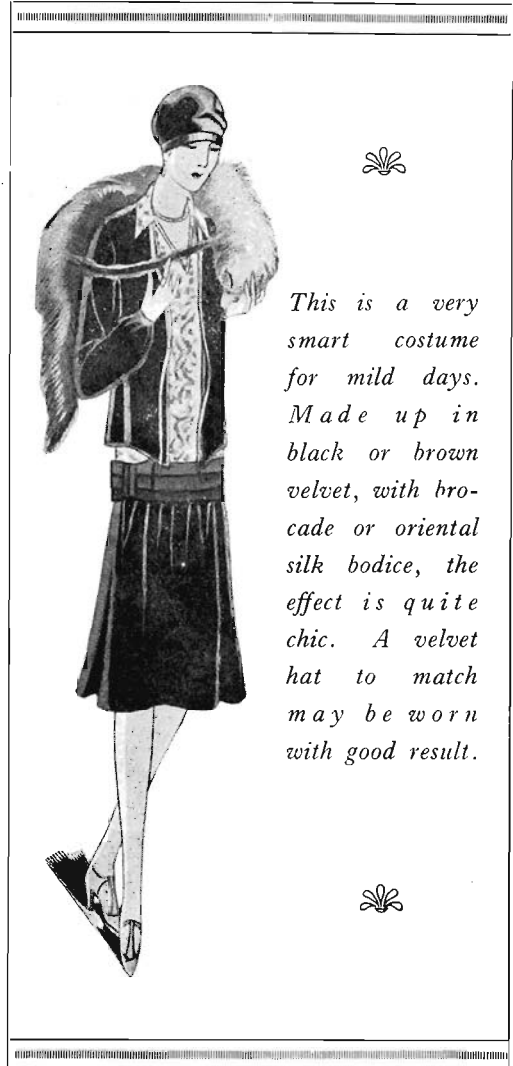
It is indications such as this which show conclusively that the girl of to-day is filling an ever increasing place in the business world, and the responsibility and importance of the positions occupied are lifting her status to a very high level.

The first attack of the feminine element on the business world was made during the war, and criticism was then passed that her success was merely the result of the absence of men, and of her enthusiasm to carry on while the men were abroad.

The war period has now long passed, and it is clearly apparent that the business girl is here to stay.

The activity of the feminine world was at one time practically restricted to factories and shops, but her sphere is now considerably enlarged, and she is seen in practically every business, including our own Railway Service.

It seems certain that the business world, recognising the talent, capacity and loyalty which girls are displaying, is prepared to open to them every avenue to success in its activities. There are very few girls who cannot, if they try, fill the positions now opening to them. In other words, a woman's sphere is whatever she elects to fit herself for.



*This is a very smart costume for mild days. Made up in black or brown velvet, with brocade or oriental silk bodice, the effect is quite chic. A velvet hat to match may be worn with good result.*

### WONDERFUL WOMAN

O H, Woman's the greatest of all contradiction ;  
 She's an angel in truth, and a demon in fiction,  
 She's afraid of a cockroach, she'll scream at  
 a mouse,  
 But she'll tackle a husband as big as a  
 house.

She'll take him for better, she'll take him for worse,  
 She'll split his head open and then be his nurse;  
 Then when he is well and can get out of bed  
 She'll pick up a teapot and throw at his head.

She's faithful, deceitful, keen-sighted and blind,  
 She's crafty, she's simple, she's cruel and she's  
 kind ;  
 She'll lift a man up, and throw a man down,  
 She'll call him her king—and then make him her  
 clown.

You think she is this, and you find she is that.  
 She'll play like a kitten and scratch like a cat ;  
 In the morning she will, in the evening she won't,  
 You're always expecting she does—but she don't.

When a woman motorist holds out her hand, you can be certain that she is either going to turn to the right, turn to the left or stop.

Fond Mamma—That was very foolish, my dear, going riding with Herbert after the dance. Weren't you cold ?

Darling Daughter—Yes, Mother. Good and cold.

Vicar:—"How old are you, my little man?"

Jack:—"I am five at home, six at school, and three on the trains."

She (reading out about new dining car). "The weight of the car is 62 tons, this factor being mainly responsible for reducing osculation to a minimum."

He:—"H'm! I wonder!"



By AERIO

## A Circuit That Will Become Famous

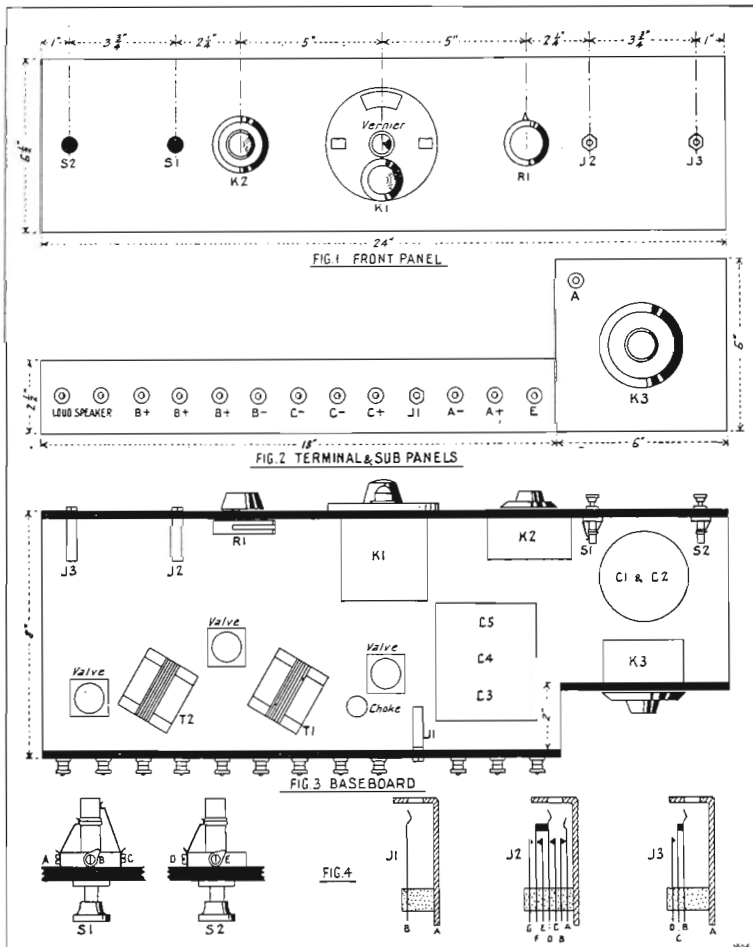
**H**UNDREDS of enthusiastic railwaymen must be making up the V.R.I. 3 long range set judging by the immense interest the publication of this circuit in our last issue has aroused.

**I**MAY say here, with the greatest confidence, that this circuit is really worth while and will commend itself to DX fan and music lover alike. Pulsating with life, easy to build, consistent in operation, and economical in upkeep, it has already justified itself with those experts who were able to build it from the few details in our last issue.

This set is not for the experts only, however. Nor is it intended that it should be hurriedly built.

As I said in the introductory article, it may well be made the work of the winter. Put it together slowly, methodically and well. That having been done it will be a receiver to be proud of.

Having well studied the diagrams in this issue, together with the circuit published last month, mark out and drill your panel for the necessary parts shown on Fig. 1. This panel may then be attached to the baseboard by means of four 1 1/2 inch screws. No brackets are required, but a fairly thick base-



### KEY TO CIRCUIT

- C1 )
- C2 )
- C3 ) Coi Kit described in June
- C4 ) issue
- C5 )
- Choke—Described in June issue
- J1—Jack. Single circuit
- J2—Jack. Double filament
- J3—Jack. Single filament
- K1—Variable condenser .0005 with Vernier dial
- Valves—B. 406
- K2—Variable condenser (Lissen or Polar book-type)
- K3—Variable condenser .0003
- K4—Optional. Fixed condenser .001
- K5—Optional. Fixed condenser 1 mfd.
- R1—Rheostat 30 ohm.
- S1—Lissen push-pull switch. Single pole double throw
- S2—Lissen push-pull switch. Single pole single throw
- T1—Audio Transformers, 5 to 1
- T2—Audio Transformers, 3 to 1
- 4 volt accumulator, 25 or 30 amp hours (Actual)

At the request of numerous inquirers who desire to build this circuit but find the task of winding the Coil Kit beyond them, 'Aerio' has made arrangements whereby the Kits may be purchased hand-wound and tested, at 15/- per set. Applications should be made to Aerio, c/o Victorian Railways Institute, Flinders Street, Melbourne.

board (say  $\frac{5}{8}$  inch or  $\frac{3}{4}$  inch) is desirable. Note that a piece 2 in. by 6 in. is to be cut out of baseboard at K3.

Mount the .0003 variable condenser and the aerial terminal on sub-panel which is then to be screwed to baseboard. Mount the remaining terminals and Jack (J1) on terminal strip, and fix this in position.

Cut the sheet of No. 2 white celluloid to fit exactly on the baseboard, and on this proceed to lay out the components (see Fig. 3). Mount all the components before commencing the wiring. The Filter-coil C1-C2 should be mounted vertically, the Tuning kit C3-C4-C5 horizontally, the end at which the reaction coil (9 turns) is wound to be nearest the front panel. Valve sockets should be mounted with terminal marked G towards the back of the baseboard, and on the left when viewed from the front of set. Transformers T1 and T2 should be mounted with secondary terminals towards back of set. Attach the choke in position on the baseboard with sealing wax.

**WIRING THE SET**

SECTION A.—Start by wiring the following terminals together with bus-bar. B—; C +; A—; and E. Solder at each connection and bend the wire at right angles to clear the intermediate terminals.

SECTION B.—The whole of the wiring described in this section is to be done with bell-wire, and cabled; that is, all the wires are run parallel and as close together as possible, being temporarily tied together at intervals with cotton as the wiring proceeds. Several colors of bell-wire should be used

so as to facilitate the tracing of any mistake. Purchase one yard each of four different colors and be careful to get bell-wire and not bell-flex which is unsuitable. Keep these wires right against the baseboard where possible, and when complete, remove the temporary ties, and, with a needle and thread, go over the wiring and tie every half inch to form into a cable.

1. At a convenient point on the busbar already soldered in the set, attach the bared end of a piece of bell-wire and solder in position. Carry the wire along the baseboard to F— terminal of the first (detector) valveholder; thence to F— of second valveholder; thence to F— of last valveholder.


2. Solder the bell-wire to A+ terminal on terminal strip. Carry this wire parallel to and close against No. 1 wire until just near Rheostat (R1). Join it to the terminal connected to the moving arm of the Rheostat.

3. Connect another bell-wire to the second terminal on the Rheostat. Carry this back and parallel to No. 1 wire for a short distance, then up at right angles and solder it to point G on Jack (J2) thence to point D on Jack (J3).

4. Start at F+ on the first valveholder; thence parallel to existing wires to F+ on the second valveholder; thence to point F on Jack (J2).

5. Start at point E on Jack (J2); thence to F+ on last valveholder; thence to point C on Jack (J3).

The double filament Jack (J2) is shown on diagram Fig. 4 with seven soldering points. There are several types of these Jacks, some with six and some with seven sections. All are suitable, but in the latter case, point B is disregarded altogether, six soldering points only being necessary in this



**Harvey's  
RADIO**

# Builders of Sets

Will Need These Parts

**EVERY ITEM LISTED IS  
GUARANTEED**

**HARKEL BATTERIES FOR POWER**

**KELLOGG  
PHONES:**

**27/6**

Ideal for  
Clearness

A. Battery, 1½ Volts 2/9

C. Battery, 4½ Volts 3/3

B. Battery, 45 Volts 22/6

B. Battery, 60 Volts Standard 22/6

B. Battery, 60 Volts Triple Capacity 32/6

Kellogg Rheostats, 4/9

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circuit.

Before proceeding further, the following test of this wiring should be made. Connect a 4-volt battery to the A- and A+ terminals on the terminal-strip. Now turn the Rheostat full on, and place a bright emitter valve (or a dull-emitter which glows when filaments are turned on) in the first socket, then in the second socket, and then in the third. If all is well, this valve should light up in the first two positions when the plug is placed in the Jack (J2) and in all positions when the plug is inserted in the Jack (J3). The valve should go out when the plug is withdrawn.

This test cannot be made with B406 valves as no glow is apparent even when the valves are turned full on. Probably you can get a friend to make the test for you. After testing, this wiring may be gone over, neatly cabled and pushed down close to the baseboard.

### NOTES ON SOLDERING

To make a good job of this set, soldering lugs (obtainable at all Radio Dealers at 3d. a dozen) should be soldered to the wires at all points where the wire is to be connected to the terminals on the various components. This is best done with a small soldering-iron—the type with the bit attached at right angles to the handle.

Purchase a new iron for this job. Most hardware dealers stock them at 1s. 6d. each.

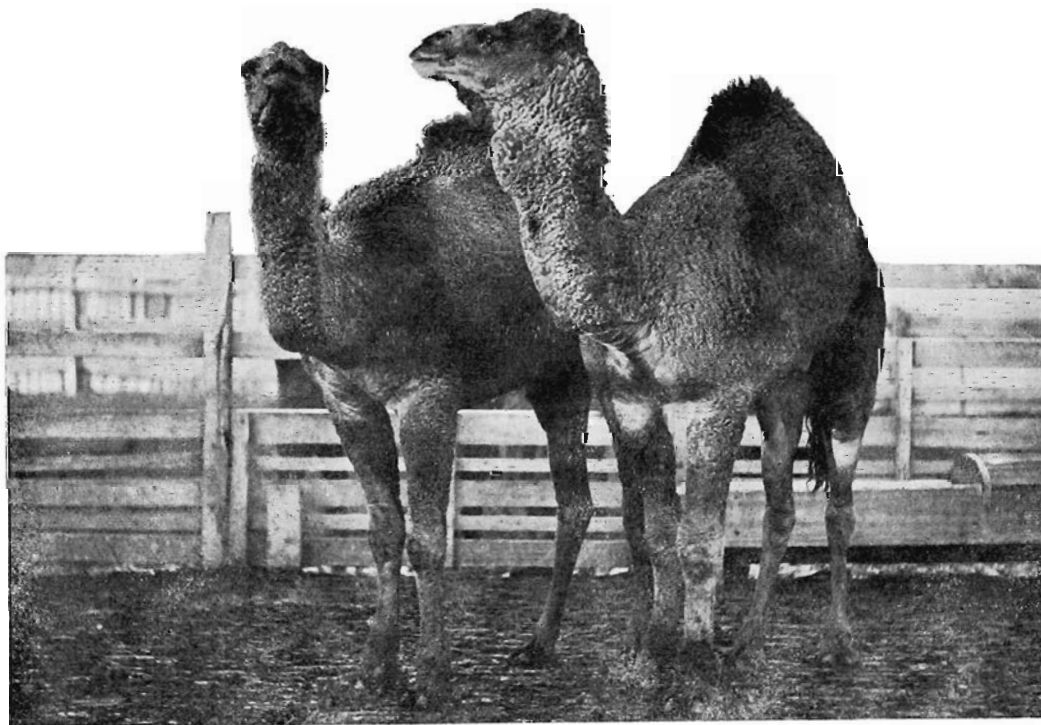
A sixpenny piece of block salammoniac is placed on a table and the iron, heated to a dull red only, is pressed into it to form a cavity about  $\frac{1}{4}$  inch deep. Melt some solder with the iron and allow it to drop into this cavity.

These small irons are best heated over a gas or spirit flame, and should NOT be replaced in the flame until you are actually ready to solder the next joint. They heat up very quickly and must never be allowed to become really red-hot. Just heat to a dull red (when the flame burns blue it may be taken as an indication that the iron is about right for use). There is just enough heat in the iron to solder one joint.

Scrape with a penknife all parts to be soldered, apply a tiny smear of Fluxite by means of a match-stick, dip the heated iron into the solder resting in sal ammoniac, and the job will be quite simple. There is just one other thing to remember, be particularly careful to wipe away all traces of Fluxite with a piece of rag while the joint is still warm.

If the iron has inadvertently been allowed to become too hot and is burnt, it will require re-tinning before it will pick up the solder. To do this it will be necessary to heat it to a white heat and plunge into cold water. Then file the tip quite bright, heat it again to a dull red, rub on sal ammoniac and dip it into the solder allowing it to remain there until the solder boils.

### UNUSUAL PASSENGERS



*Travelling overland from Adelaide en route to the Auckland Zoo, these two distinguished passengers recently sampled Victoria's train service. They broke their journey at Melbourne, and were entertained by Mr. Wilkie of the Zoological Gardens during their stay at the capital. When asked for their opinion of rail travel in Victoria, they both indicated that they had not a single complaint to make.*



#### CANBERRA ARRANGEMENTS PERFECT.

I UNDERSTAND that a formal letter is going through to thank the Government of Victoria and your Department for the able manner in which they carried out their share of the Canberra ceremonies. To be brief, the arrangements were perfect.

I am writing now, however, more particularly to bring to your notice the great assistance rendered to my officers by Mr. Bromilow, who accompanied the official guest-train to and from Canberra. He was a most efficient and courteous officer, and made our task both easy and pleasant.

—P. E. Deane, Prime Minister's Department, Melbourne, writing to the Chairman of Commissioners.

#### M.H.R.'S TRIBUTE.

I CANNOT let this opportunity pass without tendering my sincere thanks to you and your Department for the able way in which the transport facilities for the Canberra opening were carried out. Everything, down to the smallest detail was perfectly arranged, and the officials the very personification of ability and courtesy. Your Mr. Bromilow seemed to be everywhere at the right moment, and not only knew what to do, but did it so willingly and cheerfully that the journey was indeed a pleasure.

—W. Watson, M.H.R., Fremantle, writing to the Chairman of Commissioners.

#### ROYALTY AT BALLARAT.

IN connection with the visit of their Royal Highnesses the Duke and Duchess of York to Ballarat, I have, by direction of His Worship the Mayor (Cr. A. J. Pittard, J.P.) to convey to you, the Station-master, and the members of the Railway Staff, thanks for the excellent arrangements made by your Department for the reception of the Royal party. The decorations carried out by the Engineer's Department were excellent and were more lavish than one would expect, and were all the more appreciated on that account. The arrival of the train on time was an excellent factor in the carrying out of the local arrangements. The work of your staff reflects great credit on their efficiency. I regret that the time for returning to the station was not adhered to, and trust that the delay did not cause any material interference with the smooth working of the Railways on that evening.

I trust that you will convey the appreciation and thanks of the Mayor and Councillors to the various officers and departments concerned.

—Geo. F. Morton, Town Clerk. Ballarat, writing to the District Superintendent, Ballarat.

#### EVERYTHING POSSIBLE DONE.

I WISH to convey, through you, my heartfelt thanks to the Station-master and staff of Sale, and especially to the Conductor on the Sale train, for the kindness and attention I received from him when travelling from Sale on the roth inst. with my child who had a broken foot. I would also like to thank the porter at Spencer-street for the help I received from him when, later, I joined the 2.30 p.m. train to Seymour.

Everything possible was done for the child's comfort, during the whole of the journey, for which I am very grateful, and appreciate to the full.

—Mrs. W. Gove, Victoria-street, Seymour, writing to the Secretary for Railways.

#### BEST FOR 13 YEARS.

WE desire to express our appreciation for the manner in which our orders for trucks have been supplied during the summer months (the wheat season) at Avoca Railway Station. We have only been unsupplied for two half days—unique in our experience of 13 years in the milling trade—and as we handle over 100 trucks monthly at this siding alone, we appreciate the business methods of meeting our request for supplies of empty trucks.

As we have had, unfortunately, in the past to make personal requests in deputations about non-supplies, we feel it only fair now to express our appreciation and thanks, and would include in same our local Station-master, the District Superintendent, and Station-master, Maryborough, and Mr. Molomy, Transportation Commissioner.

—C. W. N. Cullip, Cullip Bros., Avoca, writing to the Chairman of Commissioners.

#### PORTER'S GOOD WORK.

I WANT to make it known about one of your Railway men. Well, he is about one of the most obliging men I have ever spoken to. I came down from the country for the Duke's visit, like hundreds of others, and this porter was telling people the time and the platform the train would leave from. I asked a gentleman in the Railways this porter's name, and he told me Jack Radley. Let me congratulate him on the work which he carried out.

#### CONFERENCE DELEGATES' THANKS.

I WISH to express my appreciation of the treatment I have received from the officials of the Victorian Railways, while making arrangements for the delegates attending the forthcoming Master Process Engravers' Conference in Adelaide.

A hitch occurred in connection with the granting of concession fares by the South Australian Railways, this was overcome by the attention and alertness of Mr. A. Luff, of Room 4, whose services in this connection are most appreciated by our delegates.

—C. G. Shugg, Hon. Sec.-Treasurer, 21-29 Burns Lane writing to the Chairman, Betterment and Publicity Board.

#### "LIKE THE BOY SCOUTS."

A COPY of the "Railways Magazine" has been placed in my hands and read with interest. As a railway traveller of 20 years, it is pleasing to note a new spirit which has very securely taken possession of railway employees.

Recently, one evening, I noticed at Traralgon the conductor, assisting a very aged and feeble lady from the train to a platform seat, with care as tender as if she were his own mother.

I entered a full second class carriage for a business talk with a client at Warragul. Genial Jim, whom all appreciate, kindly took us into a better and quieter compartment for privacy.

At Maroona I found myself stranded one wet cold night, last month, unable to see how to get to the Hotel. The Officer-in-Charge picked up his lamp and guided me safely there, also lending me his alarm to catch an early goods next morning.

Reaching Gheringhap, recently, one wet cold bleak afternoon, a long wait ensued to catch the Ballarat, but Mr. S.M. found a very comfortable chair by his fire for me.

It is also very marked how ready and willing the Staff at Sale, and no doubt elsewhere, are to hunt up trucks for loading on short notice, give you a ring when some article arrives they know you are wanting, push trucks through to their destination when delays occur.

Whether it is that car and motor truck conveyances are now competitors, and a better conception of passenger and goods transit as revenue producers are realised, or that the Commissioners have a method of instilling greater zeal, interest and courtesy, I know not, but the fact is prominent that to-day every railwayman is out to help you; therefore, treat him as a gentleman.

In the 4.45 a.m. goods from Ararat to Geelong no refreshments were available along the line as Cressy was closed, and Geelong not reached till 5 p.m., but each guard offered to share his lunch.

It appears to me railway men are like the Boy Scouts—always wanting to do a good turn.

—C. G. Richards, Silver Lake Flour Milling Co., Sale, writing to the Editor

#### SAFE FURNITURE TRANSIT.

THIS week, I had a truck of furniture forwarded from Melbourne to Sea Lake. In thanking your Mr. Stevens (S.M., Sea Lake), he informed me that you were responsible, not he. I therefore wish to thank you for the despatch in which the work was carried out. As he was unable to go to Melbourne and supervise the loading, I left everything in your hands. My people in Melbourne informed me that the carriers took every care of the furniture arrived here without loss or damage. The courtesy of your local staff is also noteworthy. If at any time I require similar removals, I will avail myself of your service as I am confident of an all round square deal.

—S. F. Newton, P.O. Box 30, Sea Lake, writing to the Chairman of Commissioners.



The Canadian Minister of Justice, Hon. E. La Pointe (second from left), his son, Mr. Hugh La Pointe (centre), and his private secretary (Mr. L. Picard), at The Chalet, Mt. Buffalo National Park. Mr. La Pointe expressed himself as greatly taken with The Chalet's organisation, and told an interviewer that the cuisine compared more than favorably with that of any place at which he had stayed in Australia. "And I was made to feel at home from the first moment I entered The Chalet," he said.

#### CANADIAN MINISTER'S APPRECIATION OF MT. BUFFALO.

I DO not want to leave Australia without thanking you once more for the splendid welcome and genial hospitality I have received during my stay at The Chalet, Mt. Buffalo National Park. I consider now that my trip in Australia would not have been complete if I had left before seeing this part of the country.

The Chalet, I think, will surely become one of the foremost tourist places of this great Dominion. We found there very comfortable accommodation and most courteous treatment.

The wonderful scenery to be seen on the plateau of Mt. Buffalo in the Alps, and the adjoining mountains, can compare with our famous resorts of the Canadian Rockies.

I will always remember with interest the ascension of the Horn, and our splendid drive to the summit of the Alps, as well as the feeling of comfort and cordiality which prevails at The Chalet.

May I congratulate you upon the way this institution is managed, and thank you and Mrs. Baker on behalf of myself and my party for your hospitality and all your kind attention.

—Hon. E. La Pointe, Canadian Minister of Justice, writing to the Manager, The Chalet, Mt. Buffalo National Park.

#### INSURANCE MEN'S THANKS.

ON the occasion of our Third Annual Excursion which took place on 25th instant, I am desired by the President and Committee of this Institute to again place on record and convey to you their appreciation for all that was done by various officials of your Department to ensure their comfort, and to make the trip in all respects enjoyable.

Nothing was lacking on the train yesterday to detract from the pleasure of the day which, combined with the unremitting attention and civility of the whole train crew, made our journey en route to Geelong and Ballarat a most pleasurable experience.

My Committee and the Members of this Institute who made the trip were entirely satisfied with all the arrangements, and will be glad if you will kindly convey to all the officers concerned their very cordial thanks.

—E. E. Vines, Secretary, The Insurance Institute of Victoria, Colonial Mutual Buildings, 60 Market-street, Melbourne writing to the Chairman of Commissioners.

#### PROMPT ACTION AVERTS TRAGEDY.

I WAS a passenger by the 5.27 p.m. Dandenong down train from Melbourne, on Thursday, 5th inst., and shortly after the train started, the Guard noticed in difficulties a man who had tried to board the train while it was in motion. The promptitude of the Guard, however, saved the situation, as the celerity with which he rushed across the van and applied the brakes resulted in the train being pulled up in a few moments.

The unstinted admiration of all present was evinced at the cool, yet alert and resourceful qualities shown by so responsible an officer in a grave emergency. It was the smartest act that I have ever seen performed on our Railways during nearly 65 years of my existence. The Railways Commissioners may well be proud of an employe so capable and alive to sudden necessity as the one to which I have referred.

Inquiry, later, elicited the fact that the man referred to was being dragged along by the train, and was within an ace of falling underneath it. The fact that some leg injury only resulted is providential, as a fatal termination was only averted by the timely act to which I have alluded.

—N. J. Walters, 48 Blackwood-street, Murrumbidgee, writing to the Secretary for Railways.

#### ACTS THAT COUNT.

I WOULD like to record my appreciation of an act of courtesy on the part of the chief booking clerk at Flinders-street (Swanston-street entrance) on the 8th instant. Arriving at the booking office I discovered I had left home without money. When the position was explained to the officer in question, he promptly advanced my fare to Burwood. It was one of those kindly little acts which count very much to the comfort of the traveller.

—Rev. P. W. Turner "The Manse," Gipps-street West East Melbourne writing to the Chairman of Commissioners.

#### GOOD DEALING.

SINCE I came to this district, I have found that goods are well handled and taken care of at the Stawell Goods sheds.

There is one man . . . . . who is very attentive to business, and thinks it no trouble to do anything. You will know him by the name of Baker. I have always had good dealings from him, and through him in consigning goods for me.

—H. Haase, Mt. Dryden, Lake Lonsdale, writing to the Editor.

**HELP IN SICKNESS.**

I WOULD like to take this opportunity of expressing my appreciation and thankfulness to several members of your staff for their great kindness to me while travelling on your railway from Melbourne to Murchison East.

I left a private hospital in Melbourne thinking I was much stronger than I proved to be.

At Spencer-street an official seeing my plight brought an invalid chair and wheeled me to my carriage door and placed me comfortably in a seat. At Seymour a porter almost carried me across the platform and waited beside me as the train I had to change into was coming in, and again I was put in a good seat with the greatest kindness. On arrival at Murchison East, the Station-master (Mr. Quirk) seeing me sitting helpless on my luggage on the platform (even before he recognised me) hastened to get the ambulance, and he and another official carried me and placed me in a waiting car.

I do not know any of the officials except Mr. Quirk, but if possible I would like through you to thank them all for their kindness and consideration.

—A. T. Crawford, North Murchison, writing to the Chairman of Commissioners.

**THE "HELP YOU" SPIRIT.**

I DESIRE to express my appreciation of the special trouble taken by a booking clerk at Ararat to get a special letter posted for Melbourne. Travelling by the Adelaide Express, I could not purchase an envelope; he had not one available, but managed for me to use a telegraph cover temporarily, promising to get an envelope later. With a better appreciation of the "help you" spirit, I am, etc.

—W. J. Naylor, 34 Queen-street, Melbourne, writing to the Secretary for Railways.

**HELPING US.**

I HAVE been instructed by my League to write and thank you, and also the officials at Wangaratta for their courteous treatment during the past football season. The trains were always on schedule time, and this season we have instructed Club officials travelling on specials to keep a watch out for passengers who indulge in vandalism with a view to taking their names, and have them made an example of.

—J. Finn, Secretary, Ovens and Murray Football League, writing to the Station-master, Wangaratta.

**HUMAN SYMPATHY.**

**T**HE Human Touch.....

How often is the phrase lightly used or misapplied; yet how often is its dignity, its essence of the perfect relationship of man and man illustrated in the daily round, the common task!

This is the simple yet poignant story of a grief made lighter by the human touch, of the gratitude of a heart that found a measure of comfort in the human sympathy and service of railwaymen. It is told in a letter to the Chairman of Commissioners:—

I desire to bring under your favorable notice the courteous assistance and very practical sympathy shown by members of Victorian Railways Service, to my wife and self on the occasion of a recent sad night journey from Sale to Melbourne on April 14 last.

On the evening of that day a much loved son—a fine young man of 24 years—was suddenly stricken down with serious illness, and on medical advice we decided to take him to Melbourne for Specialist treatment.

Our local S.M., Mr. Collins, kindly helped to get our patient ready for the motor drive to Sale Railway Station, and on this journey we were accompanied by Mr. W. Duckett (a fettler on the line) who offered to come right on to town with us if necessary.

On arrival at Sale we found that Mr. Collins had kindly bespoken the help and sympathy of the Sale staff, Messrs. Brent and Fletcher of Sale doing all in their power to make the patient and ourselves as comfortable as possible on the long night journey.

Our dear lad was placed on a stretcher in the guard's van, and here throughout the long sad night as we knelt and watched at his side we had the company, sympathy and help, first of guard Bagley, and later of Guard Bentley.

We shall ever remember with gratitude what these two gentlemen did for us. It was cheering to know, too, that the Main Control at Spencer-street Headquarters was mindful of our welfare and comfort. Mr. Brent, of Sale, had wired S.M., at Flinders-street, who had kindly arranged for Ambulance, etc.

I deeply regret to say that all the kindness of our railway friends was unavailing; but, while suffering a severe bereavement, we shall always look back with heartfelt gratitude to the courteous help and kindly sympathy shown us by the railway staff on that occasion. To us the memory of their great kindness will abide as a fine ideal of public service finely realised.

Trusting you will convey our high sense of grateful appreciation to the members of the railway service who gave us such wonderful help and sympathy.

I am, dear sir,

Sincerely and gratefully yours,  
(Sgd.) JOHN A. FAIRHALL,  
State School, Lindenow South.

**A MASTERLY ORGANISATION.**

**A** PATRON'S appreciation of 100 per cent. service in extreme urgency:—

"I cannot help putting on record my gratitude and admiration of the masterly organisation and humane kindness of the different branches of the Railways Department which made it possible for me, at practically half an hour's notice, to journey at a busy time of the day in a special train to Deniliquin and return to town with a very sick man, in a little over twelve hours.

"I have travelled on many railways in many countries, but I have had to come to my own country to find such service and perfect team work. What I might call the "collegiate spirit" of the Railways was, indeed, a great revelation to me—every man, from the head down, extremely interested in, and an artist at, his job, and, with all this, great courtesy and personal kindness.

"On the return journey I was very touched with the thought shown for the patient who was being brought back by the train; no detail was too small. It appeared to me as if each man was proud of his railway and its system.

"I will always remember this rather hurried journey as one of the most interesting and most human of my many railway experiences. Again expressing my appreciation and admiration of your most efficient service."—I am etc.—

**VALUABLES RECOVERED.**

**R**ECENTLY, as a result of efforts of the railway officials on the line from Bairnsdale to Orbost, my wife recovered her handbag and its valuable contents. To our minds, the case presented difficult features, so we look upon its recovery as a fine piece of work. We would, indeed, be pleased if you would, sir, convey to the Station-master, Orbost, his staff and others, who assisted in the restoration of our property, our thanks. Further, we desire you, sir, to compliment these officials for us upon their clever work.

—John C. Russell, S.S., 176, Nicholson writing to the Chairman of Commissioners.

**BEST IN AUSTRALIA.**

**S**EVEN weeks ago I wrote asking for information re trip to Townsville. I called at the office for my ticket and, of course, to ask a few questions. The young men were very kind and patient with me. Result, I found my way about the Railways without any trouble . . . . . I can't speak too highly of the Victorian trains. For comfort and cleanliness they are the best in Australia. Those who clean them must take pride in their work.

—Mrs. Alice Walker, Mercer-street, Queenscliff, writing to the Manager Government Tourist Bureau.



### WILLIE ANSWERED

A doctor who was Superintendent of the Sunday school in a small village asked one of the boys this question: "Willie, will you tell me what we must do in order to get to Heaven?"

Said Willie: "We must die."

"Very true," replied the doctor; "but tell me what we must do before we die."

"We must get ill," said Willie, "and send for you."

A bishop was addressing a large assemblage of Sunday school children, and wound up by asking in a very condescending way: "And now, is there any little boy or little girl who would like to ask me a question?" After a pause he repeated the question, whereupon a little shrill voice cried out, "Please, sir, why did the angels walk up and down Jacob's ladder when they had wings?"

"Oh! ah! I see," said the bishop. "And now is there any little boy or girl who would like to answer Mary's question?"

A portly gentleman stepped on the penny-in-the-slot scales on a railway platform. The machine evidently was out of order, for the needle registered only sixty pounds.

"Bob," exclaimed an urchin watching the process. "Bob, look here, this old guy's hollow!"

Jack and Jill went up  
the hill  
At 60 miles or better;  
A cop unkind  
Was right behind—  
They're seeking bail by  
letter.

### OH! FOR A "LINE" LIKE THIS

The Judge—"This lady says you tried to speak to her at the station."

Salesman—"It was a mistake. I was looking for my friend's sister, whom I had never seen before, but who's been described to me as a handsome blonde with classic features, fine complexion, perfect figure, beautifully dressed and——"

The Witness—"I don't care to prosecute the gentleman. Any one might have made the same mistake."

When a locomotive whistles for a grade crossing, it is best to believe all you hear.

### PROOF POSITIVE

"Do you really believe, doctor, that your medicines really keep anybody alive?" asked the sceptic.

"Certainly," returned the doctor. "My prescriptions have kept three chemists and their families alive in this town for twenty years."

### HIS BIRTHSTONE

Daughter: "Oh, papa, what is your birthstone?"  
Father of seven: "My dear, I'm not sure, but I think it's a grindstone."

The Charleston is reputed to have been originated by a college student who absent-mindedly stuck a lighted pipe in his hip pocket.

He—"I beg of you, Miss Perkins, do not say Mr. Tompkins to me."

She (shyly)—"We have only known each other such a short time now; (coyly) tell me what you would like me to call you?"

He—"Call me Mr. Jones; that is my name."

Mike: "I have a new position with the railroad company."

Ike: "What is it?"

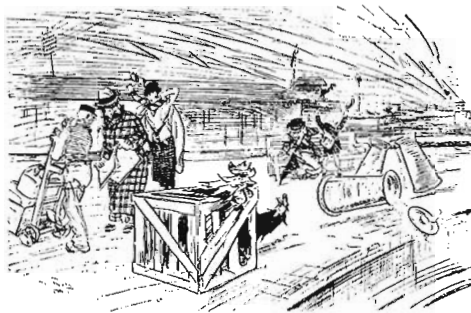
Mike: "You know the fellow that goes alongside the train and taps the axles to see if everything's alright? Well, I help him listen."

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.



The Old Hen (as express whistles through station):  
"Good heavens! Can that thing have laid an egg?"

The Rooster: "Impossible, my dear; the porter says it is a male train."

### LIFE'S SWEETNESS

There isn't much to life but this:

A baby's smile, a woman's kiss,  
A book, a pipe, a fire, a friend,  
And just a little cash to spend.

A surgeon was performing an operation on a patient when a fire started in a warehouse across the street, illuminating the whole operating room. Having finished, the doctor said to the nurse: "I think the patient is coming to; you had better pull down the shade. I don't want him to think that the operation hasn't been a success!"



# THE SEVEN AGES OF MAN

By SHAKESPEARE—and ANGUS MAC



1. . . . . At first the infant  
Mewling and puking in the nurse's arms.
2. Then the whining schoolboy, with his  
satchel!  
And shaming morning face, creeping like  
snail  
Unwillingly to school.
3. And then the lover, sighing like furnace.
4. . . . . Then the soldier  
Full of strange oaths and bearded like  
the pard.
5. . . . . And then the justice  
In fair round belly with good capon lined  
Full of wise saws and modern instances.
6. . . . . The sixth age slips  
Into the lean and slippered pantaloons  
With spectacles on nose and pouch on side.
7. Last scene of all . . . . .  
In second childishness and mere oblivion.

ANGUS  
MAC



## BOOKS AND NEW BOOKS

Reviewed by J. D. MICHIE

- "The Secretary of State."—A wonderfully interesting story.  
 "Northward Bound."—Rosina Filippi's latest novel. Absorbingly interesting.  
 "The Mocking Chevalier."—By A. G. Hales. A cleverly constructed story of Romance, associated with war.  
 "Bold Bendigo."—Is one of Paul Herring's most captivating stories.  
 "Gerfalcon."—By Leslie Barringer, is set in an atmosphere of similar gripping interest to that of the knightly adventures so vividly portrayed in *Ivanhoe*.

"THE Secretary of State," by Stephen McKenna (Thornton-Butterworth). In this book Mr. McKenna depicts the next phase of the political career of Ambrose Sheridan, who first appeared in "Saviours of Society." The Secretary of State for the Colonies, contemptuous of his colleagues in the Cabinet, who distrust him personally and are frightened by his drastic proposals, fights many battles, and marches triumphantly forward over the bodies of his fallen enemies.

But this strange personality, although successful in the wide sphere of his public activities, comes perilously near to disaster in his private life. During the period of mutual taking stock following their marriage, Auriol, his wife, discovers many things about her husband, unforeseen and dismaying. Max Hardy, to whom she had been engaged before her marriage to Sheridan, returns from abroad. He has never fallen out of love with her, but seeing him again after two years she realises despairingly that she has missed the only true love in her life. Her pride in herself and her loyalty to her husband leave her only one course. The final volume of the trilogy will be eagerly awaited.

\* \* \*

"NORTHWARD Bound," by Rosina Filippi (Cassell). Maisie, born in the Highlands near the castle of the chief of the MacThunes, is left a penniless widow with three children. She abandons her house at Wimbledon, determines to walk to Scotland, and on the way meets with a wandering minstrel who turns out to be the MacThune—become vagabond by choice in order to enjoy the freedom of the road.

His she marries at Gretna Green, though she knows that before he met her he had four serious love affairs, but no wife.

\* \* \*

"THE Mocking Chevalier," by A. G. Hales (Hodder and Staughton). Perhaps only a man who had been both a war correspondent and a soldier himself could have written "The Mocking Chevalier." In the pages of this novel we have much of the brilliant descriptive writing which made Mr. Hales famous the world over as a war correspondent. He has taken as his theme the doings of the Spanish Legion in the great Riff War that only a year or two ago threatened to set the Eastern world ablaze. There is no dearth of adventure, no lack of love-making, in this breathless story of the desert.

"BOLD Bendigo," by Paul Herring (through Robertson and Mullens). "Bold Bendigo," once champion prize-fighter of England, has now become a figure of high romance. Nottingham, the place of his birth, now puts him upon a pedestal. We see him enthroned with Lord Byron and Robin Hood as part of that town's pride. In Bendigo's mother the author has created a real character. It is a joy to meet her and to realise that Bendigo's fighting spirit came from her. Bendigo was one of a set of triplets, nicknamed Shadrach, Meshach and Abednego. Abednego was shortly abbreviated to "Bendigo" and under this name he fought his way to the championship of England.

Curiously enough, the town of Bendigo, Victoria, takes its name from this prize-fighter, the story being that one of the shepherds on the station property comprising Bendigo was "handy with his fists" and was nicknamed "Bendigo." The creek where he had his shepherd's hut was Bendigo's Creek and so named. It is within the recollection of most people that when the name of the City of Bendigo was changed to Sandhurst the inhabitants would have none of it and it reverted to Bendigo.

In "Bold Bendigo" there is a thrill to every page, but since too much prize-fighting might seem monotonous Paul Herring has introduced a charming love-story which thrills as do few incidents in fiction.

\* \* \*

"GERFALCON," by Leslie Barringer (Heinmann). This novel will appeal to every lover of the age of chivalry. The romance and reality of those harsh but decorative times have come down to us in many guises from the literature of the past, yet with the exception of Maurice Hewlett's "Forest Lovers," there has been a dearth in recent years of really first-rate stories of that age.

Here is one, a tale of knightly endeavor, of tourney, combat and siege, of treachery and torture, set in an imaginary kingdom beset with witches most foul and robber Barons most terrible.

"Gerfalcon" is the latest page written in the literature of mediæval romance.

A customer wrote ordering a book and the bookseller wired him:

"Cannot send until last account paid."

"Unable to wait so long," telegraphed the customer, "Cancel order."



### THE SPELLING BEE

THE children were down at the seaside, and Uncle was with them—a great favorite. One day he said, "Now, you boys, I have to go up to town to-day on business; I shall not be back until this evening. But when I come back I shall hold a spelling-bee, and all I am going to do is to ask you to spell one word. And I shall give a cricket bat to the boy who spells 'man' best."

Bobby turned to Charlie and said, "There is a joke somewhere, but I don't see it," and Charlie said, "I rather think it's a conundrum or something of that kind." And he leant his head on his hand to try to puzzle it out. And Joe didn't see it either.

Well, all three passed the day with their usual pleasures. The end of the story comes in the evening when their uncle comes home.

"Well, Bobby," said he, "have you had a good day?" "Yes, uncle—at least, no-o-no. I climbed over the cliff, uncle; I knew I ought not to have done that, because aunt told me not to. But Jimmy came along and dared me to do it, and I hate to have anyone dare me to do anything, and so I did it."

"Well, Charlie," said uncle, "have you been a good boy?"

"Yes, we have had a very good time. We should have had a very much better time if it hadn't been for Joe; we meant to have had the boat all to ourselves, but when we got down to it, Joe saw the girls were in the boat and he wouldn't turn them out."

"Stop a minute, stop a minute!" said uncle, "that belongs to Joe to tell." And Joe said, "I thought it was the girls' turn, uncle, and I didn't like to have them turned out. And I spoke to one of the boatmen, and he said it wasn't very fair."

Well, do you know, at that moment, out came the cricket bat from somewhere, and it was put into Joe's hands; and uncle said, "Well the spelling-bee is over." And all three boys opened their eyes and stared. "Why, you didn't even ask us to spell it, uncle!"

"Ah! don't you see," said he, "there were ever so many ways of spelling it, not by words, but by deeds. Joe has spelt the word 'man.' Try to puzzle it out for yourselves."

### HOLIDAYS ARE OVER

DEAR Nieces and Nephews.—I am pleased to learn that you enjoyed yourselves during the two weeks' school vacation, and that you are again back at lessons, each working hard to pass the examinations you are looking forward to with such confidence. Confidence combined with diligence and sincerity will bring success in the end. Uncle Ben will then be still further proud of his nieces and nephews.

Linda Cooke, Kerang, writes:—"We have just finished our term examinations, I came eighth in a class of 50." Well done Linda. I hope you may

soon obtain your merit certificate.

Betty McNicol.—You forgot to tell me your address. I am, however, very pleased to have received your letter, and to learn from it all about your brother and sisters. Uncle Ben welcomes you as a member of his family of nieces and nephews, and will be glad to receive a letter from you each month telling him all about how you are getting on at school, the games you like best, pets you may have, or any other kind of chatty news. You'll tell us your address though, won't you?

Jim Reid, Dandenong.—Well Jim, of course I'm sorry not to have heard from you, but you'll remember the right date in future, won't you? It is interesting to learn that you are now attending the

High School, that seeing the cattle and horses on market days is such a pleasure to you, and that football, soccer and other games keep you in the enjoyment of plenty of healthy fun. Yes, some day you may be in a position to come in, it would be splendid.



*This is Nephew Ronald Dyer, of far-off Largs Bay, South Australia. He writes regularly to Uncle Ben, and says he likes the children's page, as well as reading all about Victoria and the Victorian Railways.*

Mirie Russell, 11 Rice-street, Ballarat East, says she likes the stories on the children's page—she is a borrower from her school library and greatly enjoys reading the good books there are in the big collection. Mirie chats very interestingly about her correspondence with one of her nieces, exchange of photographs, and anticipations of meeting her one day.

Joan Anderson, Maryboro. — Pleased to hear from you again, Joan, telling me that you liked to see your picture in the Magazine. Am sorry, though, that you did not send me the story you are writing about the fairies; we all should much like to read it. Send it next time, won't you?

Yours sincerely,  
UNCLE BEN.

# Jottings from the Institute



## SHORTHAND AND TYPEWRITING CLASS.

A shorthand and typewriting class was started at Ararat on June 6, and to date the enrolment of students has been satisfactory.

Mr. W. Bleach, Senior Clerk, Depot Foreman's Office, Ararat, has been appointed Instructor, and present indications are that the class will be most successful.

## ENGINE WORKING CLASSES

Enginemen at Echuca and Warragul have asked for the formation of classes—in Engine Working and Westinghouse Brake. Twenty employes at Echuca have signified their intention to enrol, and 14 at Warragul are prepared to join a class.

## NEW DRAWING INSTRUCTOR.

Mr. W. H. Grace who is instructor of Engineering Drawing at the V.R. Technical College has been appointed Instructor of mechanical drawing at the Institute in place of Mr. Lukeis, who recently resigned. Mr. Grace, who possesses many diplomas, has taught for many years, and has had four years of practical engineering.

## WHAT THE INSTITUTE HAS DONE FOR ME

**T**HE whole lot cost me five shillings: as much as I would have spent on, say, 10 packets of Capstans, or one and two-thirds seats at the stadium on Saturday night.

I started at the Institute in the middle of 1923. I joined up at first with the Safe Working Class. In November I collected my departmental Staff and Ticket diploma. A little while later the Institute instructor pushed me bodily through the Electric Staff examination, following up the good work by dragging me past the post in the Double and Single Line Block event. That was in 1924.

In 1925, I began to look forward to the bulky envelopes containing the correspondence course in Station Ac-



W. F. Thomas

counts and Management. I had another astoundingly energetic instructor, a dominie who always put his finger on my weak points and cleared up every difficulty in one succinct pencilled explanation. And so, in October, I thrust my head into an Assistant Station-master's cap—figuratively, that is. Then came transfer to the Head Office, just as I was trying to brush up my knowledge of an S.M.'s duties. I fancied my chances of success at the exam. rather negligible, but the instructor invited me down to his home before the test, and cheerfully and painstakingly traversed the whole dangerous uncharted sea of questions which faced me. And I passed.

So, altogether, I am up half a dozen certificates—including an S.M.'s.—and sundry valuable prizes—including the "Harold W. Clapp" of 1925, which knowledge and success was secured for me by the Institute in spite of the fact that I was engaged on work which gave me little or no opportunity to gain a practical insight into those subjects.

Of course, as I said, I am down five shillings. But . . . . .

—W. F. THOMAS,  
Clerk.

WHAT THE INSTITUTE HAS DONE FOR Mr. THOMAS  
IT CAN DO FOR YOU

**BENALLA INSTRUCTOR RESIGNS.**

Recently, Mr. F. A. Croucher, Fireman, Benalla, resigned as Instructor in Engine Working and Westinghouse brake at Benalla centre, and Mr. B. J. Taylor, Acting Driver, has been appointed to the vacancy.

**MUSICAL COMPETITIONS.**

Amateur Musical and Elocutionary Competitions will be held in the Institute Concert Hall on September 5. Entries will close on August 1. The competition will be open to bona-fide Institute students only. The General Secretary will give all information.

**"WILL YOU BE MY WIFE."**

The Institute Dramatic Society will stage "Will You Be My Wife," a three-act comedy, on July 16 and 23, in the Institute Concert Hall. Tickets may be had at 1/6 each, from the General Secretary.

**DANCING CLASSES.**

Children's dancing classes have become very popular at the Institute, and some of Miss Dorothy Gladstone's pupils are doing exceptionally well.

Miss Gladstone is now teaching fancy, ballet, toe and step dancing, as well as ballroom dancing.

**VETERANS MEET**

Ninety retired Victorian railroaders crowded into the Institute rooms for the June monthly meeting of the Social Club recently. Nominations for office bearers on the club committee for the ensuing 12 months were announced, and several new members elected and nominated. The new committee will be elected at the next meeting on July 7, at 2 p.m.

**TO HIS MEMORY**

"THE late Mr. T. A. Williams, for 30 years Officer-in-charge of this office. Erected to his memory by the staff." So runs the simple inscription on the large portrait of the late Mr. Williams, which was unveiled in the Ballarat telegraph room last month. The station's noisy battery of telegraph instruments was hushed as the staff listened silently to the moving tribute paid to the memory of the departed officer by the district's departmental chiefs.

District Superintendent Maddern unveiled the photograph. It would be with them as a reminder, he said, of a man whom all honored, a man who had never been harsh, but who had helped to bring the staff to the highest state of efficiency that it possessed; District Engineer Ward, Rolling Stock Superintendent Jackson, Stationmaster Johnston, Train Running Officer Game and Mr. H. E. Ingram also made short and sincere speeches.

Gratitude for the respect paid his father was expressed by Mr. Rex. Williams, eldest son of the late Mr. Williams, and himself a member of the telegraph office staff.

**S**INCEREST condolences are extended to Mr. Tom Kennedy, Officer-in-charge of Guaranteed Specials, Head Office, on the death of his wife, which occurred recently after a long illness.

The late Mrs. Kennedy was as well known in railway circles as her husband, and was an intimate friend of Mr. Commissioner Molomby, his mother, sisters and brothers. She was the mother of Thomas Ivan Kennedy of the District Engineer's Office, Bendigo, and of Miss Gladys Kennedy, Morella station, New South Wales.

Mr. Kennedy wishes to thank the legion of fellow railroaders who have sent him their sympathy.

# Knowledge Is Power

## RAILWAYMEN! Have you ever figured out what the Victorian Railways Institute Offers You?

Membership automatically makes you eligible for enrolment as a student in any of its classes.

**ORAL.**—Applied Mechanics, Arithmetic, Algebra, Building Construction, Electricity and Magnetism, Engine Working and Westinghouse Brake, English, Geography, Mechanical Drawing, Safeworking, Shorthand, Station Accounts and Management

**CORRESPONDENCE.**—Algebra, Arithmetic, English, Engine Working and Westinghouse Brake, Permanent Way Maintenance and Construction, Shorthand, Safeworking, Station Accounts and Management.

**TUITION IS FREE TO ALL FINANCIAL MEMBERS ON PAYMENT OF 1/- REGISTRATION FEE FOR EACH CLASS OR COURSE PER ANNUM**

Write to or call at the General Secretary's Office, Flinders Street Station Building, for further particulars of class hours, etc.

**GET TO KNOW A LITTLE MORE ABOUT YOUR JOB AND SO**

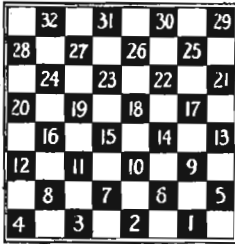
**Pave the Way for Promotion**



# Our Draughts Corner



Conducted by W. LAMBERT, Hon. Secretary V.R.I. Draughts Club



**T**O systematise play I have numbered the squares on the board as in the adjoining sketch.

Set the black pieces on squares 1 to 12 and the white pieces on squares 21 to 32.

The numbers are then calculated as on the diagram. Black plays first.

27-23, 18-14, 5-9, 14-5, 31-26, 10-7, 4-8, 11-4, 23-27, 30-23, 27-2. B wins.

No. 2.—14-9, A23-27, B9-6, 7-10, 15-18, 31-26, 6-2, 26-23, 20-16, 12-19, 2-6, 23-14, 6-31. Drawn.

A.—31-26 or 23-26. Then 9-5. Draw.

B.—9-5. B can win.

No. 3.—16-19, 8-3, 15-11, 3-8, 30-25, 8-15, 19-23, 28-19, 23-26, 31-22, 25-11. B wins.

No. 4.—15-19, 22-15, 19-26, 15-10, 12-16, 10-6, 26-31, 27-34, 16-20, 24-19, 20-24, 6-2, 31-26, 14-10, 26-23. B wins.

Readers are asked to forward problems, or any other interesting matter about draughts, to the Secretary.

Solutions to Bridge problems of last issue :—

No. 1.—14-9, 18-14, 9-6, 2-9, 13-6, 14-10, 6-2' 10-7, 8-12, 7-16, 2-7. Drawn.

No. 2.—16-11, 14-10, 3-7, 10-3, 1-6, 2-9, 5-14, 12-8, 11-4, 3-7, 4-8, 7-2, 8-11, 2-6, 11-15, 6-1, 15-10. Black wins.

No. 3.—13-9, 22-18, 9-6, 1-10, 2-6, 10-15, 6-10, 15-19, 10-15, 3-8, A, 15-22, 8-15, 22-17, 15-18, 17-14, 18-22, 14-18, 22-25, 18-15, 19-23, 15-18, 23-26, 18-22. Drawn.

A—3-7, 15-22, 7-16, 22-26, 16-20, 26-31, 19-23, 31-27, 23-26, 27-31, 26-30, 31-27, 30-26, 27-31, 26-22, 31-27,. Drawn.

The following problems will be found interesting :—

No. 1.—By James White—Black: 4-5-16-27-K6-32. White: 10-18-30-K15-28.

Black to play and win.

No. 2.—By R. Jordan—Black : 7-12-23-K31. White : 14-20, K15.

White to play and draw.

No. 3.—By Jas. Robertson—Black : 1-16-24-K15-30.

White : 5-8-28-31-K4.

Black to play and win.

No. 4.—By L. Stearns—known as the Christmas Cross—

Black : 3-8-11-12-15-18.

White : 9-14-22-23-25-27.

Black to play and win.

Beginners are urged to try these problems over before seeking the solutions, which are here given.

Solutions—

No. 1.—6-1, 28-24, 27-31, 24-20, 32-27, 20-11,

## YOUR JOB.

How do you like the job you're at  
Throughout your working day ;  
When the whistle blows and you're ready to quit,  
Do you think you've earned your pay ?

Do you think you've given the best you've got  
To this job that is yours to do ;  
If you had to sit down and balance accounts  
What credit is coming to you ?

Are you putting your shoulder behind the wheel  
And pushing with all your heart ;  
Or are you just laying down on the job,  
Letting someone else do your part ?

Do you think of the fellow beside you,  
The one who'll contest your crown ;  
He may look to you for example  
Are you helping him up or down ?

Are you thinking in terms of to-morrow,  
In this job that is yours to do ;  
Do you know that the world is depending,  
On just such chaps as you ?

There's only one way you can answer,  
Keep pluggin'—your pulses will throb  
When you find you're on top of the ladder—  
Through stickin' right close to your job.

FRANK A. COLLINS.

## LADIES' AND GENTLEMEN'S HAIRDRESSING SALOON

All Ladies' Work done under the personal supervision of J. WOOLF, Proprietor  
GENT'S Haircutting - 1/6 - - - LADIES' Shingle Trim - 2/-

602 COLLINS-ST. (near Spencer-st.)

Only Expert tradesmen employed

## A Chat With The Railway 'Buses

(Continued from page 43)

pers to spare wheels. Its headlights shone in fitful perplexity. It rattled its gears absently.

"What I can't make out," it said, "is why the Railways Department runs 'buses. What —"

I felt that it was up to me this time.

"It's like this," I commenced. "I'll start from the very beginning."

"Best place," said the Fageol.

"Keep quiet, you!" said the Brockway.

"It's like this." I recommenced. "Nearly 6,000 miles of railway track have been built by the people of Victoria. Thousands of trucks, hundreds of carriages, a score of rail motors, seven hundred heavy engines, and many well-equipped workshops have been built as well. Altogether more than £74,000,000 of public money has been spent, £70,000,000 interest bearing."

"Lot of money," said the Fageol.

"Will you keep quiet!" said the Brockway.

"Lately," I continued, "private individuals and companies operating road vehicles have entered into active competition with the railway. There's no complaint on that score. The railway can hold its own against fair competition. The complaint is that it's not fair competition. It's very unfair. These private competitors, taking revenue from a public enterprise, use and destroy another public utility while they operate. They tear up the fine level roads which have been built by the owners of the railway, and they pay practically nothing towards the damage which they cause. Follow me?"

The two 'buses nodded.

"Now, if these road competitors were compelled to disgorge a fair and equitable share towards the upkeep of the roads," I proceeded, "say, by the formulation of fuel tax, modified by the type of tyre used, they would be placed on the same footing as the railway people. There would then be no unfair advantage. See?"

"Well, until this is done, the railway chiefs have decided to come on the road and run 'buses like you two in opposition to the private 'buses, to give the people the service they want, and to fight their rivals at their own game."

"Seems to me then," said the Brockway, thoughtfully, "that the people are sort of paying private companies to take money from them. I mean they're meekly footing the bill for the repair of the damage caused by these private operators, they're fostering competition against themselves, and they're helping their rivals to make greater inroads on their own business, and to keep on damaging the roads. A kind of vicious circle."

"Exactly," I said. "Bankers and financiers call it economic waste."

"I'd call it something stronger than that," grunted the Fageol.

## Railwaymen of The Month

(Continued from page 53)

1885 as porter, and right from the jump determined to know all about his job. During his six months probation, he secured his telegraph certificate, and within two years was appointed Assistant Station-master at Yarraville. Keenly interested in train signalling, Tom shortly afterwards qualified as Signaller, and was duly appointed. Thereafter, for some years, he relieved in all sorts of signal boxes, including "A" Box at Flinders-street. Supt. of Goods Train Service J. Richmond, who about that time was revising the official Rules Book, and especially the signalling part of it, rated Tom's qualifications so highly that he called him in to help. Tom subsequently passed a brilliant examination for Block and Signal Inspector, and afterwards became Safe Working Officer. He has since helped to revise the Rule Books, General Appendix, and chaired a committee which compiled a book of instructions for Electric Train Motormen. Tom's literary part, however, was not cramped into Rule Books: it overflowed and mingled with Shakespeare's cascades of prose, with the result that few men have acquired a richer knowledge of the Bard.

Mrs. Peck—"I just know you lost those letters I gave you to mail last week."

Mr. Peck—"I knew you'd say that, so just to prove you're wrong I'll show them to you. Here they are, safe in my pocket."

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W. H. KAY, AND MELBOURNE ROAD, NEWPORT

Agent for  
Douglas Motor Cycles

## Way and Works "Man" and "Wife"

*Reunited* (Continued from page 21)

tions. So the compromise of grouping like with like was generally followed.

One is struck, by the way, with the extraordinary perversity of machine tool makers who introduce some feature which will permit a machine to be driven only in a particular relation to the driving shaft. As this feature is rarely disclosed on the plan, determination of the driving arrangement of a machine before arrival has its difficulties.

### The Basic Problem

Handling material in a shop is a fundamental problem. Generally speaking, raw material for each shop at Spotswood will be received on the siding located at the southern boundary where all timber and iron will be unloaded by mobile cranes and stored alongside. More valuable general stores will be housed in a convenient building arranged in accordance with the modern methods of the Chief Storekeeper. The finished jobs will usually emerge at the northern end where the floor is at platform level, so permitting them to be wheeled direct into standing trucks or motor lorries. The electric battery vehicle, especially when fitted with a crane, is a most efficient machine. Floors and paths have been specially prepared for its use. A 5-ton electric

crane traverses one bay of the shop from end to end, crossing two cart roads and several sidings on its way. The absence of such crane facilities hitherto has piled up the cost of many a job.

Welfare has not been overlooked, and a spacious luncheon room, good locker accommodation, and bright surroundings will be welcome to men who have stumbled about the dark corners of the old customs shed for many years. The main entrance has been laid out in lawns and garden plots, and there is ample space within the workshop area suitable for cricket practice. It is confidently anticipated that the prowess which has been exhibited by the Way and Works Arden-street team, comprising the Woodworking Shops' staff and District Engineer's staff, will be continued when a self-contained Workshop team is formed; so that the Commissioners' cup, which at present occupies a niche at Arden-street, will not have to be moved until it is required to adorn the wall of the new luncheon room at Spotswood.

### Adjustment to New Conditions

It will be several months before the woodworking shops can be completed, but the metal working section is now in occupation of its new quarters. The motor transport staff rendered valuable assistance in the removal of the machines and plant, but much thought and planning was required to avoid disorganisation of work in progress. It remains for the transferred staff to adjust itself to its new home, much as a crew in a new ship has to revise its routine, methods and organisation before complete efficiency can be secured.

Considerable time has elapsed since the Chief Engineer of Way and Works, Mr. Ballard, first conceived the idea of having up-to-date shops, combining with wood-working and metal working activities under the one roof. It is a source of gratification to the branch to realise that there is every prospect of the scheme, which he has so ardently advocated, reaching fruition before his retirement from the service.

### OCEAN GROVE HOUSE, OCEAN GROVE

Facing the Barwon River and Ocean—Beautiful Grounds—Good Fishing and Shooting—Asphalt Tennis Court—Croquet—Free Billiards—Swings  
MILD WINTER CLIMATE—Excellent Meals  
—Own Cows and Poultry—Only 2 miles from Barwon Heads Golf Links

Special Winter Tariff to November £2 2 - N. rs. Close Phone 65 Drysdale

### SPRINGVALE FARM, WINTON NORTH, VIC.

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Tariff from 40/- weekly 8/- daily. Apply to Proprietors

# Conway Stewart

Compare the Value of these Fountain Pens with any other make on the market

Obtainable all Stationers and Jewellers



By Gippsland's Lovely Lakes

Continued from page 47.

In such an article as this, no description is possible. You must see them.

Friday morning was devoted to acquiring post cards and so on, the afternoon being spent in a trip round some of the islands, where were seen pens alive with fine salmon trout. A stop was made for afternoon tea at Scone Cottage. The scones were hot, butter was plentiful, the other good things were also appreciated. The view from the front of the house was magnificent.

A water-melon supper had been proposed for Friday evening, but was postponed till Saturday morning, as a fruit luncheon on the Sale boat, so that participants could hang over the side. A basket was improvised and the transport of the vegetable duly accomplished.

The function was a huge success—socially and gastronomically. The suggestion that the event take place at "Pains"ville was quite unjustified. Lunch on board was a tame affair after that. The party assembled on deck later and congratulated themselves on having come through the trip, with all its incidental perils, alive, especially thanking "Pilot" Jones for his share in their preservation. The train was then boarded at Sale for Flinders-street, where the trip ended. The many pleasant recollections of it will long remain.

Where Puffing Billy Once Ran

Continued from page 34.

£933; in 1926 the passengers totalled 1,940,375, and the revenue £22,085. Fairfield in 1889 had 99,788 passengers and £749 in revenue; in 1926 the passengers were 1,853,859 and the revenue £27,742. Ivanhoe in 1889 showed 33,971 passengers, and revenue of £335, and in 1926, 1,251,960 passengers, and a revenue of £24,563.

And so the contrast applies in respect of every station, and in revenue, also, from parcels and goods.

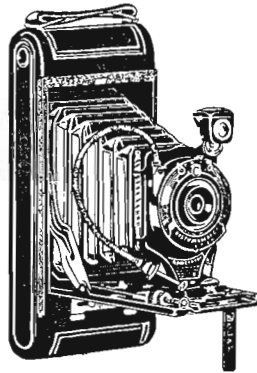
The total number of passengers for the line in 1889 was 381,876; the revenue £3,864. In 1926, the passengers totalled 8,730,172, with a revenue of more than £144,556, with which is included amounts derived from Goods and parcels.

It is a lucent story.

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KODAKS**

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POCKET SIZE EXCELLENT VALUE



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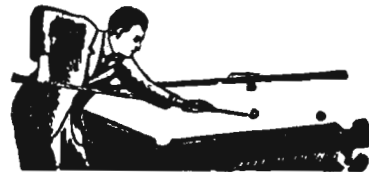
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**ALCOCK'S BIJOU JUNIOR** Billiard Table (lift on). Perfectly made beautifully finished—absolute accuracy. Fitted with SLATE bed, fast-running Cushions. Metal Buttons on Cushions. BRASS Adjusting-Toes to Level Table. Set of Billiard BALLS, CUES, MARKING BOARD, and SPIRIT LEVEL.

<b>PAY AS YOU PLAY</b>	<b>Deposit 17/6</b>	<b>Balance 3/-</b>
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ADDRESS.....

V. Rail.

# How to Become a Home Owner

**I**T is the ambition of every man to become the owner of his own home, but the difficulty seems to be firstly in setting out to become a home-owner, and secondly in carrying the mental image of the house into practical being.

**T**O a man in good constant employment, there should not be any obstacle too great to overcome if a determined start in the right direction be made while he is in his twenties. Unhappily, many men become fully alive to the necessity of making their start only when they are past their early youth, and when their family responsibilities are commensurately greater, with the natural result that their task is much more severe, and, too often, the desired home seems to become further away as the years advance.

He is a wise man who, before or in the early days of his marriage, strives to save as much as possible to serve as a deposit for his home-to-be. If more attention were paid by parents in the training of their children in this very vital matter, it would go a long way towards solving the problem of home ownership.

It is almost impossible for a man to enter into the purchase of a home without some deposit in cash, although in these days of advanced finance, there are firms which will endeavor to meet the honest hardworking man in the matter of the smallness of the deposit, and so assist him in his effort to join the ranks of the home-owners.

The man lacking a fairly substantial amount in cash is strongly advised to make enquiries as to whether he can be accommodated in this direction, as it is sometimes easier for a man to save while he is paying off his own home than when he is paying rent and striving in the meantime to make up that elusive deposit.

## Deposit Makes Things Easier

To the man with an average of £50 in cash, the position is much easier. This man should first ascertain just how much per week he can afford to pay, without undue hardship, and allowing for the hundred and one little expenses which crop up from time to time, he should then endeavor to find out just where, and in what way he can be best accommodated in the way of buying or building his own home.

He will possibly find that there are ready-built houses of various ages and in various states of repair and disrepair for sale on easy terms, which on outward appearance, and at a cursory glance at least, would suit him admirably, but he should be careful that the house is not faulty in construction, and that its upkeep will not prove an ever recurring expense.

For many reasons, the man with the small deposit will be better served by either purchasing a new ready built house, or better still by having one built to his own particular necessities and desires, and which will incorporate the more modern labor aiding ideas, and be far easier and cheaper to keep up.

A few enquiries will elicit the fact that there are firms and individuals who are prepared to undertake to build for him for varying prices and on varying terms, but he should be careful and not be misled by the matter of lowness of price. There is no such thing in home-building as bargain price. There is a fair and reasonable price for which a given house can be built, and any reduction on this amount involves either bad workmanship,

faulty materials, or some fatal or wilful miscalculation, which causes trouble in later years to the purchaser.

He should, therefore, first and foremost look to the stability and reputation of the prospective builder, and seek to ascertain from existing clients their experiences and opinions of the workmanship and dealings of the firm or individual in question. Having satisfied himself on this all important fact, he should turn his attention to the matter of price and terms, and there it will be found again that the more solid firms will give the more genuine value for money. In the matter of terms, it is wise to see that there are no disabilities, and also that the payments requested, be they weekly, fortnightly, or monthly, account for principal as well as interest. Also it is wise to bear in mind the possibility, at a later date, of being able to sell or let the house should occasion demand.

## Choosing a Site

The question of the site upon which to build is a very important one, and one which sometimes occasions much worry and trouble, but again it will be found that any home building service worthy of the name will gladly assist him in this matter.

Much attention has been directed in recent years to the method of purchasing a block in a subdivision on very easy terms, and so saving a deposit for a house by paying off the block, but this plan, although commendable from a standpoint of thrift, has in many cases proved an incubus because of the inaccessibility of the block and its unsuitability for building upon at least for some years to come. The home seeker would be wise if he made careful inquiry from the builder he has in mind before committing himself to the purchase of a block. The builder may find some disabilities quite unknown to and unlooked for by the uninitiated.

There are, of course, other ways in which homes may, by a stroke of luck, be acquired, such as ballots, consultations, and so on, but the man who wishes to make a certainty of his home, should steer a clear course by the only sure way—by the exercise of a little self denial and determination.

## MAGAZINE APPRECIATION.

**W**RITING from Derby, England, where he is employed by the London, Midland and Scottish Railway Company, Fitter L. C. Fox, of the Victorian Railways, who is on extended leave of absence, expresses appreciation of the V.R. Magazine, which he receives regularly.

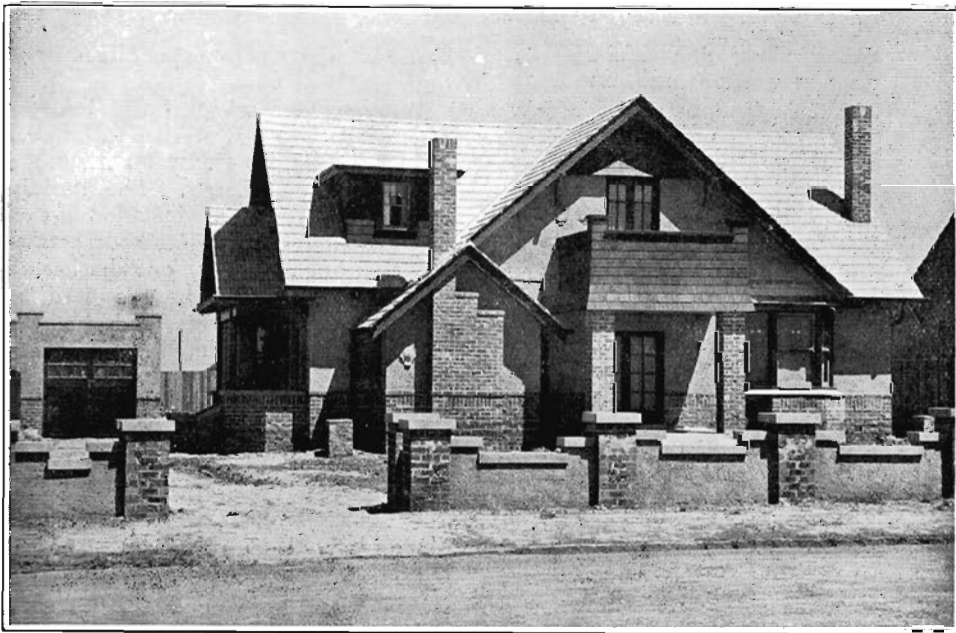
"The V.R. Magazines," he says "have been eagerly read by the men of the L.M.S. Co. The Magazines travel from one end of the works to the other, including the office staff. So they have been through many hands before I receive them back. All who read them, from the office staff to the men in the shop, think that our V.R. Magazine is far ahead of any Company's Magazine in England. So do I. One is very proud of our Magazine when comments like this are passed about it."

# THE NATIONAL WAY OF HOME PURCHASE

has proved so successful and popular during the past few years, and scores of satisfied clients have, by their honest recommendation, so increased the scope of our operations that we have been forced to move into LARGER and MORE MODERN OFFICES in a more convenient situation to suit the needs of homeseekers.

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## National Home Building Co.

(E. J. Rampling, Proprietor) (Reg.)

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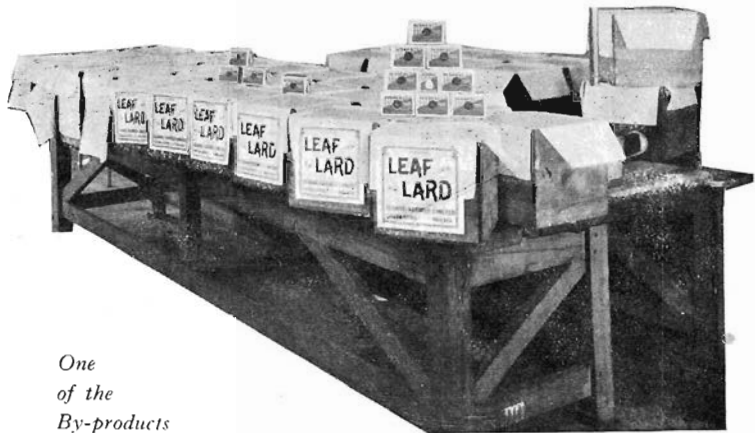
Pigging It

(Continued from page 27)

Wonthaggi. An up-to-date shop is adjacent to the boiler house and is capable of effecting all repairs to machines in the works. Thirty-three motors are used throughout the works.

Lighting for the building is absorbed at the rate of 23,000 watts an hour, while for condensing purposes, 28,000 gallons of water an hour are used. To enable this water to be cooled down for further use, two spray towers are used. The cooling is effected by the discharge of water through Hoerting sprays, and by the passing of air through the falling shower of water, the heat is carried off and the water returned to the sump.

The cool stores have a capacity of 135,000 cubic feet. They are maintained at temperatures to suit the process and mode of treatment carried out in the various rooms. Forced air circulation is largely used, as well as direct expansion. Brine rates are



One of the By-products

based on the works expenditure as circulation.

We next moved into the lard refinery, which is a fine two storied re-inforced concrete building, 70 ft. by 60 ft., and is well lighted and ventilated. The building has its own chillrooms, and installed in the building are four steam-jacketed kettles, two refiners, one digester, one hasher, a chill roller for cooling lard, two lard pumps, one brine pump, a press, and a cube cutting machine. The selected edible fats com

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from the slaughter house in steel tinned and electrically welded containers, by means of an inclined ramp. The heating of the kettles is done by high pressure steam which does not come into contact with the fat. After having been heated to a temperature of 280 deg. F. for some hours, the melted lard is run off into the receivers, strained through fine meshes and pumped up to the refiners, which are fitted with rotating agitators. With other treatment the lard is converted into a plastic mass, and is then run off by means of pipes to barrels or boxes, and then removed to the chill room. The barrels and boxes used for containers are sterilised in a steam sterilising chamber at 350 deg. F., special care being taken to ensure cleanliness. Distilled water is used for washing purposes.

Altogether 150 men are employed at Farmer's, and the annual wage bill is in the vicinity of £35,000. The whole of the company's output is conveyed to every corner of Victoria by the Victorian Railways.

#### Spotlessly Clean Works

The peculiar odour associated with the grunter is not once noticeable inside the buildings, and the whole of the works are in a spotlessly clean condition.

The monthly output, as supplied by the Ballarat Goods Shed averages 185 tons, of which 80 tons is for export, 80 tons for Melbourne, and 25 tons for the country, exclusive of Ballarat orders.

Glancing round the busy despatch room one sees consignments for Kalgoorlie (about 10 cwt. is sent each week to this station by rail), Sydney, various towns in N.S.W., Albany, Fremantle, and occasionally consignments are sent to Hong Kong. I did not see any consignments for Jerusalem. Farmer's also supply the various shipping companies with their products.

Everything connected with the pig, down to the hair and offal, is used. There is no waste. It is rumored that the squeak is sent to Geelong for use at the motor works!

The average weekly consignments of live bacon received into the works is six trucks, but this does not include trotters from the local sales.

All inwards trucks are sent to Eureka siding, which supplies Cowley's, the Eureka Tile Company, and Farmer's, and is situated about a quarter of a mile from each industry.

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## **OBJECTIVES & OPPORTUNITIES**

**T**HRIFT is more than mere saving. It is more, even, than wise spending. It is both an End and a Means to an End—an Objective and a means of attaining that Objective.

We all want our lives so ordered that we can get the best the World has to offer. But we can't acquire unless we strive; and we can't strive intelligently and effectively without a purpose.

The foundation of every worth-while purpose is Thrift.—*John W. Staley.*

Given the purpose (and who is so lacking in Ambition, that he has no purpose?) you will find no more effective method of Thrift Practice than the Savings Account.

Every Post Office in Australia is a Savings Bank Agency of the

**Commonwealth Bank  
of Australia**

(Guaranteed by the Commonwealth Government)

## How State and Railway Finances are Interlinked. (Continued from page 29.)

tions may fail to meet the cost of operating, maintenance and interest. In the past they have done so. In such cases the deficiency has fallen upon the Consolidated Revenue. If a private company were faced with a loss it could not, of course, have recourse to the Consolidated Revenue, but on the other hand it would, as a general rule, take steps in prosperous years to accumulate a reserve to enable it to meet a loss in bad years.

This position has not yet been attained as regards our State, there being no authority to establish a reserve fund, although the question has been mooted from time to time, and it is admittedly most desirable in the interests of the State, and of the users of the railways, that there should be such a fund. The separation of the railways' accounts from the general accounts of the State has received rather more than passing attention for some years, but nothing really effective has been done, although under the authority of an act passed in 1923, all railway surpluses since 1922-23 are payable to the Railways Sinking Fund which was established by that Act.

The separation of the accounts cannot, however, be effected in fact until there is established a reserve fund sufficient to relieve the Consolidated Revenue from any drain upon it due to the losses of a bad year or a series of bad years. In New Zealand this has been done, and it is reported that the new system is working smoothly and satisfactorily.

## Newport Makes Engineering History.

(Continued from page 12.)

crucial test was made, but it was pronounced flawless. The size was within a 32nd part of an inch of the estimate.

Of course, the manufacture of this-to-be big machine had its beginnings in the minds of the clever designers who prepared the plans. From them it went to the pattern-making shop, and here Mr. Chas. A. Upton, foreman pattern-maker, and his leading hand, Mr. D. J. Yates, with their staff, bent their skill to the fashioning of an instrument which proved how well they applied their brains and hands to the making of an exceedingly complex pattern.

A wonderful shop is the foundry, equipped

as it is with every kind of tool and appliance necessary for performing the six hundred different kinds of casting jobs that are turned out—castings that vary from two ounces to the weight of the huge triple cylinders.

Hundreds of tons of metal are used in a week, including cast iron, malleable iron, copper, brass, bronze, gun-metal, aluminium, and bearing metal.

Spread over an extensive floor are 130 men, some of them picturesquely boring about like moles in the specially-treated sand or loam. They are shaping moulds, each for his own particular job. Others are despatched here and there in the act of pouring molten metal into moulds large and small.

With fires flashing, sparks flying, furnaces roaring, cranes whirring—all the scene humming with hive-like activity—the combined effect stimulates the senses and gives rich food for thought to the brain.

### Good Service *Continued from page 63*

#### CARRIER'S APPRECIATION.

**A**S a carrier to and from the Murrabit Station. I want to draw your attention to S.M. Maher. I have carried some 30,000 cases of oranges in the last two years to the Murrabit Station, besides a great deal of general goods to the station. I have never had any trouble with trucks for fruit. The S.M. always had trucks, and placed in the best position for loading. He always does his best to make my job as easy as possible. Please convey my thanks to S.M. Maher, and appreciation.

—W. G. Fagan, Gonn Crossing, writing to the Bendigo District Superintendent.

#### COURTESY LIGHTENS ANXIETY.

**I**HAVE lately had occasion to travel with an invalid and patient by train from Traralgon to Melbourne.

I would like to express my thanks and appreciation to the courteous and obliging railway employees with whom we came in contact on our journey.

What would otherwise have been a tiresome, and very anxious journey, was greatly lightened by their help and thoughtfulness at all times. Especially would I like to mention Mr. J. Crowe, Traralgon Railway Station, and the 'Man in Grey' at Flinders-street.

—(Sister) Helen Kelly, 461 Dryburgh-street, North Melbourne, writing to the General Secretary, V.R. Institute.

#### BUSINESSLIKE ATTENTION.

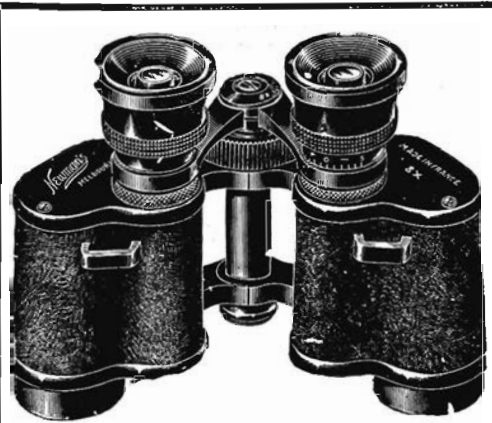
**T**HE writer takes this opportunity of expressing his high appreciation of and thanks for the courteous and business-like attention afforded by two members of your staff, Messrs. Castles and Gordon of the Tourist Bureau staff in arranging accommodation for the journey from Melbourne to Perth by rail. The writer would be glad if some recognition of such courteous consideration could be passed to the officers concerned.

—D. J. Mooney, Managing Director, Trogon Oil Company, Aberdeen House, Collins-street, Melbourne, writing to the Chairman of Commissioners.

#### THE BEST YET.

**R**EFERRING to the supply of empties to various stations . . . we are very well pleased with the improvement at nearly all the stations mentioned, particularly Culgoa, Cocamba, Chinkapook, Borung and Glenloch . . . The wheat season with us is drawing to a close, and, as far as transport is concerned, it has, we think, been about the most satisfactory on record. We appreciate all the good work put in by the Department on this section, and which has enabled us to bring to the Mill Stores all our wheat without damage. Thanking you, sir, and all your staff.

—J. J. Embury, Manager, Water and Kerang United Roller Mills Ltd., Bridgewater, writing to the District Superintendent, Bendigo



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# Garden Notes For July

## WHAT TO SOW AND PLANT

Artichoke (tubers). Asparagus (roots). Broad Beans. Beet, Red (turnip shaped). Brussels Sprout. Cress. Horse Radish (roots). Leek. Lettuce. Marjoram (plants). Mushroom Spawn. Mustard. Mint (plants). Turnip (non-seeding). Onion (Brown Spanish). Potato (Early-Manistee, Carman, Scottish Triumph). Radish. Rhubarb (roots). Sage (plants). Shallot (bulbs). Thyme (plants).

## FLOWER GARDEN

**N**OW that winter has set in, advantage should be taken of all fine weather to finish necessary digging. If the ground happens to be wet and cloggy, it should not be worked until it can be done more freely.

This is a season which brings to rose growers a period when they can exercise their own individual ideas as to what the right treatment of a rose plant should be. Some enthusiasts will note the results of different styles of pruning on each separate plant; but now, with some hundreds of varieties in existence, that becomes a task for only those who have the time to keep record of the various results.

For general acceptance, some fairly universal rules have to be adopted. The principal of these is that the weaker and more delicate the plant the harder it must be pruned; in contrast, the stronger and more vigorous it is, the less severely should it be cut back.

This, at first, seems somewhat inconsistent, but after a moment's thought one can realise that the stronger plant can carry and support much more growth than a delicate one.

One of the main objects in pruning is to keep changing the growth. This is done by cutting right out old wood or branches that are past their prime, allowing younger and more vigorous shoots to take their place, and these again, in the course of a season or two, are treated in the same way. Thus a practically new plant is formed, and all the vigor of the new growth is obtained.

## KITCHEN GARDEN

Peas may be grown under practically any conditions and in any class of soil, and no other vegetable lends itself so readily to varied conditions in cultivation. It may also safely be said that a well-cooked dish of green peas is the most popular as well as one of the most wholesome and nutritious of vegetables. A light, calcareous, friable, loamy soil is required. Any fertiliser used must be applied with

discretion, as too much or too fresh manure will make the plants run to stem, in which case they will need to be persistently pruned back. Peas may be sown in most localities from the middle of March to the end of October, and where plenty of water is available up to the end of December. Varieties such as "English Wonder," "Pioneer," "Witham Wonder," and "William Hurst," may be sown from March right through to the first week in September.

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. A light, rich, deep, fine soil is the most suitable, and the ground must be well trenched, finely broken up and enriched with well-rotted cow or stable manure, thoroughly incorporated therein. When the seedlings are about 1½ to 2 inches high, thin out to 12 inches apart. 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.

The leek is a member of the allium or onion family, and a most delicious vegetable, both cooked and green. Eaten raw, it is more tender and milder in flavor, and very much preferable to the ordinary spring onion for salads. To achieve success leeks must be grown on very rich ground, otherwise they are likely to become very tough. The best soil for leeks is a deep, rich loam, but good results may be also obtained on fairly heavy ground, providing it has been well prepared. Enrich it with some well-decayed cow or stable manure, or, failing that, bone dust, thoroughly incorporating the fertiliser used with the soil.

When the young seedlings are about the thickness of a goose-quill transplant into holes 5 or 6 inches deep, made with a dibble or stake in the bottom of a drill drawn with a hoe. The best sorts for the home garden are The Lyon, American Flag, London Flag, and Monstrous Carentan.



## ROSES



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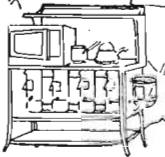
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## See Australia First

**H**OW many people are holidaying abroad, just now—in England, France, Germany, Switzerland, Italy, America and the East? Almost everybody can name somebody—somebody who, one knows, has never travelled from Perth to Cairns, nor has seen the magnificent mountain, bush and seaside resorts of the Commonwealth and something of the great outback.

\* \* \*

**E**VERY year the same thing happens in March and April. Scores of people pack up their things and hie them overseas. And one asks: What's wrong with Australia?

\* \* \*

**N**OBODY decries travel abroad. It is educative and gives people a sense of proportion. "What know they of England who only England know" is equally true of Australia. But how many Australians know their own country, to begin with? How often, in some London or New York hotel lounge, is the gibe "You're a fine Australian" levelled at a globe-trotting Melburnian or Sydneysider when he is compelled to admit ignorance of some well-known spot in the Commonwealth to which conversation has drifted. It is, at least, up to a self-constituted ambassador—and most of us who go abroad are that—to be well informed on his subject; to know, from experience, what he is talking about.

\* \* \*

**B**UT there is another side, the economic side. One might state a principle that if Australia is good enough to make money in, it's good enough to spend it in. Australia needs capital as much as population, and financial ends won't get any nearer meeting if, every year, some thousands of us take money away to help other countries balance their budgets at our expense.

\* \* \*

**F**OR years, we, the Railways Department, have been trying to sloganise people into seeing their own land, not so much because we want them to travel in our trains, but because we believe it's patriotic policy, in the best sense, to help to build up our resources by keeping money circulating here. All the same, we're not dog-in-the-mangery about it: we merely say, See Australia FIRST.

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CONSTRUCTIVE CRITICISM AND SUGGESTIONS ARE INVITED

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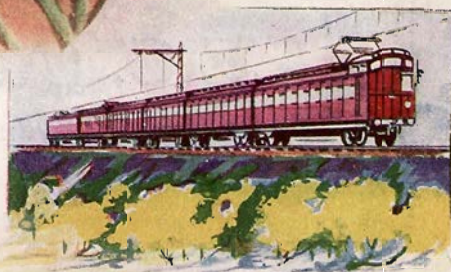
*McCallagan*

# THE VICTORIAN RAILWAYS MAGAZINE



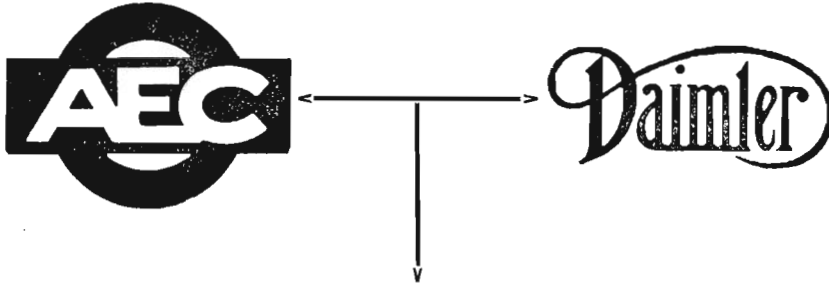
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**6<sup>D</sup>** AUGUST 1927  
VOL. 4. - No. 8.



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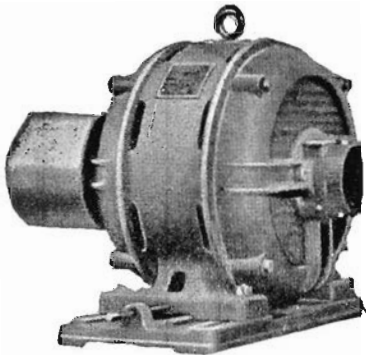
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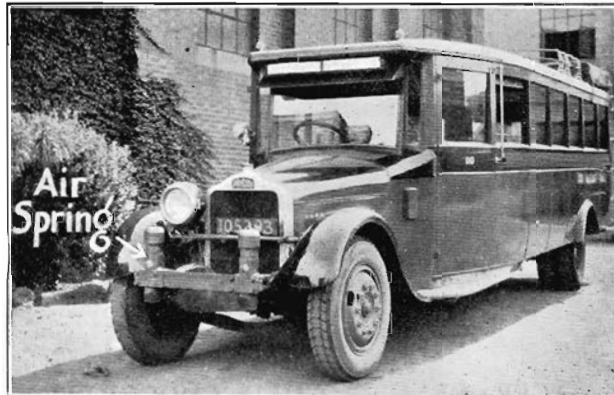
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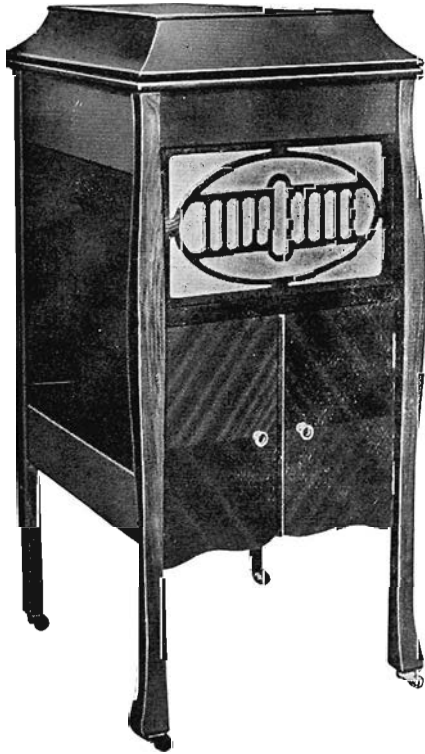


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# SAFETY - HEALTH - BETTERMENT

## The Importance of Safety First

**S**PEAKING to railwaymen at a recent meeting of one of the Country District Safety Committees, Mr A. V. Stenning, Secretary to the Safety Council said.—

“Among the many influences brought to bear upon mankind for good, none is of more importance than the work of safety. We are living in an age of activity, progress and achievement, and one must be alive and always on the alert to keep pace with time and safety. Many a thoughtless man would rush headlong into danger if we did not constantly emphasise our safety rules. The warnings, ‘Watch your step,’ ‘Safety First,’ ‘Be careful,’ and the like, have saved many a workman from losing an eye, a foot, a hand, or perhaps his life. An unsafe man is a liability to any employer. He jeopardises himself and those who work with him.

“To encourage safety is to give an education to those who need it most. A proper suggestion at the

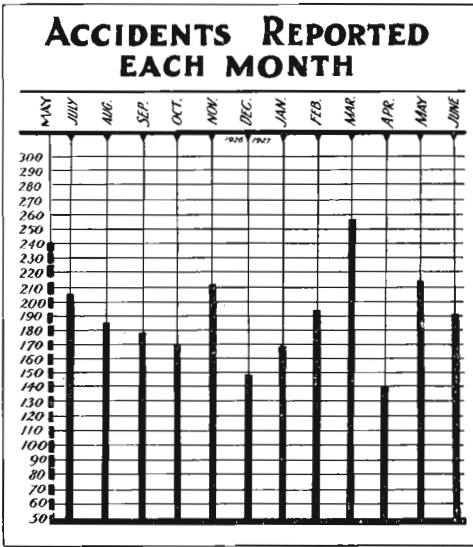
proper time may save a man from an irremediable loss. An ounce of prevention, we are told, is worth a pound of cure, and likewise, one word of safety is worth more than a whole paragraph of sympathy and regret. The man who is a good safety worker cares for others as well as for himself. Most of us are too selfish in our motives. As long as we ourselves are safe we ignore our fellow man.

“As railwaymen it is our duty to develop unselfish habits, because the lives of many thousands of people are entrusted to our care. Scarcely is there a person in the community who does not use our railways at least once a year, so that the railwayman is to a very appreciable degree the custodian of the public safety. The success of our business depends almost entirely



*This model of a level crossing accident is now exhibited on the Better Farming Train. The model which was made at the Arden-street Workshops, is one of the many excellent jobs executed at these Shops for the Betterment and Publicity Board*





on the safe service we provide, and as we are dependent for our livelihood upon the patronage accorded our undertaking, it is not only necessary but a matter of commonsense for us to provide a safe and efficient service in order that we may maintain the confidence of our customers who by their patronage provide for us our daily bread."

### THE BOON OF HEALTH

How little do many prize health when they have it ; how greatly when lost !

The human body is the most wonderful and intricate machine in the world, and knowledge is required to keep it in perfect running order. It cannot be given haphazard or wrongful treatment and long maintain its equilibrium. Sooner or later it will get out of adjustment, or something will go wrong with the works, and then ill health or disease will manifest itself.

And the human body, because of its marvellously intricate nature, is, when it once gets out of gear, often harder to adjust than the most intricate engine or machine.

To seek health knowledge in days of health, and to put that knowledge faithfully into practice, will carry with it its own reward. If we have, through wrong living, lost our health, then it is imperative that we diligently seek a knowledge of our bodies, and of their working and proper treatment and care. In this way, many have mitigated the force of disease, and recovered their lost health. It is a prize worth the seeking.

### CLEANLINESS IS A LIFE PRESERVER

Dirt means danger. Cleanliness is a good preventative against disease.

Soap and running water, plus elbow grease, are great germ killers.

Always wash the hands before handling food. Our hands are germ carriers.

If the body is to be kept well, a hot bath at least once a week is necessary. The surface of the skin must be kept clean so that its pores can act. Many impurities leave the body through the skin.

Keep your home free from flies. The amount of disease carried by flies is tremendous.

Your rubbish tin is a favourite breeding place for flies and other germ carriers. Keep it covered.

Keep your drains clean. Disinfect them often. Don't let children play near them.

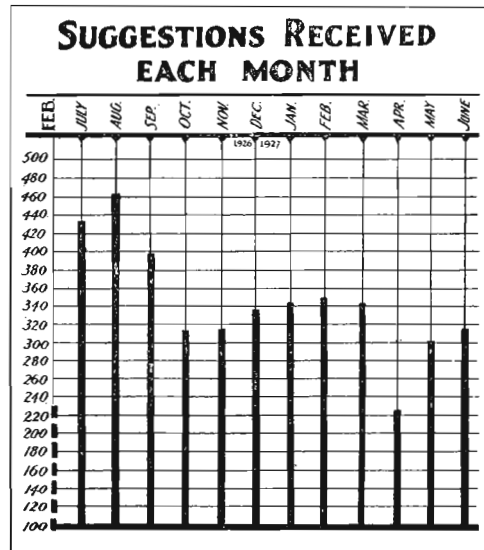
Clean your teeth night and morning, and after each meal if possible. Good health depends on good digestion ; good digestion depends on good chewing ; good chewing depends on good teeth ; therefore good health depends on good teeth.

### BENEFIT BY YOUR IDEAS

The following Awards were made during June for adopted suggestions :—

Total Amount ...	£171 0 0
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VICTORIAN RAILWAYS COMMISSIONERS

Vol. IV.—8

MELBOURNE, AUGUST, 1927

Published Monthly  
Price, SIXPENCE

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Articles and reports on matters of interest both to employes and the public, short stories and verse, personal paragraphs, 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, Betterment and Publicity Board, Railways Department, Spencer-street, Melbourne, not later than the 12th of each month.

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*Watching the Trains Go By.*

Photo by W. Howieson.



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**T**HE success or failure of a community and its business enterprises is irrevocably bound up with the success or failure of its railway system. A wealth of production becomes waste without adequate and reasonably cheap transportation between the producing areas and the consuming and marketing centres.

\* \* \*

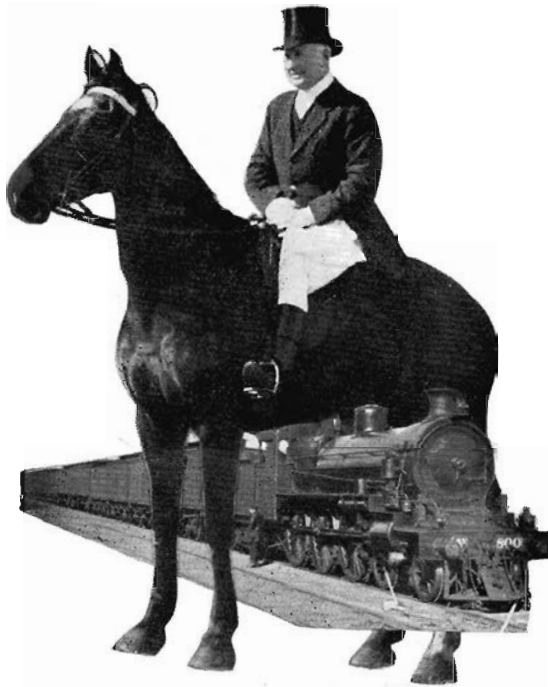
**T**HE more a railway succeeds—especially an efficiently-run State-owned railway—the greater are the facilities which help to increase the success of the producer, and, it follows, of the whole community. But the railway which develops, which serves, and which gives back what it earns, must be given a chance at least to balance its ledger.

\* \* \*

**R**AILWAYMEN, in the mass, know this. They know that their jobs depend on the success of the railway and of the State's commerce. And they see to it that, as far as Victoria is concerned, the railway is worthy of its name and all that name implies in service and efficiency. Beyond that, they rely on the commonsense of the rest of the community to give the railway a square deal.

\* \* \*

**T**HAT square deal means a fighting chance for the railway to make more money, so that the community can make more money. A square deal always benefits both sides.



Major-General G. J. Johnston, a member of the Melbourne Hunt Club, and the hunt "special"

# TALLY-HO

ON THE

# TRAINS



By RICHARD HUGHES

IT'S a slice of old England, lifted from chalky roads and green woodlands and laid on the wheels of a Victorian railway train. Chivalry and romance reach back through the years, lean across the seas and grasp the handle of a carriage door. The bold-eyed spirit of the Corinthian buck settles languidly in the corner seat of a modern railway train. Sleeping echoes of the huntsman's horn are aroused by the chime whistle of a big A2 engine. Tally-ho on the trains . . . .

Into Caulfield sweeps the long special—black engine, belching smoke, shiny carriages and horse boxes. The prosaic platform is transformed. On to its broad surface the 18th century has spilled huntsmen and huntswomen of its own time and its own atmosphere. Tall huntsmen, small huntsmen, medium-seized huntsmen, fat huntsmen, thin huntsmen—some are clad in conventional black riding suits and white cravats, others conceal their attire under enveloping overcoats; some are top-hatted, others sport peaked caps, a few wear felt hats; most of them clutch, swing or juggle

“THE Melbourne Hounds will meet at Berwick on Monday next. A special train for passengers and horses is timed to leave Spencer-street at 9.30 a.m., picking up at Caulfield.” Nothing very interesting about that announcement. That is, unless you can visualise the colourful scenes and age-old gallantry lurking behind the drab words. And you can't do that properly until you've actually travelled on a hunt special.

with riding whips; one tops yellow boots with a cleric's collar.

The 20th century chafes impotently at the barrier.

Nimrod's fair daughters are dainty, pink-

cheeked and boyish in their tight-fitting habits. Good riders all of them—plucky and skilful.

Down towards the rear of the train strolls a red-faced man in silk hat, with a brace of riding boots protruding from beneath an immense overcoat, who shakes his head gravely at a remark by a little solemn black-capped man with enormous moustaches. The ill-assorted pair might conceivably be discussing the battle of Waterloo or speculating on the influence which Nelson's death will have on Pitt's Napoleonic policy. Actually the big red-faced man is beginning argumentatively: “Very likely, but Clapham will make him go. Thy's good, yet . . . .”

Sides of the horse boxes have clattered to the platform. Horses are being led across—magnificent hunters, tall, broad and strong, graceful and agile. Hoofs prance lightly,



*"Let's Get at That Fox"*

manes are tossed. Coaxed and cajoled, the spirited hunters are lured into their wheeled stables.

All aboard there! Horse boxes are closed, carriage doors slam. The 18th century quits the open platform, seeks the seclusion of the train. The special is on the move. It slips away from the station. A milkman trundles a can through the barrier. Someone wants to know when the next electric train leaves for Murrumbena. The 20th century jostles its way back on to the platform.

#### Speeding to the Meet

Through the bright morning sunshine the hunt special rushes Berwickwards. Overcoats are discarded in the carriages. Picturesque red coats and white riding breeches are revealed. White gloves are examined. Laughter greets quips and sallies. The Master of the Hunt, restlessly energetic, strides along the corridors, thrusts his head into compartments, asks questions, makes entries in a little book, snatches an occasional respite in one of the smoking saloon's swivel chairs.

"Too windy to-day," observes a veteran, scrutinising the swaying trees flashing past the window.

"Yes," says the Master of the Hunt.

"It'll blow the scent everywhere. Bad as if there were a dog about."

"A dog about?" queries the novice opposite, tapping his boots with his whip. "How does a dog affect the scent?"

"One of the mysteries of hunting, my boy," says the veteran. "Extraordinary, but a well-known fact. In nine cases out of ten, if a fox be coursed by a dog during a run, all scent ceases. Even when you get your hounds to the line of the fox beyond where the dog had been, you can't pick it up. Nobody knows why."

#### Taking the Hounds Aboard

The novice fiddles with the gold horse-shoe in his snow-white cravat and stares reflectively at the fast-moving landscape.

A jarring of brakes and a slackening of speed prods the Master of the Hunt into an erect position. "Oakleigh," he announces, making briskly for the door. "Hounds to be picked up now."

Swing doors open. The hunting fraternity descend to greet their four-footed allies. Eager allies they are, too; efficient allies—as keen as the mortals and the horses. The sliding grate-door of their truck, just opposite the station gate, yawns open. Through the gate suddenly run two red-coated huntsmen crying, "Yoi! Yoi!" At their heels patter the hounds, twenty or

more of them. A handful of huntsmen bring up the rear. The hounds leap into the truck, scramble excitedly against one another. Their two guides back astutely to the door. The grate-door slides into position. Paws are planted against it. Wet muzzles are thrust through the bars. Intelligent eyes peer curiously at the group outside. Short, sharp, sudden barks mingle with impatient whines—puzzled whines.

But the guard is glancing anxiously at his watch. The huntsmen and the ladies retreat from the station and invade the carriages again. Oakleigh is behind.

Dandenong halts the special for a few

fleecy clouds along. Fences were high enough to be exhilarating, but not high enough to stem the chase. I've never seen hounds like the ones we had. We went for twenty miles, I suppose. Neck for neck most of the way—no stragglers, but all up in a bunch. Ah, it was great! Best day's hunt I ever had. Best I ever will have, I daresay."

He shakes his head and smiles pensively.

The novice's eyes glisten. "How far out did you have your kill?" he asks.

"Kill?" repeats the veteran vaguely. "Kill? Why, we never had a kill. Come



*Leaving Berwick Station for the Meet*

more horses. Then comes an uninterrupted run to Berwick. A hamper is opened in one of the rear compartments. Sandwiches are carried to the ladies. There is the clink of glasses. Between bites and draughts, the red-faced, silk-hatted man and the small, solemn man with the huge moustaches continue their dissertation on championship wrestling. The veteran waxes enthusiastic before the novice on the subject of his first hunt.

"Glorious day!" he declares. "The sun was perfect, the turf springy and soft, and the breeze just sufficient to blow a few

to that, we never really saw a fox at all. Still we had the chase, you understand."

The novice coughs.

The Master of the Hunt pulls on his white gloves. "Berwick," he says, rising. All is bustle now. Horses are discharged and saddled. Some are led from the platform. Others are mounted immediately and trot out into the open. Pressed against the bars, the hounds stir restlessly every time a horse passes.

Assembled outside, all Berwick watches

*(Continued on page 78)*



# ARE TRAMS DOOMED ?

By VICTOR F. LETCHER



A GOOD deal of discussion has taken place from time to time concerning the relative value of the tramway and the motor 'bus for city street transportation, and the question has been raised whether we are wise in proceeding with the extension of our electric tramway system, and should not use 'buses instead.

It has been claimed that the electric tramway is out of date, and that in large cities in other countries, notably in New York and London, the tramways are being superseded by motor 'buses.

In a talk through 3 L.O. recently, I stated that in the United States the backbone of city street transportation is the electric tramway, and that, while in most cities 'buses are being operated, it is considered to be unlikely that the tramway will ever be superseded by 'buses for moving masses of people who require to be transported through the streets of large cities during the morning and evening peak periods of the day.

## Unbiased Observation

My desire is not to decry the 'bus nor to praise the tram, but, as far as possible, to

**W**ILL 'buses supplant electric traction in the cities of the future? Can they cope with the demands of mass transportation?

These questions have given experts, the world over, much food for thought and diligent research.

Mr. Letcher, who was a prizewinner in the Melbourne "Herald's" recent essay competition on city traffic problems, and who, at the instance of the Victorian Railways Department, visited America last year to study, among other things, the 'bus problem, at first hand, here gives, clear cut, and backed by the testimony of unquestioned authorities, his conclusions on a hotly debated subject.

He insists that co-ordinated city transportation is the only solution.

present an impartial statement of the relations of the two forms of transportation, as a result of my observations and enquiries over a period of nearly nine months, last year, in the United States.

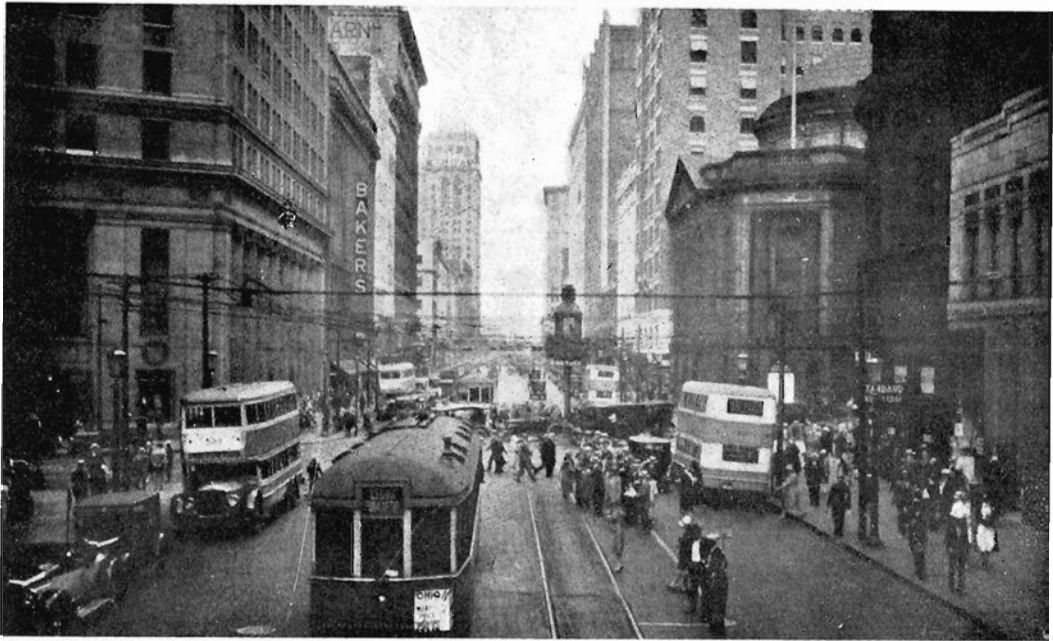
In New York City the conditions are dissimilar to those in other cities of the United States, and constitute a vastly different problem

from that of catering for the traffic needs of the city of Melbourne.

As is well known, the central business district of New York City is located on Manhattan Island, which is bounded by the Hudson, East and Harlem Rivers. In the limited area available, which is approximately 12 miles long and two miles wide, and carries a population of over 2,000,000 of people, are buildings which for height and capacity are unequalled anywhere else in the world.

## How New York Is Transported

The city traffic is catered for by the Underground Electric Railways (constructed in some places at two levels underground), by elevated electric railways, by surface tramways and by motor 'buses. The Long Island Railroad is also a large transportation system serving an area populated by over



*Euclid Avenue, Cleveland, Ohio. The intersection in the middle distance is one of the heaviest traffic points in the United States*

3,000,000 people, and handling about 100,000,000 passengers annually.

The motor buses, which are of the double deck type, operate along the celebrated Fifth Avenue and Riverside Drive. This route is most favorable for the operation of buses, providing what might be termed boulevard running conditions rather than ordinary city operation.

#### Traffic Badly Handled

In New York City the street traffic appeared to me to be very badly handled. I learned by experience that if I wanted to travel quickly from one part of the city to another the tram cars, taxicabs or any other form of surface transportation were hopeless. Traffic jams were frequent. These reets were congested with a slowly moving mass of automobiles, motor trucks, a few horse drawn vehicles and conveyances of all kinds. Through this maze of traffic which, of course, overflowed on to the tram tracks, the tram cars could not help but make slow progress.

For quick movement, therefore, the New Yorker is compelled to use either the underground electric railways or the elevated electric railways. The underground is a wonderful system of local and express trains running the full length of Manhattan Island and radiating across the Harlem River into the Bronx and Westchester County and the East River into Brooklyn and Queens.

The elevated electric railways also provide rapid transit. These trains run on steel viaducts. The unsightliness of these huge steel structures in the streets, and the noise and rattle of the trains, can well be imagined. I understand that some of these elevated railways are soon to be removed and the traffic carried underground. I do not anticipate that we will ever require rapid transit of this nature; but at all costs we should preserve our city against such a nuisance. Let us go underground rather than overhead.

#### More Tubes Wanted

Experts are agreed that the only way traffic congestion in New York City can be relieved is by building more underground rapid transit electric railway lines, and by improving the present methods of handling the street traffic.

At the present time in Greater New York there are 619 miles of rapid transit underground and elevated electric railway lines. On these lines in 1925 were carried 1,681,000,000 passengers compared with 830,000,000 in 1915, an increase of over 100 per cent. During the same period the number of passengers carried on the surface tramway lines increased from 918,000,000 to 1,035,000,000 passengers or by 11 per cent.

In the same period, however, the public records for Greater New York show a remarkable increase in the number of motor vehicles using the streets. Taxicabs, which in 1915 numbered 3,381, aggregated 24,398, while in the same period automobiles increased from 49,344 to 363,404, and commercial cars and omnibuses from 19,607 to 94,449.

#### Trams Carry 38 per cent.

Despite this tremendous increase in the number of automotive vehicles, however, the number of passengers on the tram car lines increased by over 11 per cent., and there were carried on the tram lines 38 per cent., or four of every 10 passengers carried on the rapid transit electric railway and tramway lines.

I am quoting largely the figures collated by Mr. Gerhard M. Dahl, Chairman of the Board of Directors of the Brooklyn-Manhattan Transit Corporation.

Mr. Dahl says that universal experience has shown that it requires five 'buses to handle the same amount of traffic, under similar conditions, as can be handled by three tram cars—mind you, five 'buses to three tram cars!

On this basis, if the 3,388 tram cars which operated in the five boroughs of Greater New York, and each of which carried 336,000 passengers for the year were replaced with 'buses, no less than 5,812 buses would be necessary to cope with the traffic. Approximately 2013 of these 'buses would be required for use in the City of New York, and bearing in mind the already congested traffic conditions there, Mr. Dahl pertinently asks: where would one put these 2,013 additional 'buses?

Anyone who rides in an automobile or drives an automobile in street congestion as it exists on the streets of New York today

knows that the 1,174 tram cars now operating in that City on permanently located tracks, cannot and do not congest traffic conditions as much as would 2,013 'buses meandering in and through the maze of traffic to take on or discharge passengers at the curb. In fact it is apparent to anyone that a 'bus even going in a straight general direction must be given a wider berth clearance than a tram car on its fixed directional tracks.

On the other hand, due perhaps mainly to the low rate of fare which the Tramways of New York City under their franchise are compelled to charge, namely, 2½d. compared with the 'bus fare of 5d., the New York Tramways are in the hands of Receivers, and the equipment used and the service given are not what one would expect to find in the great city of New York.

The time will, therefore, soon come when a more liberal franchise will have to be granted or else the existing trams will have to be scrapped, either to make way for a modern tramway system or for motor 'buses supplementing additional underground lines.

Even if New York did scrap its tramway system and use 'buses on some of the lines on which trams are now run, it would be foolish for us to follow the example. We have no geographic limitations which would contribute to an artificial traffic congestion

such as is found on Manhattan Island and other cities; for instance, to come nearer home, the City of Sydney, which also has geographic restrictions.

#### The Position in London

So far as the City of London is concerned, the situation is that 55 per cent. of the available traffic is carried by 3,000 tram cars, and 45 per cent. by 6,000 'buses, the 'buses operating in many cases competitively with the London County Council Tramway.

When the Chairman of the London



*A New York "Elevated"*

Traffic Committee visited New York recently, he stated :—

“If the tramways of the London County Council were to cease operations, where would one put the ’buses that would be needed to carry the 50,000 persons per hour that these tramways transport in the rush hours? Already our streets are crowded to saturation point. No, the motor ’bus cannot do the work of the tramways and rail lines. It has its proper place in our system of transport, but the place is not in competition with the rail lines nor in congested streets. The expense of widening streets and other changes that would be necessary were all our traffic to be handled by motor buses, would be beyond all reason—absolutely prohibitive.”

The City of Manchester also has considered the comparative utility of the motor ’bus and tram car. In its report it states :—

“The motor ’bus cannot be considered either as a practical or financial substitute for the tram car for the passenger transportation of the City and its districts, nor for the Central area only.”

In Berlin, it was found as a result of an investigation by Dr. Giese, Professor of Transportation at the Berlin Technical School, that the substitution of ’buses for the electric cars in Berlin would require the doubling of the existing fares charged for the tramway services.

#### Trams Carry 44,000,000 a day in U.S.A.

In the United States, at the present time, there are approximately 44,000 miles of electric tramway lines. On these lines are operated about 100,000 tram cars. Last year these cars carried 44,000,000 passengers per day, or a total of approximately 16,000,000,000 passengers for the year. These are big figures.

In no city of any importance in the United States have ’buses superseded the electric tramways; but do not infer from my remarks that the motor ’bus is not being extensively used for city and suburban transportation. As a matter of fact ’buses are being very

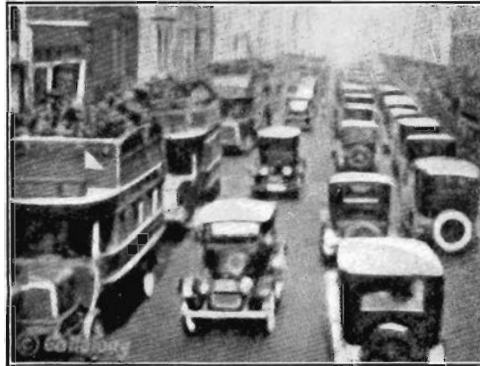
extensively utilised, and more and still more use is likely to be made of them. Speaking generally, the use of the motor ’bus is not, however, in competition with the electric tramway.

#### Co-ordination the Solution

The principle has been laid down that reliable public transportation can only be provided by means of co-ordinated services. The co-ordination of electric tramways and motor ’buses is being brought about on an unprecedented scale.

The electric tramway authorities of the United States have been compelled to supply the demand of the people for motor ’bus services.

In the early stages most American cities had their experience of privately owned ’bus lines operating in competition with the existing transportation utility; but this experience ended disastrously for this method of motor ’bus operation and at the same time, assisted nearly to bankrupt many of the electric tramways which had already been hard hit by the private automobile.



*Traffic Congestion on Fifth Avenue, New York*

Now, as I have stated, it has been recognised that the established providers of transportation who have had long experience in catering for the needs of the public are the proper authorities to provide and co-ordinate the new form of transportation with the already established services.

Regulatory measures have been passed giving the electric tramways the right to co-ordinate ’bus lines with their tramway services, and the result has been that in many cities there are now in operation hundreds of comfortable well equipped ’buses providing excellent service throughout the day, and assisting the electric tramways to cater for peak hour street traffic.

In September, 1926, there were 339 electric tramway systems operating more than 6,500 motor ’buses.

I will give one or two instances of co-ordinated transportation. The most striking

example is that of the City of Philadelphia, which has a population of approximately 2½ millions. Here the Mitten Management operates the underground electric railways, the surface electric tramways, the motor bus services, the taxi cabs, and, for some months during the Sesqui Centennial Exposition, an aeroplane service between Philadelphia and Washington and Richmond, Virginia.

#### Cleveland, Too

Another instance is that of Cleveland, Ohio. In this city of more than 1,000,000 inhabitants which can be compared with the City of Melbourne, in size, the Cleveland Railway Company is operating co-ordinated tramway and bus lines. It has 425 miles of tramway lines, some affording real, rapid transit through the means of the "Skipstop" system of operation, and 56 miles of bus routes.

It was evident from my observations and enquiries in American cities, and from contact with many leaders of the industry, that the electric tramways are far from being a back number, and, on the other hand, there was demonstrated very clearly—

- (1) That in large cities such as New York, Chicago, Philadelphia and Boston, a great mass of the people

are handled by the rapid transit electric railways (either underground or overhead or both) which lines merge into surface lines outside the city limits.

- (2) That the electric tramway is the most important factor in surface street transportation in all large cities.
- (3) That the motor bus is of increasing importance in city street transportation, its greatest usefulness being secured by co-ordination with and supplementary to existing services.
- (4) That motor bus lines are more likely to be successful when operated on boulevards or as special services warranting a higher fare than the electric tramway fare.

#### Melbourne Fortunate

The people of Melbourne are exceedingly fortunate in having had provided for their needs a modern suburban electric railway and tramway system of transportation giving a service which is superior to that provided in any American city, taking the population of Melbourne into consideration.

It would, however, be very unwise to

*(Continued on page 78)*



*This is Melbourne's Problem. Co-ordination, Mr. Letcher maintains, is the solution.*



# THINGS WE ARE TALKING ABOUT

Another financial year has slipped into history, another year of railway achievement and of money wisely spent. The Department has emerged with the record revenue of £13,301,000,

## RAILWAY REVENUE

or £975,390 more than the previous year's—an increase not altogether due to higher freights and fares (which had to be imposed to cope with rising costs) and a good export season. Those extra freights and fares were estimated to produce less than half of that £975,390; better business has done the rest. We think it reasonable to assume that the public is appreciating more and more the value of the service—itself constantly improving—that the Railways Department is giving it. We hear from several sources that large buyers of freight service who have experimented with road transportation are coming back to the railway which originally brought their producing areas into touch with their markets. Month by month the number of letters eulogising the railway service—some of them indicating an almost surprised appreciation—is increasing. These are all straws in a wind that we hope will blow stronger and stronger; that will ultimately blow deficits into credit balances.

\* \* \*

Customers, actual and potential, have still, of course, to be reminded that the Railway is the Best Way; city and town dwellers have yet to be urged

## OFFSETTING HIGHER COSTS

to Eat More Fruit and Honey; primary production has to be stimulated by the Better Farming Train and other means; tourist resorts have to be developed and brought into the limelight; railway service must go on improving in efficiency. All this is work, not only for the stationmasters, the operating staffs and the publicity men, but for everybody from the man who drives the most insignificant tin-tack to the man who controls a branch. The mounting costs of running a railway which are outside the Department's control must be offset by more passengers, more production, more freight. There is a deal of work to be done before deficits disappear.

\* \* \*

Talking of the development of tourist resorts, Mt. Buffalo National Park, of course, is the outstanding example of what can be done by good service and good publicity.

## MT. BUFFALO'S POPULARITY

The rise in the popularity of The Chalet, especially in the winter months, is almost phenomenal. The winter season this year has been particularly successful so far, especially with conducted tours. A Tourist Bureau brain wave, recently, resulted in the organisation of a week's tour there for 52 Adelaideans, some of whom found the lure of the snow so insistent that they stayed a second week. This tour was followed by another for Melbournians, which turned out to be the best yet, as far as numbers are concerned. A small army of no fewer than 97 foregathered at Spencer-street, where two special cars and a dining car had been included in the make-up

of the train for their benefit. A third batch of 87 specially conducted tourists set off, a week later, for a week on the Plateau. The last we heard of them was from one of their number who, by reason of more than urgent business in town, was compelled to leave the rest in the middle of a pitched and very hilarious snow fight. He says he's going back to find out who won; if possible, to start another.

\* \* \*

One of the most important money savers—to hark back to the problem of making railway ends meet—which will react on future operating costs, is the

## AUTOMATIC COUPLERS

automatic coupler about which the Assistant Chief Mechanical Engineer (Mr. N. C. Harris) lectured appropriately and interestingly at Jolimot the other week. It will take a matter of £2,000,000 to convert the existing screw and link couplings into the automatic type; but as Mr. Harris pointed out, it will result in substantial annual savings by making possible the haulage of considerably heavier loads. Because of the big capital outlay, however, the work is being spread over a period of years. The unfortunate part about it is that the full value of the coupler will not be appreciated in the Departmental ledgers until it is standard equipment for all rolling stock. Nevertheless, all experts and most other people who have thought about it, are agreed on the wisdom of spending that £2,000,000 in order to get it back plus a good bit more, besides increasing the efficiency and safety of operating. The United States, Canada, Mexico, Japan, and South American countries have done it, New South Wales and South Australia are doing it, and the Commonwealth Railways have always had the automatic coupler. So why not Victoria?

\* \* \*

Another money-saver and efficiency-increaser is, of course, the new 40-ton "E" truck. In all the glory of their bright, freshly-sprayed coats of paint, one hundred of them have now passed out of Newport workshops. Nearly half

## 40-TONNERS

the proposed building programme, therefore, has been completed, and the remainder will be proceeded with as speedily as the arrival of material permits. Of steel construction, the big trucks are fitted with automatic couplers, and added strength and rigidity has been assured by the ribbing of the sides and ends. The new vehicles will be used for bulk consignments. The Department's 1928 programme, by the way, provides for 25-ton trucks, fitted with automatic couplers and transition gear.

\* \* \*

Some critics of the Victorian Railway policy of building 40-ton trucks have, by the way, crashed rather badly on the argument that the use of these trucks in South Australia had

## PROVED THEMSELVES

proved a failure—"white elephant" was one of the terms used. The S.A. Departments figures conclusively reduce such statements to so



Bottom : One of the recent specially-conducted parties leaving Spencer-street for Mt. Buffalo

Top : A snow fight in full swing on the Plateau



much waste of breath, or ink. They show that, in comparison with the figures for January and February, 1926, an average of 19,921 freight train miles a month was saved during the same two months, this year, on the Adelaide and Murray Bridge divisions. At an average cost of 4/- per train mile, this is equivalent to £3,984 a month. Comparative figures for the same two periods show that the new Pacific and Mountain engines, by cutting out double-heading, have saved altogether 27,816 miles or—reduced to hard cash—£4,172 a month. Bigger trucks and locomotives thus reduce costs for the S.A. Railways at the rate of about £100,000 a year. Further evidence of the advantages derived from the larger rolling stock was supplied when the 1926-1927 wheat harvest was handled. Compared with the tonnage carried during the preceding season, an additional 13,500 tons were hauled to Port Adelaide, while in the despatch of superphosphates to the country in the same period, there was an increase of 4,391 tons. Both wheat and superphosphates were carried with greater expedition than in any previous season, and without any complaints of truck shortages or delays in transit.

\* \* \*

The automatic coupler and the 40-ton truck supply only two of the many instances of the application to enterprise, not only of science and invention, but of economic principles. Every well run business applies these principles which research and the intelligent compilation and interpretation of statistics have laid bare, but unfortunately every nation and state doesn't, as Professor Copland, Dean of the Faculty of Commerce at Melbourne University, pointed out in another lecture to railwaymen at the Institute, recently. Professor Copland, who has travelled extensively, has been greatly impressed with the help given to their respective communities by the American State Universities through research and the University Extension Movement. These researches have tackled such vital problems as rural

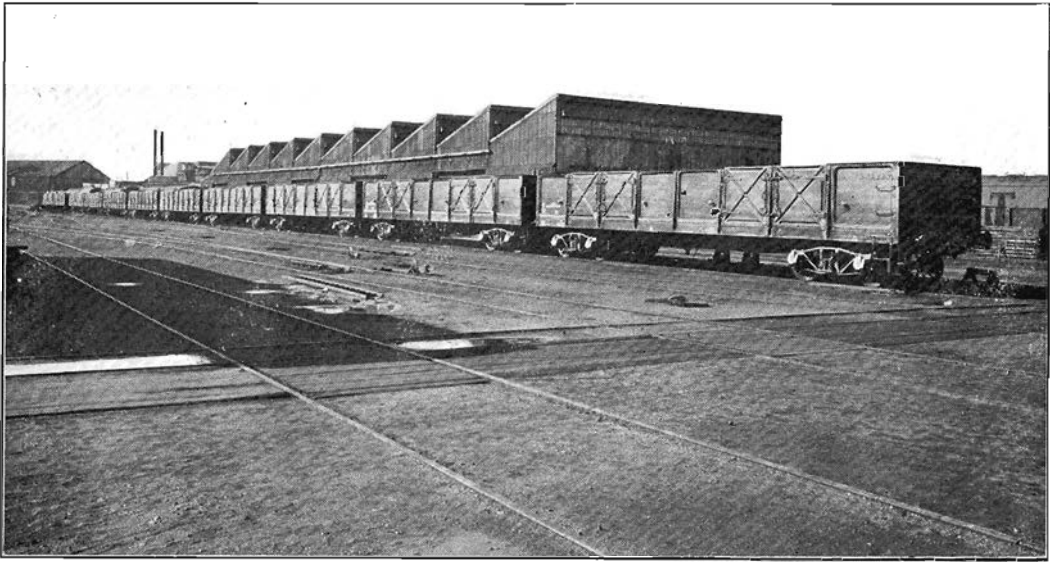
depopulation and the position of the farming industry. Stressing the fact that both the British and American governments provided special funds for the development of economic research, the Professor pointed the obvious moral that Australia with her great rural problems should establish University courses in agricultural economics and provision for research.

\* \* \*

Professor Copland also referred to the important developments that are taking place in the business cycle, and the progress that has been made in tracing the relationship between fluctuations in trade, monetary conditions, banking, unemployment and so on. He declared that Australia had excellent statistical material, but insufficient men were being trained for government and private business to handle this information to the best interests of the community at large, for the purpose of guiding public policy. His own studies had disclosed that the volume of trade, during and after the war, had not increased in Australia, but that owing to an excessive issue of currency and an inflation of credit, prices had risen. Production movements showed that agriculture had steadily increased its output since the war, despite the difficulties of rural industries. Dairying had also shown a satisfactory increase, but pastoral output was losing first place in rural production. There had been a serious decline in mining. The greatest increase had occurred in manufacturing production.

**TREND OF PRODUCTION**

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*A rake of New 40-Ton Trucks just ready to go into Traffic*

Much further information, the Professor contends, is required about production, more especially on the output per head in the several classes of industry.

Australia, he says—and this is important—does not provide sufficient information on the value of the services rendered by transport and other trade and business activities which have no physical output in the form of goods. “A nation,” he told his audience “like an individual business, should endeavour to estimate the cost and output of each class of enterprise. It is only in that way that major issues of policy affecting industry can be satisfactorily determined.”

\* \* \*

Eastoakleigh's brand new railway station was thrown open to the public last month. The Minister for Railways, Mr. Tunnecliffe, delivered two appropriate addresses, other prominent Parliamentarians lending effective vocal assistance. Seven hundred locals assembled and the surrounding atmosphere was positively crammed with enthusiasm. The new station, which is of the island platform type, cost £12,000. Nine thousand five hundred was found by the Department, and the Eastoakleighites supplied the balance. Metropolitan Superintendent Cox mentioned the substantial increases in revenue which had been registered at juvenile stations like Hughesdale, Ringwood East and Bonbeach, and prophesied that Eastoakleigh would be going and doing likewise. Mr. H. S. Gullett, M.P., pointed out that Melbourne had the distinction of easily leading all cities in the Commonwealth in the extensive opening up of outer suburban areas.

\* \* \*

Side by side on our desk with a newspaper report about Eastoakleigh's station in all its glory of genesis, lies a note from Wahgunyah's Stationmaster, vivid in its contrast. It describes the first entry made in his station's

**A CONTRAST** lost property book as follows:—  
“Office No. 1.—Description of article: One swag. Address: none. Where found: On platform. Date of receipt: 30.11.1880. Re-

marks: Sent to Melbourne.” The S.M. wonders if this is a record in antiquity in Australia, or whether there are other old-age books that can beat it.

\* \* \*

President Cosgrave of the Irish Free State has been taking up the cudgels on behalf of Ireland as a holiday ground for tourists. Ireland, which boasts of some of the finest scenery of its kind in the British Isles, has apparently been getting less than its share of the European and American tourist traffic, and a determined move is being made by the Irish Tourist Association,

**WHAT ATTRACTS TOURISTS** which came into being about two years ago, to attract more people to the Green Isle. “But,” President Cosgrave recently told the Association, “it is essential to the success of the tourist industry of any country that accommodation in hotels should be comfortable, the catering attractive, the service efficient, and the charges reasonable. If any of these characteristics is absent, not only is it futile to expect that visitors will return to our shores, but our own people will be compelled to spend their holidays abroad in increasing numbers each year.” He further declared that to attract tourists the co-operation of many people and the co-ordination of many services were required. Railway systems, roads, hotels, recreations—each played its own and an important part in the success of tourist development.

\* \* \*

What is true of Ireland is true of Australia, of Victoria. We have said so before, and we say it again, that to attract the tourist traffic, which can be

**SERVICE WORTH MILLIONS** worth millions a year, railwaymen, hotel keepers, garage and shop proprietors must, to a man, put the ideal of service first. England, America and the Continent have set standards of service which are willingly given to the tourist, who has a right, therefore, to expect the same standards wherever he goes, even if they are less elaborately carried out. If he doesn't get those little refinements he doesn't come again, and he tells his friends about it. If he gets them, he comes again with his friends. We have the scenic attractions; let us top them off with good service. It pays handsomely.



# The Evolution of Spencer-Street

By  
J. D. MICHIE



Top : The  
south end of  
Spencer-street  
station a year  
ago.

Bottom : As  
it is today.

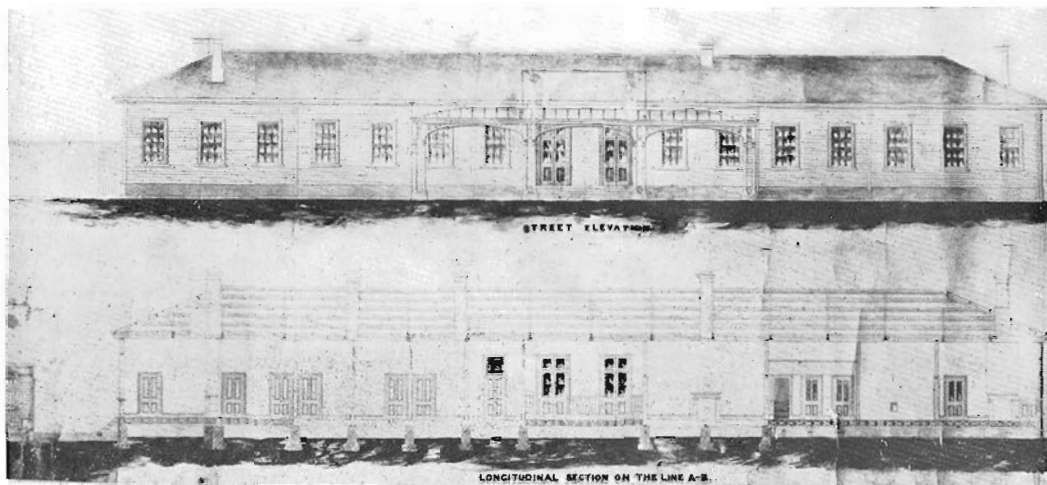
**C**HANGE and decay transform the face of the earth every day. Nothing can stand still; everything moves either forward or backward, in accordance with the law of evolution. "From small beginnings Rome of old became a great Imperial City" said the poet, and the same may be said in a lesser degree of Melbourne. Without the lines of communication provided by the intricate and evergrowing rail-

**S**PENCER-STREET Station, like everything else, is conforming to the law of evolution which demands progress or retrogression. The old building which Melbourne, which Victoria, has known for decades, is being demolished, and phoenix-like a new structure is rising from the rubble of bricks and mortar. The gateway of Victoria is being widened for the march of progress.

Mr. Michie tells the story of it in this article.

way system of the State, Melbourne would not have become the city it is to-day.

Flinders-street, of course, with its fine buildings, and its world-record for passenger traffic, is the centre of the railway system of the metropolis; but at Spencer-street is a huge area fronting the heart of the city, devoted to the State's railway activities. This part of the city, with its handsome public and private buildings recently built, and



*A drawing of the original Spencer-street Station made more than 70 years ago.*

now in course of erection, promises to become an architectural feature of the city in no short time.

The Railway Department, in keeping with the times, has had to make extensive additions to the Spencer-street Station buildings. The expanding volume of the parcels traffic has necessitated them. They will make the southern wing of the long line of station buildings stretching along the western end of Spencer-street.

#### The Beginning of Government Railways

The site of portion of the extension is that formerly occupied by the original railway offices, built in 1853 for the Mount Alexander Railway Company, which was founded in that year. This Company absorbed the Melbourne and Williamstown Railway Company, which had been formed about the same time. Although this Company was incorporated with a capital of £1,000,000, and had received from the Government a charter which practically gave it a railway monopoly of Victoria, it made little progress. Getting into financial straits, it disposed of its assets to the Government in 1856. The transaction was notable in that it marked the beginning of Government railway ownership.

Portion of the buildings formerly occupying the site were demolished recently to make room for shop frontages to Spencer-street. These form part of the reconstruction scheme. Many older railwaymen will remember that the old buildings housed the Minister of Railways; Mr. John Thomas

Higginbotham, Engineer in Chief; Mr. John Anderson, Traffic Manager; Mr. Greene, Engineer of Existing Lines; Mr. P. P. Labertouche, Secretary for Railways, and of course many other officers of those days, before 1890, the year in which the massive building which now serves as the Head Offices was opened.

#### New Parcels Office

At the rear of the new shops, extending for a considerable distance westwards, is the new Outwards Parcels Office building now nearing completion. This has been planned on such a scale as to cope with the ever-increasing volume of parcels traffic. It replaces the old structure which served many useful purposes for 69 years, until it became inadequate to meet the demands made upon it, alike in respect of efficient internal equipment and floor space.

Moreover, the cartway approach was too cramped for the traffic, and the result was congestion at the receiving doors.

The new approach affords twice the space, and will meet the demands made upon it for many years to come. In the interior the floorspace covers an area four times as great as that of the old building. It will be replete with the latest devices for the expeditious handling of traffic, including light and heavy weighing scales, platform transport electric trollies, and other suitable furnishings, and sectional divisions, so arranged as to prevent overlapping.

A receiving counter will stretch the full length of the huge building (120 feet) opposite the receiving doors. Each of the various lines will have its own section, and the traffic will be so handled that parcels will be weighed, invoiced and sorted into their respective sections, and placed on the trollies as soon as received, thereby obviating unnecessary handling. Thus the Goulburn Valley, Western, Eastern, South Western, North Western and Northern lines will each have their sections at the receiving doors, and parcels for these respective lines will be ready for despatch forthwith.

#### 'Way back in '72

These changes bring to mind the years that have gone, and the many well-known men of the past who pioneered our railway system. The old goods shed (No. 1) was north of the new building, some distance back from Spencer-street. In 1872, it was fitted up and utilised as the second engine shed, having been turned bodily round, a feat which was regarded as wonderful at the time. The late Mr. J. Reid, father of Workmaster Reid, now on the retired list, supervised the work.

What were once the telegraph office, the instrument maker's and instrument repair shop, the telegraph stores, and the watch and clockmaker's shop, are to be devoted to parcels business. Fronting the concourse there will be a new fruit drinks stall and refreshment room. Thus the appearance of the Station at the southern end will be entirely altered, and much improved.

Continuing from this point in a westerly direction there is the spacious Lost Property building, as well as the quarters of the Medical and Ambulance Departments of the Railways which, with the new Suburban Booking Offices, skirt the southern entrance to the various subways leading to the new Island platform.

#### Protection for Parcels and Goods

Facing the northern end of the Railway Head Offices, the southern wing of the Spencer-street Station will be equipped with a spacious well-lighted verandah, that will afford protection for parcels and goods received at the Outwards Parcels Office.

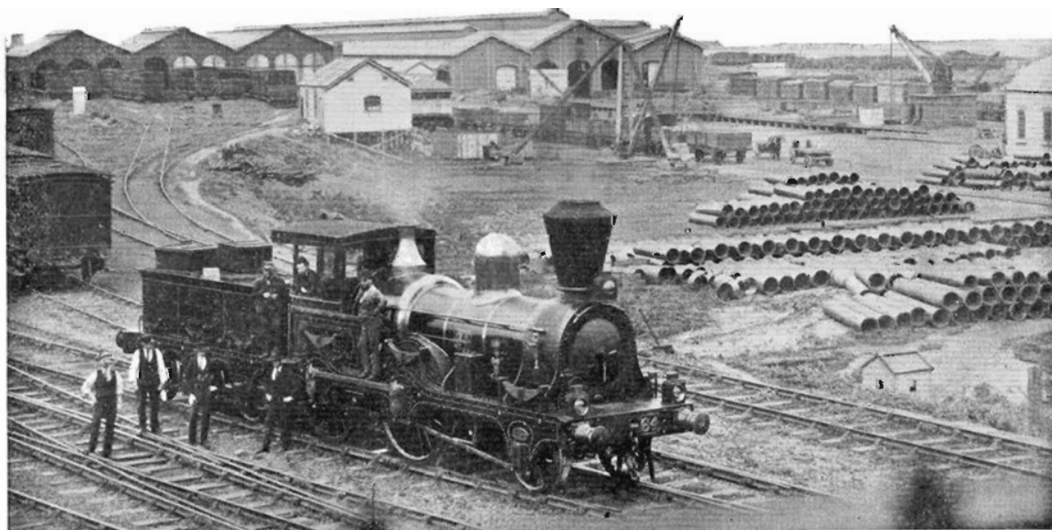
The facade fronting Collins-street will be in keeping with the architecture of the building as a whole, and will be divided into several shop fronts. The whole of the extension, when complete, will add considerably to the appearance of the Spencer-street railway buildings. It will mark another step in the development of a part of Melbourne, which is in reality Victoria's front door.

#### SOME SCORE.

Bill tells of a friend of his—a beginner at golf—who, when asked how he came out on his first day on the links, replied that he made it in eighty.

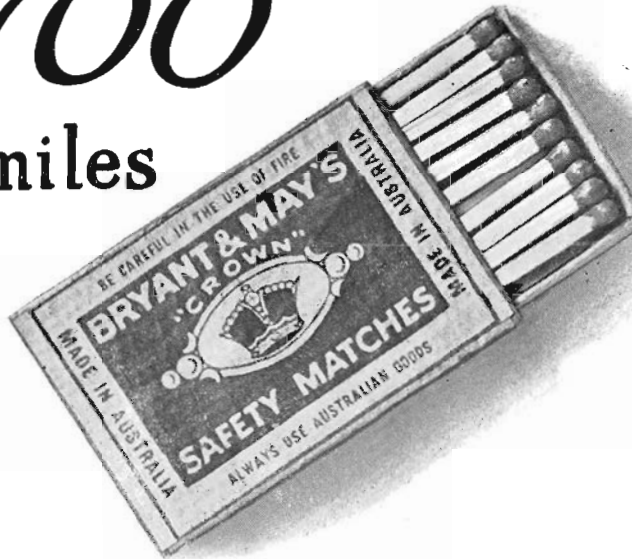
"Eighty," ejaculated Bill, "that's really remarkable. Most old timers would envy you that score. You'll surely be an enthusiast from now on."

"Yes," said the novice, condescendingly, "I'm going back to-morrow and try the second hole."



*The area occupied by the engine and pipes in this photograph (which was taken about 50 years ago) is that upon which Spencer-street's new island platform stands to-day. The building in the left background is the old goods shipping shed.*

# 700 miles



# of Matches a day

by R.H. Junior

**B**ALD-HEADED matches stride along shoulder to shoulder in serried ranks of fifty and a hundred. They turn somersaults. They dip their bald heads in chemical. They reappear with glistening coiffures. They march like flies with their anointed heads pointing where their feet should be. They twist round and down and up and back again in sedate spirals. On an endless belt they travel 600 feet in a little over an hour.

Self-conscious match boxes ascend in a wire conveyor from floor to ceiling. Huddled together in a bright blue procession, they seek the seclusion of the drying box. From a chute they hurl themselves flimsily through the air, tumble in helpless confusion from ceiling to floor again.

#### Handling Reduced to a Minimum

Packages of match boxes slide down sloping gangways, slip rapidly but decorously to the packing room. Huge wooden cases, bearing the famous "Crown" brand and holding 25 gross boxes of matches, lumber heavily along gravity rollers to the storeroom.

Wooden matches and boxes, wax vestas and cylindrical holders, brown, japanned tin

**D**OWN in Richmond 600 Australians are making 700 miles of matches a day—good matches.

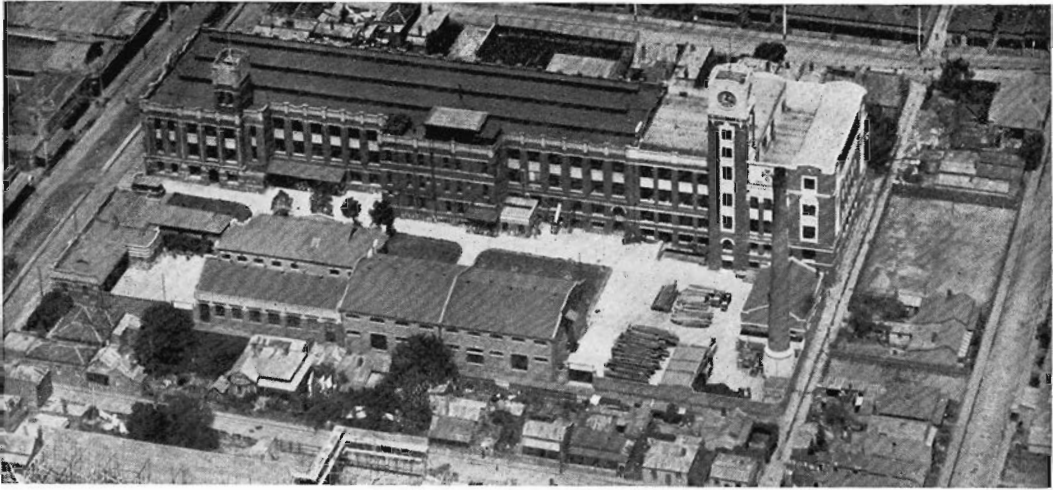
Incidentally they're turning over half-a-million sterling annually, they're subsidising the Australian paper industry by as much as £2000 a month, they're paying tallow refiners £3000 a month, and they're supporting timber, glue, chemical and a dozen other allied industries—not forgetting the railways—in proportion.

boxes—Bryant and May endow them all with intelligence, refuse to mollycoddle them, and insist that they help actively in their own manufacture. Handling is reduced to a minimum. From the time the sturdy Queensland pine log is sliced under the whirring saw until the squat wooden case is stacked in the store, fingers exert substantially less direct influence than machinery.

With a little patience, the machinery might conceivably be taught to talk. It can open the match boxes and empty them, fill them and coat the sides with striking surface. It can insert wire and attach lids to the tin boxes. It can wrap and paste and bleach and cut and bite and peel and chop and bathe. It hasn't all been made in Australia. Highly specialised, much of it is of patented design. It comes from England, from France, America, Sweden and Germany. But the most ingenious portions of it are Australian made and patented.

#### Plant Worth Thousands

"Our Works Manager, Mr. A. F. Ney," explains the Secretary of the Company (Mr. H. J. Alsop), "has been with us for 13 years and has invented machines which have no parallel in matchmaking anywhere. Our plant is worth thousands. Have a good look



*Bryant and May's Factory at Richmond*

at the machinery. Inspect it carefully while you can. For it's all on the way to the scrap heap. Costly, of course; but up-to-date economical manufacturing cannot be done any other way. An engineer who hadn't seen these works for ten years would hardly know them now. And in another ten years they will be different again. Our changes are progress. Everything we do here to-day is being better done than we did it yesterday, and there is nothing we do to-day that will not be done still better to-morrow."

#### Match Ingredients

More material is needed to make a match than a splinter, and some hard brown stuff to stick on the top. To manufacture a box of matches, you've got to buy timber, cotton, stearine, fibre-board, straw-board, grey-board and candle-board. You must have brown, green, blue, waterproof and grease-proof paper; oils, paints and varnishes; grease and lubricating oils, paraffin wax, glues, gum copal and gum arabic, dyes and printing inks; sand-board, glass paper and emery paper; besides chlorate of potash, ground glass, silica, manganese, plaster of paris, hypo of lead, caput mortuum, black antimony, asbestos, infusorial earth, pumice, bichromate of

potash, bisulphide of soda, phosphate of ammonia and amorphous phosphorus.

That phosphorus, by the way, is the red and not the poisonous white or yellow variety. Bryant and May's matches are of no use to the man who wants to commit suicide or poison rats. The Richmond industry makes matches solely for lighting purposes. A searching analysis has revealed that a buck rat might experience a passing twinge of indigestion if it chewed at one sitting the heads of a few more than ten thousand matches.

"The war taught us the danger of relying on oversea imports," Mr. Alsop remarks, "and ever since we've been seeking Aus-



*A Corner of the Company's Store-room*

tralian sources of supply. With marked success, too. In 1914, every item on a list of 27 important raw materials was imported. To-day we have reliable sources of supply in our own country for all but six of those items. We hope before long to be free of the necessity for importing anything."

Peculiarly enough, individual taste complicates matchmaking. Australians want white matches. Queensland pine is yellowish. So Brymays bleach their splints white. Some foreign countries have snow-white pine available for matches. But the locals like yellow matches. So the manufacturers dye *their* splints yellow.

Again, New South Wales, with the exception of the Newcastle district, will purchase only wax vestas with pink heads. The exception asks for blue heads. Queensland won't have either. Brown heads or nothing, declare the Bananalanders. South Australia or Western Australia are more easily satisfied, but prefer brown or blue.

#### 30,000,000 Wax Vestas a day

"It is a peculiar thing," agrees Mr. Alsop. "In every case the composition is identical except for the differently coloured aniline dyes. The Victorian himself never thinks of buying wax vestas when he can get wooden matches. And yet Victoria is the only State in the Commonwealth which manufactures vestas. Our Vesta plant is

probably one of the largest in the world. Its nine machines produce roughly 30,000,000 wax vestas every day."

Vestas reach the factory in the shape of immense reels of cotton. The cotton is immersed in a hotbath of tallow, gum copal, blue and other chemicals, and becomes taper. The taper is burnished, re-rolled on drums, allowed to harden and then nipped off into one-sixteenth-inch lengths. Every bale of cotton drinks 8 cwt. of its bath water, and converts itself into four million vestas. The semi-human machine which makes the vestas shakes them into the boxes and drops the lids on as well.

#### Reciprocity

The interests of Bryant and May and the Victorian Railways department are interwoven. The factory buys its transport from the railway, and the railway buys its matches from the factory. "Crown" brand matches are also purchased by the Commonwealth, New South Wales and South Australian railways departments.

There remains another angle from which to view Bryant and May's success. That is the treatment of their staff. Brymay and contentment have come to be regarded as synonyms. Tennis and basketball courts, bowling green, well-equipped casualty ward, cloakrooms, comfortable lounge rooms, ball-

*(Continued on page 76)*



*Matches in the Raw*



By JOHN W. BAGGOLEY

FROM time immemorial the bards have in prose and poetry written of the doughty deeds of man against man. On other occasions the theme of their panegyric may have been on the more enlightened plane of the subjugation of nature to man's service.

But who of them has portrayed the trials and triumphs of their progenitors on the industrial field?

Such records as exist are of a prosaic style, either too technical for the layman, or so grotesque as to earn the contempt of the technical man.

Yet, modern industry, though fundamentally an economic organisation of scientific discoveries, is full to the brim and flowing over with the rhyme and romance of mankind's slow, toilsome emancipation from nature's dictum of drudgery.

#### Nothing Is: Everything is Becoming

The idea of evolution—"nothing is; everything is becoming"—should help us to appreciate the profound, aye, almost sublime efforts of the industrialist to release the human race of its struggle for subsistence, and, at the same time, make the machine, and not human labor, supply the sole nexus of our civilised existence, service commodities.

An insight into the interlocked functions of industrial activity should exalt, not repress,

**P**YROLOGY, the science of heat, or fire, is the very essence of man's power over his environment, writes Mr. Baggoley in this article, in which he endeavors to show how man has applied this science and turned it to account.

the poetic spirit; for here you see the ceaseless ebb and flow of man's imagination applied consciously or sub-consciously with indomitable spirit, ever

straining upwards to reach a stage of service which, in many instances, they in their life can never enjoy.

Without this idealised concept of industry we would indeed be unworthy of the gifts science has placed at our disposal.

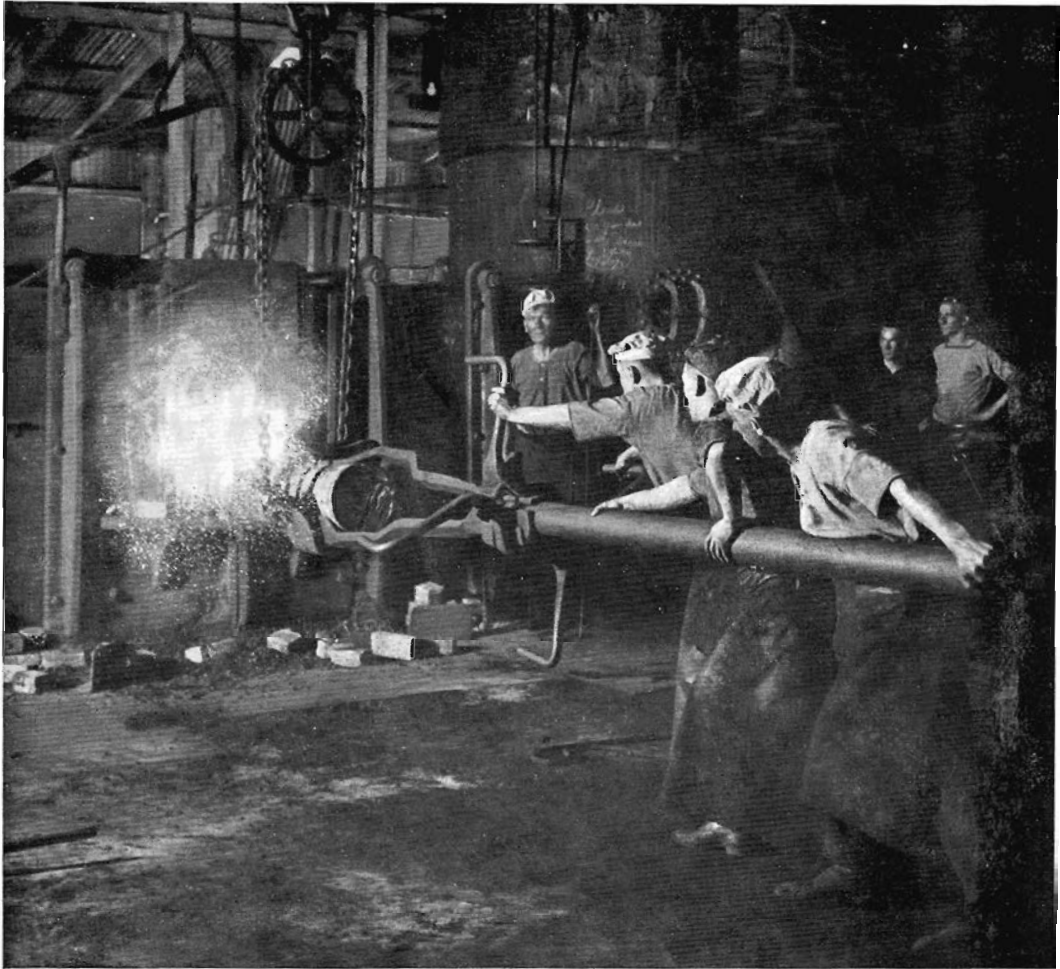
#### The Power of Fire

Pyrology, the science of fire, is the very essence of man's power over his environment. In Greek mythology, Prometheus stole fire from the gods in heaven for man's use.

Man in his savage state can be excused his pyrolatry, his worship of fire and of the sun, for by its medium he survived when other forms of animal life perished.

This phase is graphically symbolised in the forge and smithy, for here the basic and oldest handicraft of man (so poetically famed by Tennyson's Village Blacksmith) has kept in step with other branches of engineering manufacture, and to-day the huge batteries of drop-hammers, steam hammers and forging machines, differ as widely from old-style blacksmithing as Stevenson's Rocket does from the last Pacific engine.

The smith with his limited strength cannot produce within hundreds per cent. the output of the smaller sized drop-hammer.



*The Modern Descendant of the Old-time Forge*

It crystallises the displacement of muscle power by motor power.

In addition to the increase in productivity, the engineer's ideal of standardisation is on the way to realisation.

For the purpose of this article we will briefly deal with the drop-hammer.

It is, as its name implies, a weight dropped between two steel shafts from a height, gathering force from an acceleration of 32 feet per second.

#### A 10½-Ton Force

In some instances this weight with top die is more than a ton by the time it travels its one half second journey, the ultimate force is approximately 10½ tons.

This Herculean blow, striking the plastic semi-molten metal forces it to follow the line of least resistance, which is cut into the top

and bottom dies to the shape or form of the article to be forged.

The casual onlooker, after recovering from the stunning effects of the mild explosions of these giants pounding metal, may go away with the impression that the operation is delightfully simple. So it is, to a degree that science and skill has made it.

#### Skilled Men are Necessary

Yet operators of these machines are skilled blacksmiths, who must possess, in addition to their own trade, a knowledge of mechanics and heat treatment of metals. In this they differ from operators of other forging machines.

With the introduction of manufacture in the Smithy for the purpose of increasing production, came a division of operations.

A concomitant of the forging machines is

*(Continued on page 71)*



# What the Railway Police- man Does

By  
J. D. MICHIE



**I**T is a common enough truism that half the world does not know how the other half lives. In so complex a society as ours it would seem impossible even to say that any section knows the life of another section. Taking the railway service as an illustration, how much is taken for granted!

## Constabulary Duty's To Be Done

It is accepted as a matter of course that the railway service should penetrate far and wide into auxiliary activities, but there is little realisation of what is actually accomplished. That "constabulary duty's to be done" as a phase of railway administration which means much in efficient handling of train traffic, gives food for reflection. Yet consider the policeman's part in the heavy management of a large railway terminal.

**N**OT by any means the least important of men who work to make railway transportation the efficient service it is to-day is the railway policeman, who regulates vehicular traffic in station yards, maintains law and order on the concourses, and relentlessly hunts down the thief and pilferer.

This article sketches a few phases of his job.

Senior Constable John Oliver Kidd has police jurisdiction at the Spencer-street Railway Station. Facetiously he will tell you that he is "the limb of the law" responsible for the sole control of all traffic, vehicular and pedestrian, within the precincts of the railway yard and the station premises.

As one converses one slowly comprehends that the Senior-Constable's job is full of interest and care, shot through with experiences from grave to gay, from lively to severe. There is, day by day, a touch of romance in the abundance of reality.

## Only Authorised Vehicles Allowed In.

"The number of each licensed vehicle is supplied to me, so that portion of my duties is rigidly to check all such numbers in order to make sure that no unauthorised vehicle

should gain admittance," he told me, harking back to vehicular traffic.

"Of course, there are those who do try to 'grout in,' but a sharp warning and, in some instances, a prosecution or two soon enable them just to realise their position. Hence they afterwards weigh the matter rather carefully, and generally do not repeat the offence.

#### Regulating Cabs

"I also have to see that all yard cabs, as they are commonly called, have duly paid their fee, which alone gives the chauffeur permission to enter the yard—each in his proper turn—in the position allotted to him adjacent to the platform at which a train may be due to arrive. The number is determined according to the size of the train. For instance, an important train like the Sydney Express requires the greatest number of cabs. The drivers, too, have to be made to understand that they must stand at their cabs and not go here and there touting for hire at distances removed from their cabs."

"And about the private cars?" I asked.

"Well, they number hundreds on busy days, and parking them is sometimes a problem. They generally begin to assemble early, and are usually parked about an hour before the arrival of the train. Each driver wants to get as near to the train-arrival platform as he possibly can—particularly the lady drivers, whose most charming smile is usually exercised for the purpose of winning over the policeman. Sometimes one does feel like relenting a little, but firmness, without fear or favor, must be shown, and each made quickly to understand that there is no alternative for one and all but to curve into their proper places."

Statistically, I learned that more than a hundred taxi-cabs each pay a special half-yearly fee to the Railways Commissioners for the right to ply for hire within the area set apart for them. Then there is the parking of private cars, and in addition to all sorts and conditions of other vehicles, the old horse cab, pathetic in its dying kicks.

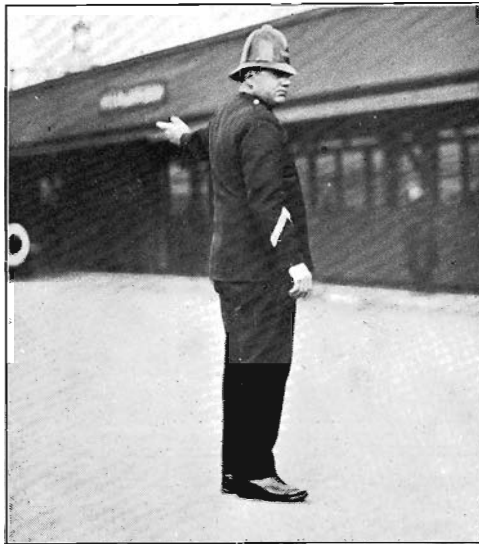
When a Vice-regal party is travelling by rail, the policeman meets their cars at the station, and escorts them to or from their state carriages. He allots special positions for their motor cars. Distinguished visitors to Melbourne are also given every possible convenience in the yard.

He must rigidly guard against congestion in the yard, and he must keep clear space for the passage of the department's electric trollies—those busy little vehicles that hurry along with their loads of parcels from the Guard's Van to the Inwards Parcel Office.

And the questions! They, like manna from heaven, shower upon him, from all and sundry.

His hourly log discloses that a common interlude in the day's work is the drunk who can't find his ticket, but says he'll travel anyhow. A sight of the shiny helmet in most

cases has a sobering effect; but pandemonium-raisers have to be locked up. "Occasionally," said Snr.-Constable Kidd, "we get an incident like this: Two boys who had been playing truant—one from the State, the other from a Technical School—were found sleeping under a platform where they had sheltered for about a week, their explanation being that they wanted to watch the big locomotives on the trains coming into and going out of the station. They were restored to their anxious parents."



*On Duty in Spencer-street Station Yard*

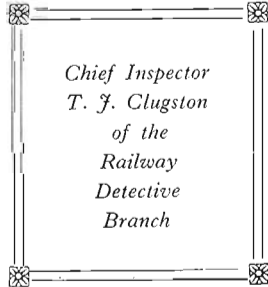
#### Looking Out For "Crooks"

Occasional arrests of thieves caught helping themselves to railway property, court details; scanning the faces of persons arriving and departing by train with a view to the detection of wanted crooks, as well as many other curious extras, keep the railway policeman busy.

An inquiring mind took me—led me—into another phase of railway policing; in fact the detective branch.

From Chief Inspector T. J. Clugston I found out quite a lot about the prevention and punishment of crime.

The Special Inquiry Branch, which is the Detective Force of the Department, con-



sists of one Chief Inspector, one Assistant Inspector, and 34 Special Inquiry Officers. Their operations extend not only over the State of Victoria, but to Deniliquin and Balranald in New South Wales.

#### The Night Patrol

Ten of the junior members of the Branch in charge of a Senior Officer are known as the night patrol. They are responsible for the safety of all classes of goods in transit, between the Newmarket and South Kensington sidings and Flinders-street extension by night.

There are special Inquiry Officers on duty in "A" shed, the perishable shed, the shipping shed, at the shipping shed at Port Melbourne, and there are also two day shifts on duty in Melbourne yards. S.I. Officers

are also continuously on duty in the country. Some are detailed specially for accident inquiries and by-law prosecutions.

#### Pillage Decreasing

The duties cover inquiries on loss, damage and theft of goods; embezzlement of cash, disciplinary inquiries, the detection and prosecution of trespassers, the arrest of people loitering on railway premises or goods trains with intent to steal, of boys for throwing stones at trains, for small thefts, and so on.

Chief Inspector Clugston told me that during the year ended June, 1926, no less than £15,599 worth of goods was lost in transit by pillage or total theft. The year just ended showed improvement, but the amount still ran into five figures—£13,287.

#### A PRAYER

**D**ELIVER me from all evildoers that talk nothing but sickness and failure.

Grant me the companionship of men who think success and men who work for it.

Loan me associates who cheerfully face the problems of a day and try hard to overcome them.

Relieve me of all cynics and critics.

Give me good health and the strength to be of real service to the world, and I'll get all that's good for me, and will what's left to those who want it. —WILLIAM FEATHER

#### MORE AND LESS

A little more kindness,  
A little less creed ;  
A little more giving,  
A little less greed ;  
A little more smile,  
A little less frown ;  
A little less kicking  
A man when he's down ;  
A little more "We,"  
A little less "I" ;  
A little more laugh,  
A little less cry ;  
A little more flowers,  
On the pathway of life,  
And fewer on graves  
At the end of the strife.

# Counting the Cost of Competition

By T. F. BRENNAN, Chief Accountant, Victorian Railways

**T**HE duplication of transport services increases the total cost of the services to the community as a whole. That position is inescapable. If the community require the duplicated services, and be willing and can afford to pay for them it must be admitted that it should have them.

But does it recognise that it is paying twice for those services, and is it willing to do so?

**T**HE Parliamentary Standing Committee on Railways has devoted a section of its 37th general report, which was recently presented to Parliament, to the question of "Road v. Rail," and in the Governor's speech at the opening of the Parliament it was announced that the Government has decided to introduce legislation dealing with the subjects of highways and vehicles and of motor omnibuses. The question was shortly discussed in these columns some few months ago under the head of The Economics of Transport Competition, but as it is now coming under the notice of the public this would appear to be an appropriate time again to refer to it.

## Where the Difficulty Lies

The Standing Committee recognises that the difficulties of the rail in regard to competition are in relation to the high grade goods only. It is the higher rates charged on the high grade goods that make possible the low rates on the low classes of traffic; for example on agricultural products, manures, firewood and a number of other products which are of great importance to the community. But if the low rates were to be applied to all classes of traffic, the income which they would produce would be insufficient to meet working expenses and interest, and the result, if the present standard of service and maintenance were continued, would be an astounding deficit. The Committee expresses the view that reasonable taxation should be imposed on goods vehicles for the use of the roads, and that the Railways Department should lower the rates for high class goods and raise the rates for low class goods, "subject always, of course, to the lowest possible rates being quoted for agricultural produce and other primary products."

It is clear that the cost of every service must be paid for by the community. If not paid by those to whom the service is rendered it must, in the case of a private trader or trading company, lead to insolvency. In the case of a public utility the cost can be no more evaded than in the case of the private

trader; but in this case, assuming that the service is to be continued, the cost is transferred to the general taxpayer.

The cost of the commercial road motor services includes a proportion of the cost of the construction of the roads upon which the motor vehicles run (or of the interest on the cost of such construction) and of the maintenance of those roads. The experience of the Railway Department points clearly to the fact that the taxation now imposed on commercial motor vehicles is quite insufficient to meet the proportion of the interest and maintenance cost which is fairly attributable to the commercial motor traffic. Through the medium of general taxation the community is, therefore, carrying a portion of the cost of the motor traffic, which cost should equitably be carried by the people to whom the service is rendered, and at the same time the cost to the community of the service rendered to it by the rail is being increased beyond what such cost would otherwise be.

## Does the Public Realise ?

It can be said with certainty that the duplication of transport services increases the total cost of those services to the community as a whole. That position is inescapable. If the community require the duplicated services, and if it be willing and can afford to pay for them, it must be admitted that it should have them. But does it recognise that it is paying twice for those services, and is it willing to do so?

The Government has announced a large deficit for the last financial year, and has intimated that taxation must be increased. So far as one can gauge it, the general opinion in regard to this matter is that taxation is now very high, and to increase it at this time is to impose added burdens on the general community.

The Committee's suggestion that reasonable taxation should be imposed on goods vehicles would enable the rail to meet the competition of these vehicles on a fair basis.

(Continued on page 70)

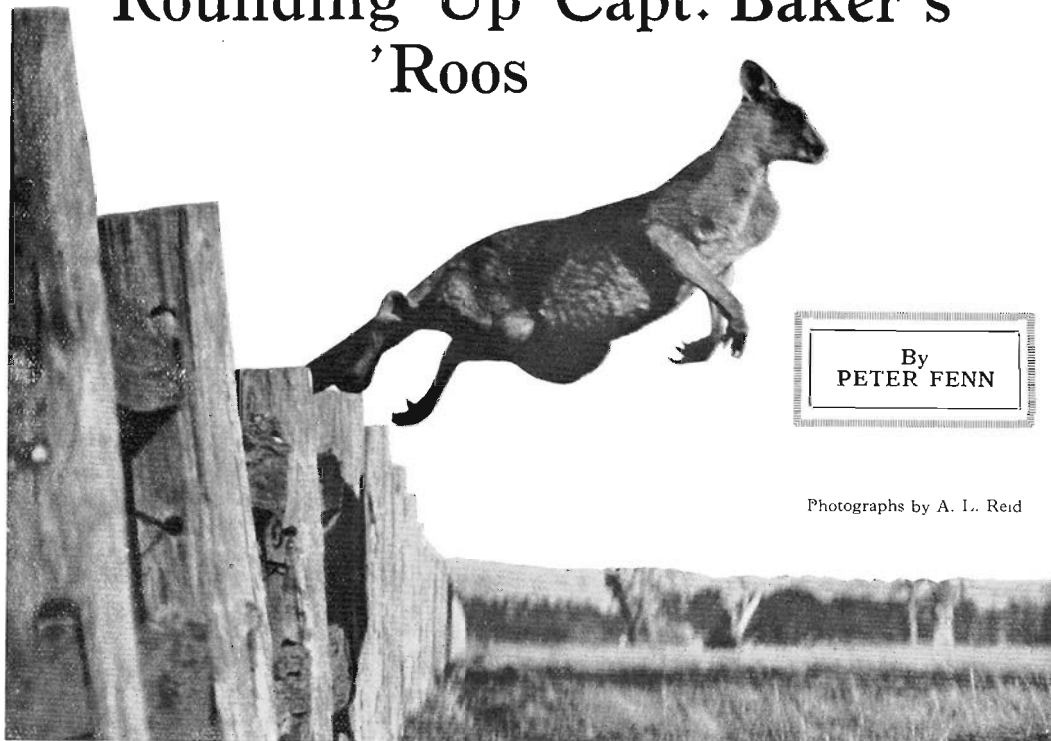
# Seen at Spencer-street

## Prominent Passengers of the Month



1. Miss Australia 1926 (Miss Beryl Mills) greets Miss Australia 1927 (Miss Phyllis von Alwyn)
2. Colonel Dorames, Chief Secretary of the Salvation Army in Melbourne
3. Miss Australia, 1926
4. Miss Australia, 1927 (right)
5. Miss Paulette McDonagh (left) and Miss Isobel McDonagh (centre) who produced the all-Australian feature film "Those Who Love" on their own initiative and at their own expense. Miss Paulette wrote the scenario and Miss Isobel (Marie Lorraine) stars in the picture
6. Jascha Heifetz, the famous violinist

# Rounding Up Capt. Baker's 'Roos



By  
PETER FENN

Photographs by A. I. Reid

*OVER!—An "old man" snapped as he cleared a fence at more than 30 miles an hour*

**W**HAT Capt. Baker doesn't know about kangaroos you could put on the big end of a pin. To him, their foibles and habits are an open book. He knows their life history since the time, long before the war (in which he served with such distinction), King Alfred's cakes and Moses, when the earth, shifting its axis, left Australia cut off from both Africa and Asia with a monopoly of the world's marsupials.

He knows perfectly well that kangaroos hate publicity; that they positively loathe the dicky-bird of the cameraman, not merely because they are vegetarians, but because they distrust him and all his works in that suspicious looking black box of his.

But Captain Baker, too, knows all the movements for rounding up his kangaroos for the benefit of either the camera-

**Q**UITE a feature of recent Reso and other tours arranged by the Railways Department through the Western District of Victoria has been the rounding up of Captain R. E. Baker's 40 odd kangaroos on his property adjoining the railway track at Larpent. Overseas tourists have been particularly impressed with the sight of so many of Australia's famous marsupials, and have gone back to tell the world about it.

In this article Mr. Fenn describes a round-up of these 'roos which are helping so materially to advertise the Commonwealth.

man or of the hosts of tourists and Resonians who pass his property in the train. And nothing is too much trouble for Captain Baker to get those forty or so big grey 'roos just where they're wanted. That's why Mr. Reid, the photographer, was able to get such

good pictures from his little barricade behind the fence.

**B**UT I'd better start at the beginning. "Go," said the Editor, or words to that effect, "with Mr. Reid, to Captain Baker's place at Larpent, just beyond Colac, and get a story and some pictures of his kangaroos." The Editor's decision being final, we went.

Captain Baker's kangaroos, of course, are known all over Victoria, and (since the visits of the Franconia's and Carinthia's world tourists), over considerable portions of New

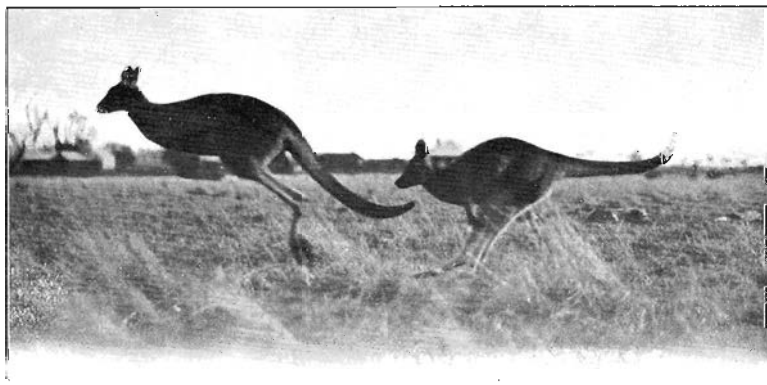
York, Chicago, St. Louis, Minneapolis, and so on, where men foregather over the convivial orange nogg and discuss their travels. That's how Captain Baker, who is always ready to call a parade of his 'roos, is helping to advertise Australia. In the last two or three years he has arranged about a dozen of these "shows"

Any preconceived notion I may have had about Captain Baker as the centre of a-ring-a-ring-o'-rooses, so to speak, with the marsupials perched round on colored tubs waiting to jump through hoops at the crack of a stockwhip, was dispelled by a few minutes conversation with Captain Baker, farmer and naturalist—not circus proprietor. He doesn't even train them as pets. They get uncertain in temper, he explained, and anyway, it's far better for them to live as far as possible in their natural state.

The kangaroos are his hobby. He bred them all from a single pair, the remnant of mobs that roamed the forest-covered land his grandfather cleared 70 odd years ago.



*Captain Baker and his mount. This picture was taken immediately after the round-up*



*CAUGHT ON THE HOP.—A very fast-moving shutter was necessary to get this picture*

They never show inclination for fresh fields and pastures new. Like horses and cattle they keep to their native bit of territory and regular beats. And they have plenty of room for their peregrinations and daily constitutional on Captain Baker's 350 acres.

Mostly they eat grass, which during a dry season might well perturb another farmer with valuable Jersey cattle to feed. But Captain Baker is not perturbed. He has picked up wrinkles from the Wimmera about fallowing and crop rotation. His green paddocks show vivid against the brown of the surrounding countryside. And he never overstocks his property.

WITH Captain Baker in command, we made our reconnaissance. We weren't exactly in luck. The light wasn't too good, the kangaroos had been disturbed by some sheep, there was no wind to induce them to shelter in a bunch under the lee of the rise, and Mr. Reid hadn't got a long distance lens. Still . . . .

Away in the distance a few indistinct grey forms were bobbing about, apparently playing hop-sotch in an aimless sort of way.

"See them?" queried Captain Baker.

A Jersey bull belled. He wasn't in our paddock, so we stood and watched the 'roos. They looked for all the world like musical comedy waiters, with coat tails

flying, dancing across stage. One by one they assumed a stationary vertical pose, and gravely regarded the bull who appeared annoyed at his inability to comport himself like a musical comedy waiter.

Down in our corner of the paddock Captain Baker issued his operation orders. Mr. Reid, as the sniper of the party, was enjoined to entrench himself behind the fence, camouflaged by an extra plank or two, and to open rapid fire with his shutter as the enemy was driven towards him. My orders were to merge myself with a tree stump, a hundred yards away, and not to move until the 'roos were well and truly headed for Mr. Reid's strong post, whereupon I was to dissociate myself from the stump and advance boldly towards them from the flank. This, it was explained, would keep them on their

but their sight and hearing are. Somebody once said that a 'roo's favorite amusement is to listen to the grass growing.

Presumably there was a sharp word of command from the leader of the kangaroos. Instantly, the mob began their waiters' dance along the far fence until they reached the distant corner. Round at right angles they went, faster and faster. Captain Baker cut the corner, and headed them straight for the other end of Mr. Reid's fence. Faster and faster . . . . .

Then they swerved suddenly and broke up. A section headed for my direction. On they came, every stride of those powerful hind legs a record long jump, every ear cocked, front paws dangling like a begging dog's.

I had heard of old men 'roos attacking



*On the Alert*

course over Mr. Reid's fence and right into his line of fire.

We came to attention and saluted—at least, we should have done—and Captain Baker rode off on his charger, a magnificent brown hack. Collecting his mounted orderly—a boy from the dairy—he sidled unobtrusively along the fence to take the 'roos in the rear. Mr. Reid crouched with his camera laid and his sights set. I became part of my tree stump and tried to look more like timber than usual.

**B**ETWEEN a broken limb and a disused bird's nest, I could see the mob in the distance sitting up, like gargantuan rabbits, watching Captain Baker's stealthy approach. Their smell—that is, in the active and transitive sense—is nothing abnormal,

people and tearing—but we won't go into details. And there were two old men leaping ahead of a small sub-mob as hard as they could bat, directly for my tree-stump.

I identified myself even more closely with that tree stump . . . . .

On they came . . . . . faster and faster . . . . . I held my breath . . . . .

**I** PEERED again over the disused bird's nest. The 'roos had stopped. The foremost old man was sitting up contemplating my stump and solemnly sucking his thumb.

Then I saw Captain Baker doing something less than even time along the distant fence. He was manoeuvring the other subsection of kangars towards the straight, along Mr. Reid's fence. My 'roos saw him,





POSING FOR THE CAMERA.—An "old man" and a joey.

too. They dashed off like shots from a gun, past my stump and towards the middle of the paddock. Thump, thump, thump, went their powerful legs. You could almost hear the swish of the cleft air. Goodness knows where they finished up.

Nearer came Captain Baker. He had got his mob into the straight. His horse foam-flecked and streaming, must have been covering more than thirty miles an hour. But the 'roos were outstripping him. They were heading for Mr. Reid's entrenchment. In a moment they would pass my stump a hundred yards to the north.

"This," I told myself, "is where you take a hand in the traffic regulation."

Any stray 'roos must have been vastly entertained by the sight of half a tree stump moving away from its counterpart. I advanced slowly towards Mr. Reid's barricade, the while going through the motions of a Swanston-street policeman. Happily, the kangaroos obeyed my signals—or I flatter myself they did—and kept straight on. They had outdistanced Captain Baker, who still thundered on, his horse straining every muscle to the thrill of the chase.

"Shoot now," he shouted at the barricade. His voice barely beat the leading 'roo as it charged for the fence at right angles to the straight. One graceful, swift leap, and it was over the fence and up the rise towards the house. The others followed at incredible speed.

Bang, crash, bang! went Mr. Reid's shutter. That, of course, is how it sounded to the flying 'roos.

CAPTAIN BAKER mopped his forehead, and started to look for his hat. Mr. Reid crawled out of his barricade, and I tried to look a little less like a tree stump by removing a few bits of bird's nest from my collar.

"You should have got them all right that time," said Captain Baker. We had.

Of subsequent stalks, of Mr. Reid's argument with the Jersey bull, of an old man and a joey who, tired of the round-up, sat up and posed for the camera, of the delicious afternoon tea dispensed by Mrs. Baker while the Captain discoursed on the life history of kangaroos, crop rotation and tree planting, time forbids the story.

Besides which the Editor says this Magazine only runs to eighty pages. And the Editor's decision is final.



#### THE BILL WAS PAID.

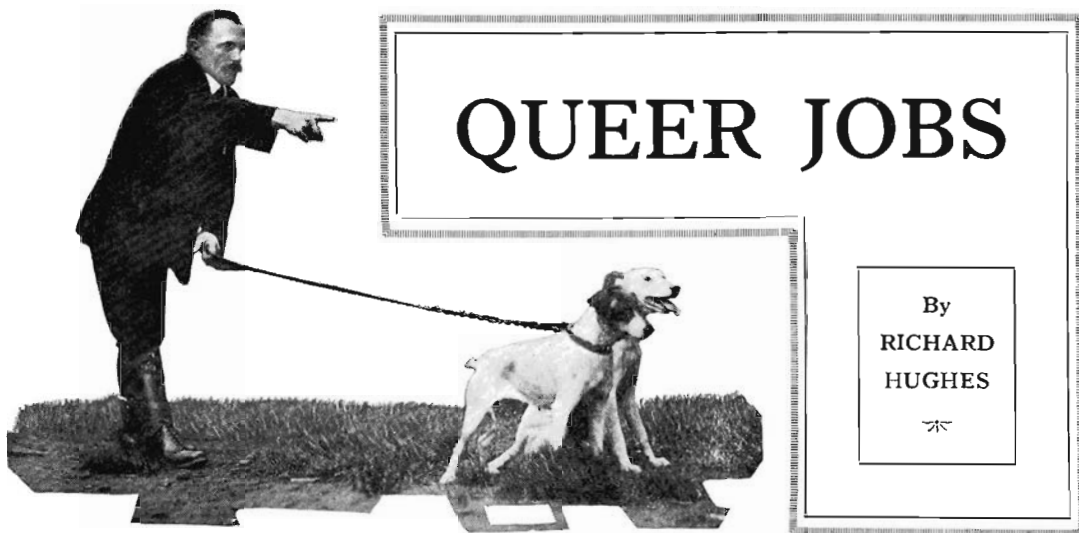
Machine broke down. The operator, the foreman and the plant engineer couldn't start it.

The expert took one quick look at the machine, tapped it several times with a hammer, and told the operator to start it.

His bill was £10. When the superintendent asked for an itemised statement, he got this:—

Tapping with hammer, 1/-.

Knowing where to tap, £9 19s. 0d.



*A Departmental Rat Catcher and His Dogs*

**I**T'S certainly a queer job. The man improves glass by spoiling it.

He works in a little cabin of his own, just big enough to hold himself, his glassware and a mysterious cupboard. It is in this cupboard that he manages, by perseverance and real conscientious effort, to ruin the smooth surface of good quality glass.

Operating a jet which hurls sand upwards in a blinding blast, he passes the transparent combination of silica and alkali into the thick of the miniature sandstorm. The flying grains chip one surface of the glass finely. In effect, they frost it. Transparency becomes opacity.

#### Why It's Done.

Newport calls the destructive constructor a sand blast operator. He treats all carriage window panes requiring a frosted appearance, all compartment globes, refreshment room ware and the like. If a name or label such as "Smoking," "First" or "Second" is required, he clamps a protecting stencil on the glass before thrusting it above the sand jet. Steel shot could be used for the chipping process also, but sand without any

**A** RAILWAYMAN doesn't have to wear a uniform cap, drive a train or sell tickets to be a railwayman. Modern railroad practice has developed some queer and unusual jobs—queer, that is from the layman's standpoint.

On the Victorian Railways payrolls there appear rat-catchers, lighters-up, bulldozers, washers-out, sand blast operators, doggers-up, pullers-out and . . . . .

But read this article and learn about the whole lot of them.

expense at all gives exactly the same finish—or rather, lack of finish.

A stone's throw away from the sand blast operator (if you threw the stone round a corner and through two doors) works a coater. This man has no interest in the tailoring line. He is 75 per cent. cook and 25 per cent. painter. He is bounded on the front by a bench, a tin of enamel and a brush, and on the rear by a large electric oven. He bakes all his inviting creations for an hour and a half to two hours. Engine number plates are his specialty, although he cooks to a turn all Newport's white-enamelled work. His recipes are simple and effective. He enamels the number plate, slides it into the oven, regulates the temperature and serves cold. The baking process hardens the enamel and makes it more durable.

#### Saw Therapy.

Cooking sometimes implies medical aid. So a mention of one of Newport's saw doctors might be appropriate at this stage. The saw doctor doesn't use a stethoscope. He can't, for obvious reasons, feel jumpy pulses or pop thermometers into feverish mouths. But he treats his peculiar cases

with appliances which are just as modern in their way as those of his Collins-street brethren. He has sharpening and scarfing machines, he has crossheads and gauges, brazing clamps and back-straight edges, and, like all surgeons, he realises that the more he learns the more he has to learn.

#### Well-to-do Patients

His patients always come back to him. They return in spite of the fact that his treatment, although incredibly thorough, never effects a permanent cure. Through his surgery pass 10 log saws, 12 re-cut saws and 12 edging saws. Sympathetically and with kindly understanding, he tensions and swages and sets and sharpens and re-sharpens.

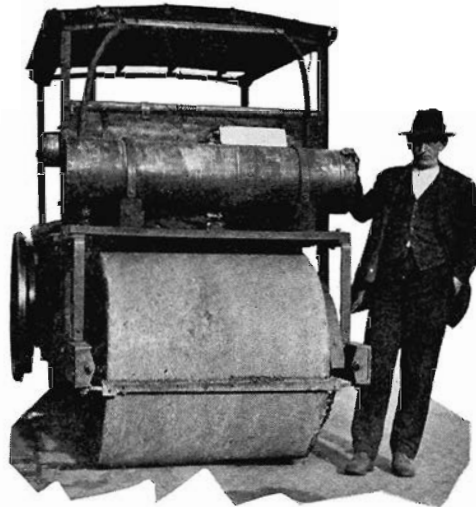
The saw doctor's patients are wealthy. Most saws are worth a guinea a foot, and the average saw runs to 44½ feet in length. The voice of calumny hints that this accounts for the frequency and never-ending repetition of treatment. "Depend upon it, he's got an axe to grind," is the unpleasant whisper. Plaintively the mis-judged sawbones urges that he's really got too many saws to grind to be thinking of axes too. Which seems plausible enough.

Sawmilling at the railway workshops provides work for two other quaintly named professions. The jobs themselves may not be queer, but there is a pleasingly eccentric flavour about the names. One is called a puller-out, and the other a dogger-up. The latter dogs up the saws at the mill; the one with the "out" on the end of his title drags along the plank as it passes through the saw—or as the saw passes through it—and with great heartiness bangs wedges into the growing aperture.

Another queerly christened worker is the bull-doser. Commonly this is a Yankeeism

for a man who displays doubled fists more readily than a bright haunting smile. In the railway sense, it means a man who operates a bull-dosing machine.

Itself, the machine is not inaptly named. If it doesn't exhibit actual brutality towards the unfortunate red-hot iron placed in its grip, its methods at any rate smack somewhat of the wide open spaces where men are men. One hundred tons dead weight presses mercilessly on the iron, twists it like paper and bends it into a permanent wave. In such fashion are spring buckles buckled before welding. Incidentally, the bull-doser has an output twice as large as was possible under the more gentle hand methods. Cave-man firmness pays, evidently.



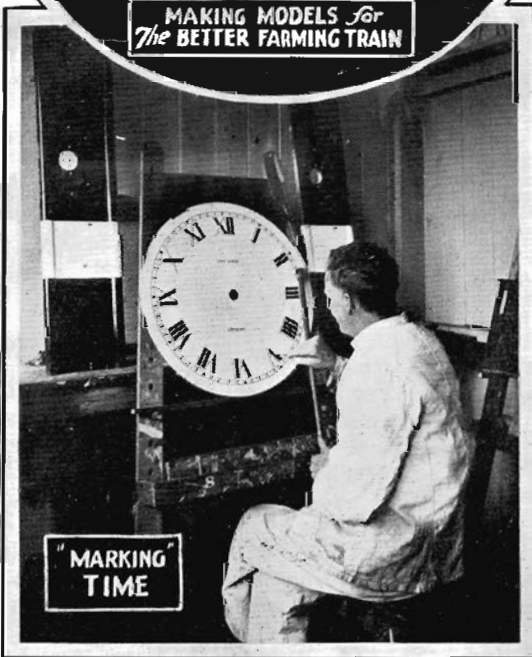
*The Motor Road-roller Driver*

It's a relief now to turn to the Newport men who have soft jobs. They make pads. They pleat, stitch and assemble the pads for axle boxes. Their work links up with the padder at North Melbourne Loco. Depot. This railwayman spends his time crawling in semi-recumbent posture around truck, carriage and tender wheels, twirling axle boxes open, emptying oil into his can, dragging out the old pad, inserting the new

one, refilling with oil, and then looking for the next box.

#### Looks after the Engine Toilet

At North Melbourne Loco. Depot—at all loco. depots, for that matter—the railwayman who bears the exhaustively descriptive label of "lighter-up and washer-out" finds plenty to occupy himself with. He is the man who, figuratively, sets the kindlers for the drivers arriving to take engines out, and who, just as figuratively, bathes and brushes the hair of the engines when they return from their trip. With a huge hose, he crawls under and on top of the travel-stained locomotives and probes



the most sacred secrets of their boilers. An inquisitive sort of a job.

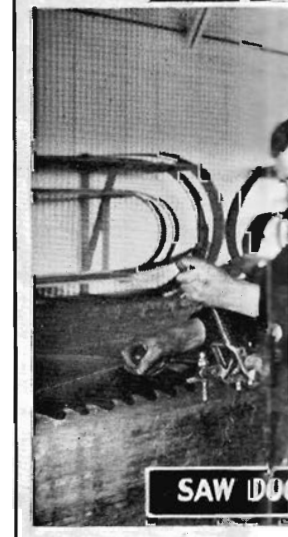
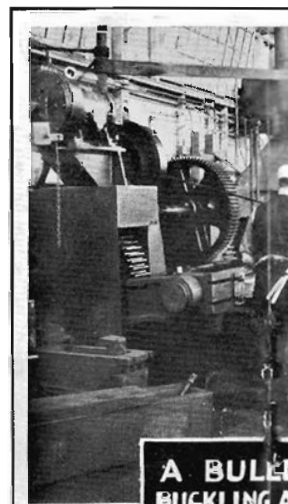
An atmosphere of the stables wraps itself around the departmental tags hanging to the necks of some other loco. depot men. They relieve a driver coming in from a run, meet him on the depot doormat, take his engine from him and tool it into its proper rest road. They are called hostlers, but the only horse they ever deal with is of the iron variety.

Fearsome thoughts of fire and brimstone are suggested by the sinister title of the pitman, a most inoffensive toiler amid the smoke and coal dust at North Melbourne. Appropriately enough his job is to shovel ashes out of the pit. But he doesn't carry a pitchfork, couldn't balance horns on his head if he tried, and would find cloven hoofs and a pronged tail infernally inconvenient.

There is a man at Spotswood storehouse who wouldn't have to work at all if he were as good a judge of racehorse form at Flemington as he is of dogspike form at the Reclamation Depot. He fills in the mad merry day sorting truck loads of venerable dogspikes, rheumatic bolts, gouty nuts and round-shouldered pins into different classes and grades.

**Reincarnated**

After he has sorted them, they are reclaimed at the plant; the dogspikes are divested of their rusty coat in the rumbling machine, reduced to a reasonable length by the shearing machine, squared off in the straightening machine,





**LDOSER**  
**NG A SPRING**



**DER**  
**ING A WORN-OUT**  
**E BOX PAD**



**DOCTORING**

sharpened anew by the pointing machine, smeared with a black non-rusting mixture, and then sent out on the job again, as serviceable as brand-new spikes.

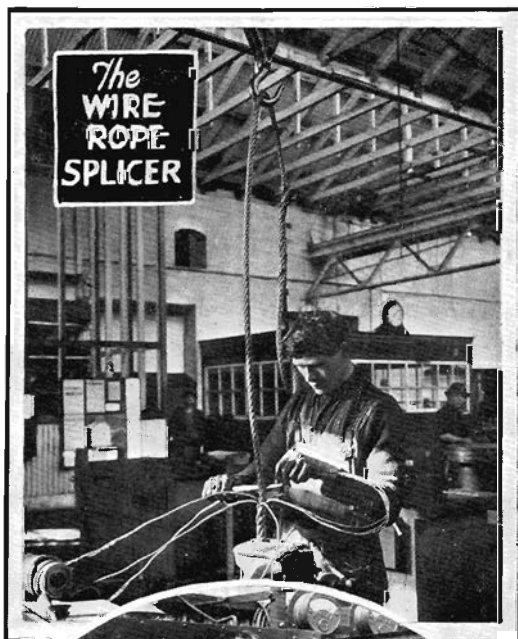
Perhaps the quaintest job of the lot, however, belongs to the rat-catcher. Once upon a time all the best rats resided on railway property. Location was excellent and central, cost of living very low, and outside interference practically negligible. Enterprising rodents cleared up fortunes by subdividing the acreage under the flooring of the goods sheds and letting it to growing families of the better class. The rats liked the place immensely, and encouraged their relatives to come and live with them.

**Undesirable Tenants**

Then, in 1921, the Department appointed two official rat-catchers, provisioned them with enough poison to exterminate a herd or two of buffalo, and reinforced them with a small army of fox-terriers. Three thousand nine hundred and six rats were murdered on their doorsteps in the first three months. Most of the survivors took the hint and departed. After a little while longer, the ones that didn't couldn't. Now the best rats don't live on railway property. It isn't done, or not for any lengthy period anyhow.

The railway rat-catcher with his little kerosene tin of poison, well-trained dogs, and attractive baits plays a very important if unobtrusive part in the general scheme of railway service.

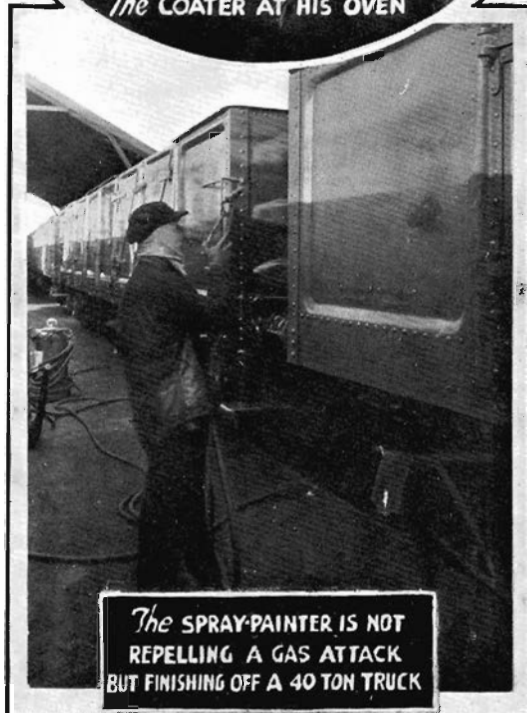
Into a different category falls the job of the turntable attendant. Here is the ideal



*The*  
**WIRE**  
**ROPE**  
**SPLICER**

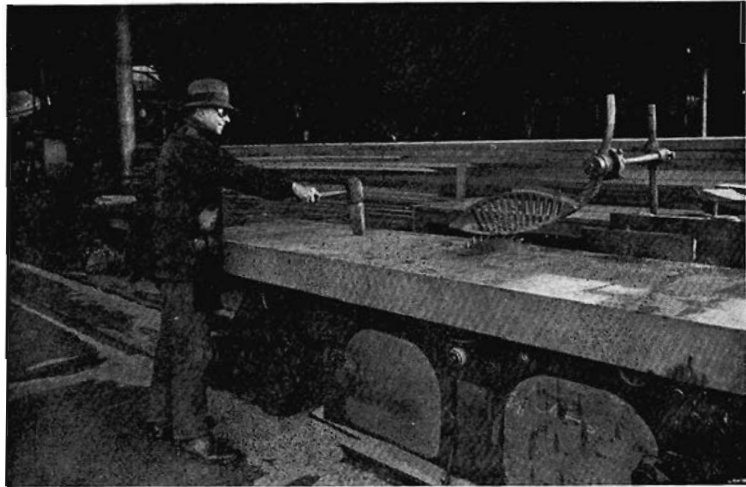


*The*  
**COATER**  
**AT HIS OVEN**



*The*  
**SPRAY-PAINTER**  
**IS NOT**  
**REPELLING A GAS ATTACK**  
**BUT FINISHING OFF A 40 TON TRUCK**

*The more  
spectacular  
part of the  
puller-out's  
job is ham-  
mering in*



job for the small boy. The attendant lives on a perpetual merry-go-round. He manipulates the electric "mule" on the table and goes round and round as the table goes round and round. And he's near engines all day long. One dimly senses the great juvenile cry ascending to heaven: "I wanner be a turntable attendant!"

#### Queer, Yet Not Queer.

Of course, there are any amount of jobs which are not queer in themselves, but which become queer when associated with rail-roading. At Welshpool, for instance, a railwayman works as a horse tram driver. At Newport, an ex-sailor splices steel wire

ropes; sailmakers, living in a sewing room atmosphere, stitch tarpaulins; and young apprentices build neat models of up-to-date farmyard appliances for the Better Farming Train. At the Signal Shops, a painter marks clock faces. In a building near the Melbourne Goods Sheds, the department's demand for ice is met by its own staff. And along the Brighton and Black Rock electric tram lines, a bona fide railwayman drives a steam roller.

The spray painter at Newport shouldn't be forgotten either. His job is not a queer one, the purist would rightly protest. But he certainly cuts a queer figure at work—the spray painter that is; not the purist. He plies a nozzle which sprays paint in a gentle cloud on truck and carriage. As a wise precaution, he envelops himself in voluminous overalls and conceals his features beneath a handkerchief with two eyeholes. A by no means inconsiderable amount of spray settles on those overalls and handkerchief in the course of a day's work. Still there's nothing queer about that.



"Why do you punch that hole in my ticket?" asked the man of the railway official.

"So you can pass through," was the reply.

"Which would yez rather be in, Casey—an explosion or a collision?"

"In a collision," replied Casey. "Because in a collision there yez are; but in an explosion, where are yez?"

Diner: "Waiter, I'll have pork chops with fried potatoes, and have the chops lean."

Waiter: "Yes, sir. Which way, sir?"



*The Sailmaker Fixing a Ridge Rope*



By  
HUGH RICHARDS

Left (top to bottom) S.M. L. W. Crow, A.S.M. J. P. Herrick, R. A. S. M. J. H. Hay, Clerk J. D. Dominguez, Porter H. J. Trotman, Porter K. V. Scott, Porter W. E. Casey, Porter A. Marks. Right: Croxton Station.

"**V**ARNISH," says the S.M. keenly. "Yes, varnish. Gives finish, durability and neatness. Makes all the difference in the world."  
"Yes," you say doubtfully. "I see."

The S.M. sees that you don't. His eyes roam the office, come to rest on the big Distance Table.

"This is what I mean." He smacks the broad of his hand against the centre of the board. "See this table now? Very well. Here am I sitting at the counter entering up waybills, compiling freight charges or wrestling with parcels. I want the mileage to, say, Buckrabanyule. Up goes my wet nib in search for the station on the sheet. I find the station and a big blob of ink finds the sheet. Quite easy, eh?"

"Now suppose that happens three or four times a week. And suppose the A.S.M. and the booking clerk do the same thing. Well, what's going to be the result?"

You think quickly. "You're going to get ink stains on your sheet," you venture shrewdly.

**Keeping a Clean Sheet**

"Exactly." The S.M. nods his head in appreciation of your close reasoning. "You're going to have an untidy sheet disfiguring the interior of your office. But

"**O**NE hundred per cent. efficiency" is the proud claim of Stationmaster Crow and his staff at Croxton Railway Station.

And if co-operation, conscientious effort and close attention to detail have any influence on efficiency, that claim is not unjustified.

suppose you've previously coated the sheet thinly with varnish. What's easier then than to get a cloth and simply wipe the sheet clean. No trouble and no blotchy notices in the office.

All you want is a little varnish. Now just have a look here."

You follow him docilely around to the booking window. The S.M. points to the top of the window. In neat array are assembled the station fare table, list of sundry service charges and complex particulars regarding pro rata tickets. All three statements bear the glazed finish and spotless appearance of the Distance Table.

"Varnish," explains the S.M. placidly.

**Still No Inkstains**

To the right of the window is the local timetable, to the left a very useful statement which mentions lucidly the last trains by which weekly workmen's tickets are available. Further on is displayed a large card, its message calculated to bring grateful tears to the eyes of every new R.S.M. as soon as he glimpses it. Set forth in bold figures are the country fares from the local booking window. Again, inkstains are as noticeably absent as dust.

"Varnish," urges the S.M. patiently. . . . That varnish is just one of Stationmaster



"Varnish," says the S.M., "makes all the difference in the world"

L. W. Crow's good ideas. Varnish alone, be it applied ever so freely, won't thrust a station right up amongst the leaders in the 100 per cent. Efficiency Stakes. And Croxton, with a tight rein, is certainly occupying a prominent position close up on the rails in that particular event.

Stationmaster Crow has taken a leaf out of the book of the thoughtful Aberdonian who discovered that if you take care of the pence the pounds take care of themselves. For Croxton's staff look after the little things and find that the big things then fall automatically into line and develop into a very efficient procession.

A stationmaster, for instance, who goes to the trouble of installing little "slide-on" clips under his pigeon-holes and wherever else he puts labels, for no other reason than to avoid cumbersome pasting and untidy overtopping when he replaces the old labels—well, that stationmaster is undoubtedly concentrating on detail. That's what S.M. Crow does. When the occasion arises, his discarded labels are slipped out of the clips and sup- planted easily and pastelessly by the new ones.

#### Efficiency that Gleams

With its itemized shelves and tidy drawers, Croxton's office table would serve as a model for an efficiency expert. So would the big shining ticket cupboard in which are hoarded, in severe alphabetical order, ample reserve supplies of the all-important parti-coloured parallelograms of pasteboard.

A neat glass frame, of Crow manufacture, protects the Telegraph Code, station roster, list of code addresses and official instructions for the reporting of overhead dissarrange- ments.

Brass handles gleam, the electric meter gleams, electric globes gleam, the fireplace gleams, the washbasin tap gleams, the cups on the basin gleam, the window panes gleam, the scales gleam,—if there were dust in the place, it would gleam. All that glitters is certainly not gold at Croxton.

Around to the lamproom the S.M. leads you, just to show you that the office has no monopoly of gleams. Here the lamps them- selves know how clean and attractive they are. On the spick and span shelf, each smirks complacently at its reflection in its neighbor's shining face. Tins of whitening, black lead and other preparations lean well-groomed and scrupulously clean shoulders against the wall.

#### Not a Wrinkle

"Porter's work," says the S.M. "Good work too. I've got a good staff, though. A.S.Ms., porters, clerk—they're all the same. There's Trotman, now, he looks after all the posters. You can see for yourself how he puts them up. Not a wrinkle of any kind. He's got some black stain of his own, too, and when he slaps the poster on the wall he squares it off neatly with a paint brush. Makes the poster stand out and keeps the whole lot uniform."

Now you have a look at the station books and returns. Croxton turns over something like sixteen hundred pounds a month in passenger business. It's a toss-up whether the books are not kept in even neater con- dition than the office. Five separate mem- bers of the staff make marks with a pen in

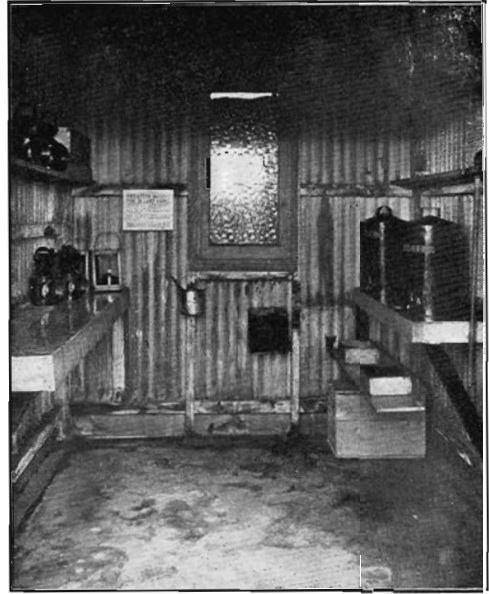


Finishing off Posters with a Black Border





Croxton's Ticket Cupboard



The Lamp Room

the suburban train book, but they all make the marks with exactly the same accuracy and clearness.

Flicking open the very complicated Summary of Train Booking, the S.M., with pursed lips, runs his finger down the page: "February, threepence ha'penny out; March, penny out; April, fourpence—bad." He shakes his head moodily at the enormity of the error. "May, a penny out; June, balanced evenly—as it should be, of course."

From July 1926 to July this year, Croxton has registered a 100 per cent. ticket collection record. During those 12 months not one solitary ticket of the hundreds issued to Croxton were missed by the barrier guard.

In the same way, returns for the Auditor of Receipts are never late. Parcels abstracts,

Accounts Current, Inwards Goods abstracts, cloak room tickets, luggage check returns, all go in on the due date.

"Co-operation," S.M. Crow says when you ask him the reason of his success. "The staff work in with me, take a live interest in their job. We're a happy family.

"As for this tidiness and neatness"—he waves a hand expansively around the office—"well, it's not just done for show. It's very nice, of course, to have things looking their best, but there's a real selfish motive behind it all. I'll tell you. You can do your work ten times as easily in a tidy environment as in an untidy one. Wouldn't you say it was more than worth while?"

Of course you would.

---

### THE BUILDER OF THE MAN

*Just look about and you shall see  
The fruit of man's vast artistry.  
The wonders that each day we find  
Are part of his creative mind.  
The scope of his immensity  
Is shown in art and industry  
But in this huge construction plan,  
Who is the builder of the man?*

*Who brings him here?  
Who sheds the tear  
And bears the pain,  
That he might gain  
The things of worth  
Upon this earth?*

*Who says the prayer?  
Whose loving care,  
Like a beacon light  
Forever bright,  
Guides him straight  
To goals that wait?*

*The noble life a mother leads  
Is better far than all the creeds.  
She builds no shining temple grand;  
Her task it is to understand  
The cunning of a finer trade,  
By which the worth-while man is made.  
The world is builded on man's plan,  
But here's to her who builds the man.*

Where To Spend A Holiday**TOORA—A Coming Resort**

By J. D. MICHIE

**W**ITH its mountain heights, its pastoral and orchard lands, its magnificent bush, its inviting seascape, Toora, in South Gippsland, is one of Victoria's coming tourist resorts.

Here one can enjoy surfing and rambling; here the sportsman can make full use of his rod and gun; here the tired and convalescent can bask in the glorious health-giving sunshine.

**L**EAVING Melbourne by the south-eastern line train in the morning, Toora is reached early in the afternoon. As the panorama of Melbourne and its outlying districts recedes, and the fresh air of the country blows in at the window, the train conveys one smoothly mile after mile, through a pleasant pastoral, fruitful country, dotted with dairy farms and thriving orchards, an unusual and impressive portion of the journey until the Toora district is reached.

The entire region with its mountain peaks and water falls and wonderful scenic attractions gives it a delightful atmosphere of newness and freshness. Here too, the results of better farming are apparent.

The township of Toora is well laid out and consists of several churches, stores, two commodious hotels, a bank, a mechanics' institute, numerous private residences, together with a post and telegraph office. The township is lighted by electricity which is generated by the Franklin River Waterfalls hydraulic plant.

**Flourishing Tin Mines**

Tin mining by means of hydraulic sluicing is a flourishing industry in the district. Because of the high price of this commodity, and because Toora's at present are the only tin mines in Victoria, they are a very valuable asset to the district.

The scenic attractions of this locality are innumerable and are easily reached. Radiating from the township there are many pretty drives over excellent roads constructed by the Country Roads Board. An excursion to the surrounding hill country leads the tourist along a beautiful drive through the Gonyah district. Here the country consists of virgin forest and delightful fern gullies. The kangaroo, wallaby, wombat and lyre-

bird may here be seen roaming about in their natural habitat.

The Agnes River Falls, 80 feet in height, are only four miles out by a direct road. The falls upon the Franklin River, are two miles distant, and those on Falls Creek are about eight miles from Toora, reached by a good road.

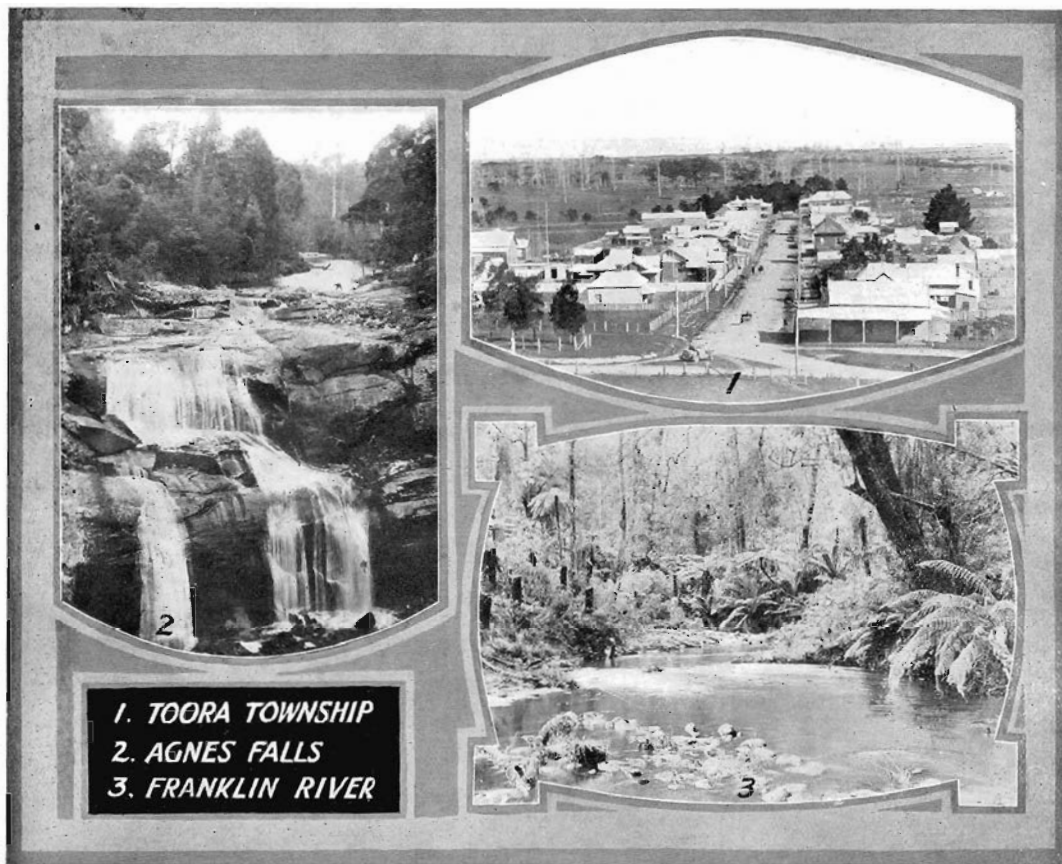
Splendid panoramic views can be obtained from Mounts Fatigue and Best, showing Toora at the foot of the hills, Corner Inlet a mile away in the middle distance, and the towering ranges of Wilson's Promontory in the background. The whole of Corner Inlet is plainly visible, and many of the numerous bays and coves with which the Promontory is indented closely resemble those of Sydney Harbor.

**Virgin Field for the Sportsman**

Corner Inlet, a little-known paradise for the sportsman, offers an almost virgin field for the operations of enthusiastic votaries of the rod and gun. The Inlet and the ocean in its immediate vicinity are plentifully stocked with fish—schnapper, whiting, perch, pike, mullet—and the district generally abounds with rabbits, duck, teal, wild pigeons, quail, snipe, and myriads of sea birds. Motor boats, sailing and rowing craft are available for hire, as well as vehicles of all kinds for excursions into the surrounding district.

A most enjoyable two hours' trip may be taken by motor launch across Corner Inlet to National Park with its magnificent scenery. With an area of more than 100,000 acres this is the largest public park in Victoria. It has been permanently reserved as a National Park for native fauna and flora. Doughboy, Granite and Bennison Islands, in Corner Inlet, are also similarly reserved.

The number of native animals and birds



which are now located within the park reserve is more than two hundred. These include native bears, kangaroos, wallabies, wombats, opossums, emus, lyre-birds, mallee hens, satin bower birds, and tortoises, and others are being introduced as opportunity

offers.

Toora and its environs offers to the holiday-maker a wonderful variety of attractions. It is sheltered from both hot and cold winds, which makes it an ideal holiday resort all the year round.

### LAUGH!

*Build for yourself a strong box,  
Fashion each part with care,  
Fit it with hasp and padlock,  
Put all your troubles there.  
Hide therein all your failures  
And each bitter cup you-quaff,  
Lock all your heartaches within it,  
Then sit on the lid and LAUGH.*

*Tell no one of its contents,  
Never its secrets share;  
Drop in your cares and worries,  
Keep them forever there;  
Hide them from sight so completely  
The world will never dream half.  
Fasten the top down securely,  
Then sit on the lid and LAUGH.*

### ANOTHER FORD STORY

**T**HIS one was told by Mr. Henry Ford himself to a friend who landed in London recently and handed it on.

A small boy in Mr. Ford's town wrote a letter enclosing a dollar and saying he wanted to buy a car. Mr. Ford was interested in such a boy and sent for him. When the boy came he asked one of his foremen to take the boy round the works to have a look at the various models, intending to make the lad a present of one. The boy was a long time gone.

When he ultimately returned with the foreman he thanked the car magnate for showing him round. "We've seen every kind you make," he said. "My lad," said Mr. Ford, "you are an enterprising boy. What sort of car would you like for your dollar?" The boy considered, then said, "I guess I'd like my dollar back."

*How I Get Business*

# Watching For Opportunities

By EDGAR COURTENAY, Acting Special Officer

**T**HE man who watches the clock and counts the days to pay-day is never a go-getter. Neither is the man who gets into a groove. Both fail to see opportunities either for themselves or their organisation—opportunities which exist even in routine work.

**W**HEN one is employed in a regular job, care must be taken to see that the things that count are not overlooked. Many, unfortunately, fall into a groove; knock off time and pay-day form the chief interest in their work lives.

A sure remedy for this state of affairs is to take an active interest in the daily routine, which will soon disclose many quite surprising possibilities.

The greatest of these, to my mind, is searching for business. This avenue is open to all of us. Even the most humble employe may participate in the game. The results are interesting and invigorating.

The daily newspaper frequently discloses an opportunity. One reads that there is a proposal to commence an industry in a certain town; that Messrs. So-and-So secured the contract for the erection of the building; that a resident of the town has been farewelled and presented with a case of pipes and a biscuit barrel for his wife. What golden opportunities these are for the "go-getter" to obtain business which may fall into the hands of a competitor!

Unfortunately we are not in the happy position of our competitors who are able to fix a rate for the job according to circumstances; who are prepared to render any service, such as obtaining a dummy for the baby or a pair of shoes for Mary; who work day and night just so long as the old 'bus stands up to the work.

It is therefore necessary to watch every avenue where business is offering, and get into touch with prospective and regular clients and study their needs.

I remember a case in which a country contractor had ordered a consignment of timber which was only sufficient to cover the required minimum for a ten ton truck. The consignment included two pieces of oregon which exceeded the length permitted by regulation to be carried in such a truck. To cut this oregon would have rendered it valueless for the particular use for which it was intended, and if the consignment had been loaded without consideration to our client,

into a bogie truck, the freight charge would necessarily be so high that the contractor would certainly have had to be placed amongst the dissatisfied clients.

A suggestion was offered that the ordinary timber be sent forward and the long oregon held for a few days when a bogie truck would be going past the town concerned.

The contractor readily agreed to the suggestion, and after the job had been finished he found time to call and make known

his appreciation for the service given. This man will not hesitate to broadcast his opinion of his dealings with the department.

On another occasion it was discovered that a city firm had secured the contract for the erection of a large factory in the country. Little time was lost in launching inquiries, and it was ascertained that estimates were under consideration for the cartage of the material by road. The information was passed on to the right quarter, and an officer was sent to interview the firm concerned. In a few hours it was announced that the department had secured the cartage of the material, much to the road competitor's disgust.

*(Continued on page 77)*

## ANOTHER BUSINESS CHALLENGE

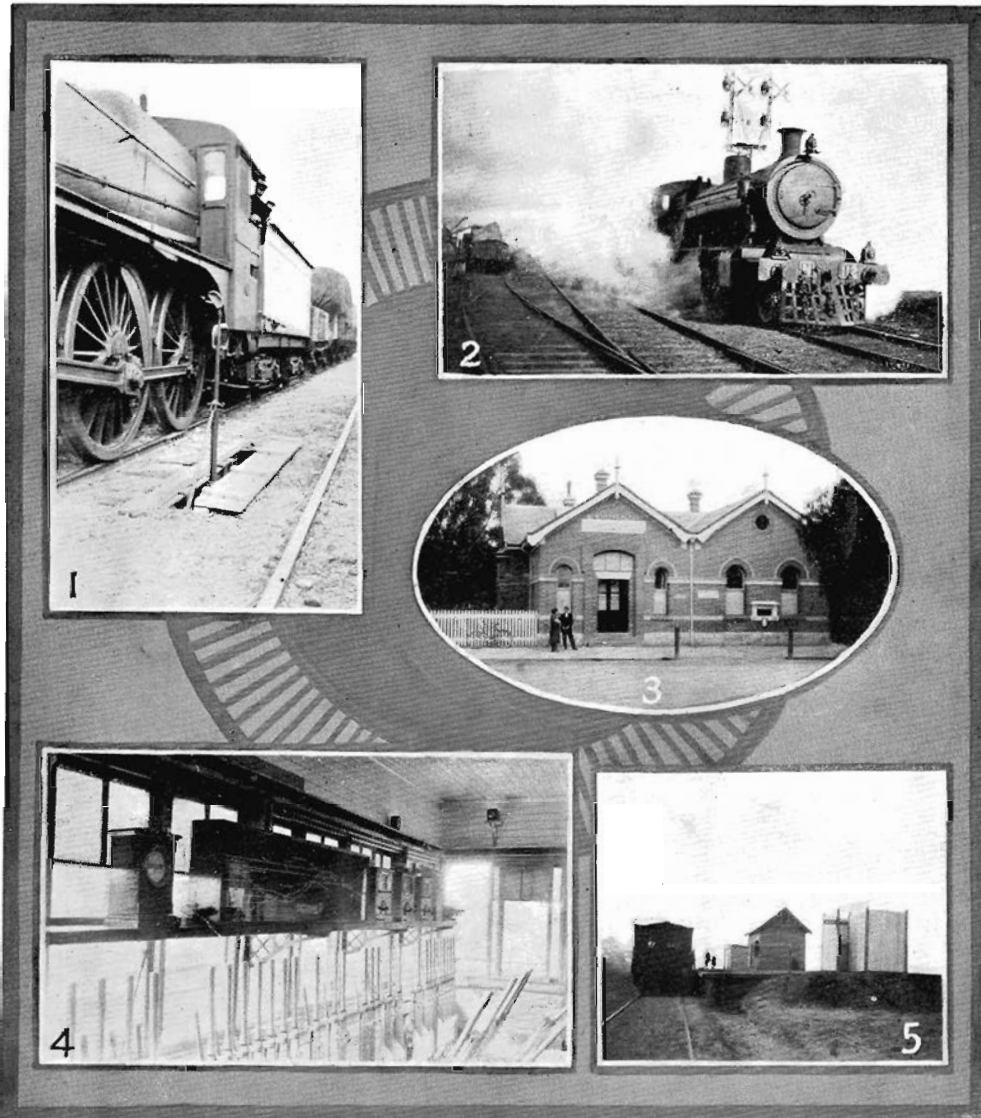
Ebden introduces eighth-class stations into the business challenge lists initiated by Crib Point in the April Magazine. Looked after by an S.M. and an operating porter, its revenue for the year to February 28 was £20,301—passengers £411, parcels £257, goods £12,899, live stock £6,040 and miscellaneous £20,301.

Crib Point's original challenge of £15,721 for ninth-class stations was replied to by Moulamein with an income of £21,405 for eleven months. Lancefield then entered the lists, as a seventh-class station, with a year's revenue of £9,382, and apparently still retains the title.

What about Ebden?

# Snaps Round the System

Sent in by Contributors



1. An automatic staff exchanger in operation      2. Goods Train leaving Bungaree  
3. The Post Office, Dimboola      4. Interior, Castlemaine Signal Box      5. Moriac Station



### From the Other Side

**D**URING his 13 years' reign in the Rolling Stock Drawing Office, braw Gavon McMIken shot any amount of important memos., files, recommendations and suggestions into the big tray on the Chief Mechanical Engineer's desk. But it's doubtful whether any of them interested Mr. Smith more than the unofficial eight-page letter, bearing a Scottish postmark, which reached him the other day from his old retired colleague. Mac. reports that he has proceeded sedately through Ceylon, Egypt, Italy, France and England and is now sniffing the heather-scented air from the verandah of his own Highland home. He describes Cairo in a thumbnail sketch: "Old buildings, propped up to keep them from falling, new and up-to-date hotels with everything of the latest and best, camels, motor-cars, cows, mules, electric cars, donkeys, carriers, goats and tramways, all mixed up." Paris was interesting (of course!) although Mac. declares gravely that he didn't go to the Folies Bergere. He pays tribute to the superior merit of our old, scorned Edina, compared with the battered tub that carried a mixed cargo of very sick passengers across the Channel. London rallied round cordially with snow, sleet and fog; Edinburgh smothered the little party with its welcoming smoke; roads across the Grampians were being repaired and were impassable, but Mac. doggedly pressed on and reached hame safe and sound. Now he looks back across the world and sends best "wishes to all the boys."



### Young Mat Follows Old Mat

**B**ALLARAT said good-bye with real regret to Auditor A. E. Mathews when he visited the station for the last time, last month. An Audit Inspector for 22 years, "Young Mat" has followed in the footsteps of his famous father, who made Audit Branch history during his 30 years' term as Inspector. "Old Mat" laid down the principle that every man is honest until he is proved dishonest, and his son has consistently respected that principle. An assortment of Ballarat officials regretted that "Young Mat's" regular visits to the City of Statues over a period of seven years had come to an end. A smoker's outfit was presented to the departee.

### Oldest Inhabitant

**T**HE oldest inhabitant of the Signal and Telegraph Branch has surrendered his proud title. He is Supervisor A. P. Watson, and he has retired. Longest service member of the division, he was the very first signal apprentice in the old Signal Shops at Spencer-street Lower Level. Apprentice in 1883, Shop Foreman in 1905, and Inspector in 1909, he became Signal and Telegraph Supervisor in 1922 on the establishment of the branch as a separate unit. During the latter part of his term he was kept busy casting supervising glances over all mechanical signalling construction. The said casting necessitated journeys from end to end of Victoria's railway system. A member of the great bowling fraternity, he trundled for the Railway Club and is honorary secretary of the Moonee Ponds Club.



### Drenched with Safety



**S**AFETY First notices, posters, pamphlets, propaganda and slogans are piled high on his desk. Country newspaper reports of his addresses peep from the pigeon holes. Records of "no accident" drives in the workshops bulge from his handbag. His first sentence to you includes the word "safety" at least four times. Bert Stenning, secretary of the Victorian Railways Safety Council, lives in a dense atmosphere of "Safety First" these days, is

drenched through and through with safety. He has conducted whirlwind tours of the North-Eastern and Western districts, leaving enthusiastic and virile sub-committees in his wake. Twenty-four assemblies of local railmen have listened to his eloquence and eagerly elected their representatives in the fight against the demon carelessness. "There'll be two hundred and twenty-four before we're finished," declares Bert with grim determination.



### Late Once

WITH a brand new gold watch and chain tucked in his pocket and the good wishes of everybody ringing in his ears, Car-builder H. Darvill left the Newport Workshops for the last time a couple of weeks ago.

Coming from Buckinghamshire 44 years ago, he entered the service on May Day, 1888. Geelong Way and Works depot held him for four years, and then he was officially wafted to Newport. On only one occasion during his 39 years' service was he late for work. Envious colleagues suggest that this fine record was influenced greatly by the fact that he didn't have to shave in the mornings.

### No Mohr Toil for Him

AFTER presiding over the fortunes of the Arden-street siding for 11 years, Harry Mohr slipped into retirement the other day. A crowd of fellow railroaders and local business heads assembled to glad hand him before he went, and to tell him how much they'd miss him. Handshakes and good wishes were supplemented by a fat wallet of notes.

### From Y's to A2's



HE has driven every kind of engine—except the narrow gaugers—from the old Y and A classes to the Dp's and the modern A2's, C's, N's and K's; he has held the throttle on every express run in the State; for two years he was president of the Drivers' and Firemen's Association, and for 25 he was on the executive; in the whole of his 38 years on the Iron Track he has never had a stain or even a nib scratch on his railway escutcheon. And now, with 61 years of a full life sitting lightly on his athletic-looking shoulders, Driver Charlie Kane steps off his engine into retirement. Or rather into other activities. "I'm not going to rust," he declares



with a determined set of his jaw. Charlie received his railway baptism as a cleaner, in 1889, at old Spencer-street. In 1901 he was firing J, O, Q, and W. locomotives at Bendigo. He has been driving since 1907, latterly on the Geelong Flier and the Gippsland Express. A solid, staunch unionist, there's nothing of the Bolshie about Charlie. He is of the Fisher school which tried to give everybody a fair deal, and he's certainly lived up to it as his many cobblers can testify. They'll miss him. One of Charlie's boys, by the way, is A.S.M. at Wangaratta.

### Tom Bartlett says Good-bye

AGE handed Signal Ganger Tom Bartlett his ticket for retirement the other day. And Chief Engineer F. M. Calcutt handed him, on behalf of the staff, a case of pipes and tobacco pouch, and a handbag for Mrs. Tom. For the greater part of his career, Tom was engaged on signal construction work. An army of friends wishes him well.

### Withstood Temptation

MEET Sam Harris, who has been with the Victorian Railways passenger 'buses ever since they started 'busing. With Jack Cobby of Geelong, he ran the first trips of the railway motor coach, which commenced running between Melbourne and Geelong in November, 1925. He has held a steering wheel for the greater part of his railway career, driving an officers' touring car for some time, and being one of the very first railroaders to change gears on the old Thornycroft 3-ton motor lorry, which is still carrying stores and material for the department. Sam was behind the Thornycroft's wheel when the railways' passenger 'bus offensive began. On his most eventful day so far, he had three punctures on the road—three punctures in two trips. Sam doesn't like eventful days. On another occasion he was offered a bribe to beat his time table. Nobly he withstood the temptation. A regular passenger—a stout Russian Jew—approached him stealthily one Saturday and asked him to "step on it" so as to reach Melbourne half-an-hour earlier. "Couldn't do it," said Sam shortly. "Not a hope!" "Ach, but yes, yes, blease," urged the Jew persuasively. "You do zat for me and I—I—" his voice sank to a hoarse whisper and a reckless light gleamed in his little eyes. "Vy, I will give you zixpence—yes, zixpence!"



# Railway Telegraphists of Nearly Forty Years Ago

This photograph of the telegraph office staff at Flinders-street station, was taken in 1888. The members are (left to right): Back row, A Tymms, H. Trainor, F. H. Lilley, W. S. Houston, L. Tomlins, A. Collier, J. Halpin, A. Snell, W. Arundel, Alwyn Valentine (seated). Front row: J. McDonald, Boy (not known), T. J. Canty.



Four of the group, W. S. Houston, L. Tomlins, A. Collier, and T. J. Canty have since died. A. Tymms is now in the postal service, H. Trainor is a telegraph engineer in the South African postal service, F. H. Lilley is at the Spencer-street telegraph office, J. Halpin is chief booking clerk at Spencer-street, A. Snell is clerk-in-charge of the Spencer-street Outwards Parcels Office, W. Arundel is chief clerk in the Goods Superintendent's office, and J. McDonald is Stationmaster at Warrnambool. A. Valentine, who was head operator, subsequently became Superintendent of Printing and Stationery and retired from the Railway Service three years ago.

The photograph was taken on No. 1 platform as it then appeared before the station premises were rebuilt. The rear portion of the Port Melbourne train may be seen behind the group, as well as portion of the over-bridge which led to the St. Kilda platform.

## OBITUARY

### SUP. ROADMASTER P. C. SHANAUGHAN

**A**FTER a retirement of nine years Superintending Roadmaster, Patrick Cyprian Shanaughan, passed away a few weeks ago at his home.

In 1878 at the age of 20 years he entered the Department as a survey laborer in the Engineer-in-Chief's Branch, and although he had to take up rough work in survey camps, he devoted a good deal of his spare time to improving his education and increasing his knowledge of the principles of surveying. So well did he apply himself that in 12 months he was appointed a chainman. Three years later he became foreman of a survey camp.

In 1885 he was promoted to a professional position as Field Assistant, and in 1892 was advanced to Field Assistant-in-charge. During this period he was engaged on such surveys of lines as Korumburra to Jumbunna, and Colac to Beech Forest, while he was engaged on the con-



struction of lines between Birchip and Woomelang, Lilydale and Warburton and Nyora to Woolamai. Subsequently he was transferred to the Way and Works Branch.

Mr. Shanaughan was appointed Roadmaster at Ballarat in 1904, and 12 months later was transferred to Geelong. In December 1909 he was promoted to the Metropolitan area at Spencer-street. In 1911, he attained the position of Superintending Roadmaster, which he held to the date of his retirement on 31.3.1918.

He never spared himself at any time, and was always ready to give the benefit of his experience and knowledge to anybody who might solicit his aid. When he had charge of a district which extended from Swan Hill through to Bairnsdale, one was never surprised to find that he was at both ends of the district during the one week. He was always considerate of the staff under his control.

Two of his sons are now employed in the Way and Works Branch.

### SIGNALMAN JAMES CURTIN

**B**OX HILL has lost a very popular and respected citizen in the person of Mr. James Curtin, who died suddenly at his residence in Prospect-street, after a life spent in good work for

(Continued on page 68)



# RAILWAYMEN ON COURTESY

WE publish hereunder the final batch of essays written by railwaymen who competed for the £5 prize offered by the V.R. Magazine, recently.

## COURTESY, THE INVINCIBLE

**B**EHOLD me, Courtesy, essential to the amenities of life and the richness of every man's store.

I am neither conventional nor studied, but spontaneous and sincere.

Through me is mirrored the heart of my master who creates me, the medium of his self expression and understanding.

I am modest, but despite my reserve, claim many virtues, not the least amongst which is strength, gained, not by force, but by reciprocity and sympathy.

My manner inspires confidence, and rarely, if ever, do I fail to win respect, to also see in man my own reflection and rejoice in the knowledge that, whatever his character or disposition, I have awakened in him a response.

Thus do I conquer.

My conquests are my life's pleasure, brushing aside the unseen barrier, and inviting good fellowship. A victim, not of caprice but of circumstance, adapting myself to the occasion, smiling through adversity or success, and journeying along life's pathway, ever seeking to strike that harmonious chord, which is the echo of myself, from the breast of my fellow citizen.

Again I triumph.

My charm is compelling. I win the esteem and captivate the hearts of mankind. To all I graciously extend the hand of welcome. A radiant smile is my reward. For is it not the light of mutual understanding.

So my purpose achieved, I pass on unheralded in my triumphal march.

The world is my kingdom.

STEPHEN SAMPSON,  
Accountancy Branch,  
Head Office.

## GET THE COURTESY HABIT!

**“W**HAT time does the next train leave, please?”

“Look on the timetable,” or “Just a minute, sir, and I will obtain the information you require”—which answer is it to be? It just depends whether the person spoken to has got the courtesy habit or not. And courtesy is a habit which if practised for a while becomes as necessary as a daily bath.

Every railwayman well remembers his appearance before the selection board. How would our speech and actions of to-day compare with those of that memorable day? Are they as courteous? If they would compare favorably, then we are giving the railway just what we owe them. If not, then the job was obtained under false pretences.

Courtesy is not a gift but an acquisition. Acquire it, lads, for it is a great asset, always swinging the balance in your favor; always a sure winner paying big dividends. Besides, it makes the game of life easier. It has the same effect on life as balloon tyres have on a car; it takes away the bumps.

If cultivated long enough courtesy forms habit, habit makes a man, and man makes the railways.

“Yes, sir, the train you were enquiring about leaves at 9.30 a.m.”

VINCENT R. HILL,  
Porter, Redcliffs.

## COURTESY BREEDS GOODWILL

**I**BELIEVE this world would be ever so much brighter if everyone gave and accepted service with a smile. To be civil and pleasant, from the time we rise in the morning till we retire in the evening, means individual happiness and higher dignity; for if we are always ready with a kindly word or a helpful act, we earn, and enjoy, the goodwill of those we serve.

Often persons through inexperience, ask questions which appear foolish, or act in a way that has a tendency to ruffle our feelings, but nothing can be gained by being abrupt. If we show annoyance, harsh words naturally follow and bitter feeling is created, which injures our personality and our business.

In this mood we are likely to err in our judgment, and make costly mistakes which could easily have been avoided by a few words of advice tendered in a spirit of friendship.

We feel pleased when the folk from our family circle tell us of the kindness of officials, when advice or attention was necessary; so we should make that pleasure universal by going a little out of our way to help to make those with whom we come in contact free, comfortable and at ease.

Civility and politeness prove an intelligent mind set right. Abruptness or rudeness is the result of ignorance or a mind set wrong. We should see that our minds like our watches are always rightly set, and so add to the joy of the land in which we live.

C. V. FORBES,  
Electric Suburban Guard,  
Sandringham.

## MAKING FRIENDS

*If nobody smiled and nobody cheered and nobody helped us along,*

*If every man looked after himself and good things all went to the strong,*

*If nobody cared just a little for you, and nobody thought about me,*

*And we all stood alone in the battle of life, what a dreary old world it would be.*

*Life is sweet just because of the friends we have made and the things which in common we share;*

*We want to live on, not because of ourselves, but because of the people who care;*

*It's giving and doing for somebody else—on that all life's splendor depends;*

*And the joy of the world, when you have summed it all up,*

*Is found in the making of friends.*



Conducted by EILEEN to whom all communications for this feature should be sent

## WHAT TO WEAR THIS SPRING

**W**ITH winter almost past and spring in view, every girl's present concern is: "What will be the outstanding features of spring wear?" A glance into the future has already been vouchsafed to people who are able daily to watch the preparations of those who minister to the ever-changing decrees of fashion.

**T**HE popular ensemble suits are going out, and coat frocks appear to be becoming very popular. These are designed in repp, generally favouring long lines and worked with distinctive cornelli patterns.

Everywhere, straight line frocks are worn, with no suggestion of shape at the waist, or very little where it is apparent. From the hips down, sometimes at the front of the frock there is a festooning of embroidered scallops, but no hanging draperies above the hips. Backs are perfectly straight, and there is rather a tendency for a little more decoration to be used in oncoming styles than previously. This decoration consists mainly of cornelli work, or hand embroidered work in gilt, gold thread, silver, or sometimes brilliant colouring.

Every wardrobe is proud of the velvet dress that does honor enough to its fabric to prove flattering to the wearer—and no wardrobe this season is complete without one. These are in plain or oriental velvets. The velvet frock, shown in Fig 1, is in every sense practical. Its skirt, with smooth front fullness, and its bolero blouse give it fashion's full endorsement. The under blouse is cut and finished so that it



Fig. 1



Fig 2 [E]

may quickly be removed for cleaning, which gives a practical virtue to the dress not often found, especially in those made of velvet.

Costumes, straight, double and single breasted, are also to be worn again this season, navy blue seeming to hold pride of place amongst the colors. These are either plain navy, or finely striped with some contrasting color.

Velvet is undoubtedly very popular for millinery this season, used either alone or in combination with other materials. Velvet always demands a certain richness of treatment, and this important feature is noticeable in the new models. Many smart straws are also appearing in the windows just now.

Tam effects are still with us, and the high crown is often draped so as to produce this popular effect. Fig. 2 illustrates a very smart shingle hat in velvet, caught at the side with a bow of ribbon.

Altogether we have promise of a season of real interest in our millinery.

Many bright colors in both millinery and frocks will be worn this Spring, and many very pretty frocks are to be seen in the windows of our leading shops at the present time.

## CARE OF COMBS AND BRUSHES

NOT one person in a hundred takes proper care of combs and brushes. They should be thoroughly washed and carefully dried at least once a week. Some women who value the beauty of their hair wash their brushes every day.

The bobbed and shingled hair fashion has made many women careless of their hair. It is so easy to run a short comb through it and let it go at that. Good brushing is essential to the care of the hair, and the scalp needs the exercise that comes from vigorously brushing it in different directions.

Many people overlook the fact that every human being should have his own comb and brush and use it exclusively. We know enough of the transmission of germs to know that if we do not want anybody else's scalp troubles and dandruff, we should use only our own personal combs and brushes.

To wash your brush, put a piece of soda about the size of a walnut into a quart of hot water. Comb out the hair that may be lodged in the bristles of the brush, and then dip the brush, bristles down, repeatedly into the hot soda water. When the brush looks clean, rinse in cold water, shake well, wiping off any water which may have got on the handle or back. Dry in the sun or near the fire. Combs should be scrubbed frequently and rinsed in nearly boiling water to sterilize them. Water-wave combs, nets and caps—in fact, anything that comes in contact with the head, including sofa cushions—should be kept scrupulously clean if you wish clean-looking healthy hair.



*This illustration shows a very chic evening frock of lace, either colored silk lace, or silver or gold lace. The only trimming required on such a frock is a ribbon bow as shown in front, and a flower on the shoulder. The uneven hem gives a note of variety to the frock.*



Six and six are seventeen,  
Two and three are seven,  
Eight and nine are twenty-one.  
Four plus four, eleven.  
Five and eight make twenty-three,  
Two and two are five;  
This is what I find each month  
When the bills arrive.

## HOME HINTS

**To Clean a Stove.**—When cleaning your stove, keep your brush well soaked with methylated spirits before dipping into the polish, and you will find that your stove will polish much quicker and easier, and with a more brilliant finish.

**To Make Almond Shortbreads.**—Take  $\frac{1}{2}$  lb. flour,  $\frac{1}{4}$  lb. ground almonds,  $\frac{1}{4}$  lb. butter, 1 oz. castor sugar, yolk of an egg, and 5 or 6 whole almonds. Blanch the whole almonds in very hot water, remove their skins, and divide them into little spikes. Rub butter into the flour until it is like crumbs and add ground almonds and sugar. Mix well together, and moisten with egg yolk. Knead very lightly, then roll out less than quarter of an inch thick. Cut into shapes, lay some of the split almonds on top, and bake a pale golden colour in a moderate oven. They are delicious.

**Burnt Enamel Saucepans** are best cleaned by allowing them to cool thoroughly before being touched. Never scrape with a knife and never add soda to the water as it renders it more easy to burn. Fill the pan with cold water, add one tablespoonful of salt, and bring slowly to the boil, and no bad after effects will be found. It will be perfectly clean. If not, re-boil in the same way.

**Silver Cleaning.**—Wash all silverware once a week in warm water with a little ammonia and whiting; rinse in clear, warm and then cold water; dry at once with a glass-cloth. If this is done regularly, silver will seldom need any plate polish.

**To Clean Mirrors and Windows.**—Place one teaspoon of kerosene in one pint of warm water. Sponge dry with soft cloth and you'll never have a smear on the glass. Besides, it's easier to dry that way.



By AERIO

## V.R.I. 3 JUSTIFIES ITSELF

**T**HE introduction of the V.R.I. 3 gave amateurs, it was claimed, the loudest and clearest three-valve circuit extant. The HF valve, with all its complications was metaphorically thrown overboard. It was boldly declared that distant stations could be obtained without it, and those who were sceptical have now been convinced.

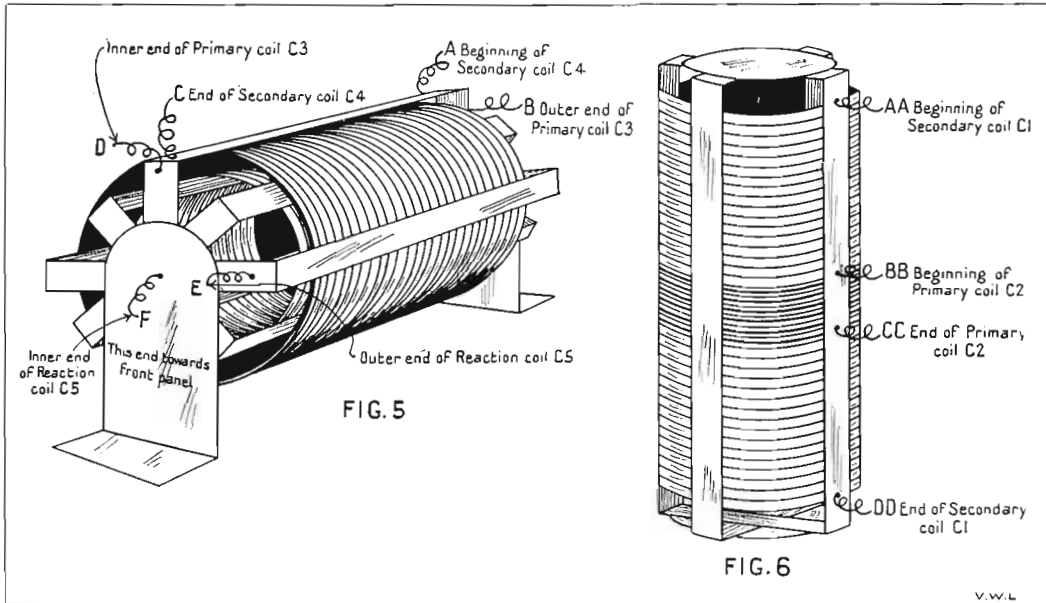
**T**HE circuit and details of the V.R.I. 3 special coil kit appeared in the June issue of the Magazine. Last month I dealt with the layout and filament wiring. In this issue it is proposed to complete the set.

First of all, however, two unusual features of this circuit require explanation. The first is the absence of the usual grid leak and condenser. These components are not used in connection with anode bend rectification, which is incorporated in this circuit for

speech, or concerts in another part of the house may be reproduced on the speaker without an orthodox microphone, the ordinary reception of the local station is delivered at headphone strength to a sick room while the speaker is working in another part of the house, and so on. These features will form the subject of a subsequent article.

### Section C.—Wiring the Detector Circuit

Last month I gave directions for wiring the set (sections A and B). Here are the directions for



NOTE.—The inner coil shown in Fig. 5 is the reaction coil C.5 (9 turns). In the diagram it has been shown as space-wound, which is not correct.

its selectivity and purity of tone in broadcast reception, as already mentioned in my introductory article. Then Jack J1, wired in parallel with transformer primary, has caused some concern among the experts. As a matter of fact this is not an output jack at all (although it can be used as such in testing for faults in the detector circuit). Its primary function is an input into the two audio stages of the set, so that with the detector valve of this set removed from its socket, the output from another set, such as a single valve short-wave, or a crystal set, may be amplified to speaker strength. Gramophone music,

section C:—

6. Solder one end of a bus-bar to Earth terminal. Carry this parallel to, and at the right-hand side of the coil kit, keeping it about 1/2 inch above the base-board, until reaching condenser K2, where it is bent upwards at right angles and connected to the moving-plate terminal on this condenser, thence to the moving-plate terminal on Condenser K1. Wires C and D (Fig. 5) are now soldered to this wire, keeping the leads as short as possible and preferably covered with rubber sleeving.

7. Connect bus-bar to G terminal on 1st (de-

tor) valve-holder; thence well above the base-board to point A (Fig. 5). This junction should be soldered close up to the coil, which will help to keep this wire rigid. Another bus-bar should be soldered to this one and connected to the second terminal on condenser K1, leaving plenty of clearance to allow detector valve to be plugged into its socket.

8. The following wires from coil-kit should now be connected up. Rubber sleeving may be slipped over these wires to improve their appearance and assist in keeping them rigid and well spaced from one another:—

F. Fig. 5 to second terminal on condenser K2.

E. Fig. 5 to P terminal on 1st valve.

B. Fig. 5 to point A on switch S1.

B.B. Fig. 6 to point C on Switch S1.

C.C. Fig. 6 to A Fig. 5.

D.D. Fig. 6 to fixed plates of condenser K3.

A.A. Fig. 6 to point D on Switch S2.

9. This, and all remaining wiring, is to be done with bus-bar. Connect aerial terminal and point B on switch S1.

10. Connect second terminal on Condenser K3 and point E on switch S2.

11. B+ terminal on the terminal strip to O.P. on transformer T1, and thence to point B on Jack J1.

12. I.P. on transformer T1 to point A on Jack J1.

13. The choke may now be connected up. One end goes to P on detector valve and the other end to point A on Jack J1.

NOTE.—Reference has been made to I.P. and O.P. on the transformer. Manufacturers of these components use two distinct methods of marking the terminals. Some mark the terminals I.P., O.P., I.S., O.S. Others mark them B+, P, G, F-. In the latter case substitute former, lettering in the same order, for the purpose of following these instructions.

### Testing out the Detector Circuit

Having checked over the wiring very carefully, the first stage should now be tried out. Connect aerial and earth. Connect 4-volt accumulator at A and A+, and B battery (10 to 20 volts) at B- and B+. Don't bother with the remaining terminals. Now insert a phone plug (without any phones connected to it) at J2, and plug phones in at J1. Switches S1 and S2 should be pushed in. Turn Rheostat R1 full on.

Tune in to 3LO with condenser K1. Condenser K2 is to be used to increase the volume from the minimum right into oscillation as it is turned full on. Adjust the amount of B battery until this effect can be obtained; probably 18 volts will be right. Don't proceed further until you can make the set oscillate. If trouble is experienced, try first of all reversing the connections with reaction-coil C5.

If all is well so far, get 3LO at good volume, pull out switch S2, and very carefully tune the filter with the condenser K3 until 3LO is cut clean out. This happens at just one point on the dial which may take some time to find. No further adjustments are made with this condenser, the filter being now brought in and out of action with the switch S2. With the filter in circuit, Interstate stations may be tuned in weakly on the headphones.

Switch S1, when pulled out, provides an alternative method of tuning whereby amateur stations may be tuned in, in addition to broadcast stations.

### Section D.—Wiring the Amplifiers

After having passed this test, and not until then the wiring of the amplifiers may be attempted.

14. Connect O.S. on transformer T1 to the first C- on terminal strip.

15. Connect O.S. on transformer T2 to the  
(Continued on page 80)

# HARKEL

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(Roach)



### THE ETERNAL FEMININE

Car Conductor—"How old are you little girl?"  
Little Girl—"If the railway doesn't object, I'd prefer to pay full fare and keep my own statistics."

### A WASTE OF ENERGY

Mr. Batz: "You ought to brace up and show your wife who is running things at your home."  
Mr. Meek (sadly): "It isn't necessary, she knows."

### AFTER MANY YEARS

"You remember that watch I lost five years ago?" said Twitter.  
"Yes," said the friend.  
"You remember how I looked high and low for it? Well, yesterday I put on a vest I had not worn for years, and what do you think I found in the pocket?"  
"Your watch—splendid!"  
"No. I found the hole it must have dropped through."

Bashful Young Man: "Would you—er—advise me to—er marry a beautiful girl or a sensible girl?"  
His Adviser: "I'm afraid you'll never be able to marry either, old man."  
"Why nor?"  
"Well, a beautiful girl could do better, and a sensible girl would know better."

"I tell you I won't have this room," protested the old lady to the bell boy.  
"I ain't going to pay my good money for a pigsty with a measly little foldin' bed in it. You think that just because I'm from the country . . ."  
Disgusted, the boy cut her short. "Get in, mum. Get in. This ain't your room. This is the elevator."

### CAN'T BE!

He: Do you believe that kissing is unhealthy?  
She: I couldn't say—I've never—  
He: Never been kissed?  
She: I've never been ill.



*Traveller (by way of conversation):* "I suppose you've clipped a good many tickets in your time?"  
*Collector:* "Ah! I shouldn't like to say 'ow many I've clipped."  
*Traveller:* "Well, I must say you clip them extraordinarily well."  
—Frank Reynolds in Punch.

### IN REVERSE

Fair Accused: "I wasn't going thirty miles an hour—not twenty—not even ten; in fact, when the policeman came up I was practically standing still!"  
Magistrate: "One moment, I must stop this or you will be backing into something. Ten shillings and costs."

### HEREDITY OR ENVIRONMENT?

Irishman: You're a Canadian. You were born in Canada.  
Scotchman: No, sir! My mother and father were Scotch, so I'm Scotch.  
Irishman: You were born in Canada. So you're a Canadian even if your parents were Scotch.  
Scotchman (heatedly): Well, if a cat had kittens in an oven would you call them biscuits?

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.

Jones: "I'm sorry, old man, that my hen got loose and scratched up your garden."  
Smith: "That's all right. My dog ate your hen."  
Jones: "Fine. I just ran over your dog and killed him."  
—Lightning Line.

Percival: That was the most unkindest cut of all, as the poet says.  
Penelope: What was that?  
Percival: I showed her one of my boyhood pictures with my father holding me on his knee, and she said, "My, who is the ventriloquist?"

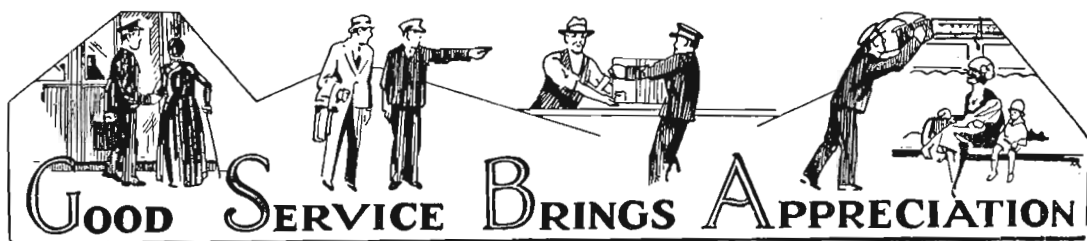
Jimmy: Why does an Indian wear feathers on his head?  
Betty: Why, I suppose to keep his wigwam.

### NATURALLY

Pat: How much whisky can a Scotchman actually drink?  
Mac: Any given quantity.

# They All Went to Pick Wattle, But—





#### TRAFFIC WELL HANDLED.

ON behalf of the Committee of the Stawell Athletic Club, I desire to express appreciation of the manner in which the Railway traffic was handled on Easter Monday. The absence of complaints and the smooth running of all the arrangements was indeed a pleasing feature in a heavy day's programme. Would you kindly convey to all concerned my Club's appreciation of their successful efforts to cope with the heavy traffic.

—H. Henderson, Secretary, Stawell Athletic Club, writing to the General Superintendent of Transportation.

#### MADE IT PLAIN SAILING

I WISH to thank you most cordially for the letter which I received last evening, making plain sailing of what I feared would be worrying to me to arrange. I don't wonder at you being highly esteemed in Toora when you take pleasure in treating a stranger in such a manner.

—L. C. Williamson, Bennison, writing to the S.M., Toora.

#### TRAVELLING A PLEASURE

I HAVE just returned from a very enjoyable trip through your State, as a matter of fact my first experience of Interstate travelling by rail, and I wish to convey to you my appreciation of the efforts of your staff to make my trip an enjoyable one; no request appeared to be a trouble for the staff at stations to carry out, and any information sought was readily and courteously given. Incidentally the trains by which I travelled ran according to time table.

I shall persuade my friends that travelling in Victoria is a pleasure.

—A. P. Severin, Eudunda, S.A., writing to the Chairman of Commissioners.

#### HELPING THE PHOTOGRAPHER

WE recently had some photos taken, and also moving pictures of the "Twin City" tractors which were sent to the country from Spencer-street Railway Yards. Naturally, you will understand that we could not have got these moving pictures nor the photos had we not succeeded in obtaining the hearty co-operation of your employes, and we wish to take this opportunity of expressing our thanks for the assistance given us by the employes mentioned, particularly Messrs. Sexton and Byrne.

—E. McNicol, Manager, Machine Department, Gippsland and Northern Co.-Op. Co. Ltd., Melbourne, writing to the Chairman of Commissioners.

#### PRODUCE WELL HANDLED

AS the pea season has now ended with me, I would like to thank you very much for the way in which you have handled my peas. My agents in Melbourne tell me that, owing to louver trucks being available, my peas have arrived in better condition than in past seasons.

—B. Ingles, Drysdale, writing to the S.M., Drysdale.

[The S.M., at Drysdale, reports that notwithstanding the very dry season and keen motor competition, his station shows an increase in the tonnage forwarded over that of the previous season. The figures for October, November and December were 137 tons, 112 tons, and 101 tons respectively.]

#### SAFE TRANSIT OF FURNITURE

MY furniture and effects arrived at West Footscray in excellent condition. There was only one photo broken, and that was my own packing.

I must thank you for the assistance and advice in loading and packing which I have no experience of, also the despatch with which the furniture was sent through.

—R. Wilson, Murrabit, writing to the S.M., Murrabit.

#### TRANSPORTING THE HARVEST

I DESIRE to express to you my warmest appreciation of the capable manner in which the 1926-27 harvest produce from the settlement was handled at your station. We are well aware of the fact that this season's consignments broke all previous records. Your masterly conduct, fairness and courtesy towards patrons at all times is highly commendable.

—A. D. Callon, Hon. Sec. Trawalla Settlers' Progress Association, writing to the S.M., Trawalla.

#### COURTESY AND ATTENTION

I DULY note that you were unable to trace my missing spectacles, lost on the railway line when approaching Seymour, and I thank you for your good offices in this matter.

It is a courtesy I appreciate . . . I feel grateful to your officer to whom I first introduced the matter, and subsequently your own good self to whom he introduced me, for the great courtesy and attention given.

—Arthur Buston, Manager of Queensland Commercial Union Assurance Coy. Ltd., Eagle-street, Brisbane, writing to the S.M., Seymour.

#### CLERGYMAN'S APPRECIATION

THIS year I had to move through from Lake Boga to Yarram, and my things have arrived in splendid order.

So far as we can see there has not been the least damage to anything, and nothing has been broken in transit. I think this is largely due to the way in which the Station-master at Lake Boga got them away. He ordered packings as soon as he knew I was wanting a truck (I had never heard of them on the railways before), and he spent a good hour helping us load, and fitting things in to the best advantage. Mr. E. Parker, S.M., at Lake Boga, is to my mind, the most obliging and courteous railway official that I have ever had to deal with, and I would like to just bring this statement under your notice.

—Rev. R. S. Morris, The Parsonage, Yarram, writing to the Secretary for Railways.

#### INCONVENIENCE AVOIDED

I WOULD like to express my appreciation of the courtesy of one of your officials. On Saturday last we were expecting a parcel from Sydney which was urgently needed. An officer from our institution went to claim the parcel, but it had not arrived. During the evening, however, a telephone message was sent to my private residence, and being away from home, your official took the trouble to find out where I was, so that the message reached me. The parcel was obtained and a great deal of inconvenience thus avoided.

Our thanks are due to the official concerned, and if you will be good enough to convey them to him, we shall be pleased.

—J. Sutton Crow, Secretary, Conservatorium of Music, Melbourne University, writing to the Secretary for Railways.

#### "HARD TO BEAT"

I FEEL bound to bring to your notice the thoughtfulness of your Station-master at Box Hill, and the trouble he took in tracing me today, to let me know he had a handbag of mine containing valuables, which I had left in the train. Coming from Berwick, today, I took train to a station Chatham on the Box Hill line, and went to spend the afternoon at Surrey Hills before returning to Berwick, left my bag in the train and never missed it till I got a ring up at the house I was visiting from Box Hill, asking if they knew anything of a Mrs. Ranken who had lost a bag.

They had traced me by a faint telephone number on a shopping list, had rung there, and had been told St. George's Hospital might know. The S.M. had rung St. George's, who told him that Cant. 1292 might know, and he had rung there and found me.

If all your officials are as decent as this man, I heartily congratulate you. The two men we had at Berwick till lately as S.M. and assistant would be hard to beat for obligingness and keenness in their job.

—Mrs. C. H. Ranken, "Glenogil," Harkaway, via Berwick, writing to the Chairman of Commissioners.

#### SATISFIED PICNICKERS

THE Schools' Excursion to St. Kilda on February 18 was thoroughly enjoyed by all, and the arrangements made by your Department, together with the fine train, placed at our disposal, were greatly appreciated by the excursionists.

I also desire to thank the railway officials concerned for the thoughtfulness and courtesy displayed by them, both on the forward and return journey, also the Manager of the Refreshment Rooms at Korumburra for the satisfactory manner in which our wants were catered for. The result was indeed gratifying, and I trust we shall have the same success on future occasions.

—J. M. Gallagher, Hon. Sec. South Gippsland Schools' Excursion, writing to the Chief Time Tables Officer.





The 1st Essendon Troop of Boy Scouts, who greatly appreciated their lessons in train control.

IMPRESSED BY TRAIN CONTROL SYSTEM

THE boys were impressed with the thoroughness of the whole system and the ease with which one man controlled the movements of so many. They all spent a very instructive evening. Thanking you for the trouble you went to for us.

—H. S. Bowden, Scoutmaster, 1st Essendon Troop, Boy Scouts, Christ Church Parish Hall, Mt. Alexander-road, North Essendon, writing to the Chief Train Controller.

[This letter was written in appreciation of the Chief Train Controller's invitation to the Train Control Room at Head Office. He divided the troop into two parties and demonstrated the control system to each on successive Friday evenings.]

A FAIR DEAL

I BEG to inform you that the furniture (damaged in transit, Ararat to Coburg) taken by your department to be repaired was returned last week. I beg to state that I appreciate the manner in which the work was done. It has also restored the confidence I always had in the fairness of the Victorian Railways to its customers generally.

—R. L. Ray, 10 Stephens-road, Preston, writing to the Claims Agent.

Y.A.L. AT NEWPORT

AT the last meeting of the Governing Council of the League, final reports in connection with the tours conducted by my League during the past half-year were tabled. Special reference was made to the courtesies extended to our boys by the management of your factory and the courtesies extended by the members of your staff. I was directed by resolution to convey the thanks of the officers of the League for the very generous way in which the young travellers were received. Happy memories of the efforts put forward on behalf of the boys are retained by all concerned with the undertaking.

—H. Samuel, General Secretary, Young Australia League, Box 219, Perth, W.A., writing to the Manager, Newport Workshops.

HELP IN EMERGENCY

I WISH to thank you for your great kindness to Mrs. Forbes and Carmel for all the trouble you took to see them safely off, and for providing for their getting on to the Sydney Express; also, particularly, for your kind words on their leaving, and the good wishes expressed in your letter.

—F. G. Forbes, Forbes Pty. Ltd., 180-2 Bridge road, Richmond, writing to the Stationmaster, Wahgunyah.

[Miss Forbes, while holidaying at Wahgunyah, had the misfortune to break her ankle. A stretcher was sent from Melbourne, and arrangements were made for Miss Forbes's journey back from Wahgunyah to be made as comfortable as possible.]

EXEMPLARY SERVICES

ON behalf of the friends of the late Mr. R. Copper who died suddenly whilst travelling by rail between Hawthorn and Richmond on Saturday evening last, the 25th instant, I desire to bring under your notice the exemplary services rendered by the Stationmaster and staff of the Richmond Station, not only in the careful and sympathetic handling of the body, but also in the kindly attentions shown to those of his friends accompanying him.

—William Blatchford, care Melbourne Electric Supply Co., Green-street, Richmond, writing to the Chairman of Commissioners.

KEENNESS AND EFFICIENCY

YOU and your employes give us great assistance during the wool season. We realise that, particularly during the busiest months of the wool season, your organisation is taxed to the utmost, yet we find that very few delays take place in the transit of wool to us from the country stations, going to show that your system is not only an efficient one but your employes are keen to carry it out.

Our thanks are due to your staff at every country wool-loading station for their interest and keenness in their work, and we take this means of conveying same to them through you.

We, of course, know your Geelong staff personally (we will always be glad to meet those from other centres) and the harmonious way in which we work together is a guarantee of the good feeling which exists between us.

The foregoing was written without consultation with our store Manager, but after he read it he said:—"You cannot say too much about the courtesy and help which is given us by everyone connected with the Railway Department."

—From an open letter to the Commissioners, published in Dennys, Lascelles Ltd.'s Annual.

KINDNESS NOT FORGOTTEN

WILL you and your staff please accept my deepest gratitude for your great kindness and gentleness extended to my daughter who was taken ill while travelling on the morning of May 25. These wonderful kindnesses are not to be forgotten.

—Mrs. Emily E. Lamb, 28 Spencer-street, Essendon, writing to the Stationmaster, Spencer-street.

MISSING CASE FOUND

I BEG to express my appreciation of the courtesy and attention to my wife and myself by Mr. J. L. Miller, Clerk in charge of the Cloak Room in Spencer-street, and to Mr. S. W. Barrie, Senior Clerk, and Porter of the same department. On June 8, we had the misfortune to lose a small suit case containing important Lands Department papers in the Colac-Geelong train. The case was most inadequately addressed to Perth, W.A. We joined the Geelong-Melbourne train and did not notice our loss till we reached Coburg, when we immediately telephoned the cloak room, and within ten minutes Mr. Barrie again rang up our number and informed us that the case had gone to Ballarat. He sent a wire to Ballarat and requested me to call next morning. When I interviewed Mr. Miller I discovered that he had also made all efforts on my behalf. Mr. Miller went to great trouble to help me and was forced after many enquiries to believe that the case had gone on to West Australia. On arriving in Perth on June 15, I was delighted to find that the case had arrived safely. I have notified the officers of my good fortune.

I cannot properly express my appreciation of the fine conduct of these officers, especially as I was quite a stranger to both, and I feel that you should know that at least some of your officers are apparently not sparing themselves in an endeavour to help the travelling public in every possible way.

—John H. Urbahn, "Craven," Goldsworthy-road, Claremont, W.A., writing to the Chairman of Commissioners.

YOUNG AUSTRALIA'S THANKS

AT the last meeting of the Governing Council of the League final reports in connection with the tours conducted by my League during the past half year were tabled.

We desire to place on record an expression of thanks and appreciation for the conscientious and painstaking efforts put forward by the officers of your department for the convenience of the young travellers.

We will be glad if you will make our sentiments known to all those who were associated with our visit.

—H. Samuel, General Secretary Young Australia League, Box 219, G.P.O., Perth, writing to the Chairman of Commissioners.

the Gerrard Wire Twine Machine Co. had donated sufficient droppers for a mile of fencing

**Clappreciation**

**WARRENAMBOOL**, Wednesday. — At the meeting of Western District Co-operative Coy., Mr. Osborne, general manager, referred to the efficiency of the railway service

He stated that out of £1,700,000 worth of goods carried, the only damage claim was one for £50

A resolution was passed expressing appreciation of the service, and a vote of thanks was accorded the Commissioners and officials.

OR Men EX SYDN

two States orders Sweep the bar he staved: razor head. Other to eject mela windy A two

THE DAYS

## HANDBAG FOUND

**M**ANY thanks to you and staff for safe return of my handbag.

—Mrs. W. A. Thompson, Yan Yean, telegraphing to the Stationmaster, Whittlesea.

[The handbag in question, which was left in a train, contained money, jewellery and valuable documents].

## HELP FOR STUDENTS

**I** WOULD like to express the appreciation of the students and myself at the kindness shown by you in affording us such facilities and help in viewing your works. This insight is invaluable to students such as mine who live so far away from the metropolis.

—Harley C. Hooper, Director, School of Mines, Bairnsdale, writing to the Workshops Manager, Newport.

## RAIL MOTOR SERVICE PRAISED

**A**S a constant traveller over all the lines of the Victorian and Interstate Railways, I think it only my duty to offer you a word of praise in connection with your motor train service on the Ouyen-Murrayville line. I had the occasion to be to and fro on this line during the past week, and I and other travellers were much impressed with the good officers you have on the motor-train, particularly the driver, who was courteous in manner, careful in driving, strictly adhering to all your traffic and driving rules, smart and tidy in appearance, and mindful of economy of fuel in running at every down hill gradient. I had the opportunity of inspecting the engine, which is in perfect running order, and every part spotlessly clean.

—R. Matthews, "Glenbervie," Orrong-road, Toorak, writing to the District Superintendent, Maryborough.

## HELP IN MISFORTUNE.

**T**HE Traralgon-Maffra Special on Saturday last was booked to return from Maffra at 6 p.m. Unfortunately, just before the conclusion of the match, one of the players of Traralgon team was unfortunate enough to meet with a severe injury which necessitated his receiving immediate medical attention. It was found necessary to administer chloroform and have an examination, as a result of which it was ascertained that the player had broken his collar bone. It was most desirable that he should be returned to his home at Traralgon that evening, and to enable this to be done, arrangements were made to delay the departure of the special for 40 minutes until the doctors in attendance had given as much relief as was possible.

I wish, on behalf of the league, to express our appreciation of the sympathetic and prompt co-operation afforded to the local club officials in their request to your staff at Maffra and those on the train. The result of their action enabled an injured player to receive prompt attention and relief, and his club was enabled to transport him to his home at Traralgon with a minimum of discomfort.

My league would be pleased if you would convey this message to those who so willingly assisted the Traralgon player in his misfortune.

—A. T. Wasley, Secretary, Gippsland Football League, Sale, writing to the Chief Time Tables Officer.

## SUIT CASE RESTORED.

**I** SHOULD like to bring under the notice of those whom it concerns the courtesy and obliging action of the S.M. at Dookie yesterday. I joined the 4.5 p.m. train from Dookie to Shepparton, and left my suit case on the platform. The staff at Shepparton communicated with the S.M. at Dookie who, in response to my request, had the missing luggage taken for custody to the local news agent with whom I had communicated. By this means the suit case was restored to me to-day. I greatly appreciate the actions responsible.

—Dr. E. R. Mackay, Repatriation Department, writing to the Secretary for Railways.

## KEPT HIS EYES OPEN.

**I** WISH to thank Ticket Checker No. 12 for his courtesy and prompt action in rescuing my umbrella, which I had left in the train. He evidently keeps his eyes open for other things besides checking tickets.

I had left the train and was making my way from the station when I missed the umbrella. On remarking to my friend my loss, the above checker, who was passing, heard me and said he would recover the same for me. He promptly ran back to the train, which was moving out of the station, and had to enter another carriage, at the same time advising me through a porter to wait. He went on to the next station and in a few minutes returned the same to me.

Actions of this sort are to be commended, and I desire to give him my thanks.

—Mrs. R. Thompkins, "St. Heliers," 45 Hall-street, Moonee Ponds, writing to the Chairman of Commissioners.

## DINING CAR APPRECIATION.

**I** RECENTLY returned from Melbourne by express and patronised the dining car. The attention and service was all that could be desired, and the meal served was equal to anything one could obtain at any of the leading hotels. I have no hesitation in saying that the Railways deserve great credit for the satisfactory way in which this particular branch is administered, and particularly desire that the conductor and his understudy (Mr. McLean) be commended for their civility, attention and service rendered to the writer and his friend and fellow travellers. There is no doubt that such service during your administration of the Railways will be greatly appreciated by the rail travellers.

—R. W. E. Turner, National Mutual Buildings, King William-street, Adelaide, writing to the Chairman of Commissioners.

## WITHOUT A HITCH.

**I** HAVE been asked to thank you and your officials for the splendid manner in which everything was arranged for my Club during Easter week, the special train to Craigieburn on Good Friday, with the reserved compartments to Wonthaggi on Easter Saturday, and to Warburton on Easter Monday. Everything was completed without a hitch. I must also thank all the officials at stations mentioned for the courteous manner in which we were treated, and I can assure you my Club appreciated it very much.

—Edward A. Malcolm, Hon. Sec. Victoria Whippet Racing Club, 22 Dover-street, Newmarket, writing to the Chief Time Tables Officer.

## RAIL MOTORS PRAISED.

**I** MIGHT mention in passing that we would desire to congratulate you and your Department on the splendid service provided by the Rail Motor last season, and also for the kind consideration in the matter of the guarantee, and we feel quite confident that we will receive the same satisfaction from the special train service for the season.

—G. W. Christie, Secretary, Northern District Football Association Chinkapook, writing to the Chief Time Tables Officer

## EFFICIENCY AND COURTESY

**A**N example of railway efficiency is pleasing to report in days when many find the world flat unless there is something to grumble at. On Sunday morning last, I was careless enough to leave my overcoat in the 10.30 a.m. train to Sandringham, and only missed it on arrival at the Golf Club (R.M.G.C.) We telephoned at once to Sandringham station. The Stationmaster answered the call, said the train had gone out, but asked us to hold the line until he tried to get the train at another station. Eventually, he succeeded in getting in touch at Brighton Beach, and had my coat returned to Sandringham later. Both as an example of efficiency and kindly courtesy, it was one of those little acts which do credit to the service.

—Dr. V. Macdonald, 71 Collins-street, Melbourne, writing to the Secretary for Railways.

## COMPANY'S APPRECIATION

**I** HAVE the honor to inform you that, at the Annual Meeting of shareholders of this company held in Warrnambool on 29th June, appreciative references were made to the satisfactory transport services provided for produce and other goods consigned to this company from Melbourne, Ballarat and Geelong, during the year ended 30th April, 1927. The following resolution, proposed by the Chairman (Mr. J. Rankin, of Colac) and seconded by Mr. W. Beveridge (Grasmere) was carried unanimously:—

"That this meeting of Western District Producers appreciates the efficient and satisfactory service rendered by the Railways Department in the conveyance of produce, etc., during the past year, and accords a vote of thanks to the Railways Commissioners and Officials."

—H. W. Osborne, General Manager, Western District Co-operative Produce and Insurance Co., Ltd., 49-57 King-street, Melbourne, writing to the Chairman of Commissioners.

## NO TIME LOST

**W**E have to advise that on Friday last we forwarded from Sydney by the 7.25 p.m. limited, two castings urgently required for repair work on one of our vessels in Adelaide.

One of our officers accompanied the castings on the train from Sydney to Melbourne, and he reports that the Supervisor at Spencer-street rendered him every possible assistance in connection with the transhipment of the packages from the Melbourne to the Adelaide train.

We desire officially to place on record our appreciation of the service rendered by the officer concerned.

—G. H. Kneen, General Manager, Australian Commonwealth Line of Steamers, writing to the Chairman of Commissioners.



By J. D. MICHIE

- "A Study of British Genius."—A memorable example of Havelock Ellis's genius.  
 "Brother Saul."—By Donn Byrne. Admirably written.  
 "Elmer Gantry."—By Sinclair Lewis. A work which sparkles with brilliant phrases, a book that should be read.  
 "The Lovely Ship."—By Miss Storm Jameson. A novel. Should be read and re-read.  
 "The Gold Chase."—By R. W. Chambers. A story told in the author's convincing style.

"A STUDY of British Genius," by Havelock Ellis (Constable). When this vivid biological study, now revised and enlarged, appeared originally, twenty-three years ago, the theory of statistics and the tireless search for qualities in phenomena by quantitative considerations were unfamiliar to general readers, and therefore often repugnant; although Galton had, in effect, accomplished his great work on heredity, and pioneers of rare ability and uncommon industry like Professor Karl Pearson, Lombroso, Moreau (de Tours), and notably, Mr. Ellis himself in his monumental psychology studies were using elaborate statistical methods and endowing their researches and findings with a breadth and vitality scarcely foreseen by the Belgian, Quetelet, who first grasped the significance of the theory and initiated the International Statistical Congress.

To-day, however, Mr. Ellis may reasonably expect, and he richly deserves, a more comprehensive and discriminating audience. His book should be as attractive to the now better-informed general reader as it will be indispensable to the anthropologist and the statistician in psychology.

\* \* \*

MR. DONN BYRNE'S latest Book, "Brother Saul" (Samson Low), compared with his "Blind Raftery," and "Hangman's House," ably written as these books were, reveals a great advance in his methods of craftsmanship. As a writer of stories he may now be very safely placed in the front rank of the novelists of to-day.

The scenes are laid in the Holy Land, and are so convincingly and interestingly sketched that one must conclude that the author possesses a thorough knowledge of that country. The rhythm and the color of Mr. Byrne's narrative writing are superb. He makes music of words and pictures out of music. Here is a fragment of his description of Tarsus: "At night the nightingales sang and they laid off their heavy armour and put on garments of Arabian silk, of Chinese or Arabian silk, and there were jars of dark red wine, while the river fell, fell so slowly, and women with dark red mouths." The character of Saul is firmly limned, revealing him to have been a dignified Oriental. It is a gripping story.

\* \* \*

"ELMER GANTRY," by Sinclair Lewis (Jonathan Cape). In many ways this is a savage piece of fiction. As a satire on the religious life of America it may conceivably have a

salutary local effect. We here in Australia, however, can hardly be expected to take it seriously.

His chief character, Elmer Gantry, is a common cad, so far below the average of human decency as to be scarcely worth studying. If it were the author's purpose to establish a case against American religiosity he would have done better to take a normal specimen for his hero rather than an essentially criminal character who happened to select religious hypocrisy for his trade.

These criticisms aside, it remains to be said that it is a book teeming with life and wit, rich in brilliant savage phrases, and therefore, despite its often unsavory subject, a book that will repay the reading.

\* \* \*

IN "The Lovely Ship" (Heinemann) Miss Storm Jameson takes us back to the middle of the nineteenth century, the period when "men and women of five and six and seven" were employed for ten hours a day in factories; and on her large canvas for this is a long novel. She paints for us a masterly picture, rich in significant detail and crowded with vital figures.

The book displays all the qualities—vigor, exuberance, humor, toleration—that readers the world over will have learnt to expect in Miss Jameson's work. It has also the minor blemishes that go with a high degree of gusto; an air of slap dash, a certain careless impudence about matters of craftsmanship. Nevertheless it has its periods of brilliance and it satisfies the reader.

\* \* \*

"THE Gold Chase," by Robert W. Chambers (Cassell). A love of archaeology led Louis Aulone to the discovery of a key to hidden treasure designed by an ancestor who took part in De Soto's great march with his Spaniards from Central America. A love of gay life led him to the partial betrayal of his secret to an international gang of tricksters. They tracked him, but with guile equal to their own he secured the master key to the secret although they succeeded in knocking him out.

How his niece Josephine inherited the secret and was in turn the target of the crooks. How she, by the aid of Alec Grey, foiled them and then went out boldly with him after the treasure, make up a story as fascinating as it is original.



### BOXING AND WRESTLING

The V.R. Institute Open Boxing and Wrestling Competitions attracted the record entry of 179 contestants. It was found necessary to allot 10 nights for the competitions.

The standard throughout was excellent, and the final night found the Hall packed to overflowing. Commissioner Mr. T. B. Molomby, Mr. T. F. Brennan, Chief Accountant; Mr Jas. Conlan, Outdoor Superintendent, and many other prominent railwaymen were among the barrackers.

Matched against Victoria's best, the Institute students acquitted themselves with credit, and once more demonstrated the soundness of the Institute's methods of tuition.

With such a large number of entrants, the number of good contests witnessed in both the boxing and wrestling sections was surprising.

The heavyweight boxing bout between Gallagher and Barnes was one of the best scraps of the competition. It was a real fight all the way, but Gallagher lasted better than his opponent, and scored a popular victory on points.

Two lightweights in Reg. Lowe and Jim Lake were at it hammer and tongs from the bell, and although Lake was an early favourite, Lowe fought a heady fight, and after an extra round had been ordered, gained a points decision.

G. Sullivan (feather) and L. Bandias (middle-weight) both showed punching ability in winning their respective divisions against strong opposition.

Wrestling fans were well catered for, and some very fine exhibitions were witnessed. A. Donnet (middle) furnished the surprise of the tourney by overcoming some strong opposition, including the State champion, and eventually winning his final. He is a much improved wrestler and should have a great chance in the forthcoming Victorian Championships.

Claude Angelo had a strenuous time in the light-weight division. Among the opposition were half a dozen of the best wrestlers in the State, but Claude wrestled as well as ever he did, and finally won through.

Tom Bolger (welter) and A. Le Serve (heavy) also showed fine form in winning their respective division, while J. Dowdell (feather and light) and A. J. Lewis (welter and middle) were the best of the novice division.

### S.A. TAKES FOOTBALL HONORS

The Interstate Railways Football Carnival recently took place in Adelaide, and resulted in a surprise victory for South Australia.

Led by Jack Millen, Fitzroy's dashing rover, the Victorians were very confident of victory. Included in the side were a number of prominent League men, amongst them being Nolan, Healy, Coulsell (North Melbourne), Anthony (Footscray), Mullens (Carlton), Arnott and Gough (Hawthorn).

With such a side victory seemed a certainty but the Victorians reckoned without "mine host."

The Saussies surpassed themselves in the matter of entertainment, and what with Theatre Parties, Smoke Nights, and a visit to Chateau Tanunda, looked after our chaps only too well.

The ultimate result was a 33 points victory by South Australia, who thoroughly deserved their win.

### WEDNESDAY LEAGUE

Interest in Wednesday League matches is growing, and the resultant high standard of play is very pleasing.

Railways are battling along well under the leadership of C. Forty and J. Yawkins (vice), but are up against strong opposition in the Waterside Workers, Fire Brigade, Telegraph and Police.

### STATUS OF AMATEUR ATHLETES

The General President of the Victorian Railways Institute, Mr. J. S. Rees, writes that he is afraid that the rules applying to amateur football as conducted by the Metropolitan Amateur Football Association may not be thoroughly understood, and for the information of all concerned, points out that Rule 10 of the book of rules issued by the Association, reads as follows:—

"An Amateur Footballer shall mean one who has never taught, competed in, pursued or assisted in the game of football or any other athletic exercise, competition or game for money, whether in the form of a prize or as means of livelihood or pecuniary gain. An amateur forfeits his status and becomes a professional by (a) accepting any travelling or hotel expenses from any association, club or person, except when the sanction of the body governing the athletic competition, exercise or game in connection with which the same is accepted; (b) accepting directly or indirectly any money payment whatsoever, whether as compensation for loss of time, salary, or otherwise, except with the sanction provided in sub-clause (a).

There may, Mr. Rees explains, be some railway footballers who are not aware of this rule, and might therefore, through ignorance of it, be jeopardising their amateur status, not only as footballers but in other forms of athletics. For instance, an athlete accepting expenses contrary to Rule 10 would not be eligible to compete in local and Interstate boxing and wrestling competitions, which are conducted by the Victorian Railways Institute under Amateur Rules and Conditions.

### V.R. BOWLERS VISIT QUEENSLAND.

The Victorian Railways Bowlers with Mr. M. J. Canny (General Superintendent) as president and Mr. S. C. Jones as manager, recently paid their second visit to Queensland in order to try conclusions with their railway friends in the Northern State.

(Continued on page 73)



### A LITTLE STORY WANTED

**M**Y Dear Nephews and Nieces.—Uncle Ben feels sure that some, if not all of his many nieces and nephews can write a wee story, of their own, suitable for publication on this, their very own page of the Magazine.

Now, what do you think of such a proposition—wouldn't it be nice to read in the Magazine each month, a simple little story or two written by members of our family? Just a short chit chat about something that has interested you during the month.

You know there are ever so many nice things to talk about, in the same way as you tell Father, Mother, your brothers and sisters and others all about the good time you had when on holidays. The pleasant journey by train through beautiful scenery, what it looked like, whether there were mountains on each side of the railway line, clothed with sweet scented gum trees, the stimulating perfume of which you sensed through the open windows as the train hurried you along to your destination; or, were there big flat open paddocks where hundreds of cattle and sheep would be grazing?

Then, there are your school experiences to draw upon, your week ends away from school, what you have seen in the towns you have visited, your experiences generally either in town or say—on market days in the country, or about anything at all. Let it be ever so short. I am not going to mention a set subject, because, it would be a restriction upon your choice.

Niece Joan Anderson, mentioned in her letter published in the July Magazine that she was writing



*Ken, and Margaret here pictured are the son and daughter of Mr. H. J. Jack, one of the Railway Artists whose drawings often appear in the Railways Magazine. Ken, who is 2½ years old, is going to join Uncle Ben's circle as soon as he can write.*

a little story about the fairies. We should like to read it. Joan, I am sure, will not disappoint us.

But each niece, and each nephew, should try to send me something. A first and a second prize will be awarded each month, the nature of which has not yet been decided; probably it will be a suitable book, in each case.

**Thelma Gardner, Kilmany.**—It was certainly a happy time that you spent at so many nice places while on holidays, Thelma. We shall all be glad to hear of the success of your basketball team. Your brother has the good wishes of all nieces and nephews for his success when he sits for the merit certificate examination.

**Linda Cooke, Kerang,** writes:—"I like the pictures in the Magazine, they're very pretty; those of the Duke and Duchess, and the illuminations were much admired." Thank you Linda, and don't forget to tell us about the results of the sports at Kerang with the Bendigonians.

Yours sincerely,

UNCLE BEN.

### MADAME BOUQUET LEARNS TO FLY

**M**ADAME BOUQUET is a charming old lady, who has but one weakness: she loves duck and green peas. So, when the green pea season comes round, she writes to the big stores and orders a beautiful duck, nice and plump.

She shells the green peas carefully, and awaits the arrival of the duck.

Now, the other day, Madame Bouquet was waiting for her duck as usual. The peas were shelled, and all they needed was their winged companion in order that they might do their duty as green peas. Suddenly Madame Bouquet heard a loud noise in the street. She looked out of the window and saw one of the stores' enormous lorries stopping in front of her house.

"That will be my duck," she thought.

And she opened the door.

Her surprise was great when the man told her that he had brought her an aeroplane!

"An aeroplane! What for?" asked Madame Bouquet.

"Flying, no doubt," replied the man.

And he unloaded the heavy cases that filled his lorry.

You think, doubtless, that Madame Bouquet was annoyed, and that she returned the aeroplane to the stores, claiming the duck in exchange?

Not at all. As Madame Bouquet is a very practical old lady, she ate her green peas, then she learned to fly. Now she has attached a big net like a butterfly net to the aeroplane, and every time she goes out for a ride she catches a wild duck in it. You see, the aeroplane taught her that if you really want anything it's best to go and get it yourself, and not wait for somebody to send it. She even grows her own green peas now.

# Jottings from the Institute



## INSTITUTE PASSES

**Y**OUNG RAILWAYMEN, fresh from a thorough coaching in station work under Stationmaster Arblaster at a Probationary Junior Clerks' class at the Institute, emerged successfully from a recent searching examination by Instructor A. Larkins of the Station Accounts and Management Class. Mr. Larkins handed out percentages as follows:—

C. J. Bower (Yarraville), 95; A. A. Sweeney (Glenferrie), and E. W. Swift (Richmond), 94; P. W. A. Rae (Newport), 93; R. A. Blew (Leon-gatha) and E. J. Jones (Dandenong), 92; W. E. McMahon (Spencer-street), 91; G. H. Tripp (St. Kilda), 90; R. G. Abrahams (Stawell) 87; W. E. Coombe (Goods), 86; V. R. Sundberg (Victoria Park), 83; R. H. Jennings (Goods) and L. J. Martin (Goods), 82; A. J. Hinchcliffe (Goods), 81; P. J. Danaher (Goods), 80; L. D. Brown (Goods) and P. C. Malthouse (Geelong), 78; G. J. Caldwell (Bendigo), 77; P. R. Dunstan (Geelong) and H. F. Sinn (Albert Park), 76; J. J. Lonergan (Goods), 75; and E. H. J. Thomson (Goods), 74 per cent.

## WHAT THE INSTITUTE HAS DONE FOR ME

### 2.—OPTIMISM JUSTIFIED

**I**T struck me, in 1921, that a few certificates were indicated if I wanted promotion in the service and a fatter pay envelope.

So, certificateless and hopeful, I passed in a humble subscription to the Victorian Railways Institute and sat down on a form in one of the class rooms. I plodded through a few courses, struck the best instructors I ever came across, and have now justified my optimism and gathered in seven certificates, including S.M.'s, shorthand writer's and typist's. The last two, incidentally, secured me my position as clerk to Metropolitan Superintendent Cox.

The personal interest of the instructors, their untiring and patient efforts, coupled, of course, with the thorough Institute curriculum in the different railway subjects, pushed me into a better job with brighter prospects.

LES. A. MERTENS, Clerk.

The Institute has given Mr. Mertens a lift up the ladder.

### HAS IT DONE ANYTHING FOR YOU?



## OLD BRIGADE'S ANNUAL MEETING

**M**EMBERS of the Old Brigade were in full muster at the Institute Concert Hall on the afternoon of July 7, when the Retired Railwaymen's Club held its annual meeting. President T. Cotter was in the chair, and referred feelingly to the four late members who had passed away during the month. The 200-strong meeting stood for a minute in silent remembrance.

Annual elections of officers for the next year resulted as follows:—President, E. Fitzgibbon; Vice-presidents, J. Saunders and J. Longmore; Secretary, M. Quinn; Treasurer, J. Baker; Minute Secretary, J. Boyle; Press Correspondent, A. Anderson; Committee, J. Ward, W. Paull, J. Wardley, G. Phillips, W. Reid, D. Whelan, and A. Anderson.

Mr. E. Drakeford, M.L.A., for Essendon, and for many years a Victorian railwayman, addressed the meeting and wished the club every success. Mr. J. Grogan proposed a vote of thanks to the retiring officers, which was carried with enthusiasm.

### DEBATING CLUB GETS GOING

On Monday, 27th June, a meeting of Railwaymen was held with the object of forming a Debating Club in connection with the Victorian Railways Institute. Mr. F. F. Horne (Electrical Engineers' Branch) presided. The Educational Officer of the Victorian Railways Institute (Mr. W. F. O'Connor) explained to the meeting the objects and aims of a Debating Society and Mr. R. Balmer, member of the Victorian Railways Institute Council, stressed the advisability of young men in the service joining the Club, and thereby obtaining experience in public speaking and debate. The following were appointed to act till the next meeting:—Mr. L. M. Hart, President (pro tem); Mr. T. A. Madigan, Honorary Secretary (pro tem). Young employes of the service are particularly invited to join the club and so reap the advantages it offers.

### MUSICAL FIXTURES

The Musical Society's third concert of the season will be held at the Institute on August 6. Supporting artists include Madame Gregor Wood (contralto), Miss Sheila Macfie (violinist), Mr. James Fraser (baritone), and Mr. Stanley Brookes (recitalist).

The V.R.I. Orchestral Society will give its next concert at the Institute on Saturday, August 13. This Orchestra is one of the best amateur organisations in the State.

In our last issue it was stated that the Musical and Elocutionary Competitions would be open to bona fide Institute students only. The competitions are open to all bona fide students whether they belong to the Institute or not. Intending competitors who may have refrained from entering on account of the notice, are informed that their entries will be received up to August 6.

### LECTURE SEASON IN FULL SWING

The third lecture of the season was given on July 6 by Mr. G. S. Browne, M.A. (Lond.), Dip. Ed. (Lond. Oxon. Melb.) on "Some Famous and Interesting Schools." The lecture was well illustrated and highly interesting.

On July 20, Mr. F. A. Sinclair, M.A., lectured to a large audience on "A Midsummer Night's Dream." Musical items and recitals from the play were interspersed and well received. The fifth lecture of the season will be given on Wednesday, August 3, by Mr. F. R. E. Mauldon, B.A. (Faculty of Commerce, Melbourne University) on "The Australian Steel Industry" (illustrated). On August 17, Mr. C. R. Long, M.A., will lecture on "The Romantic Story of Gippsland" (illustrated).

### SEND OFF TO TOM BEARY

Farewelled by his associates at the Institute last month, Tom Beary, late Safeworking Officer in the Victorian Railways, was presented with a wallet of

*(Continued on page 73)*

# KNOWLEDGE IS POWER

RAILWAYMEN, have you ever figured out what the Victorian Railways Institute offers You?

Membership automatically makes you eligible for enrolment as a student in any of its classes.

ORAL.—Applied Mechanics, Arithmetic, Algebra, Building Construction, Electricity and Magnetism, Engine Working and Westinghouse Brake, English, Geography, Mechanical Drawing, Safeworking, Shorthand, Station Accounts and Management.

CORRESPONDENCE.—Algebra, Arithmetic, English, Engine Working and Westinghouse Brake, Permanent Way Maintenance and Construction, Shorthand, Safeworking, Station Accounts and Management.

TUITION IS FREE TO ALL FINANCIAL MEMBERS ON PAYMENT OF 1/- REGISTRATION FEE FOR EACH CLASS OR COURSE PER ANNUM.

Write to or call at the General Secretary's Office, Flinders-street Station Building, for further particulars of class hours, etc.

Get to Know a Little More About Your Job and So  
PAVE THE WAY FOR PROMOTION

# Garden Notes For August

## WHAT TO SOW AND PLANT

Broad Bean. Beet, Red. Caper of Commerce. Carrot. Cape Gooseberry. Capsicum. Celery. Cucumber. Horse Radish (roots). Leek. Lettuce. Melon (Preserving, Rock and Water). Mint (plants). Mushroom Spawn. Mustard. Parsley. Peas (English Wonder, Daisy, Dwarf Defiance). Potato (Early Manistee, Carman, Scottish Triumph). Pumpkin. Rhubarb (seed and roots). Salsify. Tomato. Tarragon (plants). Turnip. Vegetable Marrow. Carrot, Early Short Horn, Guerande, or Oxheart.

## FLOWER GARDEN

**R**OSSES.—The pruning of roses should be brought to a close this month, and any losses replaced, without loss of time, for, as the saying goes, time is money in this hobby. Although many varieties can be obtained in pots and safely transplanted as late as the end of September, the selection is limited to only a few, and those mostly bush or dwarf kinds. Prompt action should be taken in cases of insect pests, and as a safeguard trees should be sprayed as soon as pruning is completed with Benzole Emulsion.

All evergreens should be looked over, and any lateral branches that have made disproportionate growth should be shortened. If not done before, a few lilioms and spring flowering gladiolus should be planted.

**Crego Asters.**—These may be had in about six different colors. They are a valuable section of our already numerous collection of spring and summer flowering annuals. In addition, sowings of French and African Marigolds, Clarkia, Salpiglossis, Larkspur, Candytuft, Stocks, Coreopsis, etc., should be made. Perennial phloxes, penstemons and delphiniums and cannas should be put out this month for spring flowers.

## KITCHEN GARDEN

**Tomatoes.**—These can be raised in boxes, or in strawberry boxes, either placed in a hot bed or kept in a warm position in the house, and, in these circumstances, seed can be sown in August and early September. Being tender and not frost-resistant, seed cannot be sown in a seed bed in the open ground before the end of September; sowing may be continued up to the end of October. Sow the seed thinly and evenly on the surface of the ground, covering only very lightly with soil. Stretch a piece of hessian or canvas across the bed, about two feet

above the surface. If the plants come up too thickly, thin out liberally, and when about two inches high, harden them to the sun in gradual stages, and eventually dispense with the shade. When from three to four inches high, the plants should be sufficiently vigorous to be moved to their permanent position. While growing in the seed bed, they must be regularly and efficiently watered, and kept free from weeds.

Plant out in rows four feet apart, and allow three feet between the plants. A five-foot stake should be driven about one foot into the ground near each plant, or these may be placed in readiness before transplanting. Each plant should be trained to one stem, and as the growth advances, tied to the stake. When about four feet high, take out the leader and then the lateral branches which bear flowers, and fruit will develop.

**Parsley.**—This most useful biennial garnishing should be grown in every home garden. It is quite hardy and easily grown, and responds well to good soil and proper treatment. The best soil for Parsley is a good, deep, medium loam that has been thoroughly dug and well enriched with manure. For summer and autumn supply, the seed should be sown from August to October. Seed for summer crops should be sown in a low, shady situation. Draw shallow drills, and sow the seed in rows 15 inches apart, covering it with not more than  $\frac{1}{2}$  inch of soil. When the plants are well above ground, thin out to 12 inches apart in the rows.

**Carrots.**—In common with all root crops, carrots are most successfully grown in a deep, rich, light loamy, or sandy soil, which has been well manured for a previous crop. Never place fertiliser less than a foot from the surface or forked roots will be the result. Work the soil up very fine, and if in a dry state or very loose, roll or press hard by stamping after the seeds are sown.

## Obituary—Continued from page 52

others. Mr. Curtin was a native of Smeaton. Of the 64 years of his life, thirty were spent in Box Hill, where his local activities were many. He occupied the signal box at Box Hill many years ago, and was transferred to Hawthorn, where he remained until he retired a few months prior to his death. Mr. Curtin took a very active part in all local church affairs. He worked hard for the Sunday School in years gone by. The young people owe a deep debt of gratitude to both Mr. and Mrs. Curtin for the work which they did on their behalf. He was a great benefactor of St. Joseph's Home, Surrey Hills, and no appeal went

unheeded by him. He was also probation officer for the Children's Court in Box Hill.

## ROADMASTER J. BLACKER

**EX-ROADMASTER** Joseph Blacker of Bendigo did not long survive his retirement. In his 63rd year he has just passed away after a short illness.

The late Roadmaster entered the service as repairer in 1883, and, after serving as ganger on the Bacchus Marsh, Forrest, and Bannockburn lines, was appointed Roadmaster. He retired in October 1925.



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**R. 1101—7-PIECE BLACKWOOD DINING SUITE,**  
 upholstered in Blue or Brown Textile Leather. The Couch and 2 Easy  
 Chairs have spring seats and back, and the 4 Standard Chairs loose drop-in spring seats **£32 10 0**

**R. 1114—DINING EXTENSION TABLE**  
 4ft. circle, extending 6ft. with 2 leaves. In Imported  
 Oak or Blackwood

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With Cabriole Legs

**£10 7 6**

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Address.....

180-192 Flinders Street - - Melbourne



# Our Draughts Corner



Conducted by W. LAMBERT, Hon. Secretary V.R.I. Draughts Club

**T**O systematise play I have numbered the squares on the board as in the adjoining Sketch.

Set the black pieces on squares 1 to 12 and the white pieces on squares 21 to 32.

The numbers are then calculated as on the diagram. Black plays first.

	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	

## ADVANCED PLAYERS

The game in this issue is taken from Handy Manual, No 2, by P. H. Ketchum. It is known as "Switcher"—the reply to 11-15 being 21-17. This is one of the most difficult games for the beginners to master, as black has strong lines in many directions. More will be published of this game in later issues. Try and memorise the following:—

B. 11-15. W. 21-17, 9-13, 25-21, 8-11, 17-14, 10-17, 21-14, 6-10, 22-17, 13-22, 26-17, 15-18, 24-20, 2-6, 29-25, 18-22, 25-18, 10-15, 28-24, 15-22, 32-28, 6-10, 24-19, 11-15, 23-18, 15-24, 28-19, 3-8, 18-15, 1-6, 27-23, 22-26, 31-22, 6-9, 15-6, 9-27, 19-15, 7-10, 15-11, 8-15, 6-2, 5-9, 17-13, 9-14, 2-7, 4-8, 7-11, 14-17, 11-18, 17-26, 30-23, 27-31, 23-19, 8-11, 13-9, 31-27, 9-6, 27-24, 19-16, 12-19, 6-2. Drawn.

## PROBLEMS

No. 1.—By E. Jaques, is known as Jaques' "Shot." This comes up from the "Cross" game.

Black—1, 6, 8, 9, 10, 18, 19, 23.  
White—13, 15, 17, 25, 26, 28, 30, 32.

White to play and win.

No. 2.—By Banks.

Black—10, 16, K18.  
White—11, 17, 24, 25.

Black to move and draw.

No. 3.—The following is an end game from the double corner known as Cowan's Coup.

Black—9, 10, 11, 12, 14, 17.

White—18, 19, 20, 21, 23, 24.

White to play and draw.

## RAILWAYS DRAUGHTS CHAMPIONSHIPS

Nominations for the Railways Draughts Championships must be forwarded to the Hon. Secretary, V.R.I. Draughts Club, V.R. Institute, on or before Wednesday, August 24, 1927.

The championships are open to all officers and employes eligible for membership of the Victorian Railways Institute. The nomination fee is 2s. 6d. The championship will be conducted under the rules governing the State Championships, i.e., double knock-out system, with special provision for shift workers or country members.

A gold medal suitably inscribed will be presented to the winner.

Further particulars may be obtained from the secretary.

## BEGINNERS' SECTION

I have met quite a number of beginners who do not yet know how to find out who has the move. If you are black, count up all the pieces (black and white) on the columns over 1, 2, 3, 4 squares. If in the grand total an odd number results then you have the move, but if it is even then your opponent has the move. White in his turn does exactly the same from the other side of the board, only he counts in the columns over 29, 30, 31, 32. To regain the move, it is necessary to make an exchange and thereby gain the odd square.

Do not forget 14 and 19 are key-squares, and to control them is an advantage.

Try all the problems you can find as you learn more from these than playing idle games. Try and master the 1st, 2nd, 3rd, 4th, and 5th positions.

Solutions.—No. 1.—17-14, 10-17, 15-11, 8-15, 28-24, 19-28, 26-10, 6-15, 13-6, 1-10, 25-22, 17-26, 30-7. White wins.

No. 2.—16-20, 24-19, 10-15, 19-10, 18-14. Drawn.

No. 3.—19-16, 12-28, 23-19, 14-23, 21-7. Drawn

## Counting the Cost of Competition.—(Continued from page 32)

At present that competition is unequal and inequitable. Free, or nearly free, roads are provided for the motors while the railways are charged with the full cost of the construction and maintenance of their roads and property. To raise the rates for low class goods may have a detrimental effect on the traffic. If the Railway service is to be continued—and there is no alternative to its continuance, for the motor traffic cannot yet satisfactorily handle the low class goods—

then the cost of that service must be paid, either from the rates imposed for the services as they are rendered, or by an increase in general taxation.

It has been said that competition is the life of trade; but if, as in this case, competition increases the cost of the service to the people as a whole, then, unquestionably, steps should be taken to see that the competition is on a fair basis.

## LADIES' AND GENTLEMEN'S HAIRDRESSING SALOON

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GENT'S Haircutting - 1/6

LADIES' Shingle Trim - 2/-

602 COLLINS-ST. (near Spencer-st.)

Only Expert tradesmen employed

### *Smithy and Forge*

*Continued from page 28*

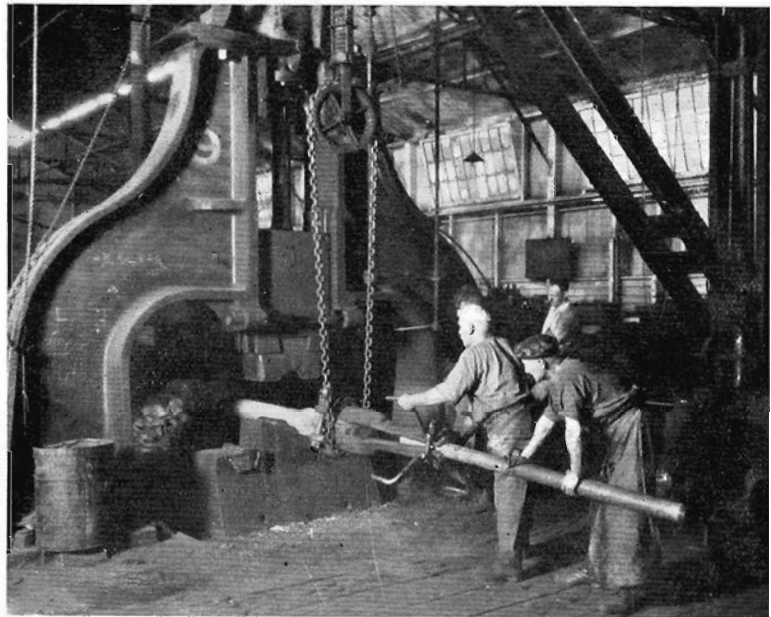
the die-sinker, and it is he who in the main shoulders the responsibility of producing the forging to a precise form or size.

#### Highly Skilled

They must essentially be very highly skilled craftsmen, cutting to precision in steel blocks a replica of the article to be forged.

This is just a peep into a field of railroad industry which is playing no small part in the general efficiency of the service.

And a reminder to men in other branches of the railway, that though their efforts excite our admiration, the technical man is after all the man behind the men who fire the gun.



*The Steam Hammer at Work*

## SPEAK WISELY

"The boneless tongue, so small and weak,  
Can crush and kill," declares the Greek.

"The tongue destroys a greater horde,"  
The Turk asserts, "than does the sword."

The Persian proverb wisely saith.  
"A lengthy tongue, an early death."

Or sometimes takes this form instead:  
"Don't let your tongue cut off your head."

"The tongue can speak a word whose speed,"  
Says the Chinese, "outstrips the steed."

While Arab sages this impart:  
"The tongue's great storehouse is the heart."

From Hebrew wit the maxim sprung  
"Though feet should slip, ne'er let the tongue."

The sacred writer crowns the whole:  
"Who keeps his tongue doth keep his soul."

# Conway Stewart

Compare the Value  
of these Fountain  
Pens with any other  
make on the market

Obtainable all  
Stationers and  
Jewellers

## THE CHOICE

THIS is an ordered world . . . .  
 And man—each man—must find the order out;  
 Move in his own adventure; feel, himself,  
 The chill and glow, the onward urge, the pause;  
 Must beat his life against the swarming wings  
 Of other quick experiencing lives . . . .

Now the older order changes, and the new  
 Devises dangers ever more malign  
 And man, amid the shifting orders that he makes,  
 More and more loses in his fight with Chance.  
 He will make Time his servant, and swift ways  
 To close the gap between his journeys' ends  
 And their beginnings. Swiftlier as he moves  
 And wider ranges in his daily round,  
 Feeding strange stocks on still remoter hills,  
 So swiftlier gather round him unknown risks,  
 And newer hazards circle black wings  
 Around each new device enslaving Time;  
 New perils wait by each unguarded bar  
 Where he sets foot to pass the stream of space;  
 And each wild energy that bears his rein  
 Leaves bloody hoof-prints in his field of life . . . .

New orders then must find new prudences,  
 And councils for the battle with blind Chance  
 Must learn new words of sign and countersign . . . .

Now the world changes swiftly! Shall we meet  
 These crowding perils, wasting richest life,  
 With careless words and unconsidered smiles—  
 "Let the world slide," and "Each man for himself,"  
 "It happens so" . . . "It is the will of God."  
 As though God meant to crush the light of life

In the blind dark of some sharp accident,  
 Wasting in death an unadventured soul? . . . .  
 Or shall we pause, take counsel, meet and plan  
 Some long control of mitigable Chance,—  
 Some curb upon the careless mouth, some guard  
 Against the reckless ardors of the hand?

Pause and consider men, their various minds,  
 Their values quick in life, the bitter waste  
 When they fall broken; and the women's tears  
 That may not save them! . . . . Chance is not  
 supreme,  
 However man be bounded by himself.  
 Life may be moulded—taken warm and young;  
 Life may be shaped to new endurances.  
 Fate leaves the choice to us: Shall we choose Chance?  
 Or, visioning farther, staunch her bleeding stroke.  
 Take Knowledge for our guide and give the race,  
 Far in the future, deeper potencies?

—Prologue from "Adventure, a Pageant—Drama of  
 Life and Chance," by Thomas Wood Stevens and  
 quoted in textbooks on Safety.

### PRIZE REGULATIONS ALTERED

Regulations governing the awards of the Harold  
 W. Clapp and Arthur E. Hyland Prizes have recently  
 been amended.

Intending entrants for the forthcoming examina-  
 tions should make themselves fully conversant with  
 these amendments by communicating with the  
 General Secretary of the Institute.

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 Charlotte-st.; ADELAIDE (Reuben Byrne) 93 Grenfell-st.; PERTH (A. W. Leane & Co.)  
 14 Queen-st.

Railwaymen in Sport (Cont. from page 64)

A strenuous bowling program included a match on practically every day of the visit. The results were:—

June 14—v. South Brisbane, won by Victorian Railways, 84 to 60.

June 15—v. Sandgate, lost by Victorian Railways, 85 to 92.

June 16—v. Queensland Railways at Toowong, lost by Victorian Railways, 79 to 99.

June 18—v. Southport at Southport, lost by Victorian Railways, 116 to 126.

June 20—v. Queensland Bowling Association at Basroodabin, lost by Victorian Railways, 110 to 118.

(The Victorians really had a 4-rink team, but the Q.B.A. arranged for 5-rinks, and the mixed rink being down 12 points gave victory to the Q.B.A. as shown. However as a 4-rink team the Victorian Railways won by 4 points.)

June 21—v. Queensland Railways at Ipswich, won by Victorian Railways, 90 to 89.

June 22—v. Graceville at Graceville, lost by Victorian Railways, 83 to 138.

June 23—v. Queensland Railways at East Brisbane, won by Victorian Railways, 102 to 86.

June 24—v. Balmoral at Morningside, won by Victorian Railways, 98 to 70.

Victorian Railways by defeating Queensland Railways twice won the rubber and retained the ashes.

The hospitality accorded the V.R. party was greatly appreciated. A round of entertainment was provided not only by Railway bowlers but by other residents of the Northern State, and facilities were given for glimpses of the State's wonderful resources.

Institute Jottings (Continued from page 67)

notes. Bluff Bill Phelan set the verbal ball rolling with the toast to the guest, and the sphere of words was kept in motion by Messrs. Reid, Edwards, Colson, Galbraith, Patrick, Murfitt, Enright and Williamson. Compliments and good wishes were hurled Bearywards in reckless fashion. As usual, Mr. Reid proudly claimed longest acquaintanceship with the retiring one, having known him some time before he joined up with the railways. Mr. Beary, in his acknowledgments, announced his intention of purchasing a suitable token with the wallet of notes to treasure as a memento of the happy evening. Songs and music wound up the entertainment and it was 11.50 p.m. when Chairman Edwards indicated that home wouldn't be a bad idea.

**ELECTION OF COUNCILLORS**

Nominations for the forthcoming election of Councillors and Auditors to the Institute must be received by the General Secretary not later than September 3.

The constitution provides for the annual election of 17 councillors and two auditors. Six months active membership of the Institute gives eligibility for nomination to the Council. Any two members qualified to vote may nominate a candidate.

**THE UNFAIR SEX**

"The Unfair Sex" will be presented by the V.R.I. Dramatic Society on Saturdays, August 20, 27, and September 3. This clever play is well worth seeing, and a capable cast under the direction of Miss Winifred Moverley has been rehearsing for some time past. Tickets at 1s. 6d. each (reserved 6d. extra) may be had from the General Secretary.

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# The House for the Average Family

EVERY prospective home-owner has his own ideas of the house which will suit his particular needs; but the usual requirements of the average family is for one with, say, two bedrooms, a sleep-out, and two living rooms, plus conveniences, so designed that it will conform to modern ideas of sanitation and labor-aiding.

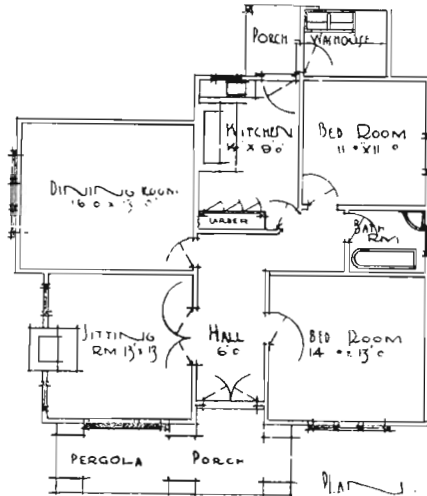
THE ground plan needs must vary with the requirements of the family, but it should be straightforward and on simple lines. A plan of this nature lends itself to economical treatment internally and externally. It may be taken for granted that a satisfactory ground plan will result in a satisfactory elevation.

Briefly speaking, the house for the average family may be divided into three classes.

First, there is the home costing somewhere in the vicinity of £500 to build—in these days of high cost of labor and materials, a feat of no mean importance to design, bearing in mind that the essentials of two bedrooms, two living rooms and conveniences must be provided. However, modern methods have, by careful placing of the rooms and eliminating long passages, resulted in some very satisfactory solutions of this problem.

## The "Popular" Class

The second class costs about £600, in what may be termed the "popular" class, and for this price the average man should be able to fill all his requirements.



A large variety of pleasing designs can be provided in this class, each allowing for two bedrooms and sleep-out, a reasonably large front or sitting room, and a large living room, combining kitchen and vestibule, or alternatively a diningroom and kitchenette, which, together with verandahs back and front, and conveniences, completes the average family's needs.

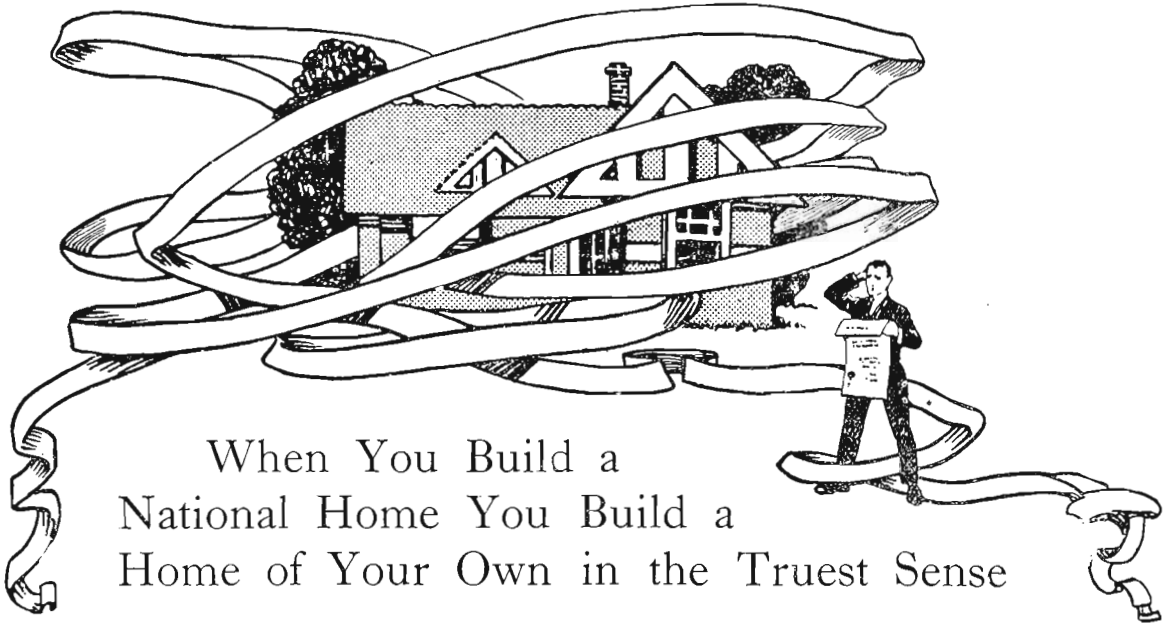
The third class, costing over £750, is designed for the man requiring the average number of rooms, but who is able to spend a little extra for comfort, costlier fittings and perhaps an extra bedroom, if the size and nature of the family require it.

## A House for £500



It seems to be taken as an accepted fact at the present time that it is impossible to obtain a well-built house for as low a sum as £500; but if the rent payer will only make inquiries he will find that the more go-ahead building concerns can and will do this for him. When this is more fully realised it will be a big step towards what should be the ideal of every community—every man his own house-owner.

# BEWARE of the Red Tape Tangle When You Build a Home!



When You Build a  
National Home You Build a  
Home of Your Own in the Truest Sense

### You can Sell—And at a Profit.

If you desire to dispose of your Home, you may do so whenever you will. There is no clause in your contract to prevent it. Neither is there anything to prevent your selling at a profit.

### You can Let or Lease Your House.

If circumstances become such that you desire to let or lease your National Property, you may freely make any such arrangements.

### You do not Build a "Type" of House.

Every National Built Home is distinctive and original. This vastly increases the re-sale value of a National structure. Most of our clients have their homes designed from their own rough notes. These our architects follow and amend in their planning—another feature of National service.

### You Build with Every Market Advantage.

National Home Building Co. (Reg.) have no fixed price for a fixed class of dwelling. A fall in timber costs is to your advantage.

### You may Alter or Add to Your Home.

If the needs of a growing family demand it, you may alter or add to your house as you will.

### You have the Advice of Individuals

You will have the advantage of advice from individual experts, who will negotiate with you and supervise your building from first to last.

### We Make No Concession for Cash

Despite the fact that concessions are sometimes offered for cash, we cannot make this our policy. National Homes, whatever the terms, are quoted strictly at bedrock; thus further concessions are impossible.

### No Unreasonable Term Demands.

Terms are arranged to suit the individual. You may pay off any amount at any convenient time. In cases of unforeseen difficulty arising, National Home Building Co. (Reg.) will gladly meet its clients' position. If you own an approved block of land in any suburb, or are in possession of a reasonable amount of cash, we will accept either as total security for a cosy, modern home designed to your own idea. Let us tell you more about our system—allow us to prove what this Company can offer you.

# National Home Building Co.

(E. J. Rampling, Proprietor)

(Reg.)

341 Collins Street, Melbourne

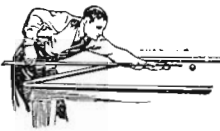
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**PAY as You PLAY!**

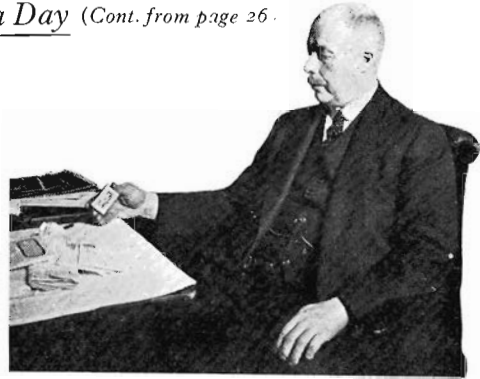
Alcock's Bijou Junior Billiard Tables (lift on), perfectly made, absolute accuracy, fitted with Slate bed, fast running Cushions, brass adjusting Toes to level table, with accessories.

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a Day (Cont. from page 26.)



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room and theatre are available for the employees. A free midday meal is served, and a cup of tea goes to all hands in the morning. "The men and girls here are cheerful intelligent workers," declares Mr. Alsop. "In this boat everyone pulls his own weight. There are no passengers.

"Briefly, we have four aims—to make matches just as well as they can be made, to sell them just as cheaply as they ought to be sold, to look after the wellbeing of those who make them, and to seek constantly for improvement. And I can crystallise those fundamentals in six words. Look there."

He points to a boldly lettered card above a machine. It bears the legend: "Remember, good enough is NO GOOD!"

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Wonderful value at £16

"The Block," 284 Col. ins St. & 161 Swanston St., Melbourne. And all States and N.Z.



## How I Get Business

(Continued from page 48)

In another instance an engineering firm received an order for a tractor conditionally on its being delivered at a distant country town by a certain day. A little talk to the Yard staff and Room 10, and the job was done to the delight of the sender. One could quote many such instances if space permitted.

Actions such as these gain the confidence of customers who know that they can rely on us for good service.

There are many of our customers who are not conversant with our Goods Rates Book, and to these we should offer assistance and seek information as to their requirements. They will obtain the best results, and more economical working will result for the department.

Invoices, orders, plans, blue prints and drawings should, if possible, be inspected, and quantities and sizes of goods to be carried be ascertained, so that the most suitable truck may be used and sufficient goods obtained and loaded to cover the minimum tonnage required.

In this manner, advice given to clients has resulted in business being obtained which may have been lost.

These are ways in which business can be obtained, clients kept in a satisfied state of mind, and those with a grouch brought back to the fold.

Sincerity must play its part when dealing with customers. It is fatal to make a promise to a man and fail to fulfil it. Always endeavour to obtain the confidence of the people you are dealing with, and do not let them think that they are asking favors, because they will probably hesitate before making a request, and business may be lost in consequence.


A careful driver is one who can wear out a car without the assistance of a locomotive.—*Lafayette Lyre.*

Young Miss (in elevator)—“Third floor, please.”  
Elevator Man—“Here you are, daughter.”

Y. M.—“How dare you call me daughter? You're not my father.”

E. M.—“Well, I brought you up, didn't I?”

If the brain doesn't entirely fill the skull, all available parking space is taken up by our prejudices.

  
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**W**HEN an Investor consults his solicitor or other adviser, it is not to learn the interest or dividend rate a given investment will earn—that is usually known.

Security is an important factor—another is the period of investment. Given ample security for a suitable term, the wise investor is satisfied with a reasonable interest rate.

A Savings Account offers these advantages, and, in addition the principle may be added to at any time, in amounts of from 1/- upwards, with a corresponding increase in interest-earning; the money remains practically at call, for it may be withdrawn at will.

Investment in a Savings Account may be made at any Post Office in Australia, or at any Branch of the

**Commonwealth Bank  
of Australia.**

(Guaranteed by the Commonwealth Government)

**Are Trams Doomed ?**

(Continued from page 17)

interfere with the functions of our great city and suburban transportation systems by permitting the unregulated use of motor 'buses. Bearing the experience of the cities of the United States in mind, and looking into the future, it is apparent that the operation of modern motor 'bus services will require to be co-ordinated with existing transportation facilities. 'Buses may supplant some of our tramway lines, and be installed as feed rs in areas now unserved by either tramways or electric railways. They may also be utilised in the future to provide boulevard service on streets where it may be undesirable to operate tramways, but we cannot hope to solve the problem of handling our mass transportation by the use of motor 'buses alone.

The time may come with the growth of a Greater Melbourne when serious traffic congestion may force us to place our tramways underground in the heart of the city, or to provide underground electric railway services, or both; but bearing in mind the tremendous cost of the installation of underground electric railways or tramways, before the taking in hand of such a great work would be justified, we would have to relieve the congestion by all other possible means, for example, by the bridging of the Yarra at frequent locations, thus allowing traffic to flow in its natural channels.

**Tally-Ho on the Trains**

(Continued from page 12)

the hunters collect in little knots. Shiny motors are parked in a spreading semi-circle. Cracking a whip and handling his horse superbly, the Master of the Hounds calls the hounds to heel, as last of all they break from the platform and scatter around the cars and horses. The hunters form up in procession, canter easily along the road. The motors kick into life and follow in the rear, close to the horses—much too close. There is some rearing and confusion. The cars drop back.

Down the dusty road moves the hunt—eager hounds, red and black coated huntsmen and huntswomen, well-groomed horses straining against a tight rein. Only the fox is missing.

The Melbourne Hounds have met at Berwick.

### DONT'S FOR CONTRIBUTORS

Don't send in long-winded articles crammed with unnecessary detail. Nine hundred to 1200 words of crisply written matter are ample to convey what most people want to say. And write as you talk; forget the classics and the phraseology of official reports.

Don't write in pencil. Compositors work under electric light, and you know how pencilled matter shines.

Don't forget the V.R. Magazine when any unusual incident occurs, or when anybody has or does something out of the ordinary. Send us a dozen lines about it and a photo, if you can. Concrete instances, not philosophic meanderings, are the things that brighten life—and a magazine.

Don't lose sight of the fact that we like short stories. We don't get enough of them.

Don't send in photographic negatives; they only clutter up our pigeon-holes. The blockmaker works from prints—good, sharp prints, remember.

Don't send in too many group photographs; they are often stodgy. Pictures of people doing things are of far more general interest. Single portraits are, of course, wanted for railwaymen of the month, and similar features.

Don't forget to tell Eileen about the social or other activities of the women-folk—their Queen Carnivals, their bazaars, their fancy dress and other dances. She'd like to know. Again, send pictures.

Don't fail to let us know where you think the V.R. Magazine could be improved; we're out to give the best we can. "Service" is not merely a slogan for running trains; it embraces everything we know, including magazine production. Besides, you know what we always say on the back cover, about constructive criticism.

### TIME WELL SPENT

"Stop! And let the train go by—  
It hardly takes a minute;  
Your car starts out again intact  
And better still—you're in it."

Jack—"I called on Mabel last night and I wasn't any more than inside the door before her mother asked me my intentions."

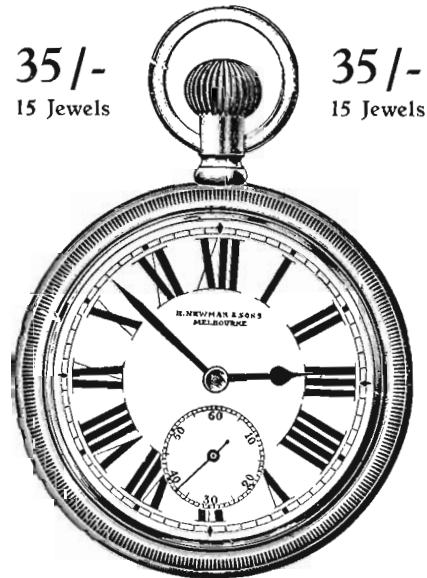
John—"That must have been embarrassing."

Jack—"Yes, but that's not the worst of it. Mabel called from upstairs and said, 'That isn't the one mother.'"

*Newman's*  
Established 1852

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Fitted with a compensating balance, adjusted for temperatures, 15 Jewels and strong nickel screw case with crystal flint glass; there is not a better or cheaper Watch in the Land at 35/- post free.

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BEWARE OF IMITATIONS, several of which are being offered at a lower price! Be sure you get Newman's Genuine "Railway Lever," Price 35/- post free.

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W.-McF.

**Wireless** (Continued from page 57)

second C— on terminal strip.

- 16. Connect I.S. on T1 to grid of second valve.
- 17. Connect point D on Jack J2 to plate of second valve.
- 18. Connect point A on Jack J2 to O.P. on transformer T2; thence to the second B+ on terminal strip.

**Testing First Amplifier**

Temporarily short C+ and C— terminals. Connect up A and B batteries as formerly, except that an additional lead goes from B+ of the amplifier to 60 volts on B battery. Plug the phones in at J2. The volume should be about 10 times that of the detector only.

**Second Amplifier**

- 19. Point C on Jack J2 to I.P. on transformer T2.
- 20. I.S. on T2 to grid of last valve.
- 21. Point B on Jack J3 to plate of last valve.
- 22. Point A on Jack J3 to third B+ on terminal strip.

NOTE.—When connecting up B battery, 100 volts should be connected to this terminal. Use heavy duty batteries.

23. To get a pleasing, natural tone on the speaker, connect about one foot of bell-flex to the loud speaker terminals on the terminal strip. Carry this across the baseboard and out to the front of the panel through a small hole to be drilled just above the baseboard, mid-way between Jacks J1 and J2. Just behind the panel, both leads to be scraped bare and a .01 fixed condenser soldered across them. At the other end of this flex is connected a phone plug. Speaker leads are connected at terminals behind the set.

After the set has been tested and got working, the temporary wire shorting C+ and C— terminals should be removed and replaced with a C battery. This battery is marked +3—,4½—, and should be connected to corresponding terminals on the set. It will have the effect of increasing the volume and, at the same time, of removing the slight distortion caused by the high voltage on last valve.

Two other refinements may be added at the discretion of the builder. These are :—

- 1. A fixed condenser of 1 mfd to be connected across the B battery. This condenser may be fixed in a convenient position on baseboard and connected to B— terminal and B+ terminal (100 volts). It has the effect of delivering a steady H.T. voltage, very handy when receiving over long distances.
- 2. A .001 fixed condenser across the secondary terminals of T2 to take up any "blasting" effect which might otherwise occur when receiving loud passages in brass band music.

**And Now—Yourself !**

Remember that it is always the man behind the gun that matters most. Give special care to constructing this set, for, having done so, there is no end to the joy wireless will afford you.

When operating, make your adjustments with care and exactitude. A movement of 1-30th of an inch in the case of the tuning condenser may get or miss a distant station. Do not expect to work miracles right away; every set has to be thoroughly known before the best can be got out of it. If in doubt—write to 'Aerio' about it, care Railways Institute. But, please remember the circuit is specially designed for use with B406 valves.



Five Diamond Hexagon Ring in 18ct. Gold and Pure Platinum, £13 10/- (Others £8 10/- to £30)



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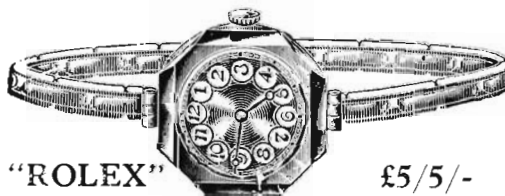
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Laurel is the highest-grade kerosene on the Australian and New Zealand market. Its purity ensures freedom from smoke and odour, its "Soft White Light" is a safeguard against eyestrain.

Laurel is equally ideal for use in Heaters and Oil Cook Stoves.



The Soft WHITE Light

7L7

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VICTORIAN RAILWAYS

## Railways and Development

**S**EVENTY-THREE years ago, Victoria's and Australia's first train puffed its stolid and cautious way from Flinders-street to Port Melbourne, or Sandridge as it was then. Governor Hotham and the Colony's most prominent men, with all due ceremony, occupied its carriages.

\* \* \*

**A**T that time the infant Colony was struggling lustily in the cradle. Blacks still roamed the bush. Hundreds of square miles of virgin territory lay unsettled and without communication. The eyes of the world and the steps of a goodly proportion of its floating population were turned towards the shining magnet of newly discovered goldfields in this little known Continent of the Southern Cross.

\* \* \*

**W**ITH the gold came the boom period. Mushroom cities sprang up at the diggings. Fortunes were made in a week. The advent of a railway seemed a comparatively unimportant occurrence in the midst of such hectic prosperity. Victoria kicked aside swaddling clothes and donned long trousers.

\* \* \*

**T**HE gold petered out. The railway remained and expanded. Victoria's precocious long trousers would have bagged forlornly at the knees had there been in reserve no stimulus to settlement and development, no encouragement to social and economic progress—no railway.

\* \* \*

**V**ICTORIA, to-day, is a compact, well-settled State with flourishing wheat, wool, dairying and fruit industries. Manufacturers are gaining a firm footing in metropolitan and provincial centres. Railway transport continues to develop natural resources and commercial potentialities. The few miles of track between Flinders-street and Port Melbourne have grown to nearly six thousand, of which 404 miles are electrified.

\* \* \*

**T**HE railway of the future will go on developing both itself and its State. World experts are agreed on that. It will always be the one *dependable* link between the producer and his market or port of shipment, despite road competition. Some of its present uses may modify, but others will expand. It was built in the spirit of service, it operates in the spirit of service; its future lies in the spirit of service. And that's what counts.

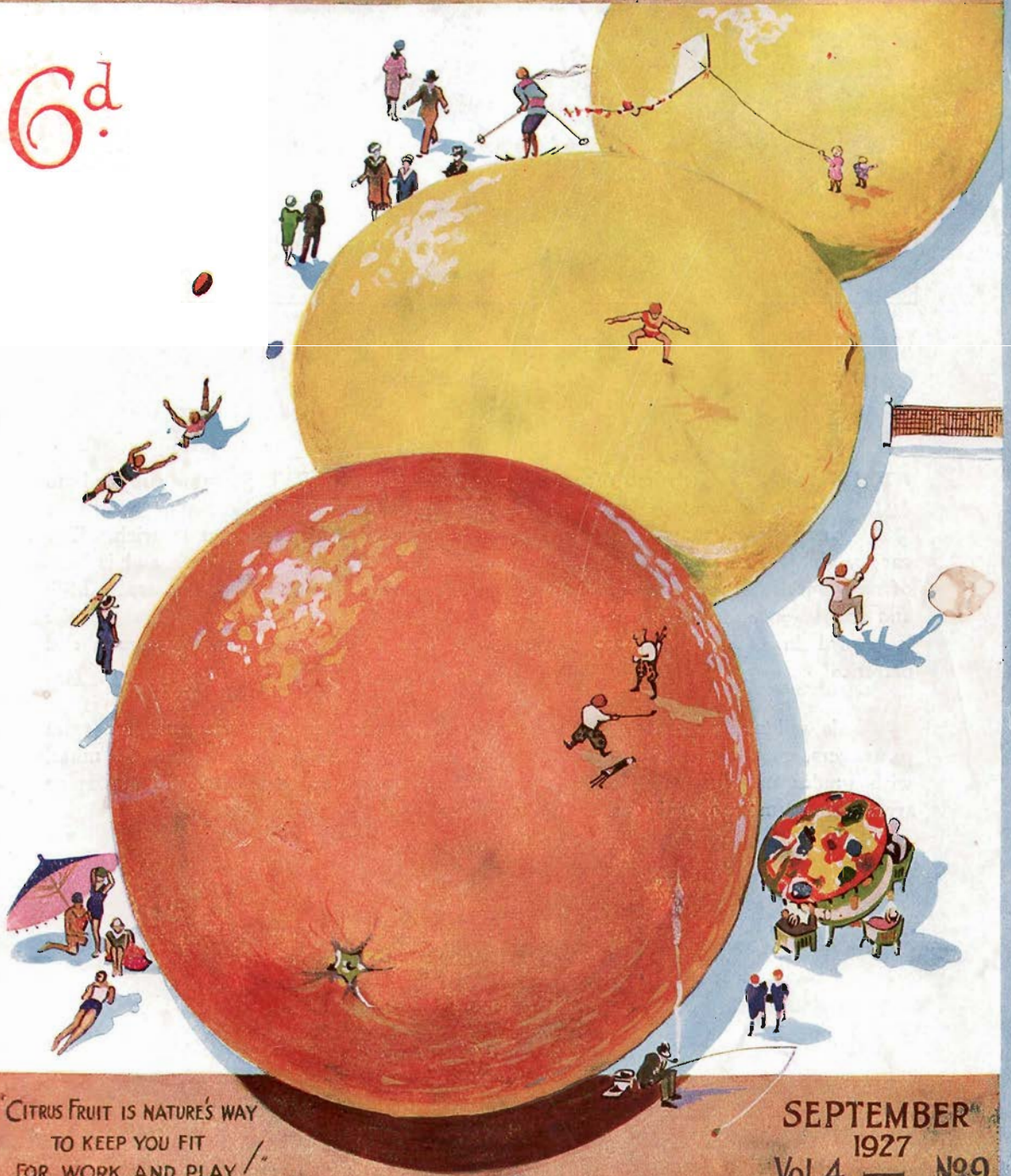
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CONSTRUCTIVE CRITICISM AND SUGGESTIONS ARE INVITED

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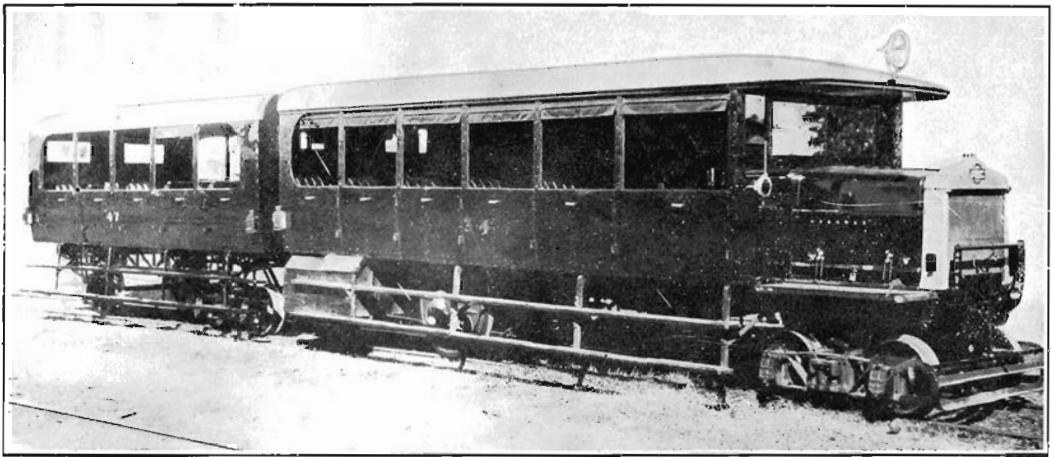
# THE VICTORIAN RAILWAYS MAGAZINE

6d.



CITRUS FRUIT IS NATURE'S WAY  
TO KEEP YOU FIT  
FOR WORK AND PLAY!

SEPTEMBER  
1927  
Vol. 4. — No. 9

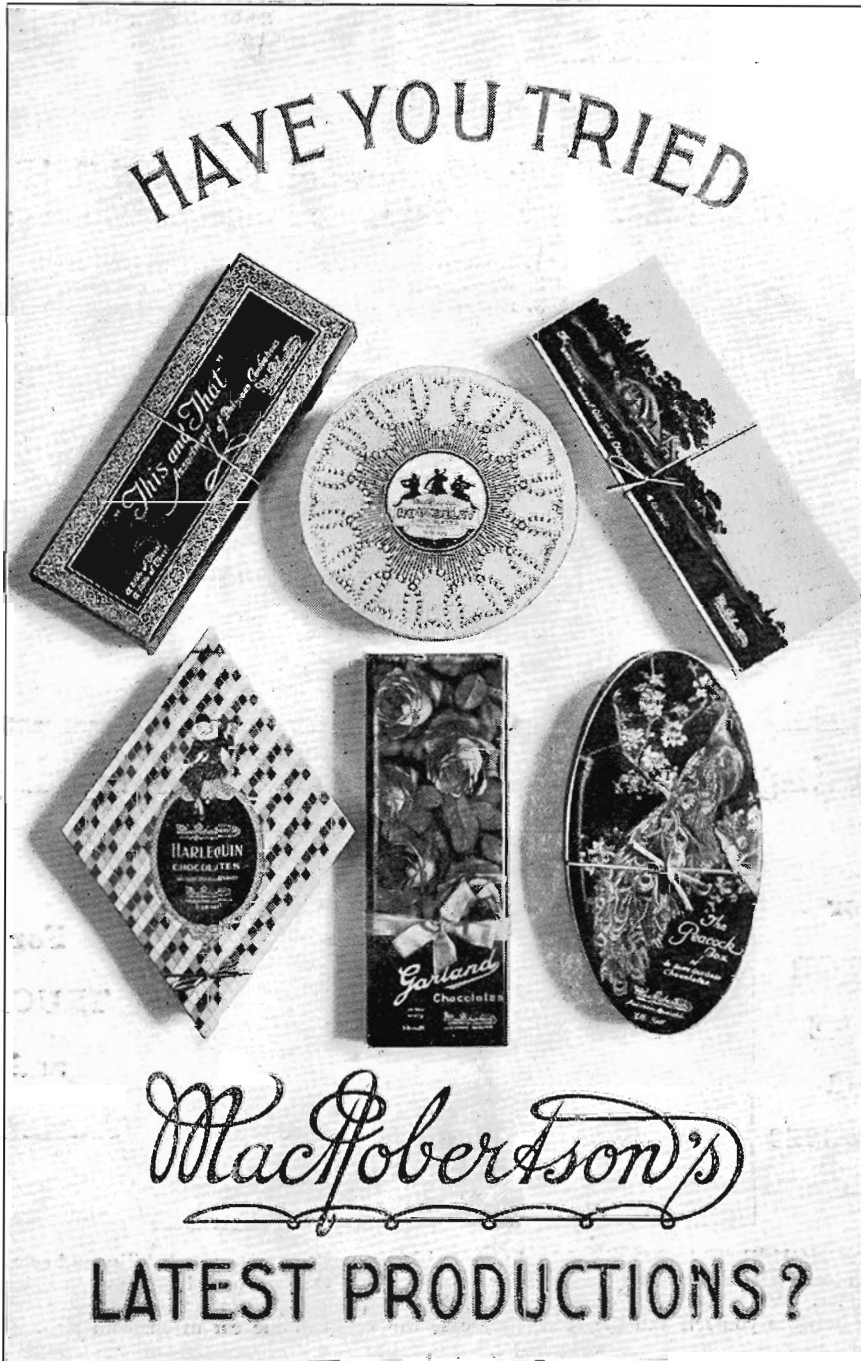


THE above is the first of nine Associated Daimler Rail Motors supplied to the Queensland Railways and completed in the Ipswich Workshops, and now running very successfully between Grandchester, Dugandan and Ipswich. The car weighs 5 tons 13 cwt., and carries 29 passengers, including the driver, and is built of steel sheeting, as is also the passenger trailer, which holds 30 passengers. Milk and passenger trailers have been built for this work. The cars and trailers are the last word in comfort, and are completely lighted by electricity from generator and batteries.

This rail motor is daily hauling two trailers, one for milk and one for extra passengers, constituting about 17 tons gross weight. The Dugandan run is 35 miles, with grades as high as 1 in 30, which are all taken on top gear, and giving an average consumption of 11 miles to the gallon.



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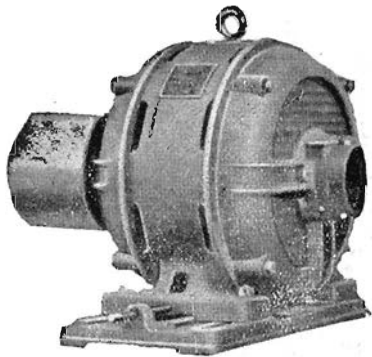


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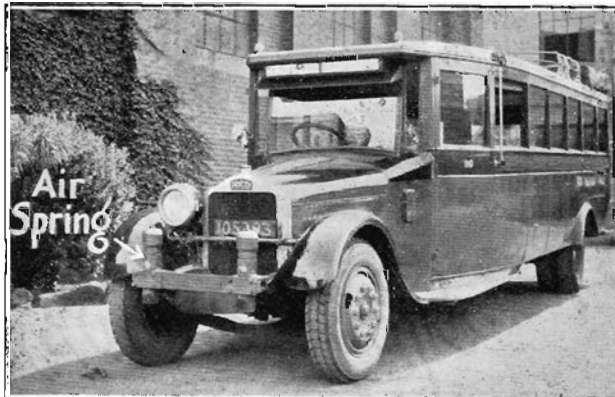
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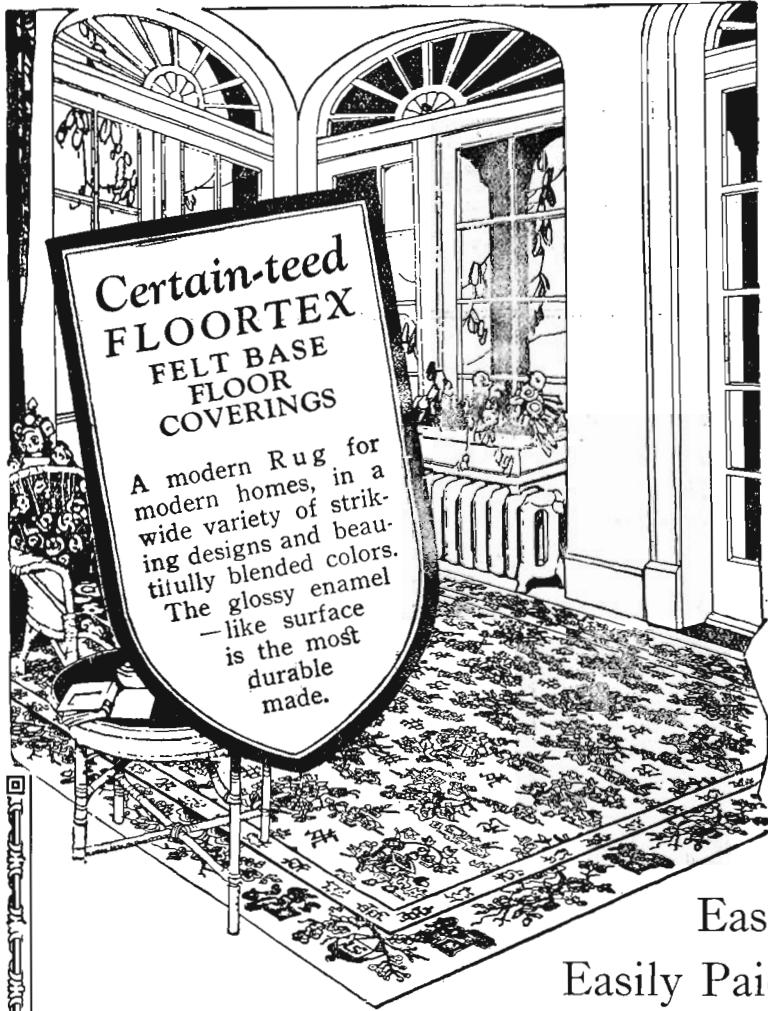


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**T**O the readers of the Magazine we are offering this month the newest and most up-to-date in floor coverings. ❧ ❧ ❧ ❧ ❧

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# SAFETY - HEALTH - BETTERMENT

## SPREADING THE SAFETY GOSPEL

By A. V. STENNING, Secretary V.R. Safety Council

ONE of the best means of spreading Safety messages is by the exhibition of posters depicting unsafe practices. While it is appreciated that these posters will not make men perfect, they certainly will help to reduce accidents that are due to improperly applied initiative. They make men more thoughtful, they remind them always to be careful, they teach from the experience of others, and thus enable men to exercise better judgment. They show how to do things in the safe way, and, further, they prove the tragic folly of chance-taking. Because of this, the Railways Commissioners have included in their Safety First activities the exhibition of posters, each telling a story in a most vivid and striking manner. Read them, study them, and best of all, profit from their teachings.

### Nobody Wants to Get Hurt

It is commonsense to assume that nobody wants to get hurt. He or she is willing to do his or her part to prevent accidents, but realising that there is a constant need for a warning against dangerous practices, the Commissioners have embarked upon an active Safety Campaign, in the hope that some day the great army of Victorian Railwaymen will be known throughout the State as men who are safe workers.

The principal reason why the Commissioners have inaugurated the Safety First Movement is to protect Railwaymen from possible injury and suffering, but success in accident prevention can come only

through co-operative effort, which is dependent on personal honesty, good faith, and frankness. The Commissioners believe that all the cost of accident prevention work is justified by the saving of a single life.

Big efforts are being made to protect the lives of Railwaymen, but they, in turn, should not forget that upon them, too, is a tremendous responsibility in that it is their duty to safeguard the lives of Railway patrons. Let us as Railwaymen regard human life as a sacred thing, placed temporarily within our custody.

### Life and Limb Irrecoverable

Let us realise that man is given only one body and one life on earth. Life and limb alike are irrecoverable. Mutilation is cancelled opportunity. If cripples are the best argument for Safety First, the case is tragically proved beyond all appeal. If on the site of every tragedy due to heedlessness a monument should spring up, whole towns and cities would be grave-yards.

Safety First is something more than a slogan. It is a prayer for protection from folly and carelessness. It is an invocation for men, women and children to preserve what they possess, and that which they can never regain if lost. It is a petition to the heedless to see that their recklessness destroys nobody's life, limb or happiness. It is the foundation of what some day must become an instinctive tradition for every child, that life's slender thread is Caution.

## JULY NO ACCIDENT DRIVE RESULTS

IT is gratifying to know that the general No Accident Drive conducted throughout the Railway Service in July resulted in a reduction of accidents, 176 having been reported as against 192 for the previous month.

There is still room for considerable improvement, but the co-operation of every member of the staff is needed before we can attain our objective—no accidents at all.

Can we depend upon your continued help in this most important movement?

**HEALTH IS WEALTH**

**T**HERE is this difference between these two temporal blessings, health and money : money is the most envied, but the least enjoyed, health is the most enjoyed, but the least envied. This superiority of the latter is still more obvious when we reflect that the poorest man would not part with health for money, but that the richest would gladly part with all his money for health.—*Cilton.*

*Nor love nor honor, wealth nor pow'r,  
Can give the heart a cheerful hour,  
When health is lost. Be timely wise :  
With health all taste of pleasure flies.*

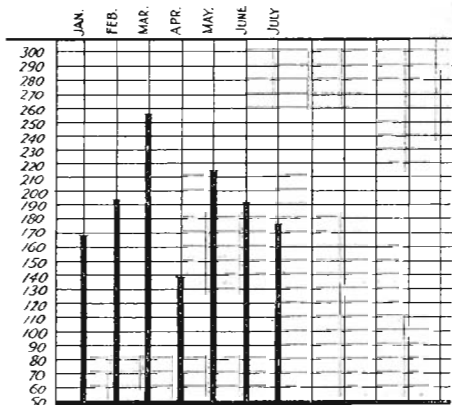
—*Gay.*

**I CAN'T AFFORD TO**

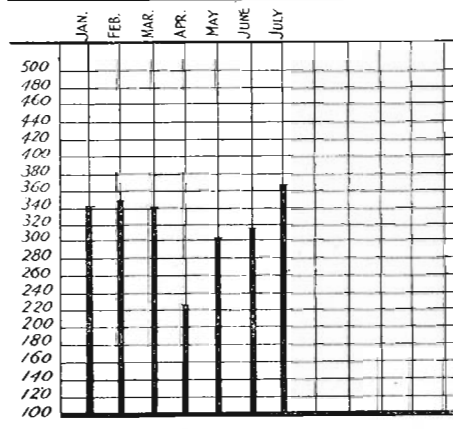
I will not slip on oily floors,  
Nor step on rusty nails ;  
I don't believe in circus pranks  
On platforms without rails,  
I wear my goggles when I chip  
Or use the grinding wheels,  
I'll not use ladders old and weak  
Or slippery in their heels.  
I don't let loose and ragged sleeves  
Drag me between the gears.  
I've learned to watch and think besides  
When risky work appears.  
Each little cut and scratch I've had  
Has taught me SAFETY pays,  
I can't afford to lose an arm—  
And crippled—end my days.

*National Safety "News."*

**ACCIDENTS REPORTED - EACH MONTH**



**SUGGESTIONS RECEIVED EACH MONTH**



**BENEFIT BY YOUR IDEAS**

The following Awards were made during July for adopted suggestions :—

Total Amount ... £497.  
Highest Award ... £101.

**SEPTEMBER SUGGESTION DRIVE**

**A** SYSTEM has been adopted by the various State Railways to bring to the notice of suggestors any phases of railway activities which afford scope for a variety of suggestions.

It is proposed in future to issue a monthly subject for suggestors to concentrate upon, but it must be distinctly understood that any other suggestions concerning railway work generally will be accepted, as it is not intended that suggestions be confined to the subject specified.

The first drive will be held during September, and the Railway staff are enjoined to submit ideas in connection with the following subject :—

**How can we stimulate passenger travel ?**

Suggestions should be forwarded to the Betterment and Publicity Board in the usual way.

The element in a person's character that counts the most is being "on the level." Playing fair inspires respect, loyalty, confidence, contentment, stability and success, and tends to the development and betterment of our moral nature.

# Achieved!

## Your Castle in the Air.

**H**OW often have you dreamt of that cosy little home that's going to be yours? Yes, **REALLY** yours. You've got it all planned out but you're afraid you can't afford it just yet—You're wrong! For if you can afford to pay rent, you can actually own your dream home.

If you own a block of land or have a nominal cash deposit, your home can be built at once—designed the way you want it.

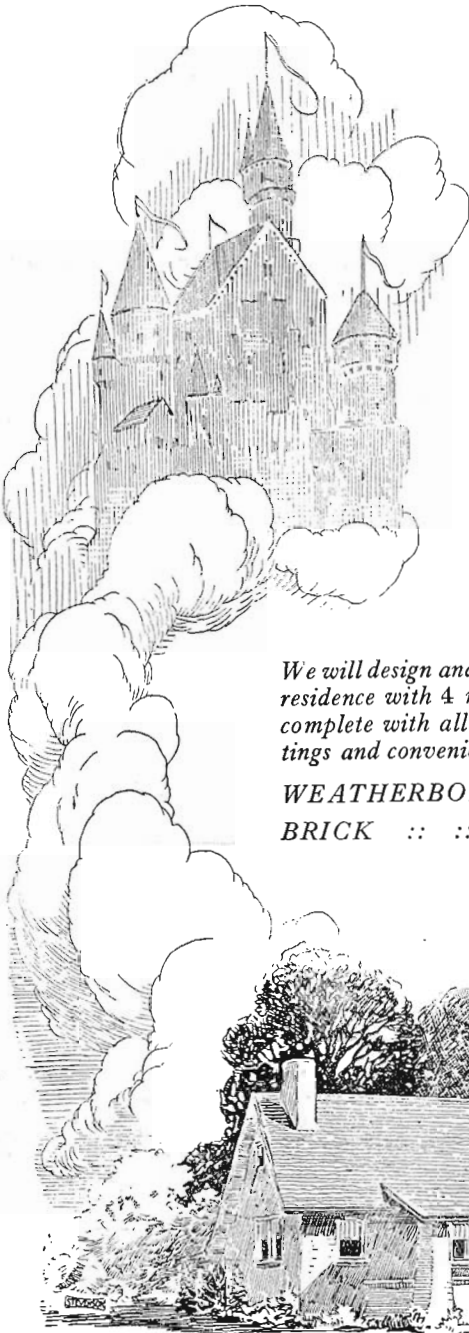
We will design and construct a residence with 4 main rooms, complete with all modern fittings and conveniences for :—

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The weekly payments (covering both Principal and Interest) are 20/- and 24/- respectively for this house. Now would any sane man pay rent when he can have a home on these terms?

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# THE Victorian Railways Magazine



ISSUED UNDER THE AUSPICES OF THE  
VICTORIAN RAILWAYS COMMISSIONERS

Vol. IV.—9

MELBOURNE, SEPTEMBER, 1927

Published Monthly  
Price, SIXPENCE

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WOMEN'S AND CHILDREN'S PAGES, BOOK REVIEWS, SPORT, GARDEN NOTES,  
DRAUGHTS, ETC., ETC.

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to be accepted as coming from the Administration unless specially stated.

**F**OR 7s. per annum, in advance, the Magazine will be forwarded to any address.

A copy is issued free to all permanent Victorian railwaymen, including temporary and casual employes with six months' service.

Articles and reports on matters of interest both to employes and the public, short stories and verse, personal paragraphs, 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, Betterment and Publicity Board, Railway Department, Spencer-street, Melbourne, not later than the 12th of each month.

Correspondence relating thereto is carried free over the Victorian Railways.

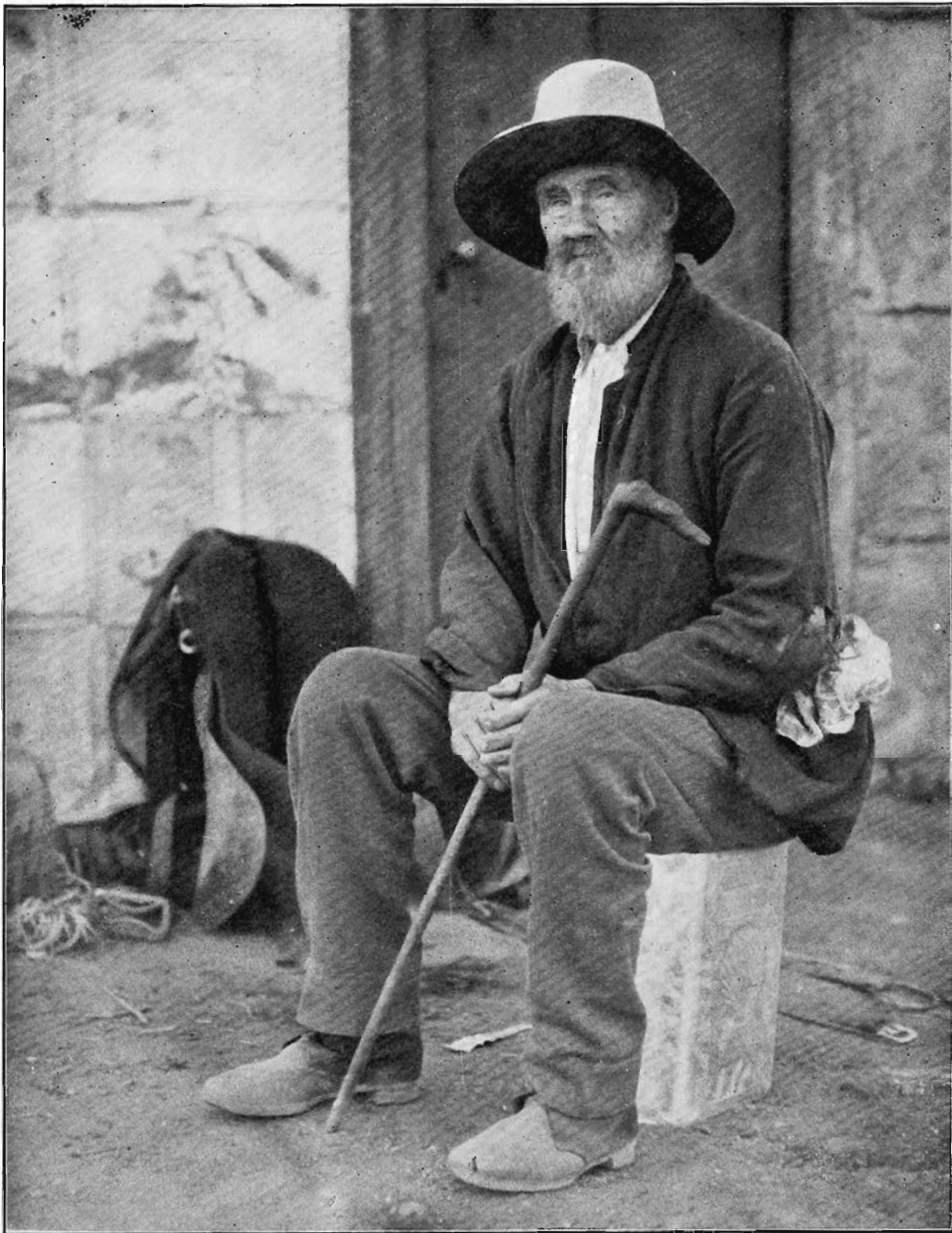
Matters for publication should bear the signature of contributor, and should state whether it is to appear over his name or a nom-de-plume.

Telephone enquiries to Railways 393.

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# Far From The Madding Crowd



*For 68 years this old settler has lived in Central Australia. The photograph was taken at Horseshoe Bend, between Alice Springs and Barrow Creek. See article on page 38.*





## IS ROMANCE DEAD?

**M**ATERIALISM is rampant, money-grubbing is of paramount importance, the clash of self-interests is daily more bitter, romance is dead. Thus some of our modern Jeremiahs. From platform, pulpit, parliamentary bench and printed page, they hurl their charges against the civilisation of to-day. "Where," they ask, "is the chivalrous spirit of a century ago, where the glory of the pioneers?"

\* \* \*

**R**OMANCE dead? Ask Victoria's, Australia's, the World's big doers whose outstanding trait is the pride of achievement what they think about it. Ask them whether it isn't the romance of accomplishing things that makes life and labor worth while. The pioneer who blazed trails through this country laid the foundation for the romance of progress—romance expressed in the mighty network of steel that has established and linked settlements and industries, in the huge electrical undertaking of Yallourn, in the colossal damming of rivers and floods so that farmer and townsman alike may work and prosper and carry on the romance.

\* \* \*

**R**OMANCE dead? Think of luxurious express trains speeding across the land. Think of great ships encircling the globe, of the speech and music diffused through space to lonely settlers hundreds of miles outback, of the men who are shaping the destinies of a continent, of an empire.

\* \* \*

**R**OMANCE dead? Let the Jeremiahs pause and reflect that we talk with London, America, Europe daily. that intrepid airmen are blazing trails through the skies, that researchers in laboratory and hospital are striving to eliminate disease, that engineers are attacking the fastnesses of nature, building better, more efficient locomotives and machines that—in a word—the glory of the pioneers is still shining through every effort, however great, however humble, bent to the achievement of some good for mankind. And let them then reiterate that materialism, money-grubbing, strife are paramount!

\* \* \*

**R**OMANCE dead? Rubbish!

# How Trains and Ships Co-operate

By J. D. MICHIE



*A section of the Melbourne Goods Yards. Part of the Victoria Dock is seen on the extreme left*

FROM time immemorial man has been a trading animal. His propensity to trade has had a most powerful effect on his history. Stimulated by his needs, he originally set aside a part of his harvest as the seed of the future, and sought to increase his comfort by exchanging his surplus for things useful or ornamental. This gave rise to the first crude processes of barter, and the use of such things as oxen and shells as money. Thence, it was a step in evolution to the organisation of trading caravans, which crossed the desert carrying products from one mart to another.

## Early Trading Methods

The progress of civilisation around the shores of the Mediterranean is closely bound up with the production and exchange of marketable goods. Those early traders, the Phoenicians, penetrated as far as the coast of Cornwall, where they exchanged the products of civilisation for the mineral ores and other crude wealth of early Britain. After centuries of transport by caravan, sailing craft, horse-drawn wagon and canal barge, the invention of the steam engine revolutionised transport, and created more change in one century than was possible within five centuries before the days of James Watt. In our day we have seen the triumph of steam as applied to the work of transport, and the linking up of the steamship and the locomotive engine in their

TRANSPORT by rail and ship are the vital links between the Australian producer and his principal markets, 12,000 miles away.

It is the aim of this article to show that these two links are themselves joined by an efficient process of co-operative welding, at least as far as Melbourne's Victoria Dock is concerned.

great work of carrying over land and sea the fruits of the various zones of the earth, the one to the other.

In every great port throughout the civilised globe, we find docks served by railway lines, feeding the inland centres with all that is necessary in the way of imported articles, and at the same time sending to the ends of the earth the articles of export from each State. Australia is a notable example of the close relation between railway and seaport. Not only is this great and growing Commonwealth dependent, for the most part, upon the produce drawn from the soil for its wealth, but its imports are of little less importance. To the Australian, therefore, transport, in its every phase, is a feature of modern civilisation that touches him nearly.

## Berthage for 20 Liners

One of the most important centres of the transport system of Victoria, is the Victoria Dock, situate near the west end of Melbourne, on the Yarra. It has an area of 96 acres, and a depth of water at low tide of 29 feet. There is berthing accommodation for twenty overseas vessels. A new central pier has been recently completed, having a total length of 1631 feet. This can accommodate six vessels. Other extensions in progress on the north side between Victoria Dock and Maribyrnong will cover 800 acres, and will include four docks. It is estimated

that these docks, when completed, will provide for the river trade for the next 35 years. The first of these docks (No. 1) is now under construction.

Vessels up to 15,000 tons gross register, and 570 feet in length, have been berthed in the dock. Prior to 1889 all mail steamers and cargo vessels stood out in the Bay, off Williamstown, and were lightered of cargo.

One of the most important branches of the transport system is the Government Cool Stores at Victoria Dock. There are 93 insulated chambers, with 1,381,136 cubic feet of insulated space, with accommodation for 742,545 boxes of butter, 460,377 cases of fruit, and 552,453 carcasses of meat and eight 100-ton refrigerating machines. The electrical horse power is 1860. The stores are served by five railway lines.

#### Research Goes On all the Time

Scientific investigation of cool storage is carried on continuously by officers of the Agricultural Department, and eight experimental chambers are exclusively used for that purpose. The temperatures of the chambers are indicated electrically, and each hour a permanent record is made of the temperature of all chambers containing produce.

The products treated include butter, of which £60,000,000 worth has been treated for export to date, beef, mutton and lamb, fruit, eggs and egg pulp, cheese, rabbits and poultry, and dried fruits. Warehousing of all kinds is also undertaken.

A large number of trucks is used for fruit and general business. The stores are connected with the Railways Department by means of a direct telephone line.

Situate as they are alongside these modern docks the stores are particularly suitable for storing merchandise of all kinds, pending the date of shipping.

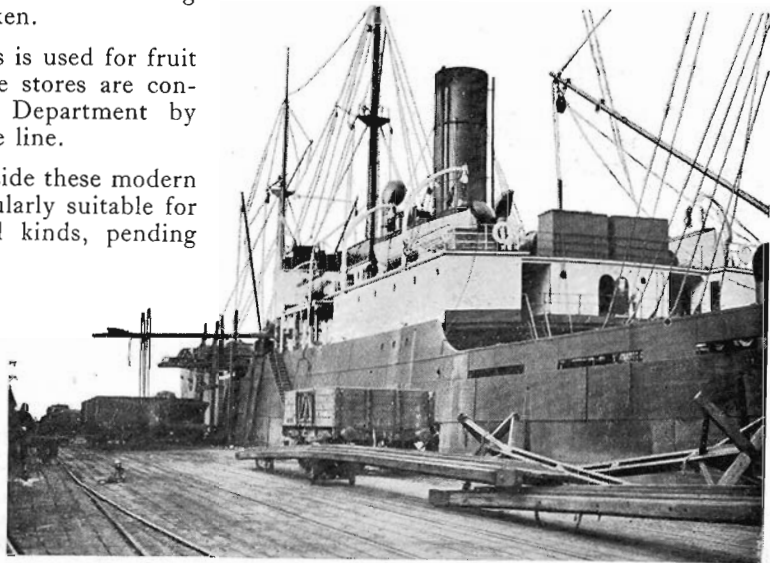
Mr. J. Hepburn, Engineer and Works Manager, and his assistant, Mr. G. Dean, are unanimous that co-operation for efficiency between themselves and the Railway authorities is carried to the highest point, with the object of expediting business.

Rapid and smooth transit over the lines is the very essence of their business, as, obviously, fruit, eggs and other produce given reasonably quick transport by rail, will be received in good condition at its destination. The cool stores, in treating such goods for transport, waste no time, and the loading on to the ship is made so that the goods can catch the market. Otherwise, any delay in transit on the railway would mean missing both the ship and the market, thus involving the producer in loss.

The service performed by the railways is done with the utmost efficiency, and the same may be said of the Cool Stores, where goods are sent from floor to floor by means of conveyors, with great rapidity, and a remarkable freedom from jolting.

#### Forty Years' Progress

One of the best means of gauging progress is to glance at the past and compare it with the present. A little more than forty years ago, the area covered by the dock was the southern corner of the West Melbourne swamp, with its numerous waters and pools, thickly dotted with tussock grass, the haunt of myriads of wild fowl. The student can fill in the sketch from those days, as the scene changes under the march of progress with the advent of the Iron Horse, and the harnessing of the leviathans afloat by steam. Within a few decades, the old wind-jammers gave way to the steamships of our times,



*Discharging cargo*

and the ocean-going vessels rode right up the Yarra to Melbourne, carrying the products of a hundred lands, the spices of Araby, the gems of the Indies, the camphor of Japan, the seals of Alaska.

Now, in that same spot where once the sportsmen hunted the wild fowl, and a desolate scene met the eye, there are two and a half miles of berthage for shipping, which carries to the ends of the earth the varied products of Victoria, and, in turn, brings migrants to this mighty Commonwealth as well as some of the goods that are seen in brilliant display in the great shops of Melbourne, Sydney, and the other capital cities. It is a transformation scene, and it is a testimony to the great importance and the civilising influence of transport in modern days on both sea and land.

#### Up-to-date Cargo Handling

At the Dock is a network of railway lines—lines of communication as vital to the community in peace time as those of the army in France during the war. Here are goods sheds, equipped with the latest devices for handling the goods of commerce, conveniently installed for the rapid loading, as well as the discharging of produce, heavy and light, bulky or fragile. Alongside the vessels, too, the most up-to-date appliances are installed for the handling of cargo.

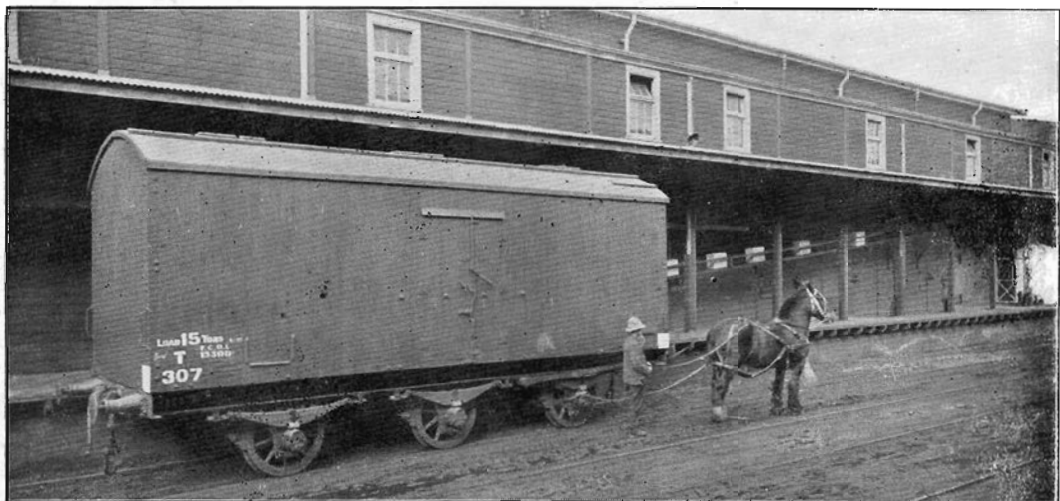
A lesson in the methods of scientific transport may be gleaned by the observer watching the emptying of a huge coal-carrying steamer; watching the celerity with which each railway truck is filled, and

the vessel rapidly eased of her load of 6,000 tons of coal, as wagon after wagon comes into position, and glides away, to be followed by others in quick succession. Then, in a very short time, a long line of trucks is ready to be hitched to a pilot shunting locomotive, which shortly comes steaming along and whisks them away to their destination in and around Melbourne and the provinces.

Connected directly with the Melbourne Goods Yards the volume of railway traffic into and out of the dock is enormous, no less than about 18,000 wagons being handled during the year. The goods handled include wheat, barley, fruit, dried fruit, wool, leather, timber, tallow, beef, mutton and lamb, eggs, egg pulp, rabbits, poultry, cheese and many other products.

#### Transport is Vital

The vital importance of transport in a modern community cannot be exaggerated. Let it be held up for a few days and the life of a great city would be dislocated. Production would be useless without the means of distribution, in which the railways and the steamships play the most important part. All through the ages the greatest States have been those which sent their merchant navies through the seven seas, and ransacked the earth for treasures. Thus, transport is one of the greatest civilising agencies, and when the co-ordination of production, distribution and exchange is as perfect economically as production and transport are mechanically at the present day, half the problems of existence will be solved.



*An Insulated Van being shunted after discharging eggs into Cool Store*

# Boronia by the Ton

By R.H. Junior



FOR thirty years and more, Mr. A. E. Chandler, M.L.C., and Chairman of the Parliamentary Standing Committee on Railways, has been growing and selling boronia.

From his 90-acre farm in the foothills of the Dandenongs, the railway carries fresh-picked, sweet-smelling boronia, daffodils and jonquils to Melbourne and Sydney twice daily.

**B**IGGER daffodil farms in Holland there may be, but if that small flat country were submerged by the North Sea, the Victorian boronia and daffodil farm would be the largest of its kind in the world. Forty-five acres are covered with long rows of the little brown boronia bushes, and over another forty-five acres stretch the green lines of the daffodil plants, turning in the flowering season to a fluttering, rippling field of gold.

Mr. Chandler has cleared this private Elysium in the heart of the virgin bush. Huge, silent gum trees move down the slope of a sprawling range, close in on the outskirts of the farm, advance determinedly to the very fringe of the clearing, and there halt in abrupt irresolution. Where tangled fern and scrub once flourished, undulating acres of scented beauty are spread. Milton's "Sabeian odours from the spicy isle of Araby the blest" have their fragrant counterpart in the foothills of the Dandenongs.

And half a sugar-bag full of seed and slips laid the foundation of the place, thirty-odd years ago!

## Big Business in Boronia

Now Mr. Chandler reigns supreme in the Australian boronia and daffodil market—a veritable Boronia Baron and Daffodil Duce. Asking him for a bunch of boronia would be like asking Rockefeller for sixpenn'orth of benzine. He meets his public day after day through the same 13 agents—10 in Melbourne and three in Sydney. One agent may order 50 dozen bunches daily; another, 100 dozen; a third, 80 dozen, and so on.

One-third of the boronia buttonholes, incidentally, find their way to the Harbour

City. Quick, efficient service by the railwayman enables the Sydney gallants to make presentations on Monday evening of bunches of boronia plucked on Saturday morning at the Victorian farm, 600 miles away.

But Boronia's farm does not reckon its output in bunches. Seven dozen bunches of boronia comprise a 56-lb. box. And boxes go away by the score. Two consignments are received at the local station daily—one before midday and the other in the evening. Such is the extent of the traffic that the Railways Department runs a special electric parcels coach for the first consignment. The ordinary parcels coach handles the afternoon effort.

## 40 cwt. of Fragrance

At the height of the season, two tons of boronia are picked, packed and despatched daily—forty hundredweight of concentrated fragrance! In addition, more than a ton of daffodils and jonquils travel to the city between sun-up and sun-down.

Daffodils—King Alfreds, Princeps, Emperors and Empresses, all the different branches of the handsome family—are tied in bunches of 50 and sold by the thousand. When there is a brisk demand, as many as 110,000 slender-stemmed blooms may be plucked in 12 hours.

Twenty thousand daffodils in an afternoon is the record of the farm's champion flower-picker. He works like an automaton, head down, both hands busy. He paces between two rows, plucking and counting the daffodils on either side as he moves along—"one, two, three, four, —" fingers spreading and closing ceaselessly. As soon as he tots up 25, he claps both hands together, straightens himself, whips a length of flax from his belt,



*Ready for the market*

winds it round the ends of the fifty stalks, drops the bunch on the ground, stoops and begins placidly again—"one, two, three, four —."

Twenty thousand daffodils picked and tied in bunches of fifty in an afternoon . . . !

Boronia is cut, not picked. A swift man with the boronia knife can keep two others busy tying. Experience tells him when he has hacked enough from a bush for an average bunch. His accomplices with the flax bind the deliciously scented slips tightly and neatly.

One good bush will survive three raids, growing doggedly season after season. The fourth year, however, finds the disheartened

bush very scraggy and ugly. Then daffodil bulbs evict the tattered boronia remnants. A golden harvest succeeds the brown.

In all his thirty years, Mr. Chandler has struck pest trouble once only. The voracious eel-worm, which ruins cultivated ground forever, in addition to destroying the boronia plant, gained a slight foothold per medium of a job lot of sowings which the Boronia Baron purchased from another grower. Drastic and immediate remedial measures nipped the eel-worm offensive in

the bud before it was able to perform that ceremony at the expense of the boronia.

Boronia and daffodil growing isn't the sweet job it might appear to be. There are plenty of more pleasant tasks than the meeting of a thousand-dozen order on a cold rainy day. The unfortunate picker or cutter plods dismally through mud and slush, minus protection of any kind.

He can't even enjoy the fragrance. After a couple of hours at the job, his *blase* nostrils refuse pointblank to record the slightest impression of the enveloping perfume.

And when he's plucking daffodils for a rush order and loses count, and has to stop and check both handfuls, well — !



*A section of Mr. Chandler's boronia and daffodil farm*



# THINGS WE ARE TALKING ABOUT

VICTORIA'S Railways are well in the van of Australia's train of progress. One can, almost, imagine millennial historians recording on their dicto-  
printers, or thoughtwaveographs that the leading bogie of the said train appeared to  
**MAKING HISTORY** have been made largely at Newport or Spencer-street. It is no mean list of achievements to have run, for 313 days in the year, Australia's fastest train, to have pioneered all steel cars in the Commonwealth, to have built up the most efficient electric transport service of its kind and period in the world, to have inaugurated a Better Farming Train which other States, other countries, have copied, to have stimulated primary production, to have successfully created glut-absorbing markets. All of which brings us, and will, doubtless, furnish the future historians with an introduction to, the opening up of Central Australia.

\* \* \*

**T**HAT, at any rate, is what Spencer-street's latest achievement bids fair to set going. Sixty of Victoria's most influential men of affairs have been whisked effortlessly and pleasurably away to the heart of the Continent to see what's doing there. Their eyes have been opened, and their prejudices, if they had any, dispelled. They have been convinced that its arid, trackless desert is nothing but a century-old bogey, that with irrigation and rail transport huge areas can be made to add millions to Australia's pastoral wealth. These men will talk, lecture and perhaps write of what they have seen, and because their opinions have been formed in keen, analytical minds, other men, including politicians and statesmen, will listen and—who knows?—act. But if it has done nothing else the Victorian Railways have again made history by organising an unprecedented tour that proved unprecedentedly successful.

## IN THE HEART OF AUSTRALIA

\* \* \*

**S**ECOND in importance only to the Central Australian tour in August's procession of railway events was the first Fuel Conservation Convention. Delegates from all the District Fuel Conservation Committees foregathered in the Institute Concert Hall full of enthusiasm and ideas, and after Mr. Clapp, in a characteristically happy inaugural talk, had, among other things, pointed out that he, like the rest of them, was a student seeking solutions to fuel economy problems, this latest idea-mart was set going. It's this democratic get-together business, where men meet as men, that produces the best team-work so essential to any organisation from an engine crew to a continent-wide community.

## FUEL CONVENTION

\* \* \*

**W**ORKS Foreman D. Flynn, who read the only paper at the Convention, got right down to the root of things when he characterised

the cause of waste as "lack of thought of the consequences of some action to be performed, or of thinking only in the careless sense

## TEAM WORK

which knows no other interest but that of self." It was another implied appeal for team work (because team work presupposes consideration of other people's actions and ideas), and, as Foreman Flynn stressed, for collective education—that is to say, education that enables members of the team to know exactly where to look for waste and how to bring about its reduction and ultimate elimination. And this education is stimulated by individual suggestion. Again Foreman Flynn: "Suggestions, even if rejected, are still valuable, since they represent someone's personal pride in his job, and a laudable effort to gratify it. Suggestions are bound to fail, at times, but it is doubtful if any idea ever completely failed. Their development may be likened to the evolution of a certain little animal, which, it is said, has the capacity to breed bigger ones upon its back. An idea too, begets other ideas and, through these, gives direction to the conception of still further ones which, but for this, might not have been thought of at all."

\* \* \*

**E**ARLIER in the month, at a social gathering in the Ballarat V.R. Institute, Mr. Clapp himself emphasised the value of team work. "The Victorian Railways," he declared, "have built up a reputation for service to-day that is not equalled by any other railroad in Australia. I am not speaking for the Commissioners in this: I am speaking for the whole of the service, and there are about 29,000 of us. This service could not be successful, could not reach the reputation it has achieved, and could not have the record of service it has to-day, if we did not pull together as a team. If we still continue as we have been progressing, there is no reason why we cannot do a great deal better."

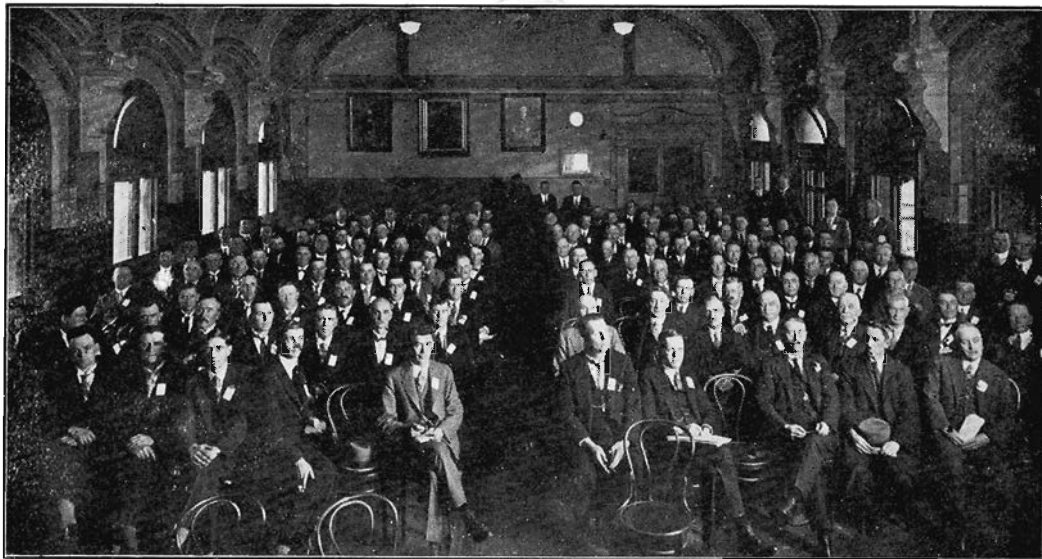
## NO LIMIT

\* \* \*

**Q**UITE an unusual manifestation of this service spirit occurred, incidentally, the other day. The 4 p.m. train, with a personally escorted tourist party to Mt. Buffalo National Park aboard, was pulling out of Spencer-street, when two ladies who had booked for the party rushed on to the platform.

## SMART WORK

Too late to stop the train there, the Station-master arranged for the ladies to travel by the 4.25 p.m. Goulburn Valley train as far as Seymour, where the Tourist Bureau's escorting officer had arranged to hold the first train. Immediately the ladies arrived there they were met and hurried to their seats in the Buffalo car, while their luggage was transferred by a porter. This smart piece of work was an eye-opener not only to the two ladies themselves, but to the rest of the party. And they said so in appreciative terms.



*The First Railway Fuel Conservation Convention in Session*

**T**HIS year's Royal Agricultural Show promises to be the best yet. Workmen are busy sprucing up the buildings, exhibitors are arranging their displays, which, of course, include those all important show attractions, the threepenny and sixpenny samples. Train loads of bleating,

**COUNTRY COMES TO TOWN**

mooring, grunting, neighing and crowing stock are beginning to arrive at Flemington, and city folk are preparing to entertain country cousins in a manner befitting the annual reunion. Railwaymen, after a comparatively quiet period, are getting into trim for the usual rush. Schedules of extra trains from the country and on the suburban electric system have been prepared, and bright posters on station hoardings invite the populace to come to the Show.

\* \* \*

**W**HAT, of course, the Railways, as a developmental organisation, are vitally interested in, apart from transporting people to and from the Show, is the gradual improvement of the State's stock, which makes not only for a better Show each year, but for a better showing in primary production. That's where

**BEHIND THE SHOW**

the work of the Better Farming Train comes in, work that is unquestionably bearing fruit. The report of Mr. Mullany, the Department's officer in charge of the train, on the July tour, makes this abundantly clear.

\* \* \*

**F**OR the first time since the inauguration of the train in 1924," says Mr. Mullany, "centres were revisited on this tour, and the opportunity was taken to ascertain what practical results, if any, had resulted from the previous visit. Cohuna was the first of these centres. Light

**FARMING TRAIN'S INFLUENCE**

rain fell in the morning, yet approximately 1,000 people visited the train, showing that the interest aroused by the first visit had not waned. In welcoming the train, Mr. T. R. Findlay, President of the Shire, said that very great advantages had accrued from the first visit. In the first place, herd-testing associations had been

formed which had raised the average yield of the cows in the herds participating. Stud bulls of tested strains had been introduced, and a superior type of pig had resulted from the importation of pure bred boars."

\* \* \*

**M**R. MULLANY says that since the train's last visit to the Eastern Mallee district, no fewer than seven herd-testing associations have been formed, each with about 650 cows. "As it is reasonable to expect, an increase in production of at least 50

**100 TONS MORE BUTTER-FAT**

lbs. of butter-fat per cow," he writes, "the importance of the movement and its value to the dairyman are obvious. I have already reported the case of a lad of 17 at Cohuna who, after hearing the poultry lecture on the first tour, started poultry keeping. His father who told me the facts stated that he had given the boy the use of three-quarters of an acre for a run, and had purchased six hens, which had come from the Werribee Research Farm. For the 12 months ended June 30, 1927, a clear profit of £127 had been made, and orders were in hand for 900 day-old chickens."

\* \* \*

**O**NE-hundred-and-ten-pound rails, the first rolled in Australia, and, as far as is known, the heaviest produced or used in the Southern Hemisphere, comprise another of those little things that keep the Victorian Railways in the forefront of history makers. They have just

**110-LB. RAILS**

been laid on the Clifton Hill line to carry increasingly heavy traffic. The photograph which we reproduce gives some idea of the substantial construction of these rails, which were rolled by the Broken Hill Pty. Company, to the specification of the Commonwealth Engineering Standards Association. Each rail is 45 feet long, and takes 23 sleepers. The joints, which embody the most modern practice, are unequally staggered to give smooth running. Inside and outside fishplates are interchangeable, and are 40 per cent. stronger than the original Australian Standard. The joint is supported by a shouldered bridge plate spanning the joint sleepers, and, to



prevent rail creep, anchors are fixed at close intervals. The track is heavily ballasted with broken metal to a depth of 12 to 14 inches under the sleepers.

**M**R. BRACHER, Superintendent of the Railway Refreshment Services gave Ballarat Rotarians some big figures, at a luncheon, the other day. Probably they were previously quite unaware that the Railways serve 3,500,000 meals a year, which

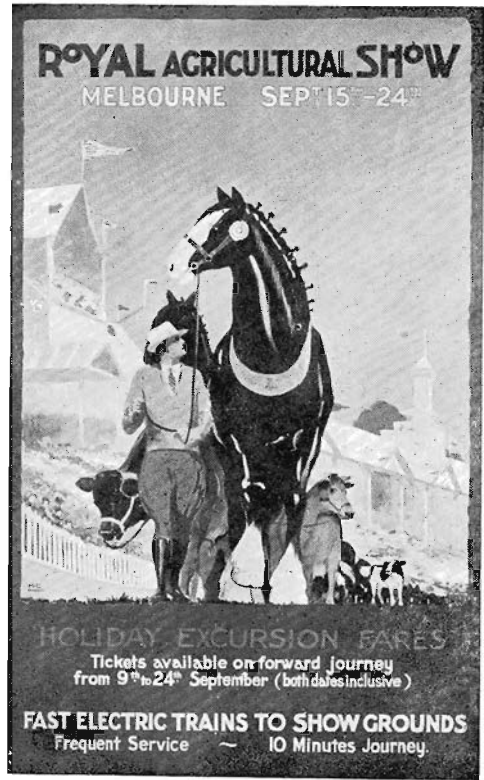
**BIG FIGURES**

involves £250,000 worth of provisions, or that, every month, the Department gets through 40 tons of meat, 1½ tons of ham, and a ton of bacon, to say nothing of fish and poultry. The point, of course, that Mr. Bracher strove to emphasise, was the help given by the Department's Refreshment Services to the primary producer, orchardists and citrus growers having especially benefited. Last year, as he pointed out, the Railways sold 24,000 cases of oranges at the fruit stalls, quite apart from other fruits, and since the fruit drinks stall was established at Flinders-street, it has dispensed no fewer than 770,000 fourpenny drinks, and has accounted for 6250 cases of oranges and lemons. This, an American paper conducted in the interests of the Californian fruit growers, referred to recently as a world's record. Our cover design, this month, by the way, is a reproduction of the Department's latest Citrus Fruit poster, a poster that is considered in some quarters to be one of the best yet turned out.

**T**HAT drink stall on the Flinders-street course, which dispenses hot beverages besides the succulent juice of the orange and lemon, has, incidentally, become very popular in quite an unexpected quarter. A friend who lives in a distant suburb told us the other day that he had been greatly perturbed at the consistent refusal of his small son, a sturdy rosy-cheeked young Grammar boy, to eat his breakfast.

**THE REASON WHY**

All sorts of inducements and tempting dishes had been held out unavailingly, and a visit to the doctor had been forecast when the reason leaked out. The young miscreant was discovered with a couple of bosom pals guzzling hot cocoa and biscuits at the Flinders-street drink stall on the way to school. They had been doing it regularly for weeks.



*This Year's Railway Show Poster*

**B**ALLARAT Railwaymen have for years assisted the Ballarat Orphanage, paying in as contributions something like £7,400. Now they have decided to lend the 70-year-old hospital a helping hand, too.

**HOSPITAL HELP**

An auxiliary committee, representative of all branches of the service, has been formed, and, under the presidency of Guard H. W. Bowman, proposes making regular small nips on the £200,000 which is distributed in wages to the district's railwaymen every year. At a crowded meeting in the local Institute building last month, preliminary arrangements were made. A tentative suggestion to foster rivalry by splitting up the effort amongst the different branches was turned down. The campaign will be a united Ballarat railway one. Which is much the better way.



*110-lb. rails recently laid on the Clifton Hill Line*

**L**AST month, we referred to an entry dated November 30, 1880, in Wahgunyah station's lost property book, which the S.M. regarded as

a record in antiquity. By a recent mail, however, the S.M. at Condah forwarded the front leaf of his Paid-On Book, which shows entries for January, 1878. Two credit notes for October and December of the same year are pasted on. The page is of such obvious interest that we reproduce a photograph of it.

**ANTIQUITY RECORD**

**TALKING** of records, the S.M. at Yarragon claims he has one in ticket collection. For the 12 months to June, 6,314 tickets were issued to his station, of these 6,298 were collected: that is to say the year's percentage of uncollected pieces of paste-board was 25 per cent.

**UN-BEATABLE?**

On two months, says the S.M., 100 per cent. collection was made, and the worst percentage for any month was '5. "Can," he asks, with justifiable pride, "any other station, with a similar issue, beat it?"

**THE** Railways will be well represented at the big Electrical Exhibition in Melbourne from September 10 to October 1. A complete installation which shows all the modern developments in automatic control of machinery will be one of the features. This installation will ultimately be fitted to operate at the El-

**ELECTRICAL EXHIBITION**

wood sub-station. Operating on what is known as the supervisory and automatic control system, it is the second of its kind in Australia. Incidentally, it is entirely of British manufacture. Another interesting exhibit, which will illustrate up-to-date electric train working, will be a motor coach stripped of its body work, but complete in every other detail. With a specially designed optical arrangement a visitor will be able to see the most intricate operations without the slightest danger. A comprehensive display to be installed by the Signal and Telegraph Branch will feature "Safety First," with Automatic signal equipment and wig-wags, while the Rolling Stock Branch is providing exhibition passenger car and locomotive lighting sets. The whole show promises to be more than worth while to anybody with the slightest interest in the marvels of modern electrical "gadgets."

**WHEN** you see an electric flash, you don't see it, or rather, you don't see what you think you see.

That's what an ingenious Westinghouse Electric Engineer has just proved with a new 22-lens camera

**THE SPIRAL FLASH**

of his own invention which takes photographs at the not very leisurely rate of 2,600 a second—more than 150 times faster than the ordinary movie camera. His photographs of an electric charge show that the familiar flat and jagged appearance of a flash is an optical delusion. The path is actually a highly complex spiral. Leaping from one point to another it doesn't go straight to its destination, but twirls round and round in a multiplicity of loops and twists like a corkscrew that has met with a serious accident. One has a new respect for the electric flash after this.

**ELECTRICITY** is being turned to all sorts of queer uses nowadays. Just recently, for instance, a new lamp has been invented which enables researchers

**EXAMINING THE INVISIBLE**

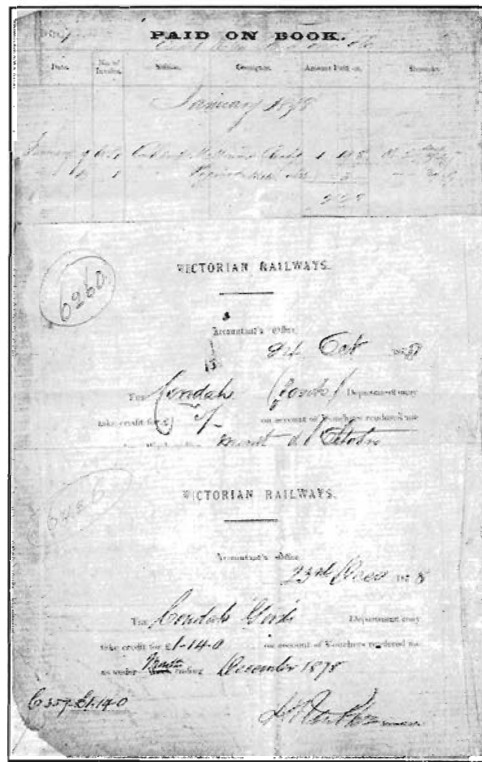
to examine objects once considered invisible, even with the aid of a microscope. Incidentally, a Westinghouse engineer was responsible for this, too. Scientists, doctors, and laboratory workers for years have been trying to get a true light on these so-called invisible objects. They have failed, apparently, because of the fact that light coming from above the microscope—the only light ordinarily available—"flattens out" the perspective of the "invisible" object. In other words the light was too intense from one direction and too faint from another. The new "microscope" lamp, which is shaped like a horseshoe, illuminates an object to be examined

from all sides. It requires nine volts and seven and seven-tenths amperes of current.

**STILL** another Westinghouse engineer has just invented a device for controlling electric power which is so sensitive that it can be operated by the mere approach of the human hand. At a demonstration a watch was laid on the plush cover of a small table. Although the watch was in no way connected with an electric circuit, any attempt to pick it up resulted in the ringing of a bell and the lighting of a globe. It wasn't necessary to touch the watch; the shadow of an approaching hand was enough to set the alarm going. The device which does this and other startling things is a tube closely resembling a radio

**MAKING SHADOWS WORK**

(Continued on page 74)



The Front Page of Condah's Paid-on Book



# LEVELLING-UP THE PROLETARIAT

by LORD RIDDELL in "JOHN O'LONDON'S WEEKLY"

Illustrated by ANGUS MAC

ALL men have in their clay a speck of gold, or silver, or iron, and their careers must be determined accordingly, said Plato. And, quoting him, Lord Riddell, in this article, which we reprint by courtesy of John o'London's Weekly, makes out an unanswerable case for wider vocational education, and the breaking down of snobbish barriers between clerk and bricklayer, salesman and mechanic.

MR. MANDER, President of the National Union of Teachers, has been handing out some sound stuff. He says "the schools should exist for a practical nation and not for a theoretical department. A sound educational system must found itself on realities, not on abstractions . . . Children are not born equal, nor can they be made equal. . . . The course of studies and training laid down for each stage should be in harmony with and adapted to the natural development of the individual child's mind and body. . . . The claim for equality of opportunity is not for similar instruction for every child, but that the State has no right to discriminate in its gifts to children of similar bodily and mental fitness." Translated into more concrete terms, the President's meaning is (1) that all children, whether rich or poor, are not fitted for an extended bookish education. As Plato says, all men have in their clay a speck of gold, or silver, or iron, and their careers must be determined accordingly; (2) that practical needs and opportunities must not be disregarded on theoretical grounds.

### Scholarship or Education

It is unfortunate that we, in common with other nations, have been accustomed to regard education as connoting book work only. When we say that Mr. So-and-So is well educated, we infer that he has had a scholastic education. On the other hand, a clever mechanic, or skilful cook, whose scholastic attainments are limited to the three R's, would not be spoken of as well educated. The results of this habit have been disastrous. Two classes have been created—the so-called educated and the proletariat. According to Karl Marx, most of the former are parasites who batten on the worker. Therefore the proletariat must develop class consciousness and crush their oppressors.

In Russia the educated have got their deserts already, according to the Marxian theory. But here we are met with another paradox. The aim of most workers has been to have their children educated in the scholastic fashion, and thus to pass them from the proletariat class to the educated class. In other words, to sentence them to death or ruin if and when the Marxian system becomes triumphant!

### Industrial Occupations Unrecognised

These aspirations have been fostered by our educational methods. Education having been in the grip of the professorial class, the educational ladder has been constructed with the object of passing the child from the elementary to the secondary or central school, and then to the university. No adequate recognition has been paid to the fact that three-quarters of the working population are engaged, and must be engaged if they are to live, in industrial and kindred occupations mostly involving manual labour (Census Report, 1927). Educationists have also failed to recognise the cultural value of technical instruction. It has been assumed that thoughtful cultured citizens can be produced only through the medium of books, music, nature study, etc. Recent mechanical and electrical developments have proved the fallacy of this opinion. The motor-car and wireless have been potent factors in developing youthful intelligence. It is admitted that a boy may be enthusiastic about the mysteries of carburettors and valves and yet be a young hooligan, but experience shows that persons cultivated scholastically have often been murderers and that more frauds are committed by the educated than by the uneducated, using these terms in their normal sense.

The neglect of a technical work has been



*In Russia, the  
educated have  
got their  
deserts already*

due to the dread of vocational training. The educationist may admit the value of allowing Tommy to potter about with wireless parts, particularly when pottering is accompanied by an interesting lecture on electrical principles, but he says, "The school is not the place to teach Tommy to be a wireless expert. That would be vocational training which is anathema. Therefore, as I cannot avoid a wireless educational bias I will pin Tommy down to book work." In doing so he overlooks the fact that by limiting Tommy's educational activities he is giving him a scholastic bias that will tend to make him a black coat instead of an industrialist. The teachers' difficulties are accentuated by the absence of facilities for teaching anything but bookish subjects.

#### Old Prejudices Dying

Luckily we are shaking off old prejudices and old slogans. Wise men, like Mr. Mander, are viewing education from a realistic as well as from an idealistic point of view. They are advocating new methods and putting aside preconceived theories. The Education Committee of the London County Council are well to the front in this reforming movement. They have recently made a pronouncement (March 30th, 1927) which has not received the attention it deserves.

After deploring the marked and increasing tendency to impart a commercial as compared with a technical or industrial bias to education in their central schools, the Committee ordain that in future due regard should be paid to the technical and industrial side. It should be explained that central schools take the cream of the pupils from the elementary schools after provision has been made for the secondary schools, which are

composed as to 25 per cent. of scholarship pupils and as to the remainder of pupils prepared to pay for an extended scholastic course. Children usually enter a central school at the age of eleven. Four years is the nominal length of the course.

#### Social Values Must Be Revised

Mr. Mander says that a child should be educated according to individual requirements, but the effect of educational bias must not be minimized. The raw material can in most cases be diverted into one channel or the other. If the bias is commercial the boy or girl takes to commercial pursuits; if it is technical, to an industrial occupation. For that reason it is vital that we should revise our estimate of social values. This is said to be taking place in America. Owing to the glut of "the educated," the bricklayer earns in two days as much as the bank clerk earns in a week, with the result that "the white collared" man no longer looks down on the bricklayer, who, nowadays, when off duty, exhibits more style than the clerk. In this country there are hopeful signs. Trade and technical schools are flourishing. Children and parents are coming to see that for most people something more is required than a scholastic training. In short, technical education is gradually coming to its own. Furthermore, the prevailing enthusiasm for mechanical things is doing much to bring about a spirit of camaraderie between enthusiasts drawn from different classes and thus to abolish snobbery. Nevertheless, we want a more homogeneous system that will avoid such marked distinctions between the scholastic and technical sides of educational work. We want to get rid of the idea that a clerk or salesman is superior to a mechanic, bricklayer, textile worker, or

gardener. We want to abolish the notion that a well-educated person must inevitably become a "black coat." We want a re-assessment of social values that will prevent the bias of most clever boys and girls towards a scholastic, professional, or commercial calling.

#### The Plums of Life

This preference is largely due to the belief that the plums of life go to "the educated." Proof to the contrary can readily be furnished. Most captains of industry are not highly educated in the ordinary acceptation of the term. Their success is due to energy, initiative, and technical knowledge. It must not be thought that I am belittling a scholastic training. My contention is that we cannot all be professors, schoolmasters, doctors, lawyers, civil servants, accountants, etc. Someone has to produce the commodities, on which, or by the exchange of which, we all exist.

Unhappily, educationists often overlook

worked by the educational artificer, but the iron variety—which is the bulk—is rather left to struggle through as best it can, chiefly because it is unsuitable for fashioning into the sort of pots and pans that interests the educationist and which he regards as ideal, and also because he does not appreciate the overwhelming importance of industrial work.

#### Character Training Must Come First

The Committee appointed to inquire into the position of classics in the educational system says "the first object of education is the training of human beings in mind and character as citizens of a free country." Most people will agree. The difficulty arises when we come to apply the definition. The pupil must be trained to make him a decent citizen and to give him an opportunity of exercising his faculties to the fullest extent. He must be given a refuge for the mind. But it is also necessary to teach him to earn a living. That is just as important as other aspects of education. If he desires

*The bricklayer  
earns as much  
in two days as  
the bank clerk  
earns in a week*



this. Every attention is paid to turning out efficient bookmen and bookwomen but comparatively little to training the industrial worker. The gold and silver clay is well

the amenities of life he must work for them. Idealists are usually fond of nice houses, furniture, pictures, and other nice things. They do not drop from the clouds.

# WASTING ASSETS

By T. F. BRENNAN, F.I.C.A., Chief Accountant, Victorian Railways.

THE matter of the depreciation of wasting assets which are held for the purpose of earning revenue or of providing service is a controversial one, and it has been dealt with to a limited extent in previous articles in this journal. Remarks which have appeared recently in the daily press indicate that, in some quarters, there is an apparent misconception of the purpose and effect of depreciation charges, and it would seem to be well, therefore, further to discuss the subject which is of the greatest importance to the finances of the Railways.

It does not appear to be necessary to demonstrate that property of all kinds does, in fact, depreciate, that is to say, loses value, in the process of giving service and earning income. That is a self evident fact.

The loss of value by income earning property may be said to occur under one or more of three main heads, namely: wear and tear, decay, obsolescence. Wear and tear would include damage by accident or design, and obsolescence such a factor as inadequacy, etc.

## Loss of Value Must be Made Good

If it be recognised and admitted that a loss of value has accrued to the property during the process of using it for the purpose of earning income, it would follow as a matter of course that at some time—whether near or far—such loss of value must be made good if the industry or business is to continue to operate. Otherwise, the property would be unable to perform its functions. It is in regard to the question of making good the loss of value or making provision therefor that there appears to be in many minds the difficulty of comprehending the position. The notes of evidence taken in connection with the hearing by the Commonwealth Arbitration Court of the claim for the 44-hour week show that Judge Beeby referred to “the theory held in some concerns that are profit making,

NO matter how well an asset is maintained or its parts renewed, there comes a time when further maintenance is not economical, and when it has to be replaced.

Is adequate provision being made for depreciation of the Victorian Railways Department's locomotives, cars, vans, trucks, electrical equipment, workshops machinery and so on?

Mr. Brennan's reply is an emphatic negative.

where there is a definite replacement from revenue year by year, and there is also a depreciation fund.” If there is a definite replacement each year of a value equal to the value lost in that year, a depreciation fund is unnecessary, at all events in an

industry such as that of the Victorian Railways.

In the main, the capital account of the Railways represents the proceeds of moneys borrowed for the construction of the railway property and the liability of the State to the lenders of the money is a definite one. At the moment of the completion of the property, or of any unit thereof, there is (or was) in respect of each item of liability, an asset of a value equal to that liability, and thus the balance in that connection was perfect. Immediately upon the commencement of operation, each unit of the property commenced to lose value to a greater or lesser extent. Some of this lost value can be, and in fact is, made good in the ordinary course of maintenance, and, in respect of property of this nature, the Commissioners do not claim that provision for depreciation is absolutely necessary, although, even in such cases, it is desirable and proper. But in respect of much of the property, for example, locomotives, carriages, vans, trucks, electrical equipment, workshops machinery, and other items of a like nature, the loss of value cannot be made good as it accrues, and it is in respect of such property that the Commissioners have claimed and have officially reported that regular annual provision for depreciation (or loss of value) is definitely essential to the financial well-being of the Department.

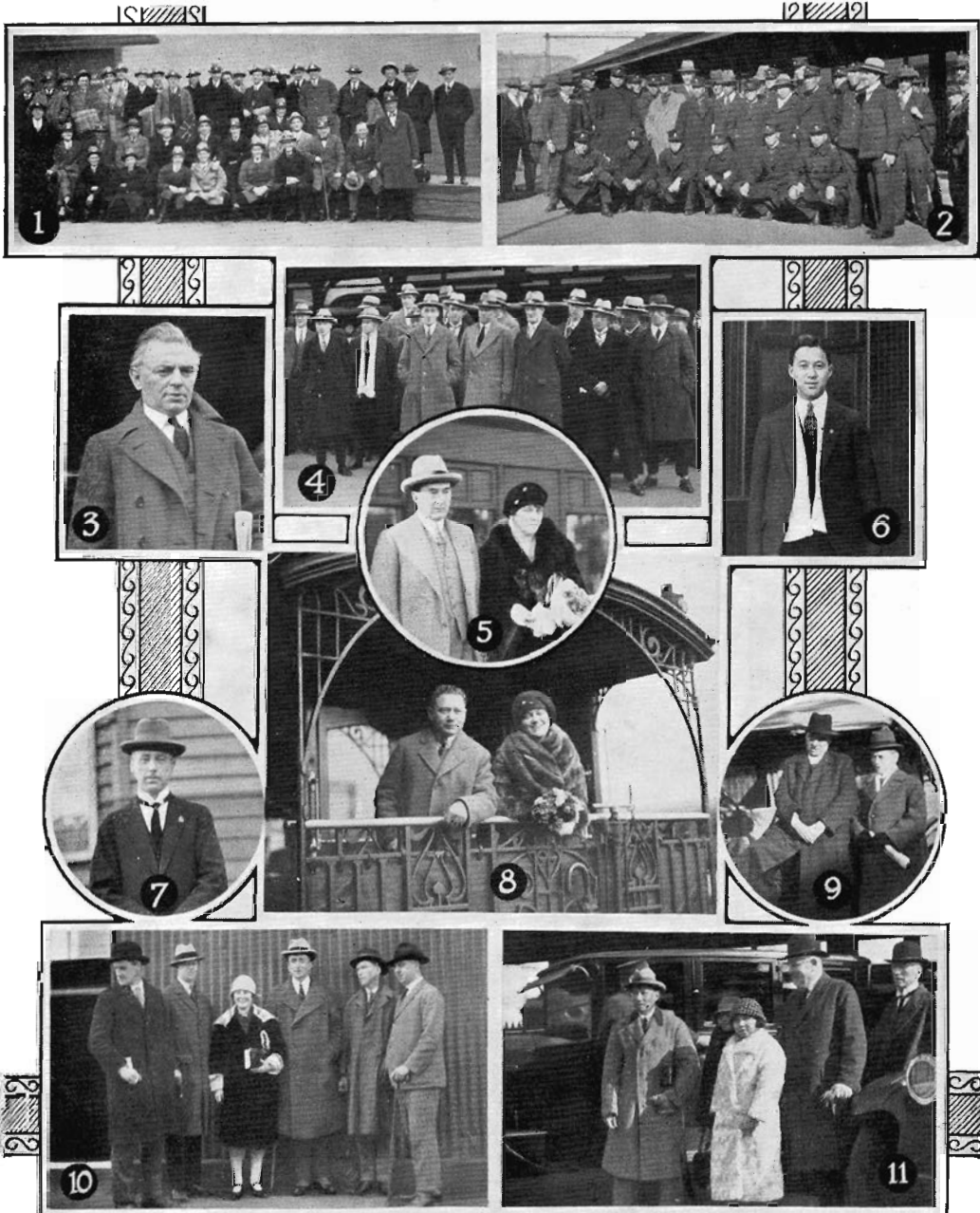
## An Engine Depreciates by £500 a year

Take, for example, the case of an engine, the capital cost of which is £16,000, and the residual value £1,000, leaving £15,000 as the value which will depreciate or be lost

(Continued on page 76)

# SEEN AT SPENCER-STREET

PROMINENT PASSENGERS OF THE MONTH



1. South Australian Footballers arriving for the Carnival matches.
2. Japanese Rugby Footballers, now touring Australia.
3. Ignaz Friedman, the famous pianist.
4. The N.Z. Hockey team now touring the Commonwealth.
5. The Prime Minister and Mrs. Bruce, back from a tour of the States.
6. S. G. Lum, the Victorian Interstate Tennis player, leaving for Shanghai to represent China in the Far Eastern Olympic Games.
7. Capt. G. F. C. Dyett, Federal President of the R.S.S.I.L.A., on his return from England.

8. Efrem Zimbalist, the famous violinist, and his wife, Madame Alma Gluck.
9. Rev. James Barr, Labor M.P. for Motherwell (Glasgow), in the British House of Commons, and Senator Needham.
10. Members of the British Air Ministry's Special Mission to Australasia. Left to right—Lieut.-Commander N. G. Atherstone, Flight-Lieut. S. Nixon, Mrs. Fellowes, Group-Commander F. P. Fellowes, Col. Brinsmead (Chief of Australian Civil Aviation Dept.), Mr. M. A. Giblett, Supt. of British Meteorological Office.
11. Prince Purachatra, brother of the King of Siam, and Princess Purachatra.

# Feeding the Limited's Passengers

by  
Richard Hughes



**S**POTLESS linen, shining cutlery, glittering silverware and bright flowers are the more familiar features of the new steel dining car in running on the Sydney Limited.

But in the background, unseen and sometimes forgotten, lurk humble pots and pans, ovens and steam range, boilers and saucepans, carvers and soup ladles.

**I** THINK of secret passages and concealed doors and hidden springs as I tread my way cautiously in search of the entrance to the kitchen of the Sydney Limited's dining car. The steward, pausing in the middle of an explanation to a heavy, thirsty-looking traveller, who can't understand why his double whisky-and-soda won't be available until after the six o'clock sitting, has directed me "along the end corridor and through the end door on the left."

The end corridor, carpeted, lofty and narrow, winds between a shining expanse of polished panelling and a row of windows, through which floats the bustle and din of the crowd on the Spencer-street platform. I turn the corner.

Bare wall is in front of me. A glass door, leading to the next carriage, is on my right. Bare wall—apparently—is on my left. "Through the end door on the left?" I ponder.

This, I decide, with vague memories of schoolday stories stirring, is where you press a knob and stand back with staring eyes and bated breath to watch a secret panel slide noiselessly aside, revealing a mysterious black cavity and releasing a dank draught of air.

## Into the Kitchen

I pass trembling fingers over the panelling. My hand knocks against a small handle. I clutch it and the close-fitting door swings open.

I step into the kitchen.

A mixed aroma of cauliflower and coffee and baked potatoes and, I think, soup, greets me. A long range stretches on one hand. Saucepans, boilers and pans are spread over

it in orderly disorder. On the other hand sweeps a smooth shelf, lighted by opaque glass windows and frosted electric globes, and dipping at the far end into a couple of deep sinks.

Everything—except the coal—is white and scrupulously clean. The stove isn't white, but then stoves seldom are. Still, it's scrupulously clean.

Three figures obscure my view of the interior. There is the chef, a broad-shouldered, bare-armed man with a jaunty white cap and a neat black moustache. There is the cook, a kind of pocket edition of the chef with an infectious grin. And there is the boy, white-slacked and active.

## Hive of Industry

The three are busy. The chef is slicing a deliciously pink ham with a murderous-looking knife. The cook, with wrinkled nose, is inspecting the steaming contents of a simmering boiler. The boy is washing some plates in the sink. This last occupation I am to discover, is not an uncommon one.

The chef sees that I am quite harmless. He nods affably.

"Rather warm," I observe, my eyes on the glowing fires of the oven.

The chef cuts another slice of ham and pauses to sharpen his knife.

"Not bad," he replies tolerantly. "Not too bad, anyhow. Now in the summer—" He shrugs his shoulders expressively, props the steel back in its rack and falls on the defenceless ham once more.

From somewhere outside sounds a chime whistle. The floor trembles. Water in a dish on the chef's operating table ripples. Dangling from the heating press above the



range, the legs of a deceased turkey flutter in pathetic agitation. The Sydney Limited is on the move.

I drape myself gracefully against the door. The chef is laying his slices of meat on plates, is building a cairn of ham-laden dishes beside him. The cook has begun to toast raisin bread. I sniff appreciatively. The boy is washing knives.

A white-coated waiter appears suddenly and silently at the far end of the kitchen. I can see only half of him above the servery counter—the upper half, of course.

"Brrranbutter-one, tea an' a small jugger hotwater," he says confidentially to a salver of lemons.

The cook spreads butter neatly on a couple of wafer slices of fresh bread, seizes a plate and hands the lot over to the waiter, who has himself assembled the liquid portion of his order. The white coat flutters away.

#### Early Orders

"Ascot Vale," I comment, peering through the windows of the kitchen as we flash past a platform. "Rather an early order that, eh?"

The cook doesn't agree. He tells me that orders are often received before the express leaves Spencer-street. He remembers once—a fierce sizzling from the stove interrupts him, he bounds forward, shoves a saucepan to one side, looks to his cauliflower, inspects his potatoes, whips open the oven and



*Washing Up*

emerges, ruddy but satisfied, just in time to meet an order for "toasted raisin bread an' tea."

"This," calls the chef to me, holding up a generous lump of fish, "is genuine Murray cod, *not* gummy shark."

He stacks plump morsels of the cod in a dish. Wielding chopper and knife skilfully, he reduces half-a-dozen turkeys to appetising slices and tempting cuts.

#### Efficient Magic

There is something of the magician about the chef, though. He hauls armfuls of empty plates from nowhere, stacks them in front of him without using his hands, somehow loads meat on to their shining surfaces, restacks them, and gets rid of them as mysteriously as he secured them. Piles of crockery grow before my eyes, whisk uncannily away, jump from beneath the servery, spread over the shelf, leap the yawning chasm of the sink, tumble back in a silent cascade to the servery.

Outside sweeps the fast-moving landscape. The boy is washing teacups.

Enter the steward, suave and dark-uniformed. He carries a shiny black notebook. He hurls a handful of figures at the white-capped head of the chef. "Six o'clock, 20 firsts and 18 seconds; seven, 48 firsts; eight, 7 firsts and 6."



*The Chef Caves Up the Poultry*

Nodding thoughtfully, the chef tastes his gravy and his sauce. "Very poor," he says, alluding to the booking, not the cooking.

Exit the steward.

The countryside shows darkly through the windows. Speed is increasing. So is the heat from the range. Coffee fights with baked potatoes, wins hands or grounds down. Directly beneath my feet the big wheels of the steel kitchen vibrate. Water boils over with a loud hissing on the hot stove. The cook renders first-aid to a saucepan in dire straits.

"Seven o'clock sitting is always the biggest," he says, turning once more to his Welsh rabbit. "Most of the first class passengers have their dinner then. Very poor night to-night, though. What's that?"—Heat has prompted my very natural question—"No. We haven't got a bar on the car. Diners who want liquor with their meals tell the steward when they're booking. The steward sees that the orders are wired to Seymour before six. The refreshment room manager there puts by the order and delivers it to us on arrival. And then we serve it at the seven and eight o'clock sittings—whisky, ale, whatever it is. See?"

I see. I moisten my dry lips with a wistful tongue. Diversion comes from the servery counter.

"Five to six," announces the steward. "Are you ready?"

"Yes," says the chef, chip-chipping a carver against steel. "Let her go!"

The metaphorical "she" is duly released. The call goes up and down the train. Eager footfalls sound in the narrow passage on the other side of the door. The chef marshals his little force for the fray. Vegetable scoops and gravy spoons are brandished menacingly. The light of battle gleams in three pairs of eyes.

White coats bustle in from the unseen dining car. One waiter swoops on to three soup plates and ladles soup deftly. Another calls a cordial greeting in Russian to the electric light globe.

"What did he say?" I ask the cook.

"Three beefs, one turkey and an entree," says the cook, transferring potatoes, cauliflower and white sauce from pot and boiler to silver vegetable dish with the speed and dexterity of a professional juggler.

The bright electric lights beat on a scene of feverish activity, of organised haste. There is the chef, materialising plates of poultry and roast beef from thin air, spreading hot gravy, and adding, with real artistic instinct, a handful of green garnish. There

is his right-hand man, keeping pace with the vegetables, and later with the sweets. There is the boy, immersed in clouds of steam from the sink, washing plates doggedly. And there are the stewards, ever appearing and disappearing, ceaselessly bringing over their barrage of orders and carrying away their hoards of plated spoil.

All diners don't eat at the same pace. Orders vary. "Murray cod, one; turkey, two"—"Plum pudding, three, one without sauce"—"Vegetable dinner for a child"—"Roast beef, one, for a one-armed soldier; please cut it up"—"Charlotte Russe, two; apple slice and cream, one"—"turkey, two, no grass or gravy."

The Sydney Limited plunges through the night. A stone's-throw away from the warm kitchen, two grimy men crouch on a rocking, windswept footplate. A huge swaying engine thunders headlong into a black world. Yet . . . dinner while travelling at sixty miles an hour . . . !

The boy secures more soap for the dishes.

But the minute hand of the kitchen clock above my head has overtaken the hour hand. The furious rush has eased off. I feel less like a drone. The waiters are drying up for the boy. The steward is thumbing pound notes. The chef is mopping his forehead. The cook is washing his hands. Debris is cleared away. Orange peel, crusts, bones, crumbs and scraps vanish.

Seymour comes. The kitchen bumps slightly to a standstill. A raucous voice on

(Continued on page 78)



*The pinch of salt that makes all the difference*

# Bridge Building in Excelsis

By CHAS. H. PERRIN, Chief Engineer for Railway Construction

**S**PECTACULAR feats of bridge-building are involved in the construction of an independent goods line between Broadmeadows and Albion, which was recently begun.

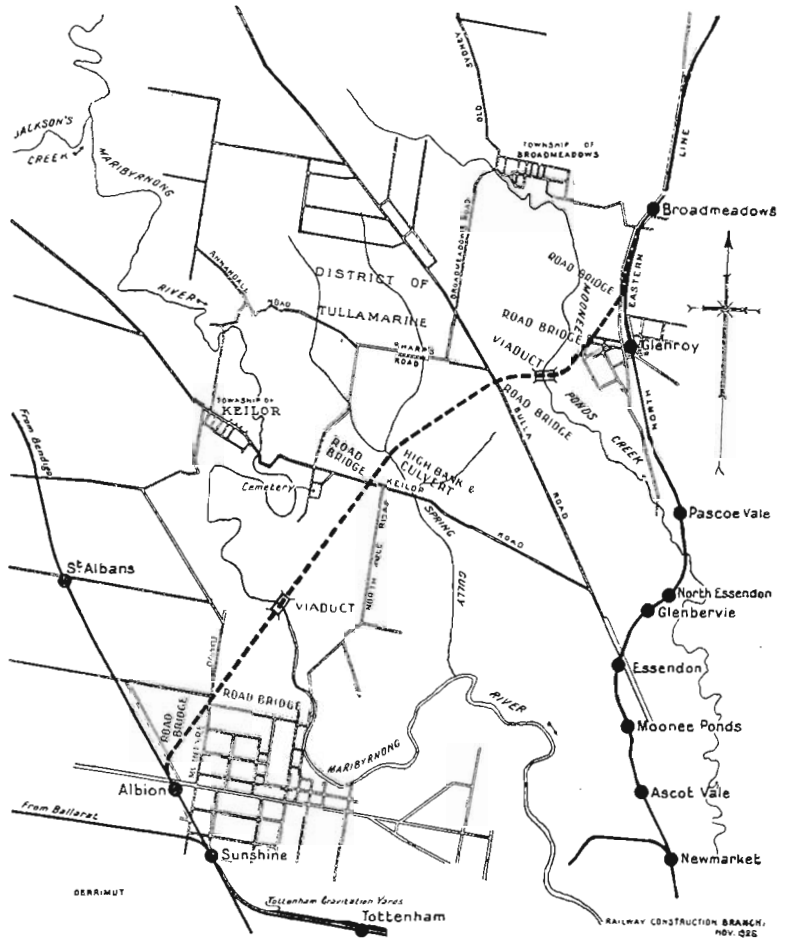
Three deep gullies will have to be spanned. One of them, the Maribyrnong River, demands the construction of a steel viaduct, a quarter of a mile long, 180 feet above the deepest point of the creek bed, and weighing 1650 tons. This viaduct, which will be about the same length as the Moorabool Viaduct—Victoria's largest bridge—will, however, be considerably higher, high enough, in fact, to top the Flinders-street clock tower.

**I**N the March issue of the V.R. Magazine, a description was given of the independent goods line connection from the Tottenham marshalling yards to South Kensington, which the Railways Construction Branch is now building. In addition to this work, this Branch has also in hand the construction of an independent goods line connection from the north-eastern line at Broadmeadows to the Tottenham yards via Albion, which is portion of the same general scheme. This connection will enable the heavy and increasing goods traffic from the north eastern line to be diverted across country to the Tottenham marshalling yards without having to pass through the Melbourne yards, thus minimising the congestion in these yards, which has lately been further accentuated by the restriction of space available by about one-fifth, owing to the construction of new suburban platforms and adjacent works.

This connection has always been considered by the Commissioners a necessary adjunct to the Tottenham marshalling yards, and in 1920 they requested the Construction Branch to survey a line, and prepare an esti-

mate of the cost, for submission to the Railways Standing Committee for report to Parliament, to enable an authorising act to be passed.

The country between Albion and Broad-



—LOCALITY PLAN—  
SCALE OF MILES  
1 1/4 1/2 3/4 0 1/4 1/2 3/4 1 2

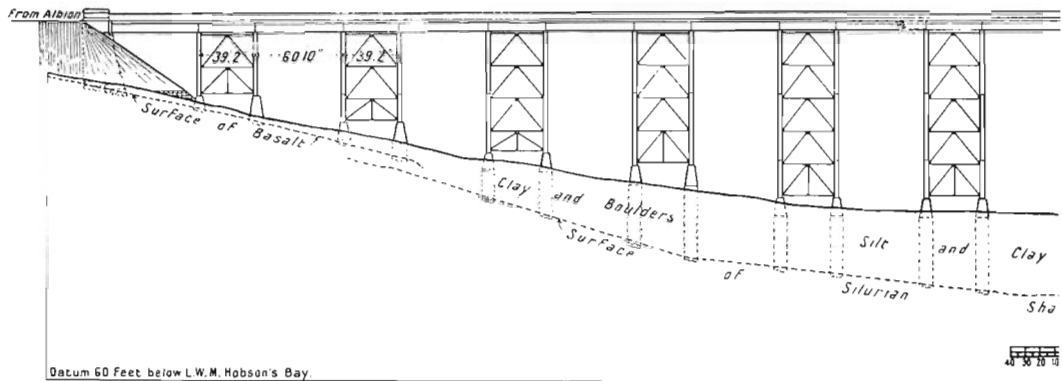


Diagram of the proposed bridge over the Maribyrnong River showing the relative height abutments will be approximately

meadows consists of basalt plains, but is intersected by three deep gullies cut by the Maribyrnong River, Spring Creek and Moonee Ponds Creek. The intervening plateaux are comparatively level, so that the selection of the most economical route was fixed mainly by the crossings of these gullies. These crossings were exhaustively investigated and the final route, as decided on, goes in a fairly straight line from Albion towards Glenroy, then turns in a north-east direction to the North-Eastern Line, midway between Glenroy and Broadmeadows and thence parallels the main line to the junction at the up end of Broadmeadows station. This selected route was finally approved and recommended by the Railways Standing Committee to Parliament in December, 1926, and the act authorising construction, at a cost of £452,000, was passed at the close of last session. As the Commissioners had not available the organisation to carry out such a large undertaking, the Construction Branch was made the constructing authority, and work was commenced on March 1st, 1927. The length of the line is 8 miles 52 chains, double track, with 90 lb. rails and full ballast, to take the heaviest class of traffic to be expected for some years ahead. Automatic signalling to give an even flow of traffic over the line is provided for, and where the line intersects roads, overhead bridges are being built so as to obviate all level crossing risks.

#### Huge Steel Structure

As mentioned, the larger proportion of the cost of this line will be involved in the crossing of three deep gullies. The Maribyrnong River, which is met with about  $2\frac{1}{2}$  miles from Albion, is a tremendous gulch cut through the basalt plains by the erosion of the creek through countless years. It is

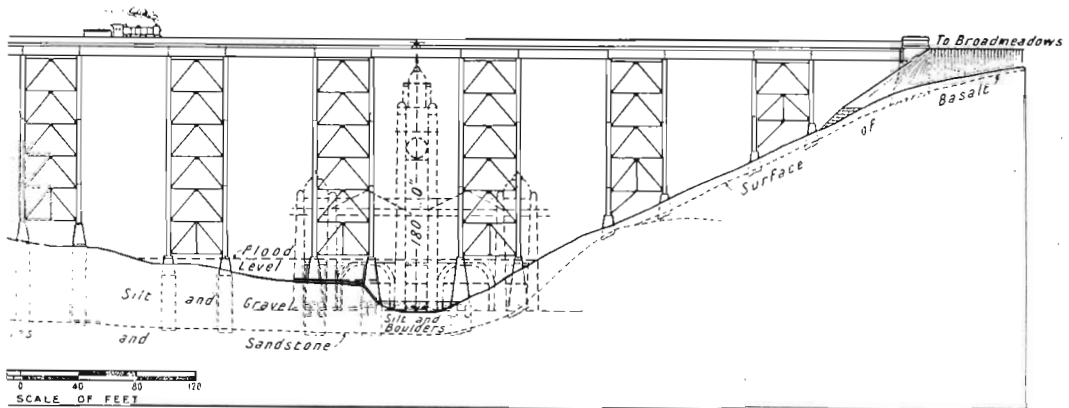
about three-eighths of a mile across, and the bed of the creek is about 190 feet below the banks on either side. This will be spanned by a steel viaduct about a quarter of a mile long between abutments, and 180 feet above the creek bed at the deepest point. Some idea of the magnitude of this structure may be gathered from the diagram appended, which shows the relative height of the clock tower at the Elizabeth-street entrance of Flinders-street Station. The span of the bridge, between abutments, would be about equal to the distance from Elizabeth-street to Russell-street. This bridge is about the same length as the Moorabool Viaduct, Victoria's largest existing bridge, but is considerably higher at the deepest point.

#### 40 ft. Towers and 60 ft. Spans

Naturally the design of a bridge of these colossal dimensions required careful study to give the most economical construction for the loads it was intended to carry. It was decided that towers 40 feet long, alternating with girder spans 60 feet long, gave the most satisfactory solution of the problem, and these proportions were adopted, both for this viaduct and that over Moonee Ponds Creek. The legs of the towers will be composed of rolled steel beams of "H" section, 28 inches by 12 inches, weighing 171 and 201 lbs. per foot, with "K" type bracing, as shown.

The weight of steel in this bridge will amount to about 1650 tons.

The next gully met with is Spring Gully, about half way along the line. This is about a quarter of a mile across, but the creek bed is only 80 feet below the plateau. A viaduct of similar type to that over Maribyrnong River was first proposed here, but further investigation disclosed that a



of the clock tower at Flinders-street Station. The span of the bridge, between equal to the distance from Russell-street to Elizabeth-street

solid bank with a reinforced concrete arch culvert, 14 feet by 13 feet 6 inches, to take the comparatively small flow of water would cost a little less than a bridge, and the cost of the maintenance of the bridge, painting, and so on, would be avoided.

In addition, as the construction of the bridge could not be put in hand until rail access from Albion or Broadmeadows was available to permit of delivery of the steelwork, the completion of the line might have been delayed beyond the time limit desired by the Commissioners. As it is, the construction of the culvert is well under way, and two steam shovels, on caterpillar tracks, are now busily engaged in excavating for the 135,000 cubic yards of earthwork in the embankment, which is taken by motor trucks and small wagons, hauled by a Fordson locomotive, cut on to the bank. This portion of the work should be completed well up to schedule time.

#### Contracts Let for Steelwork

The Moonee Ponds Creek, about  $6\frac{1}{2}$  miles from Albion, and 1 mile from Glenroy, will be crossed by a steel viaduct of similar type to that at Maribyrnong River, but smaller, the length being 1060 feet, and the bed of the creek about 120 feet below rail level. The weight of steel in this viaduct will be about 1,050 tons.

Contracts have been let to various Melbourne engineering firms for the fabrication of the steel work in the Maribyrnong River and Moonee Ponds Creek Viaducts, but the erection of the bridges will be done by the

Construction Branch staff. The rail head will be pushed out from Albion to the Maribyrnong River, and from Broadmeadows to the Moonee Ponds Creek, so that the steelwork and erection plant may be brought up to the site of the bridges by rail direct from the workshops. For the erection of the Maribyrnong River Viaduct, a large traveller crane, running on the rails, has been designed. This itself is a formidable structure, about 185 feet long over all, and 56 feet high above rail level. It comprises a large electrically driven compound winch on a framing supported by two bogies, operating various hoists from a large trolley travelling on a steel track, so arranged that the various portions of the towers, girders, and so on, can be picked up at the back of the traveller and carried out to their final position in the structure, the traveller thus building the bridge in front of it as it advances.

#### Built by 1929

Water, electric power and compressed air will be provided at each bridge, together with stone crushing plant, concrete mixers and other plant incidental to bridge construction.

In addition to these main works, there are six road bridges with raised approaches to be built. These will have mass concrete abutments and decks formed of joists in concrete.

As mentioned previously, work on the line was commenced on March 1, 1927; the programme of operations is laid out to finish in 1929.

Of all the sad surprises  
There's nothing to compare,  
With treading in the darkness  
On a step that isn't there.

Teacher—Can any of you tell me how stove pipe is made?

Johnnie—Well, Teacher, you just take a big hole and put tin around it.

# Representative Railroaders

By R. H. JUNIOR

Caricature by Angus Mac

*A man that is young in years may be  
old in hours, if he have lost no time.*

—Bacon.

No. 1—M. J. CANNY,  
of

EUCLID erected half a dozen lines and proved that the square on the hypotenuse of a right-angled triangle is equal to the sum of the squares on the other two sides. Harold W. Clapp erected one young railwayman and disproved the axiom that grey-beard plus bald head equals promotion.

Each discovery was, in its way, a definite advance; although one was proof and the other disproof, one progress on an established principle, and the other progress on an exploded fallacy. And with this further difference. Euclid's lines lay dormant until the Greek mathematician raised them; Commissioner Clapp's young railwayman would have levered himself into an erect position, with or without assistance.

Still, M. J. Canny was Commissioner Clapp's first bright young man. The newly-appointed chief, sizing up his assets in men and material, selected him as one of the first Victorians to study other countries' railroad methods. A singularly promising and youthful Outdoor Superintendent in 1921, he became a singularly promising and youthful General Superintendent of Transportation in 1924.

His whole career has been fulfilment of youthful promise.

Starting as a supernumerary messenger at the Melbourne Goods in April, 1897, he appropriated a complete half-crown a day. Promotion, eight months later, to the permanent ranks paradoxically brought him a sixpenny decrease. And it was characteristic of the man, or boy, that, when statutory increments jerked his daily pay up to 3s. 6d., he looked beyond the job and transferred to the salaried staff with a further decrease in grist.

Goods Superintendent Cauty picked him out as a likely young fellow when Superintendent John Richmond of the goods train service world wanted juvenile aid in the production of a uniform rule book. Likely enough the nominee proved. He had never learned to type and his new job was to analyse, arrange and type the whole book. Of course he did it. A trivial obstacle indeed was mere ignorance of typewriting.

Success moved the expert-typist-who-wasn't-one into association with the late E. B. Jones, and here in Room 10 was laid the foundation of Canny's transportation knowledge. The man who now leans back in his chair and produces transportation as easily as a drawing-room entertainer whisks white rabbits from top-hats, learned much from the methods of the meticulous Jones. And much also from the methods of ex-Chairman Sir Thomas Tait, now bank-managing in Montreal. Sir Thomas was a statistical fiend. He played with figures like a miser with gold coins. His eyes glistened whenever he glimpsed a decimal dot. He infected his secretary with his fierce enthusiasm. These days the General Superintendent's grasp of figures rivals the Chief Accountant's, and his un-failing memory for dates is so typically Canny as to be positively uncanny.

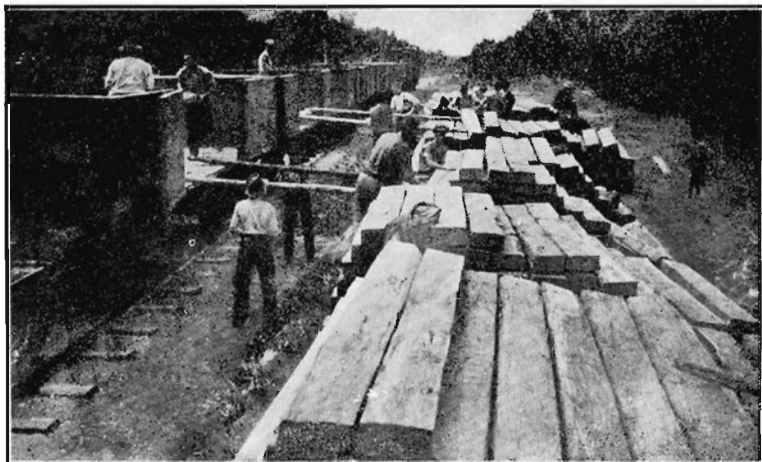
Commissioner C. E. Norman faced the truck shortage problem of 1919 by appointing an Outdoor Superintendent whose official activities were, *in abstracto*, to control truck shortage and to improve railway relationship with the public. Canny, thirty-seven, and fresh from secretarying for a series of Commissioners, was thrust into the position—his first big job. Then in 1924 Commissioner Miscamble was lured across Bass Strait, T. B. Molomby moved up one, and Canny seated himself in the General Superintendent's office.

Really, two Cannys sit there. The tight-lipped, unfaltering, poker-faced official who signs innumerable "M.J.C's." and controls with diabolical efficiency the largest branch in the service—that is one Canny. The sympathetic and kindly man with the rare smile, whose door is always open to a railwayman in trouble, to the wife, the mother, or the father of a railwayman in trouble—that is the other Canny, the Canny of the human touch, the Canny who once pushed aside a sheaf of punishment sheets awaiting his signature and went, in his private time, to see and speak to and advise the erring ones himself.

And who can distinguish the line where one Canny merges into the other?

General Superintendent  
Transportation





*Loading up newly-hewn sleepers*

## The Genesis of a Sleeper



By J. D. MICHIE

**H**URRIED smoothly along, by express train, in a solidly constructed and efficiently maintained railway track, has it ever occurred to you to inquire just why that journey is so smooth and safe? Has the importance of a railway sleeper—that wooden beam which rests transversely on the ballasted bed of the track to which the running rail is spiked—ever suggested itself to you?

The chief function of sleepers is to support the rails properly, as well as to provide a means of keeping them parallel to one another.

### 2350 Sleepers to the Mile

Measuring 8 ft. 6 in. x 9 in. x 4½ in., there are 2350 sleepers to a mile of track. The number thus laid down on the 5825 route miles of the Victorian Railways, if placed end to end, would more than encircle the globe. To put it in another way, they would stretch the 12,000 miles of distance between Melbourne and England, and back. It will readily be gathered that the capital value of sleepers now in use on the Victorian Railways is enormous.

The Construction Branch uses approximately 140,000 sleepers a year, which represents 3,967,000 superficial feet of timber. These are used for the construction of new lines, to an extent represented by about 63 miles of single track.

**P**RIMITIVE man with his stone implements, his edged shell or his fire-stick with which he felled a tree and fashioned its trunk into a canoe would make a poor showing against the expert bushman of to-day, who, with razor-edged axe and marvellous rapidity and accuracy of aim, hews a railroad sleeper into shape ready for the critical eye of the Sleeper Inspector.

For purposes of relaying and renewals to tracks, the Way and Works Branch each year uses about 468,000 sleepers — approximately 17,550,000 superficial feet of timber. Box, ironbark and red gum, with a small

percentage of yellow stringy bark and mahogany are the timbers used. The greater quantity of this timber is obtained from forest reserves, together with a small quantity from private property.

The main sources of supply are from Orbost, East Gippsland, Wangaratta, Picola, Murchison East, Nagambie, St. Arnaud, Echuca and along the Murray River, but,



*Felling a "sleeper" tree*





*Cutting timber into sleeper lengths*

the better classes of timber are becoming scarce, and more difficult to obtain each succeeding year. Indeed, the time is in sight when Victorian supplies will be exhausted.

The sleepers are obtained by letting small contracts at fixed rates to individual hewers, and the hewing of them keeps a small army of men employed. Some of them are very expert axemen, who earn large sums, particularly when the weather is favorable and the timber good, but the work is strenuous, and the living somewhat rough. The men being far removed from house accommodation, perforce have to camp as well as cook their own food in the bush.

A sleeper hewer's kit costs him about £10. It consists of a cross-cut saw, a broad-axe, two chopping or felling axes, a bar, a jack, files, a maul, wedges, and chalk lines. These, together with his tent, his bedding and his cooking utensils, make up a good sized load when removing camp.

Before hewing in a State reserve, a permit must first be obtained from the Forest Officer, who marks every tree before it may be cut down.

#### Dexterous Cutters

It is interesting to witness the dexterity with which the expert sleeper cutter wields his keen-edged axe in felling a tree, each stroke of which strikes the desired mark until soon the forest giant begins to stagger and falls with a resounding crash. Having brought it to the ground, he next proceeds with his cross-cut saw to cut it into lengths, then into billets or slabs, after which he squares them with his broad axe to the dimensions of a sleeper.

In most cases it is usual for two men to work together. By this means it is quicker and easier for two to use the saw in falling and cutting the tree into lengths, after

which one man does the billeting, the other the squaring.

After the sleepers are squared, they must be left at the tree-stump until branded and tallied by the Forest Officer, after which they are carted from the bush (frequently by the aid of bullock-teams) and dumped along the line near the top of a cutting, where possible, as this facilitates loading. When a full train load has been concentrated at a certain point, the railway sleeper-passer attends, and brands those sleepers which he accepts (the hewer is paid for the number accepted), after which an empty train comes along and waits in the section until the sleepers are loaded into the trucks.

It may be of interest briefly to trace the development of the sleeper or "tie" as it is named in some countries. In the early days of railways, stone blocks, without any transverse or cross connections were used with suitable fastenings to hold and keep the rails in line. Lack of elasticity, as well as the high cost, inconvenience and difficulty of keeping the track to good line and top, led to their disuse, in favor of wood. Beams of wood were laid longitudinally on ballast with the rails spiked to them. To prevent spreading or closing of the gauge, tie rods were used at suitable distances apart.

#### Cross-tie Finally Adopted

While this method gave continuous support to the rail, and permitted the use of a rail lighter than would have been necessary in the case of cross sleepers, difficulties of drainage, renewals and handling were, in themselves, sufficient to cause its abandonment in favor of a better form of support. The cross-tie or sleeper was then tried and finally adopted. It was found that sleepers laid in this manner, while fulfilling their two chief functions, namely, that of giving a proper support to the rails, and that of keeping them rigidly parallel to one another, interfered very little with the drainage of

*(Continued on page 73)*



*Grooving and billeting*



BY RICHARD HUGHES.

Illustrations by ANGUS MAC

I BLAME the dentist really. Admittedly the things had fascinated me for months. Certainly I had toyed for quite a while with the alluring idea of commandeering one of them, speeding in it along the station concourse and knocking down everything and everybody in sight. In actual fact, I daresay, the thought had been with me since the very first day I saw a railwayman steer the little electric motor and its heavy train of luggage trolleys from the suburban platforms at Spencer-street. I remember how his ultra caution, his snail pace around corners, his continual ringing of a bell annoyed me. It was evident that the fellow was entirely deficient in sporting instinct, that he knew nothing of the thrill of hitting something on the run.

All the same, I maintain that it was the natural homicidal impulse, fostered by an impending visit to the dentist, which fanned into a flame of action the spark of indecision glowing fitfully in my subconscious mind.

I was pacing moodily past No. 1 platform, brooding on general anaesthetics, drills and forceps, and similar appliances of torture, when I observed through the closed barrier gate one of the electric luggage trolleys halted on the platform, with half-a-dozen unloaded hand trolleys strung behind. The driver was standing nearby, lighting a cigarette.

I saw my opportunity. Civilisation was sending me to a dentist. Here was my chance to exact retribution from civilisation. I would run amok in a railway luggage trolley!

I VAULTED the barrier. The driver had his back to me. He moved to the edge of the platform to throw his match away. I tiptoed up behind him and pushed him violently between the shoulder blades. He sprawled heavily and rolled into the pit.

It was the work of a moment to leap on to the front of the little motor and seize the steering gear. The brake and the button of the warning bell were at my feet. Beside the seat was a small lever. This I assumed to be the gears. Doubtfully I pushed it backwards. My teeth nearly met in my tongue as the motor unexpectedly reversed with a sudden jolt and bumped against the trolleys behind.

Maintaining a calm exterior and ignoring the profane comment of the driver, who was now scrambling from the pit, I shoved the lever hard the other way. The motor literally bounded across the platform, dragging the six hand trolleys with it. I gripped the steering lever tightly and involuntarily ducked my head. The motor smashed through the barrier gate.

From force of habit, I turned in the direction of the suburban entrance. Alarmed travellers moved aside for me with marked respect. One who didn't was an elderly infirm tramp, attired in three or four ancient overcoats and a brimless hat. I suppose I lifted him a clear ten feet. He called a devout blessing on my head as he struck his own smartly against the "Minties" advertisement board.



I tiptoed up behind him

*People began to shout :  
White faces appeared  
at the windows of  
the Ticket Inspector's  
Office*



People began to shout. White faces appeared at the windows of the Chief Ticket Inspector's office. The two porters on the barrier earnestly exhorted me to go elsewhere. I whizzed between the pair of them, carried away the flimsy rail and dipped at full speed down the long incline.

A stroke of bad luck befel me at the corner. I accidentally trod on the bell and warned a matron surrounded by a small army of children. The children dodged me, but the matron moved too slowly. I bumped across her and, on top gear, ascended the rise to the Williamstown platform.

On emerging, I wheeled nicely and collided with two crates of fowls. The released birds did not linger on the scene. Nor did I, for that matter. Accelerating, I shouted exultantly, and sped northwards along the broad asphalt surface, to run down an apparently deaf urchin loaded with magazines and periodicals, swerve at the newspaper stall, uproot the drinking fountain, wreck the chocolate machine and raze to the ground several feet of the iron rail bordering the subway.

**T**HREE porters sprang wildly into the pit. An indicator controller flung himself full length under a seat. A couple of females scurried like frightened hens ahead of me, but I overtook and ran both of them under the wheels of an incoming Oakleigh train. The expression of dismay on the driver's face as he frantically jammed on the brakes was comical in the extreme.

Satisfied with my efforts, I swept around

the end subway and descended once more. On the slope I met half-a-dozen policemen running heavily at the head of a motley procession of railwaymen and civilians.

"Stop!" bellowed the red-faced constable in front, spreading his arms wide and planting himself firmly in my path. "Stop, in the name of the law!"

I rammed the optimist in the middle of his broad uniform and carried him along in triumph for a dozen yards or more, impaled on my trolley like a gigantic mascot. The crowd parted before us, pressing against the tiled walls or scrambling away in terror. I handled the steering lever skilfully, and, zigzagging from side to side, bumped over heaps of prone bodies.

Down in the subway a handful of the weak-hearted stragglers foolishly sought to evade me behind the big pillars. I surprised them by turning sharply, and, with great daring, guiding the trolley full tilt between two pillars. One fat woman who turned three double-somersaults must have rolled fully twenty yards before sliding to a standstill on the broad of her back. The hindmost trolley knocked over the weighing machine and depreciated the value of the tiles on the offside pillar.

On the crest of the broad rise to the barriers, a hostile crowd shouted and gesticulated at me as, comet-like with my tail of trolleys spreading behind me, I shot upwards. Someone hurled a pair of ticket-nippers at me. They zipped past, perilously close to my head. I got the dangerous ruffian, though. Every one of the half-dozen trolleys went over him, I think.

**R**ETREATING before me, the mob jammed themselves in the narrow barrier. There were oaths and confusion. Arms and legs were entangled, blows exchanged. Pandemonium reigned. The people fought like maniacs.

But I helped them all out. A few had to wait, of course, while I passed out on top of them.

Keeping to the left, I demolished portion of the railway fruit stall, and, in the midst of a shower of oranges and bananas, overturned the handsome shirt display case further on.

A tremendously fat man — practically circular in shape — attracted me. I chased him towards the wide window of the Information Bureau. Casting a terrified glance over his shoulder, he realised that I was too close to allow of his reaching the door safely. He squealed like a trapped rabbit; then, shielding his face with his hands, jumped head first through the sheet of plate-glass. With bleeding hands and face and tattered clothes, he staggered from the ruins of the window, leaned trembling against the counter and met the calm expressionless gaze of the inquiry officer.

"The door is really much more convenient, sir," observed that official placidly. "What was it you wished to inquire about?" . . . . .

Cheated of my prey, I toiled along the concourse towards the Spencer-street yard. My pursuers, assembled in a leaderless mob, were yelling to me to stop. Constables were hoarsely telling one another what to do. Four men were crowded in the telephone box, calling for assistance. One of them had his elbow through the glass door.

I rang my bell defiantly.

**F**LOATING from the loud-speakers above came the dulcet tones of the Man in Grey. "The Geelong Flier is now passing through North Melbourne, on time —"

"Gorblimey! 'Ere's the blamed thing itself runnin' up on the station!" hiccupped an intoxicated person on an adjacent seat as I crashed by, bell ringing deafeningly. I curved adroitly, reduced the railing on the Man in Grey's dais to splinters and careered on unchecked.

"Pardon, sir, pardon," I heard the Man in Grey cry apologetically. "Through some oversight, I have not been informed of your running. Where do you pick up —"

"I don't! I knock down!" I roared, at the same time performing the ceremony at the expense of the Station-master who had incautiously quitted his office. I then lamed or killed a couple of dogs, tipped over a perambulator (occupied, I fancy), scraped



"The door is really much more convenient, Sir . . . ."

most of the paint off the cloakroom wall and burst out into the station yard.

In the rear, the enemy made futile noises.

No one would face me. The cravens in the yard fled helter-skelter. Chafing, I described a semi-circle and turned on my bolder opponents. Not a moment too soon did I execute my manoeuvre. The despicable rabble had appropriated a firehose from somewhere and were frenziedly unwinding it. Three or four were getting in one another's way while they screwed an end to a tap. The others with quaking limbs were pointing the nozzle in my direction.

"Fight fairly, you cowards!" I screamed, running down one man and kicking the other in the stomach as I passed. Easy going though I am, the sportsman-like introduction of the hose roused me. Ruthlessly I ploughed through the crowd.

One fellow grabbed the hose, but, before he could take proper aim, another turned the tap on. A strong jet of icy cold water struck an unsuspecting constable squarely under the chin and lifted him off his feet. Losing his head, the man with the hose confusedly switched the stream of water away from the constable and played it steadily on the crowd behind him.

I butted him, ran over his legs and returned to the main concourse.

**S**ONOROUSLY the Man in Grey was addressing his amplifier. "All travellers are urged to leave the station concourse immediately, as an eccentric individual has commandeered an electric motor trolley and is creating a disturbance in the vicinity —"

I carried the disturbance on to the speaker's



very dais, hurdling the step with grace and accuracy. The glib, grey-garbed grandee uttered a piercing shriek as I invaded his small cabin with my train of heavy trolleys.

We went out together through the wall.

The official, his face as grey as his uniform, nobly broke the fall of my trolley, saving its springs at some slight sacrifice of his own. I nodded appreciation and pursued a re-

markably agile cripple as far as the wreckage of the fruit stall, where a broken case brought him on his hands and knees. I registered a very neat kill.

But my enemies were gaining in numbers and were closing in on me. A strong posse of hastily summoned policemen was on the scene. A cordon was being thrown around the station. Barricades of chairs and tables were being erected at the various exits. Threatening faces menaced me on all sides. The firehose had been dragged in from the yard. And three more trolleys, packed with helmeted figures, were moving grimly out of the parcels' office.

Handicapped by my accursed burden of hand trolleys, it was clear that I could not hope to outdistance these new arrivals. Still my superiority in weight gave me an advantage. Very deliberately I clanged my bell and charged. The three trolleys drew in to meet me in solid formation. We collided with a terrific crash. I shot through the air, turned five somersaults and entered a coloured Milky Way . . . . . Something snapped . . . . .

"**J**UST rinse your mouth out with this," said the dentist kindly, handing me a tumbler of lukewarm water. There was a dull pain all round my face. "The eighteenth," he observed, critically regarding some gory debris on the white tray, "was the most stubborn I've had for a long time."



**SAFETY FIRST IN HISTORY**

**W**HEN Adam, so the records state,  
With clothing quite inadequate,  
Refused to leave the garden gate,—  
Now that was Safety First.

When Noah heard that there would be  
A terrible catastrophe,  
He built an ark to sail the sea—  
Now that was Safety First.

When Solomon, the great and wise,  
Had wives he used to idolize,  
He locked them up like bees in hives—  
Now that was Safety First.

When Arthur and his gallant Knights  
Got ready for their fearsome fights,  
They clothed themselves in metal tights—  
Now that was Safety First

When the Kaiser heard his troops divine  
Were being chased back to the Rhine,  
Decided he would cross the line—  
Now that was Safety First.

When Jones, who worked along the line,  
Scratched his left thumb and at the time  
Applied a little iodine—  
Now that was Safety First



# Into The Heart of Australia

By CHARLES H. HOLMES



*Resonians leaving Spencer-street for The Great Outback.*

**D**RAWN from every high calling and industry, sixty "big" Australians left Melbourne on 2nd August on a 16-day tour of the Interior of Australia. They were out to learn something at first hand about this immense area where hundreds of thousands of square miles of territory are not cut by a railway. Here the Australian aboriginal lives in his primitive state, or makes pathetic efforts to conform to civilized standards where he is in contact with the isolated white settlers.

Proudly steaming out of Spencer-street, the Reso Train felt the responsibility of

**S**PECIAL trains, motor cars, camels, donkeys, and an aeroplane—never before the organisation of the Central Australian Reso Tour, about which Victoria, Australia, have heard so much in the past few weeks, have so many forms of transport been co-ordinated in the carrying out of any peaceful mission.

Yet all these were used by the Victorian Railways Department to take sixty representative Australians into what men once called the desert—a journey which, incidentally, has given Mr. Clapp's slogan, "See Australia First," its widest significance.

Mr. Holmes, Chairman of the Victorian Railways Betterment and Publicity Board, who organised and conducted the tour, has specially written his impressions of it for the V.R. Magazine.

this, its greatest mission. Adelaide was reached almost in a breath, and then Terowie. Here the Reso Train itself was left behind, but its spirit went on. A special train, provided by the South Australian and Commonwealth Railways Departments, conveyed the party on to Oodnadatta, a straggling town on the edge of what looks like a desert. But it is not a desert, as the vegetables in Ah Wong's garden

testify. Its barren appearance is due to stock and camels having eaten out all the herbage.

Winding a sinuous course out of the railway yard at Oodnadatta, a fleet of 18 Dodge Cars and one Graham Truck quickly

left behind the last established transport link with civilization. Through sand and spinifex and across dry river beds the cars sped northward away from the winter down south to a land of glorious sunshine, where the air positively sparkled, and where the nights were clear and crisp. The cars carried a load of 87 persons, comprising passengers, cooks and motor drivers. The fleet resembled an army unit both in appearance and in organisation.

Cities are soon forgotten in the vast interior of Australia. There are many people there who do not want to leave, and others who have a look of longing in their eyes. We met two grown-up girls who had never seen a train, and many men who had not seen an aeroplane. It is only every hundred miles or so that you come across a white man's habitation or the brush huts of natives. These comprise practically the only form of settlement in the Interior apart from Alice Springs, where there are close on 30 white people. Just a handful of settlers hugging the straggling line of wells and the overland telegraph line running north and south.

We saw both fat and store stock travelling south, and motored through cattle stations having areas of 4,000 square miles. On topping one high sand hill south of Alice Springs, we looked down on one mob of a thousand head travelling south. Certainly they were thin, but they had already travelled several hundred miles, and were moving two hundred miles further south to one of

Sir Sydney Kidman's stations. From a layman's point of view, I thought it spoke well of a country declared to be a desert, that great herds of cattle, such as this, could not only live on the permanent herbage, but also travel hundreds of miles across it, during which journey they are forced to follow the overland route where the herbage is more or less eaten out by the continuous travelling stock.

But north of Alice Springs we saw several mobs of stock, each of close on 400 head, which were butter fat. These had already travelled over 200 miles, and had a six or seven weeks' trek ahead of them to reach the rail head at Oodnadatta, during which they would probably lose most of their prime condition.

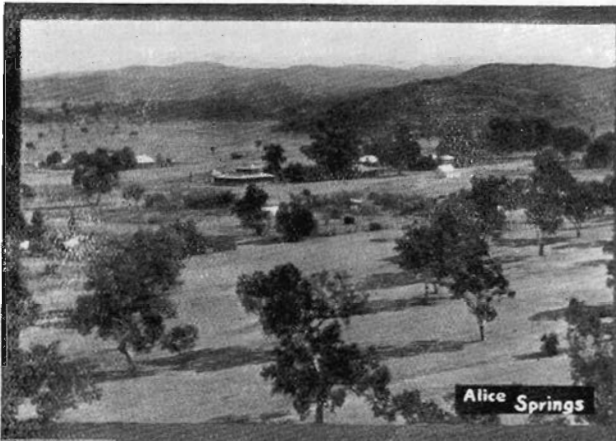
Central Australia might aptly be termed a goats' Utopia. They are everywhere and in thousands. They are the staple food of the Interior. At sunset, we saw shepherds driving in their flocks for protection from the dingoes. It looked like a page from the Scriptures. The limited number of sheep we saw were good, and several local settlers indicated their intention of going in for wool.



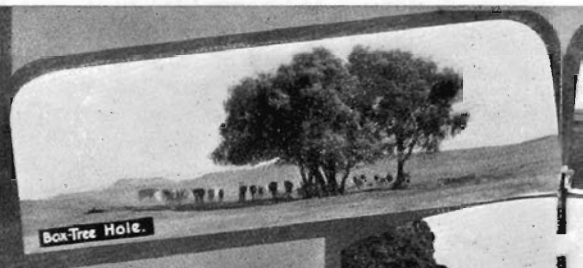
*Corroboree Blacks, Ti-tree Well*

I am afraid we quite unavoidably "put one over" the Resonians. At one point along the overland route we had been promised sheep. They were delivered as sheep, but a few hairs on the leg of one acclaimed them goats. We did not advise the party, who commented on the excellent mutton which was liberally anointed with caper sauce.

# GLIMPSSES OF CENTRAL AUSTRALIA



Alice Springs



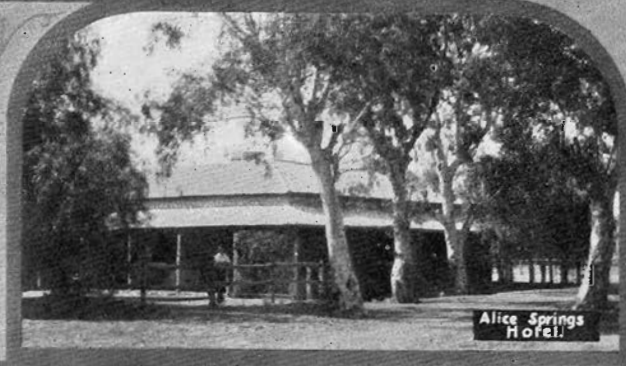
Box-Tree Hole.



Aborigines - Barrow Creek



Simpson's Gap  
McDonnell Ranges



Alice Springs Hotel.



O'Connor  
Warramunda



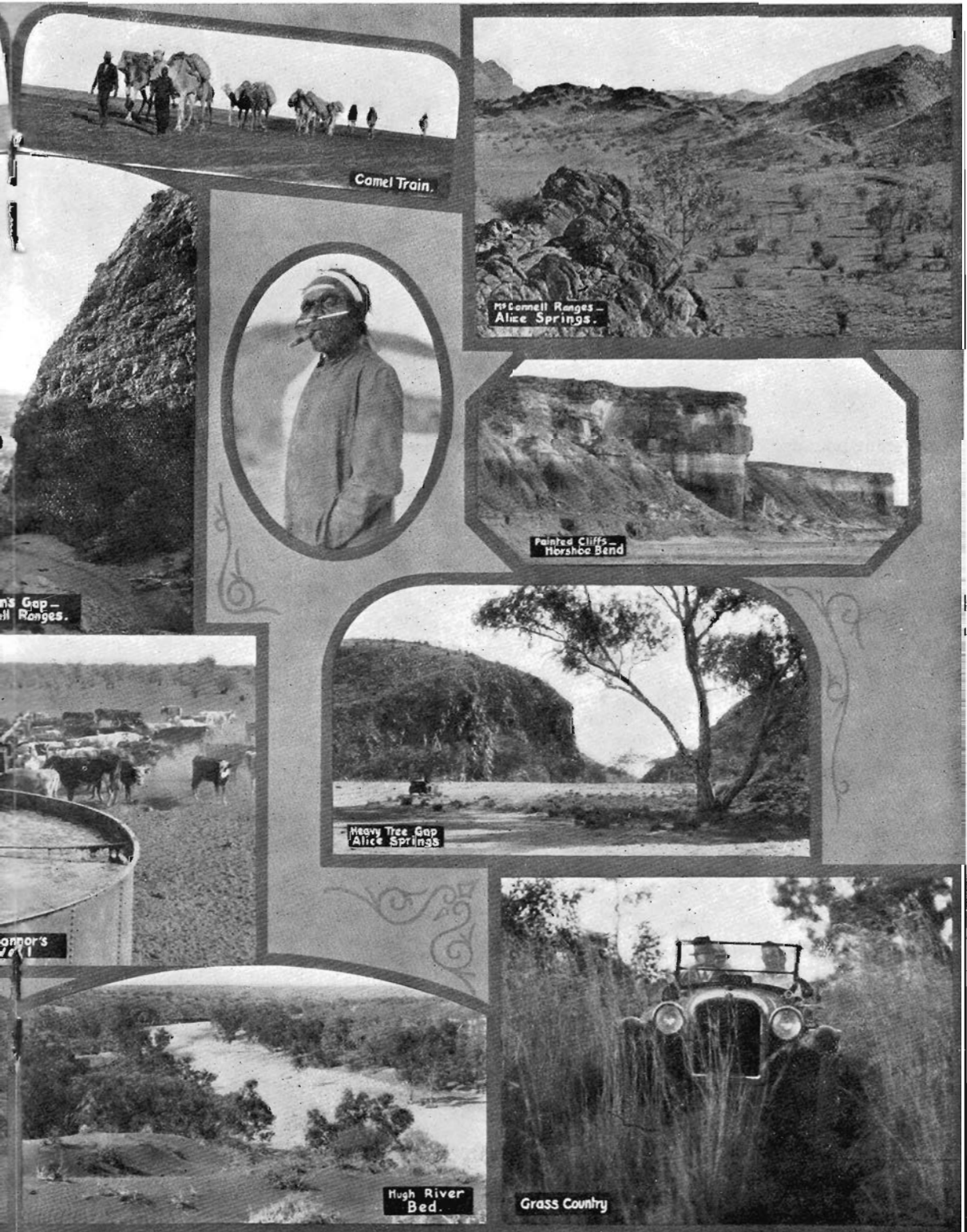
Date Palms



Barrow Creek  
Telegraph Station



# CENTRAL AUSTRALIA



Camel Train.

McCormell Ranges - Alice Springs.

Painted Cliffs - Horseshoe Bend

Heavy Tree Gap Alice Springs

Hugh River Bed.

Grass Country

Gap - Ranges.

gannon's 771



*A Reso Lunch en route to Alice Springs*

At different points along the route, petrol food and wood dumps were encountered. These had been arranged previously by the aid of camel and donkey teams, and were located at camps amid the gums that fringed the dry river beds. Our most memorable camp was at Alice Springs. Here an aeroplane took members of the party for flights over country further inland.

#### Unreliable Abos

Beware of the "civilized" black if you are seeking information. "How many beasts?" I enquired of a black drover behind a mob of close on 400 cattle. "Bout five, boss," was the nonchalant reply! Of another, we asked the distance to the next well, which we knew was close on 40 miles. "Small way over there," was the reply, with a wave of the hand which certainly knew the right direction.

The Railways Commissioners selected the leaders in industry who comprised the Reso party conditionally on their carrying out certain duties—to wash their own dishes, roll their sleeping bags, etc. After several days they rolled their bags like bushmen, and no housewife had anything on those dishes. There were squatters who just as readily dipped plates as they would sheep, and city men who knew nothing of either, but who set about their jobs with great gusto. Mugs and plates were splashed and rattled to the lilt of songs. In sleeping bags, specially provided, the party camped out under the stars.

They were immense, these fellows. Soon after the overland tour started, I sensed something familiar about them as they joked and fed and washed up. I had been with men such as these in other lands—their sons.

#### Memorable Corroboree

Ti-Tree Well, the location for the big corroboree, was pulsating with life. Cattle watering at the well were restive. Tossing their heads, they looked north towards a belt of timber, then rushed madly away into the night. In the timber a host of camp fires gleamed. Here were black men, black women, black babies and lean hungry dogs stealing like phantoms at one's heels. Black, naked figures formed silhouettes. The blacks had mustered from near and far to meet the "big fella white chiefs."

The day preceding the corroboree, the blacks' dressing room, comprising a three-sided bough enclosure, was a scene of great industry. Warriors were assiduously making head dresses and painting up. It was tragic to see them bleed themselves, mostly in the forearm or on the thigh, in order to obtain blood with which to stick feathers and fluff on to their bodies. When an incision was made with a stone knife and blood obtained, the flies jostled one another for pride of place on the wound.

At last dusk fell, and the black men in high tapering headgear, bodies and faces grotesquely painted, and with green leaves

tied to their ankles, burst into the arena made by a circle of our cars, the scene being illuminated by the headlights. Stamping in the red sand to the chant of a choir of lubras, children, old men and the yelp of dogs, the warriors were indeed impressive. Two groups of young lubras at different points around the arena shook bunches of green leaves towards the warriors as they stamped one foot and bent their bodies forward in unison. They seemed to be telling their Romeos how much they liked them. The chanting would die down almost to a whisper, and as it broke out again, the black men were stimulated to stamp afresh as the sweat poured down their flanks.

#### Dogs as Bedclothes

Near me were the seated blacks, who chanted lustily and rattled boomerangs. Looking down through the dust caused by the dancing, I saw a baby not much larger than a rabbit. It was cuddled up against the stomach of a mangy-looking dog. These dogs take the place of bedclothes. Every lubra has about half-a-dozen.

Several hundred yards away, a white and red circular diagram had been painted on the red earth. Here two large fires burned on the opposite side to which about 14 blacks squatted on the ground. They sang to the totem. What was it all about? No one knew. I believe you have to spend several months with them to find out the meanings, and we were only there for one night. But I do know that they had a mighty respect for that childish painting. A curious dog chanced to walk near it during the daytime. You should have heard the yell that



*Reso Camp Site at Alice Springs*

went up to the startled sky!

One settler told me the blacks are dying off rapidly through starvation and disease, leaving a race of half-castes who will possibly endure longer and fare worse.

#### Giant Polygon Woods

Topographically, the country is like nothing seen elsewhere. Soldiers will remember the Butt at Polygon Wood, upstanding against the sky line; in Central Australia there are hundreds of such formations but a hundred times as large. These huge formations with their flat, symmetrical tops and sides rise out of the plains like great grandstands. Geologists claim that the tops of these formations mark the original level of the country. The rivers and creeks are bone dry for most of the year.

South of Alice Springs, the herbage seemed to be mostly salt bush and spinifex and mulga scrub. North of Alice Springs, we saw long stretches of good country. Some of the grass almost hid the cars from view.

To sum up Central Australia from the cattleman's point of view, one cannot do better than quote the opinion of several of the leading pastoralists who accompanied the Reso party. They believe that "the Interior is a vast belt of useful country most suitable for cattle and horse breeding, and later on with development, a great portion of it can be made suitable for sheep."



*Piccaninnies at Ti-Tree Well*

*(Contd. on Page 71)*



IN pursuance of the Victorian Railways Commissioners' policy of keeping abreast of modern developments in Railway practice, a number of Express A2 engines and three Dd engines, fitted with electric headlights, have recently been put into service. Very important in the interests of safety on the Victorian Railway system, the necessity for the fitting of these headlights has been found even more pressing in the case of the American railroads. This is due to the fact that all the Victorian lines are fenced as against the American practice of leaving rail tracks unfenced in many parts. Also, Victorian trains are, in general practice, rigidly protected by signals, when in a section, as against the American practice of working two or three trains at a time in the one section, which means that the following train has to keep a sharp lookout for the train ahead.

The electric headlight equipment consists of two distinct units—the turbo-generator for generating the current and the various lamps and fittings on the engine and tender.

The unit for supplying the current consists of a steam turbine rotor (see fig. 1), the

A NUMBER of big A2 express locomotives and three Dd engines have recently been fitted up with Pyle electric headlights. These lights, in normal weather, throw a beam that will clearly show up a man 900 feet away.

In this article Mr. Whitelaw explains how the Pyle light works.

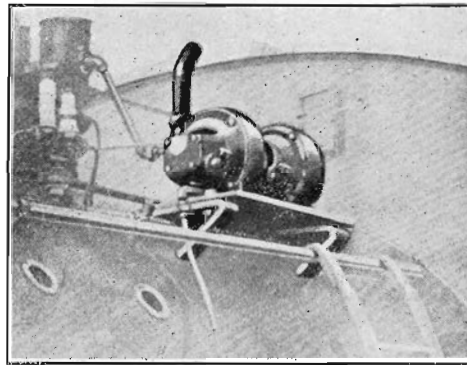


Fig. 1.—Turbo-generator of the Pyle Light.

governor valve, which is of the piston valve type, is automatically controlled by governor weights on the turbine shaft (Fig. 3 and 4). When a speed of 3,600 revolutions is exceeded, the small arm on the under side of the valve is lifted (see Fig. 3), the opening of the delivery port in the body of the valve cage is reduced, and the steam supply to the turbine curtailed.

The turbine itself is of the Curtis impulse type. The wheel is fitted with two rows of blades about half inch apart (see Fig. 4). The steam, after passing through the body of the governor valve, is then diverted by the nozzle on to the inside of the first row

wheel of which is attached to the same shaft as the armature of the generator. The turbo and generator are securely housed and fastened to a plate studded to the top of the firebox of the boiler. Steam for driving the turbine is taken from the dome of the boiler, and its supply is controlled by a valve operated from the cab.

The Generator is designed to run at 3,600 revolutions per minute, and has a capacity of 500 watts at 32 volts. In order to maintain the generator at this speed, the steam turbine is fitted with a governor valve (Fig. 2 and 2a). This

of blades. The steam after passing through is then diverted back through the second row of blades from the outside and exhausted to atmosphere.

The generator is of the bi-polar type, the armature of which is ring-wound. The turbo-generator is a well constructed compact unit weighing 124 lbs., and, in service, has proved very reliable. The other part of the system consists of the various lamps and fittings on the engine and tender.

**250-watt Light**

The principal light is the front headlight situated on the front of the smoke box. This headlight, which is fitted with a 250-watt lamp and a dimmer light, is used for lighting up the permanent way. It is fitted with a copper reflector which is silver plated, and is finished to produce a brilliant reflecting surface. This lamp is designed to throw a light beam that in normal weather will show up a man in the centre of the track at a distance of 400 yards. The headlight is also fitted with a 10-watt lamp, which is used as a dimmer light.

The headlight and dimmer lamps are controlled by a three way switch in the cab situated alongside the driver's seat. Drivers passing through stations or passing other trains, or operating in yards or

marker lamps, situated on both sides of the front of the smoke-box, and on the back of the tender. These lamps, which are of

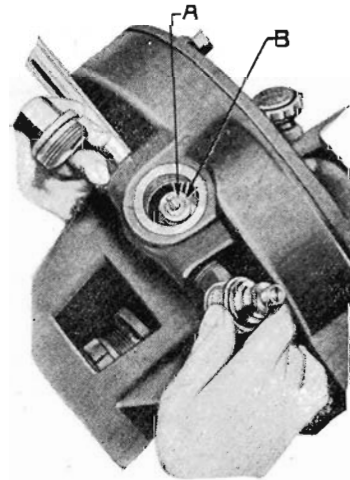


Fig. 2a.—When properly adjusted, top of governor valve (A) will be flush with top of its cage (B), when the cage is firmly seated in the turbine casing.

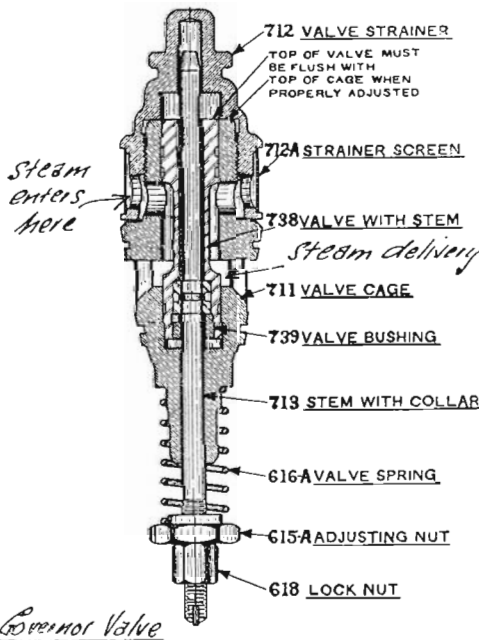
10-watt capacity, are fitted with colored reflectors, which can be altered or cut out as required.

These lamps are for the purpose of indicating the description of the train to the operating staff. For instance, when the both lights are on, it indicates that the engine is hauling an express train, fast passenger, or engine going to a breakdown. When the left-hand light only is on, it indicates a country passenger train. With the right-hand light on, it indicates a live-stock train and certain other trains.

Further lights are situated in the cab for lighting up the lubricators and various air and steam gauges in the cab. With the exception of the headlights, all the other lamps are automatically switched on when the driver starts up the turbo generator.

**What to do when—**

Unfortunately, electric headlight equipments have their little troubles. The locomotive driver cannot, like a car driver when he has a fault, park his machine and turn up his little book of instructions showing what to do when the lights fail. The locomotive driver has to keep his machine running to schedule and at the same time try to locate the trouble. For instance, if the turbo does not start up when given steam it will be found most likely that the steam valve on the supply pipe at its entrance to the turbine is closed instead of being fully open. If the valve is open, the refusal of the turbine to start up is caused most likely by the governor



*Governor Valve*

Fig. 2.

the suburban area, must switch out the headlight and cut in the dimmer light. Other lights on the engine are the two

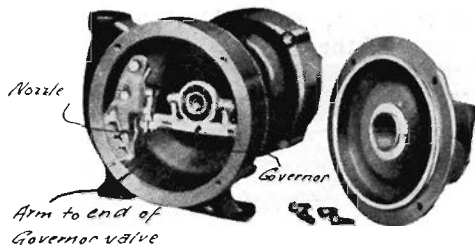


Fig. 3.—Turbine End.

steam valve, in the body of the turbine, sticking. A light tap on the side of the casting where the governor is housed will start it up. Failing this, it will be necessary to remove the cap over the governor valve and take out the strainer and clean it. At the same time the valve should be tested for sticking by moving it up and down in the casing.

A little cylinder oil poured on the valve will also help it to move freely. On odd occasions the turbine starts up but there is no current available; this generally occurs when the engine has been under repair and has been idle for some time.

Usually, the trouble can be overcome by temporarily shortening the brush holder terminals at the generator by joining them up with a screw driver or any other convenient piece of iron.

#### Slowing down

On the track drivers sometimes experience a slowing down of the turbine when the lights go on. A low boiler pressure or the governor valve sticking is a fairly safe diagnosis for this complaint. The latter trouble is also the cause, at times, of the turbine racing.

Cases have also occurred where the turbo-generator is operating effectively but the lights in the cab are very dim or will not go on. An examination of the wire connections at the terminal of the generator in a case like this should be made to see that the connections are tight.

If everything is in order in this direction it will be found that the fault is due to one of the wires of the dropper lights becoming damaged owing to fire or other causes. This causes shortening and puts an overload

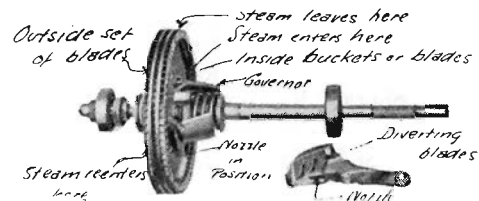


Fig. 4.—Turbine Wheel Shaft, Bearings, and Nozzle

on the generator. When the faulty wire is discovered it must be removed by disconnecting at the ceiling rose.

The commutator brushes sparking badly on the road is an indication that either the mica strips at the commutator are projecting above the surface or that the brushes or commutator are worn or rough.

#### Focussing the Light

Electric headlights must be correctly focussed if the track is to be effectively lit up. In order to focus the headlight it is necessary to run the locomotive between 60 to 75 feet away from a white wall. The contour of the reflector is so designed that with the lamp in the correct position the rays of the light are reflected forward in lines parallel to the centre line of the beam. The light must first be focussed for correct vertical and then for the horizontal position. This is done by moving the vertical and horizontal adjusting screws until the light appears as a series of concentric rings, that is each having the same centre. These adjusting screws must then be locked with the lock nuts and the lamp adjusted for the correct forward or backward position. This is done by operating the screw: until the series of rings mentioned above appear as one ring, and as small as can be obtained. The screw is then locked and the light is correctly focussed.

The reflector should then be tilted so that on a straight level track it will show up a man in the centre of the track at a distance of about 400 yards, or, alternatively, a man will be able to read a paper at the same distance from the engine by the aid of the light beam

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#### THE AVERAGE MAN

THE man who wins is the Average Man  
Not built on any particular plan,  
Not blessed with any peculiar luck  
Just steady and earnest and full of pluck.

The Average Man is the man of the Mills,  
The man of the Valley,  
The man of the Hills,  
The man at the Throttle,

The man at the Plough,  
The man who does things because he learned how.

He brings into being the thoughts of few,  
He works for himself and for me and for you,  
There is not a project nor purpose nor plan  
But rests on the work of the Average Man."

—Charles J. Kindel in the Commonwealther.

# From the Cane Field to the Table

By S. C. JONES



*Cane Cutting at Bowen, Queensland.*

**S**UGAR cane is to all appearances like a well grown bamboo, with this difference, that inside the stiff outer covering is the solid sweetness, which, when treated at the mills, becomes the household sugar and the accompanying by-product.

The cane grows in a dense mass and runs to a height of 12 feet. As yields upwards of 60 tons to the acre are harvested, the density of the crop can be readily appreciated.

In the early history of the sugar industry in Queensland, blacks (Kanakas) were employed on the fields, as it was then considered that white men could not endure the heat and do the work. The Kanakas who were imported from adjacent islands enabled the growers to produce sugar under favorable conditions for themselves. Ultimately with

**A**USTRALIA sweetens its meals with more than 600,000 tons of cane sugar a year, of which roughly five-sixths is produced in Queensland.

Mr. Jones, who recently visited the sugar State, and who contends that cane cultivation is a white man's job, here gives his impressions.

the advent of a White Australia policy, a duty was placed on imported sugar, the industry was subsequently manned by white labor, and since then there has been a marked increase in the

cultivation of sugar cane in Queensland. The blacks were returned to their native land.

Land must be of good quality in order to grow sugar cane, and the territory must also be subjected to a heavy rainfall. Water and a humid atmosphere are essential in the production of a payable crop.

Once the land has been cleared and grubbed, it is ploughed and harrowed, after which cuttings of the sugar cane are planted in rows. These cuttings grow readily, but while they are growing, a crop of maize is also planted. This is not only payable in



*A typical sugar train*

itself, but it forms a protection for the young cane, and at the same time keeps the land free from weeds.

Sugar cane takes three years to mature, and it is then ready for cutting. It is harvested each year for five years, after which the old roots are removed, and a fresh crop of cuttings is again planted.

#### How the Industry has Grown

The acreage under crop in Queensland has steadily increased. In 1915, 153,027 acres were harvested for a yield of 52,516 tons of cane, while, in 1924, the acreage was 253,519, and the yield 3,171,341 tons. The approximate yield for 1925 was 3,761,683 tons. It takes about seven tons of sugar cane to produce one ton of refined sugar. For the year 1925 the value of sugar exported from Queensland amounted to £2,090,293.

In order that the dense forest of sugar cane can be transported to the sugar mills, a network of light railways has been constructed. The gauge is usually two feet, and trucks with high ends and open sides are used for loading the cane. The haulage

is done by small locomotives. These tracks provide just sufficient room for the trains to pass through the fields, and, as a matter of fact, the cane is so close when the crop matures that it brushes against the sides of the vehicles as they pass along to the mills. Settlers, therefore, have little or no worry as to transport facilities after the cane is cut and stacked ready for loading. The sugar mills arrange the transport.

The nearest sugar fields to Brisbane are at Nambour, a town 65 miles north of the capital City. Years ago the land, which is now yielding heavy crops of sugar cane, was offered to the local residents at 2/6 per acre, and was refused, and it was left to the settlers from Southern States to take up and show the locals what a good thing they had missed, by converting what was regarded as useless land into a valuable sugar cane field, where heavy crops are harvested each year. Today this same land could not be purchased for £100 per acre.

#### Good Money in Sugar

The area of these farms is usually 40 acres, and with yields of up to 60 tons to the acre at £2 per ton, it will be seen that there is good money in sugar. There are no niggers in Nambour, and the contention that white men could not work a sugar field is a myth.

When the Victorian Railway Bowlers visited Queensland recently, an opportunity was taken to pay a visit to Nambour. They visited the sugar mills where the Manager (Mr. Greathead) showed them over the works and explained the various operations from the discharging of the sugar cane on to the conveyors, and the processes through which it passed until it

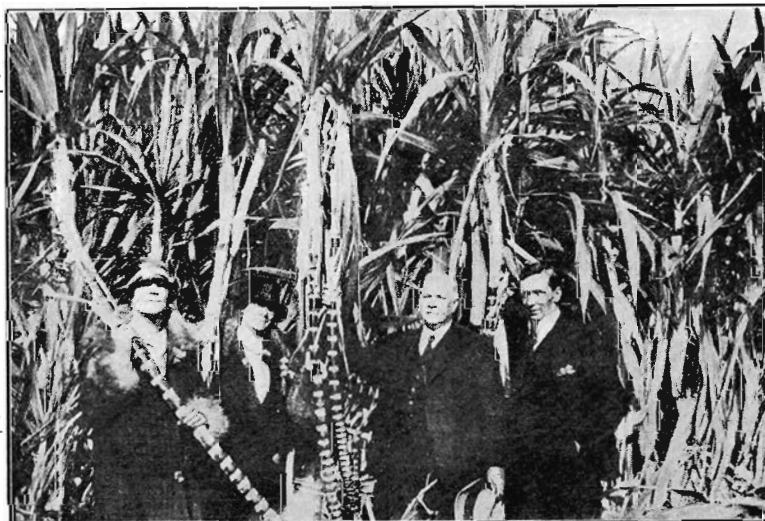
*(Continued on page 79)*

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#### On a Queensland Sugar Plantation.

*Mr. M. J. Canny, Gen. Superintendent of Transportation of the Victorian Railways, is on the extreme right. With him is the manager of an adjoining sugar mill and Mrs. S. C. Jones (centre).*

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*How I Get Business***ATTENTION TO DETAIL**

By Stationmaster W. C. BUTLER, Harcourt

**T**HE first step towards regaining rail traffic lost through road competition is to make quite sure that what is left is securely held. If the methods are right, the rest will follow. Station-master Butler here explains the first two essentials for holding—and gaining—traffic.

**A** MATTER that is agitating the minds of most Railwaymen to-day is that of motor competition.

During the last few years this has made serious inroads to the revenue of the Railways, and it behoves us all to exert our greatest efforts not only to stop further leakage but to regain lost traffic.

My fairly extensive dealings with the public convinces me that the first step to regaining lost traffic is to make quite sure we retain what we at present hold.

Two of the greatest factors in retaining this business are courtesy and attention to detail.

Courtesy costs nothing and can, and should be, extended to every one.

Attention to detail, however, very many are inclined to disregard. A client may call upon a Stationmaster when he is immersed in other business. This customer may require certain details about consignments somewhat out of the ordinary line of business transacted at the station concerned.

Some Officers would be inclined to give vague answers to client's queries instead of endeavouring to make clear the various points of the question. Even if it is not in the power of an officer to give an authoritative answer to all phases of it, he should remember he has an able and willing ally in the person of the General Passenger and Freight Agent, and that a telegram to that officer will elicit the necessary information.

Again the motor owners obtain a good deal of business by making their slogan: "Prompt Delivery." Well, we can ensure speedy delivery too.

Before any consignment is accepted for

transit, it takes very little to find out whether the loads are urgently required at the destination station.

If urgency is required steps can be taken to load promptly and to expedite the passage of goods by promptly wiring officers at junction stations and the Superintendent of Goods Train Service.

And here I might point out the necessity for promptness in dealing with "Van" trucks.

At wayside stations if there is slackness in discharging and forwarding this class of truck, the efforts of an officer at the forwarding station may be nullified.

I have, myself, always made it a point to explain to clients the advantages derived from the system of Nominated Loading Days. A few words make clear to customers that, because trucks are loaded for fewer stations, the risk

of ullage or pillage is minimised, and the truck is enabled to reach its destination more expeditiously.

I might point out that every employe of the Department may help in one direction in this matter. In conversation with the public the question of road transport versus rail frequently crops up.

It is the opportunity of the Railwayman present to point out the unfairness of this competition, instancing that the motor only pays a very small amount towards the upkeep of the highway, while the Railway Department has thousands of miles of permanent way to maintain at its own cost. Again, the motor only takes the best paying commodities, leaving the low grade traffic to the

**WHO'S NEXT ?**

**S**INCE Crib Point with a year's revenue of £15,721 threw down the business glove to all other ninth-class stations and was subsequently beaten by Moulamein, with £21,405 for 11 months, challenges have been pouring in thick and fast.

Cudgewa now claims the title for both eighth and ninth class stations, manned by two men, with a revenue for the year to June 30 of £27,383—passengers £1,337, parcels £505, goods £10,839, live stock £14,674, miscellaneous £28.

But, by the same mail, Balranald, another eighth-class two-man station, showed points to Cudgewa, in that class, with an income for the year to May 31 of £37,609—passengers £2,988, parcels £808, goods £25,664, live stock £8,063, miscellaneous £86. "And," says the S.M., "if any eighth can beat this, well, they deserve all the laurels."

At the same time Marnoo enters the lists as a one-man eighth-class station with £15,328—passengers £430, parcels £257, goods £13,692, live stock £879, miscellaneous £70—and wants to know who can beat it.

Meanwhile, Lancefield, which has so far held undisputed sway in the seventh-class with £9,382, has been beaten by Beulah with £23,521—passengers £1863, parcels £512, goods £19,006, live stock £2,042 miscellaneous £98.

Let them all come! If there are too many for this page, we can always engage the stadium.

(Continued on page 70)

*Where To Spend A Holiday***DELIGHTFUL DAYLESFORD**

By J. D. MICHIE

**D**AYLESFORD, situated at an altitude of 2,040 feet above sea level, surrounded by magnificent mountain scenery, is 76 miles from Melbourne. Famous as Australia's Spa Centre, it is deservedly popular as an all-the-year-round holiday resort.

**D**AYLESFORD owes its origin to the auriferous deposits which were met with in a belt of fractured rocks less than a mile wide, but stretching uninterruptedly both north and south for several miles in length, and which, later, made the district one of the most prominent gold mining centres in Victoria.

Owing to the undulating nature of its site, the general aspect of the town is most picturesque. The bell tower of the Fire Brigade and the cupola of the State School, the spires of the Churches, and the crown of beautiful trees on Wombat Hill group themselves effectively against the skyline, when surveyed from the pleasant eminence upon which the public park and racecourse has been established. A creek winds through the valley below, with a fine bridge thrown over it, filling up the foreground.

**Botanical Gardens 2,300 ft. Up**

The botanical gardens at Daylesford enjoy a position which is unique. There are none better in Victoria. They occupy the summit of Wombat Hill, a round and isolated eminence 2,300 feet above the level of the sea. They have been planted with groves of pine, cedar, laurel, juniper and pittosporum, and these have been so disposed as not to obstruct the outlook of the visitor over one of the finest prospects the eye could desire to gaze upon.

As far as vision can reach in every direction, ranges spread out, ridge after ridge, like the billows of a vast ocean that has been abruptly solidified in the midst of a raging storm. In their interspaces, the spectator perceives green plains and fertile bottom lands upon which agricultural settlement has taken place, with an occasional sheet of mist overlying a moist valley and resembling a great lake or inland sea. The town of Maldon is discerned in the far distance, as well as the townships of Vaughan and Fryerstown, with Hepburn nearer at hand, while the whereabouts of Bendigo, Castlemaine, Kyneton, Malmsbury, Tara-

dale, Kingston and Smeaton are to anybody familiar with the topography of the immense expanse of country comprehended in the view.

In many instances the summits of the mountains present a succession of flowing lines. They are singularly beautiful in color owing to the clearness of the air. The ranges in the far distance—and these include the Grampians, the Pyrenees, Mount Alexander and Mount Tarrengower—are more rugged in outline, and several of them have serrated peaks. Some of the nearer hills are clothed with timber, while others are carpeted with green sward to the very top.

What lends a special interest to Daylesford is, that at some far distant epoch the whole region was one of great volcanic activity. Wombat Hill itself vomited forth the greater part of the lava, ashes, scoria and tufa which form the fertile ingredients of the soil at its foot. Mounts Franklin and Bullarook, and Fern, Lightwood, Snake, Kangaroo, Bald, Eastern and Smeaton Hills were once throbbing with internal fires, and sent up their columns of flames and smoke and incandescent minerals into the heated air.

**Land Flowing with Milk and Honey**

To-day the circumjacent valley to the north, south and east is a land literally flowing with milk and honey. In winter its lush verdure is inlaid with squares of ruddy brown and deep black where the earth has been turned up by the shining ploughshare; in the autumn these are bright with golden grain. In the orchards and gardens all the English fruits thrive luxuriantly, and large quantities of strawberries, black currants and other produce find their way to the Melbourne Market.

On the Western side of Wombat Hill the town displays its rectangular streets towards the rising ground opposite, where villa and cottage residence have been erected upon jutting knolls and eligible ledges. The churches are not without architectural merit, and the municipal Hall is a conspicuous



*Daylesford, from Wombat Hill Gardens*

feature of the town itself. Daylesford is supplied with water from a reservoir of eleven acres, which receives a pure mountain stream at Bullarto, seven miles distant, and is well stocked with fish.

#### Curative Mineral Waters

Mineral springs abound in the immediate neighborhood; those at Hepburn, two miles north of Daylesford, resemble in their composition the celebrated waters at Bath, England, and King Haakon's in Norway. They are famed for their therapeutic value, being extremely beneficial in cases of dyspepsia, gastric fever, liver complaints, neuritis, and so on.

The neighborhood of Daylesford teems with waterfalls, those at Stony Creek and Sailor's Creek being but a morning's walk from the town. The road to the first lies through a pretty bit of bush scenery. Pur-

suing a broad bush track, the falls of Sailor's Creek can be reached in a journey of less than two miles. Here two small streams, separated by a massive promontory of rock, fissured and seamed so as to resemble the rough masonry of the old Etrurians, descend into a gorge, more than a hundred feet deep in places. The Gorge is enclosed between walls of massive boulders, beautifully stained with mosses and lichens.

#### Sporting Facilities

Daylesford caters liberally for all kinds of sport. There is a fine bowling green, with asphalt tennis courts attached, and nearby there is an excellent croquet lawn. There is a nine holes golf course, the links of which are available to tourists. There is ample scope for the fishing enthusiast. Creeks, rivers and reservoirs carry a large stock of fish, and good sport for rod and line is assured.

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#### HAD A REASON.

He rose with great alacrity—  
To offer her his seat;  
'Twas a question whether he or she  
Should stand upon his feet.

A wild and audacious baboon,  
Tried to whistle a popular tune.  
But he blew out his teeth,  
Both above and beneath,  
And they're feeding him now from the spoon.



# Railwaymen

## Job Off the Job



Sandridge Workshops (Port Melbourne these days), he has been to Newport, the Car and Waggon Shops, and most of the big country centres in Victoria. J. Colvin of North Melbourne taught him how to issue affidavits for carriage rods and springs.

## One of Ponting's Recruits

**A**FTER more than 45 years' service, Senior-clerk Jack Fenaci, in the office of the Inspector of Ironwork, has called it a fair thing and commenced drawing his pension. Fifteen years of age, Jack started railway work under the late Inspector Ponting in 1882, and kept the time of the gangs on permanent way work in the northern suburbs until 1895. In that year he crossed over as far as the Inspector of Ironwork's domain, where he remained until anno domini brought pressure to bear. Always a keen lover of music, Jack should find some use for the handsome wireless set which his colleagues presented to him.



## Ballarat Engines Inconsolable



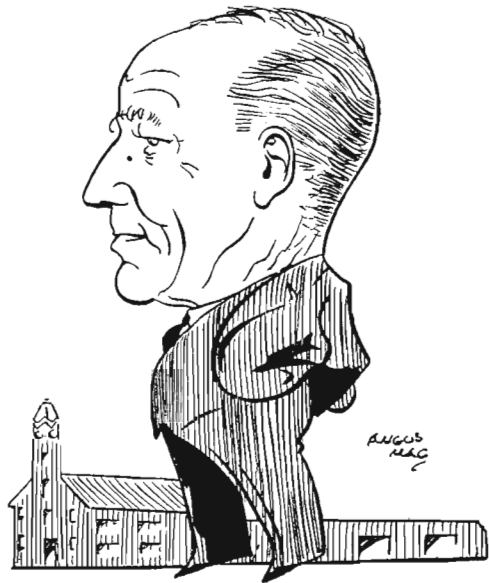
**B**ALLARAT'S engines are inconsolable. The turntable at the loco. depot moves with a stiff melancholy. The cheerful smile has vanished from the washing-down plant. The coal stage is quite broken up. For District Rolling Stock Superintendent E. Jackson has been officially propelled from his Ballarat headquarters to Geelong. He has looked after rolling stock in the Western District for the past three years, and has become one of the best known landmarks in the railway world at the City of Statues. He had three hectic years as fitter-in-charge at Nyora, when a temporary track was being put down at the rate of a mile a day to link up with the Wonthaggi mines, and shouldered the responsibilities of D.R.S Superintendent in 1920. Before he left Ballarat, District Engineer Ward gave him a gold-mounted pipe and the best wishes of the Way and Works Branch.

## Appropriate

**W**ARRNAMBOOL railroaders made a happily appropriate choice when they looked round for a suitable presentation for Road Foreman A. Berger, before he went on transfer to Oakleigh. There was a long journey to start with, so a travelling bag was first choice. Plenty of right wrist work was indicated, so a gold eversharp pencil was second choice. And the popular foreman, being a genuine dyed-in-the-wool railwayman, a smoker's outfit was third choice. S.M. Jack McDonald handed over the suitable collection with some eminently suitable valedictory remarks.

## Loco. Departures

**N**ORTH Melbourne loco. depot has lost a couple of good lighters-up. George Barker has begun to collect his superannuation after close on two score years on the job; and Harry Miles is starting out in business on his own account. A case of pipes, a fine Onkaparinga rug and a tea set for the wife were presented to both men.



*As Described*

GEORGE MUNRO, just retired Assistant Goods Superintendent, appeared in a variety of roles at the smoke social tendered to him by the Melbourne Goods Sheds' staff the other week. Goods Superintendent Sexton described him as his right hand. Denis Ryan, stoutly refusing to say good-by, said he had been a brother to him. Big Bill Frilay boomed out that George had been a father to everybody in the sheds. Senior-Foreman Jim Jeffers, amid encouraging shouts of "good old Jeff!" thought that "white man" was the very label for the retiring one. Foreman Paddy Thompson called him a gentleman. The crowd of jolly good fellows applauded each fresh description vigorously and accorded hearty support to the good wishes which came from Assistant Superintendent Cuddigan, Assistant Staff Officer Meares, Bill Arundel (who doffed his overcoat to give full play to his eloquence), Bob Cottle, Assistant Claims Agent Fankhauser, bluff Jack Williams, Rates Expert Adams, Auditor Kelleher and "Bull" Carmody. Then the chairman handed over a bulging wallet of notes, a bag for Mrs. Munro, and a framed collection of all the available signatures of the goods shed staff.

*Hear, Hear !*

WHEN George Munro upended himself to make his responses, the tumultuous reception threatened to bring down the ceiling in large lumps. Shrill blasts of protest from the guard's

whistle, which the chairman had wisely provided himself with, were lost in the hand claps and cheers. George mightn't have got any younger since the day, 44 years ago, when he started on the job, but the smile which spread over his face as he beamed on the crowd was as pleasant and youthful as ever. 'Ninety-four was his first year at the Goods, and H. W. Cauty his first boss there. He worked under six different Superintendents and toiled in practically every position in the sheds. He told the enthusiastic assembly that he had seen boys in knickerbockers come to the sheds who were now married men with families of their own. He was sorry to go (loud "hear, hears"), he had tried to do his best and to look after the staff (vociferous "hear hears") and he hoped to keep on seeing them all for many years to come (deafening "hear hears").

*Speed Merchants*

ONE hundred and twenty words a minute for five minutes did not daunt them. One hundred and fifty words a minute for 10 minutes shook but did not dismay them. With clenched teeth, they thrust their bent heads into the terrific barrage of words, and emerged unscathed. For their bravery they have just been decorated with the short-hand world's most distinguished order. They're still writing L.S.W. after their names to see what it looks like. One of the plucky fellows is Claude Coghill, of the Secretary's Branch. The other is Reg. Short, of the General Passenger and Freight Agent's office. Incidentally they're both the same age, they both received their permanent appointment on October 12, 1921, and they were both coached by Tommy Mather, of the Board of Discipline. So they *should* have got their L.S.W.'s together.



C. Coghill



R. Short

Lease Vacant

along and say good-bye to the department's land resumption expert. In a characteristically concise speech, the Way and Works chief said that he understood Mr. Roberts wished his presentation to take the form of a writing desk and armchair. These two articles of furniture being rather bulky to handle conveniently, the wherewithal for their purchase was contained in the wallet which he asked Mr. Roberts, on behalf of the branch, to accept. Messrs. Perrin, Canny, Ashworth, Easterby and Rankin having added their meed, the Estate Officer undertook faithfully to remember his old friends and associates at least every time he sat in the armchair.

Sorry—but glad

SIGNAL and Telegraph Branch was in full force at Anzac House the other evening to bid farewell to its oldest member, Supervisor A. P. Watson, who has been on the V.R. pay roll for 44

EMERGING with a powerful breast-stroke from the waves of adulation which washed over his head, Estate Officer G. Roberts made his official farewells to the Way and Works Branch in Chief Engineer Ballard's Office the other day. "Standing Room Only" notices were exhibited outside. Engineer C. H. Perrin temporarily abstained from bridge-building, and General Supt. M. J. Canny quitted the helm of the Transportation Branch to come

years. Chief Engineer Calcutt handed the guest a gold watch and a leather purse for Mrs. Watson, and told him that, while he was sorry to lose such a capable officer, he was glad to know that Mr. Watson was leaving while his health was still good. The same sorry-but-glad note was sounded by the half-dozen speakers who followed the chief. Then the guest declared pathetically that, although he had gone to a whole heap of trouble preparing a speech, he had completely forgotten every word of it.

Chip of the Old Block

FRANCIS Raynar Wilson, Signal and Telegraph Engineer, whose job for some time back has been associated with the installation of power signalling apparatus, has packed his bag and caught the boat for America. He proposed to take an extended holiday there, although, like the busman, he will probably be quite unable to leave his job alone. He wants, among other things, to find out whether Uncle Sam can show us any points in the power signalling business. His father, Raynar Wilson, is the author of a comprehensive and popular work on the subject. Francis Raynar seems to be following in Dad's footsteps. Everybody wishes him bon voyage.




---

## GOOD WILL

By QUINTRILL

*I WAS sitting beside the fire,  
And dozing a bit, maybe,  
When a dear little elf came and settled herself  
Quite cosily on my knee.*

*In her hand was a golden rule,  
At her waist hung a fairy bell,  
And a faint perfume seemed to fill the room  
As she cast upon me her spell.*

*"From whence do you come, sweet elf,  
So winsome, and bright, and bold?  
Your name, can you tell? And what meaneth the bell,  
And the beautiful rule of gold?"*

*he made me a dainty bow,  
looked into my face and smiled,  
I came through the air from the great Everywhere,  
t the call of a Little Child.*

*"My name? I am called Good Will,  
And my magical bell doth ring,  
And its music reach to the heart of each  
That doeth the least kind thing.*

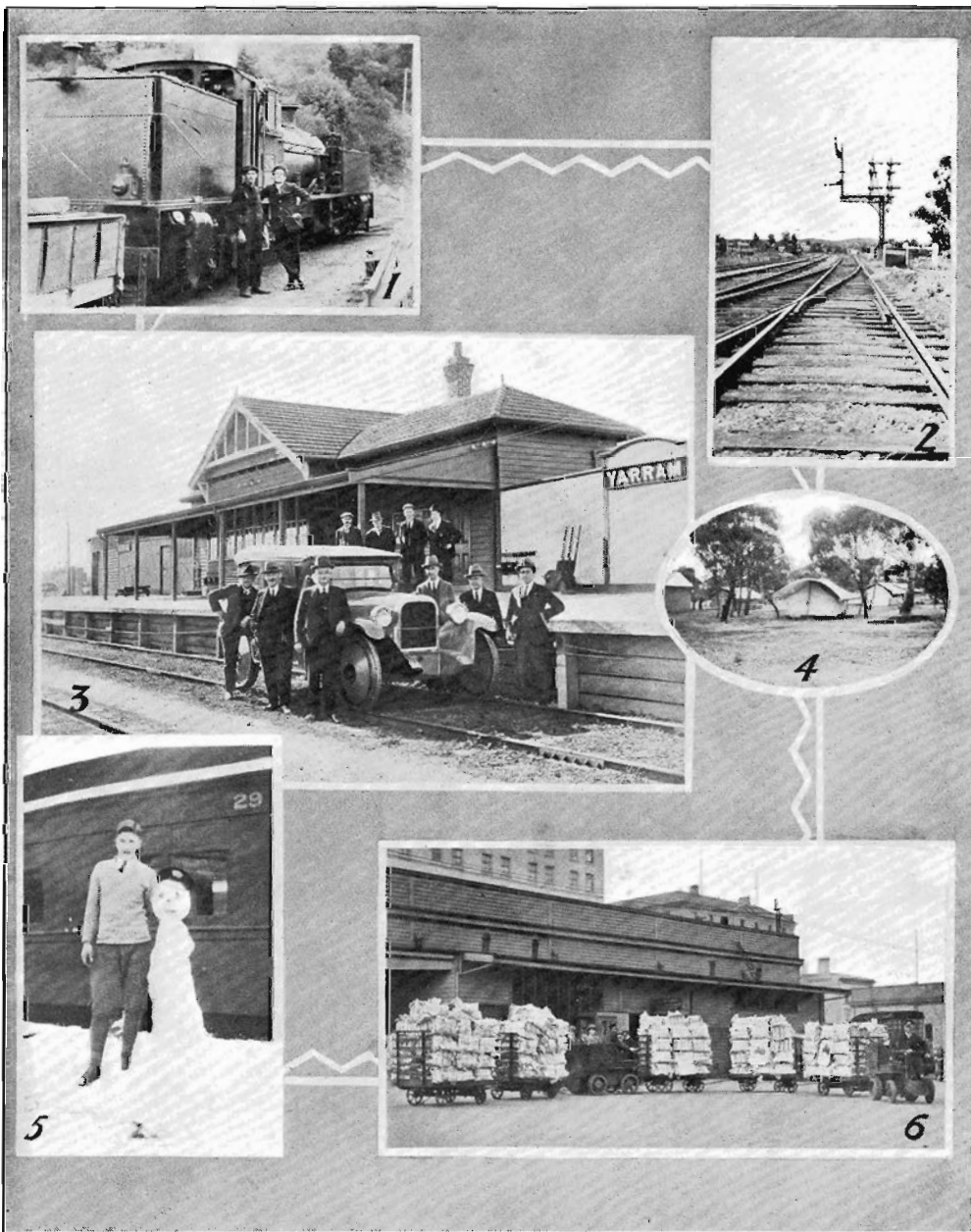
*"And this golden rule I use  
To measure what people do,  
To others do good, even as you would  
That they should do unto you."*

*Then she opened her arms and cried,  
"O world of men so dear,  
I am longing to do so much for you,  
Will you not pause to hear?"*

*Sweet melody filled the air.  
It is ringing around me still.  
And my fairy bright is an angel of light.  
Come! Follow the Great Goodwill.*

# Snaps Round the System

Sent in by Contributors



1. Garrett narrow gauge engine at Walhalla
2. Electrically-controlled signal at Castlemaine
3. Eastern District Officers and their inspection car. Left to Right : Messrs. E. Richard (District Engineer)  
J. G. Lee (District Superintendent), J. W. Carter (D.R.S. Superintendent)
4. Railway construction camp at Goroke
5. On the platform at Brighton during the recent wintry weather
6. Getting newspapers to the trains at Spencer-street



Conducted by EILEEN to whom all communications for this feature should be sent

## HOW TO DRESS SMARTLY

**J**UST what is the secret that makes some women appear always smart and well turned out, and other women who have exactly the same chances appear so very ordinary? This question is often asked where women foregather.

**O**F course, figure and carriage have quite a lot to do with it. The woman who slouches and lolls will always damage the shape and set of her clothes. The cultivation of an erect carriage of body, the art of standing well, and the correct sitting position will help considerably towards making the clothes look well, and will give an air of dignity and grace.

The secret of looking smart among both men and women is, I believe, the capacity for taking infinite pains. The woman who always looks well dressed and well groomed, although her pin money is perhaps half of yours, is the one who never lets her clothes wear out. When she discards any garment it shows no unsightly rents and tears or spots and stains, it is simply worn too thin for further use.

Carefulness counts—care as to how we keep our clothes, care in the way we put them on, care in the way we wear them. The woman who just jerks herself into her clothes cannot possibly look smart or well dressed.

The girl with a limited dress allowance has always to keep in mind two things; first,

the best effect she can gain with her new frock, and second the best way she can adapt her last year's frock to this season's style.

If you want to look smart and well groomed, choose a few good quality garments, rather than numerous poor quality things.

Do not try to economise by buying cheap material. The girl who makes her own frocks needs all the help good materials can give her. Good cloth is the easier to cut and to sew, it is beautiful in texture, coloring and design, and generally needs no trimming.

The woman who desires to look well dressed should strive to attain clothes of good cut. The straight tailor cut is almost universally becoming. Never loll about in street clothes if you wish to present a smart appearance. Remove walking or visiting attire as soon as you return home; dust it and put it away carefully. If you respect your clothes, they will always be a credit to you. It will be found to be sound economy to have a couple of house frocks, something easy and comfortable, something that will not pull out of shape if one desires to slacken a little and lounge.



Fig. 1

Fig. 2

*Fig. 1 shows a very chic evening frock which may be designed either in georgette or crepe-de-chene, trimmed with the latest cornelli work in contrasting color.*

*Fig. 2 is a little frock that is very suitable for a fine but cool day. The bodice of check should be of the same shade as the plain material of the skirt to obtain the desired effect.*



HOME HINTS

**Curried Eggs.**—6 eggs, 1 dessertspoonful curry, 1 small onion, a heaped teaspoonful flour, 1 pint milk. Boil the eggs till quite hard, shell, and cut lengthwise. Mix the flour, curry, and a little salt with the milk, add the onion cut in two. Stir till thickens, add the eggs, and let simmer ten minutes. Remove the onion, and serve very hot with boiled rice.

**Cinnamon Scones.**—Three cups flour, 1 table-spoon butter, 1½ teaspoon bicarbonate of soda, 3 teaspoons cream of tartar, 1 cup milk, 1 egg, ½ cup sugar, 2 teaspoons cinnamon. Rub butter into flour, add sugar, cinnamon, soda and, lastly, milk and egg. Make into a soft dough, roll out and cut, bake in quick oven.

**To Clean Cut-glass Ornaments.**—Wash them in warm, soapy water, using a small brush to clean crevices. Dry with a linen cloth and rub with fine, soft tissue-paper; afterwards apply a little French chalk, and polish with chamois.

Never put a cake away in an airtight tin until it is quite cold—otherwise it will acquire a musty taste.

Vinegar mixed with salt and rubbed on with soft flannel will clean the most hopelessly dirty copper utensils and give a brilliant finish.

English rosewater is an excellent lotion for tired and weak eyes. Procure it from a reliable chemist, and use it as an eye-wash.

AMERICAN TEA AT BALLARAT

THE American Tea on the "bring-a-gift and buy-a-gift" principle, organised by the Ladies' Social Committee of the Ballarat Railways Institute on August 12, in aid of the Kenny Memorial, was an unqualified success.

The ladies, headed by Mrs. J. N. Dunn, President; Mesdames Burke and T. H. Maddern, Vice-presidents; Mrs. Frank Overall, Secretary; and Mrs. W. Hollioak, Treasurer, had made elaborate preparations, and had decorated the Institute main hall in a color scheme of mauve.

Two stalls in charge respectively of Mrs. Traughton and Mesdames O'Haire and W. Hollioak were heavily laden with gifts, all of which, thanks to the efforts of these ladies, were disposed of.

Among those present were Mrs. W. Shannon and Miss Shannon, wife and daughter of Commissioner Shannon, and Mrs. Galbraith, wife of the Secretary of the Victorian Railways Institute, who were received at the Institute by the president and committee, Miss Kenny and Mrs. H. Ludbrook.

In performing the opening ceremony, Mrs. Shannon made a graceful little speech in which she said that the name of Kenny was known and honored, not only in Ballarat but in Melbourne, and indeed all over Victoria, and she was very pleased, after having seen the Orphanage, to know that that name was to be perpetuated at the institution.

An excellent programme of music was contributed by Mesdames L. Freestone, Misses Howarth, Bell, W. Matthews, Lorna Palmountain (recitations), Nellie Martin, Doreen Hardy and Mr. W. Matthews. The Orphanage Band also gave selections.

**"The Railway Lever"**



**30/-**  
Post Free

**Do You Realise what Our Guarantee means to You when buying Jewellery?**

**SIMPLY THIS:** You obtain Highest Quality Jewellery—Guaranteed in writing—with an undertaking to Refund the Money if not satisfied.

**IN ADDITION:** Our Prices are the Lowest in Victoria because we have No Heavy Shop Rents or Middlemen's Profits to pass on.

*Orders by Mail receive Prompt and Efficient Attention.*



**"Aristo" Lever**

**£6**

The Celebrated "Aristo" Lever, fitted with 15 Ruby jewels and highly polished pinions and pivots. Solid 9ct. gold case on a strong gold expanding bracelet.

**£6** Five years' written guarantee **£6**

Other Makes from £3, and on Ribbons from 35/-

**THE DIRECT SUPPLY JEWELLERY CO.**  
A. COHEN, Manager (Regd.)  
Take Lift to Second Floor (Arlington Chambers)  
229 Collins Street, Melbourne

The Famous "Railway Lever" is fitted with 15 jewels and highly polished pinions and pivots. A perfect timekeeper. Fitted to a solidscrew-back and front case. Heavily nickelled.

**30 - Five years' written guarantee 30/-**  
Other Gents' watches at 20/-, 25/-, 35/- upwards



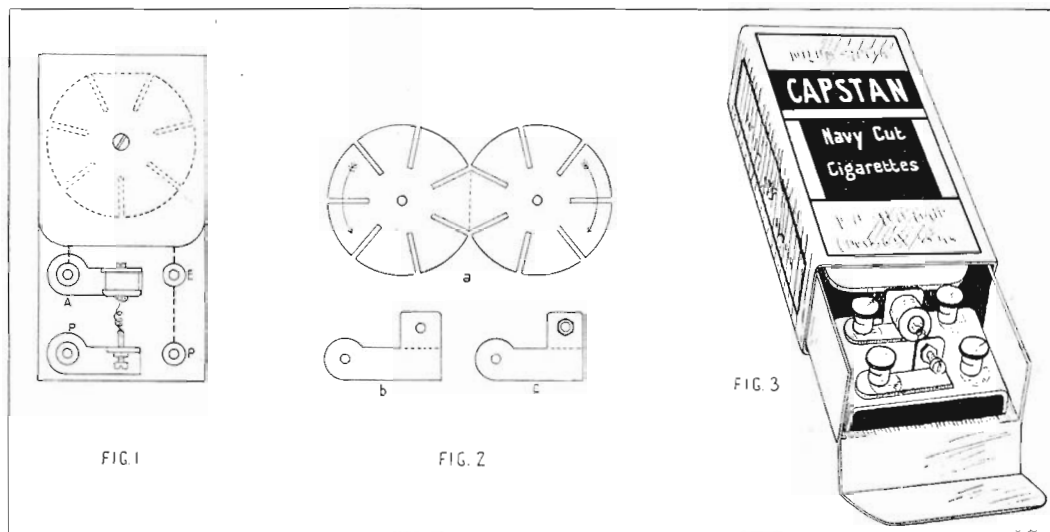
By AERIO

## ONE OUT OF THE BOX!

**A**LTHOUGH small enough to be enclosed in a cigarette packet, the crystal set here described is a practical and efficient receiver when connected to the usual aerial and earth.

### MATERIALS REQUIRED

				s.	d.
Celluloid	...	...	...	0	6
No. 140 d.s.c. wire	...	...	...	2	0
Small clamp terminals (4 No.)	...	...	...	0	8
Crystal cup	...	...	...	0	3
Two small brass bolts and nuts (say $\frac{1}{2}$ in.)	...	...	...	0	2
Crystal and Catwhisker	...	...	...	1	6



**T**HE base consists of a piece of card or, preferably, celluloid (known in the trade as No. 2 white celluloid) 4 in. long by 2 in. wide. This base is to be folded over  $1\frac{1}{8}$  in. from one end to form a flap under which the coils are to be fixed (Fig. 1),  $\frac{1}{8}$  in. should be cut from each side of this flap before folding, and  $\frac{1}{2}$  in. on each side of the remainder of base should be bent downwards at right angles so as to raise it up sufficiently to allow wires and terminals to be fixed underneath.

If celluloid is used it can be bent to the required shape by warming a table knife over a flame or in boiling water and holding it against the celluloid where it is desired to bend. Care should be taken that too much heat is not used, otherwise the celluloid will stick to the knife.

This base should now fit nicely into a "Capstan" cigarette packet.

### Making the Coils

To make the tuning coils, a piece of flexible card or celluloid is required as a former which will bend at the dotted line (a, Fig. 2) without breaking, and then have sufficient spring in it to open out again. Outside diameters are the same size as a penny; centres are slightly smaller than a threepenny piece. Seven slots are to be cut equally spaced on each half. A small hole should be made in the centre of each half to take a brass bolt which is used to bring the coils near to one another when folded over.

Wind 65 turns of No. 40 double silk covered wire on each half. The windings for the two halves are put on in opposite directions as shown by the arrows on Fig. 2, without breaking the wire. After completing the winding on first half, the wire should be formed into a short spring (by winding around a

nail which is then withdrawn) before proceeding in the opposite direction with the second half. The coils are now folded over at the dotted line and held in position by a small bolt threaded through the flap, coils and base as shown in Fig. 1. A nut is screwed on to the bolt from beneath.

**Fixing the Detector**

Two small pieces of tin are to be cut as shown at b and c in Fig. 2, and bent at right angles at the dotted lines.

A crystal cup is fixed to (b) which is then held in position by the aerial terminal.

A nut is to be soldered to (c) through which a small brass bolt is to be screwed with a catwhisker soldered at the end. By screwing this bolt in or out, the catwhisker is brought into contact with the crystal. The left-hand phone terminal holds (c) in position.

**Wiring**

The second phone terminal and the earth terminal are connected together under the base by means of a short wire or strip of tin. The two ends of the coil wire are then connected beneath the base to the aerial and earth terminals respectively.

The set is now complete. Stations are tuned in by setting the coils at the correct distance apart (by trial) and tightening up the centre bolt to hold them in position.

Constantly opening and closing the coils would very soon break the fine wire with which they are wound, and it is therefore advisable to adjust the tuning to a particular station and leave it set at that. There will be sufficient wire left on the 1-ounce reel to wind several sets of coils, and the crystal can be cut into three pieces, extra catwhiskers being made

from copper wire, so that at a very small cost additional sets can be made for different stations. Probably 45 turns on each half would tune to 3DB and 35 to 40 turns on each half would get some of the amateur stations. It has been found necessary to use clamp terminals instead of ordinary phone terminals as the latter are too large to fit into the cigarette packet.

**Further Notes on V.R.I. 3**

Mr. Lukey of Moonee Ponds advises that on Sunday, July 24, he received the following stations on V.R.I. 3:—3LO, 3AR, 3DB, 3UZ, 3BY, 3KB, 3EF, 3LG, 3SW, 3RI, 3RN, 3TM, 4QG, 5CL, 5DN, 2FC, 2BL, and 4 others unidentified.

Mr. F. A. Robinson of Spring Vale received 16 stations on one night.

Mr. W. G. Patford of Shepparton in the initial try-out of his set got splendid results from 3LO, 3AR and some of the Interstate stations.

Mr. A. Telford of Surrey Hills when testing out the detector stage of the set he is building, tuned straight into 2FC, on one valve.

**PART TIME**

A man with all the earmarks of a laborer was smoking thoughtfully and watching a large building in process of construction. A foreman approached and asked:

"Hey, want a job?"

"Yes," was the reply, "but I c'n only work mornings."

"Why can't you work all day?"

"Every afternoon I gotta carry a banner in the unemployment parade."



Now's the Time to  
**OVERHAUL  
RADIO SETS**

*Get Your Replacements from These  
Guaranteed Parts and Accessories.*

Kellogg  
Phones  
reduced to

**19/6**

these  
phones are  
specially  
clear with  
vocal and  
instrumental  
music.

"Use them  
and prove  
them"

Wireless Demons-  
trations daily with  
the famous Kellogg  
Sets

**Kellogg Speakers from £2—a wide range**  
**Kellogg Transformers 4½ to 1—19/6**

*Alfred Harvey Pty Ltd.*

*525 Collins Street.*

**MELBOURNE**

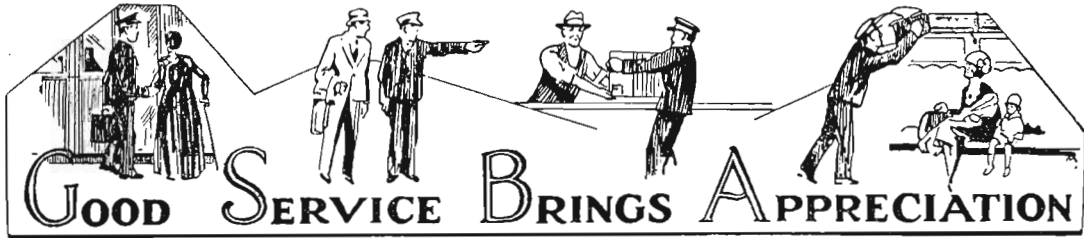
Agents wanted  
in Queensland  
and N.S.W.

(Roach)

**HARKEL  
BATTERIES**

- 1½ volt A 2/9
- 45 volt B 22/6
- 60 volt C 32/6
- 4½ volt C 3/3
- 60 volt Super.  
22/6

**Renowned  
for Results**



#### SPEEDY GOODS TRANSIT

I WISH to advise you of the safe arrival of our goods from Tallangatta on 13th inst. We feel that we are greatly indebted to you for all you have done in investigating our inquiries and in giving the goods such speedy transit. Mere words cannot express our gratitude, but we hope that you will, when passing through, or when convenient to yourself, give us a call.

—B. Ellis Nankervis, Merton, Victoria, writing to the District Superintendent, Seymour.

#### A PORTER'S COURTESY

I WISH to bring before your notice the courtesy and kindness extended to me on Saturday last by porters on the Princes Bridge Station. I was feeling very far from well when waiting for a Reservoir train about 2 p.m. As soon as I had taken a seat in a carriage a porter came up and asked if he could get or do anything for me. As I was travelling alone he seemed troubled, and shortly after the Head Porter came along and after offering help he phoned Preston where the porters were equally kindly.

—Bertha Keartland, Teachers' Training College, University grounds, Keattan-street, Carlton, writing to the Chairman of Commissioners.

#### BETTER FARMING TRAIN APPRECIATED

I AM directed to convey the cordial thanks and appreciation of this Council for having sent the women's section of the Better Farming Train to Port Fairy. The lectures were greatly appreciated by the ladies of the town and district and much benefit derived thereby.

—The Acting Town Clerk, Port Fairy, writing to the Secretary for Railways.

#### SUCCESSFUL TROOP TRANSPORT

WITH reference to 4th Divisional Camps of continuous training held at Seymour during the period March 12 to April 2, 1927, it is desired to express appreciation of the co-operation of all officials of the Victorian Railways Department concerned in preparation of arrangements for transport of troops, vehicles, etc., thereby contributing to the success of the camps.

—Brig-General Grimwade, Commander 4th Division, Headquarters, 3rd Military District, Melbourne, writing to the Secretary for Railways.

#### HELP IN SICKNESS

I BEG to express my appreciation of the kindness and consideration extended by the Stationmasters and staff of the Elsterwick, Gardenvale, North and Middle Bighton Stations last night when my wife became suddenly ill on the last train.

Would it be possible to convey my heartfelt thanks to those concerned. None could have done more to assist, and I would like them to know how their services are appreciated.

—Robert Law, "Birralea," Sussex-street, Brighton, writing to the Chairman of Commissioners.

#### S.M.'S WORK APPRECIATED

FOLLOWING the removal of our Stationmaster, Mr. W. G. McCracken, this Association recorded in their minutes, at their last meeting, their appreciation of the unfailing courtesy and attention to the travelling public of this municipality.

Mr. McCracken was, at all times, most obliging to the clients of your Railway system, and residents, whilst regretting his loss to the community, desire to express their pleasure at his promotion in the service.

—Mr. F. A. Kent, Hon. Sec. Heidelberg and District Progress Association, writing to the Commissioners.

#### NO BREAKAGES THIS TIME

WE have just completed the delivery, spread over a period of a month or two, of approximately 200 tons of reinforced concrete material, per rail from Springvale to Bacchus Marsh.

We are glad to say that the whole of this consignment reached Bacchus Marsh in good order and condition without a single breakage.

In the past, in consigning material of a similar nature, we have, from time to time, suffered loss through breakages during rail transport. We are extremely pleased to see the improvement that has occurred in the treatment of the goods during transport, and we thought it right that we should express to

you our appreciation for the efficient manner in which the transport was carried out by your Department.

—Mr. H. T. Craig, Secretary Coates and Co., Pty. Ltd., 99 Queen-street, Melbourne, writing to the Secretary for Railways.

#### GAS CO'S. THANKS

THE last trucks containing coal consigned overland from Newcastle to this Company have now been received, and I desire to record appreciation of the hearty co-operation in this matter by officers of your Goods Train and Transportation Branches.

The facilities afforded this Company's representatives were of considerable assistance in expediting the handling of this matter.

—Mr. A. E. Bradshaw, Secretary Metropolitan Gas Company, Melbourne, writing to the Secretary for Railways.

#### PORTER'S KINDLY ACT

ABOUT a fortnight or so ago, I was on South Yarra platform about 6 p.m., waiting for a train to Sandringham and saw a little old lady proceeding up the ramp from the platform heavily laden with a dress-basket in each hand when a young porter went after her and took the baskets from her and escorted her up the ramp to the exit to Toorak-road.

This action of his was quite voluntary and unsolicited and it pleased me so much that I thought it might be the subject of favorable mention to your Department.

The young porter gave me his name as Stewart Cockerell, Porter No. 762, after a little pressure, as he said he was only doing his duty in helping the old lady.

—Mr. Walter J. Toohey, 47 The Crescent, Sandringham, writing to Commissioner Mr. Molombay.

#### CAREFUL HANDLING

WE wish to record our appreciation of the care taken by your freight department in connection with a consignment of 100,000 roofing tiles forwarded recently to Canberra for the Federal Capital Commission.

We wish to thank your special officer, Mr. E. Armfield, for the attention and satisfactory manner with which this consignment was handled.

—Mr. J. W. Nelthorpe, Secretary, Wunderlich Ltd., 243 Collins-street, Melbourne, writing to the Commissioners.

#### PURSE RETURNED INTACT

ON Wednesday last, I left my purse, containing money, papers, etc., in an Eltham train. Through the courtesy of your staff at Eglemont my property was located at Greensborough and returned to me intact.

I desire to convey to you my thanks to the Department and particularly to the Greensborough and Eglemont officials for their actions and courtesy.

—Miss M. Lamb, 24 Thorsby-grove, Ivanhoe, writing to the Secretary for Railways.

#### HELP IN SERIOUS INJURY

THIS gives me an opportunity to express great appreciation of general services rendered by drivers, guards, and all officers that were connected with the carrying of my son from Millicent, S.A., to Melbourne, with care, comfort and safety, and as the injured lad had a broken neck, this attention was as valuable as it was important to get him safely here.

—Mr. G. F. L. Sugden, 405-7 Lonsdale-street, Melbourne, writing to the S.M., Spencer-street.

#### MISSING BAG RESTORED

ON Wednesday, I was travelling on the 4.40 p.m. Ringwood train. I got out at Camberwell but left my brief bag in the train. I was able to inform the guard on the moving train and then took a taxi to East Camberwell, where a limited and unsuccessful search was made. I then saw the Stationmaster, who at once phoned the down stations, and before I left East Camberwell, the information was available that the bag was found at Blackburn. I was therefore in possession of the bag immediately after dinner.

—Mr. R. J. Boyne, Australian Mercantile Land and Finance Co., Ltd., William-street, Melbourne, writing to the Secretary for Railways.

#### TOUR ESCORTING OFFICER THANKED

I WOULD like through this letter, to thank Mr. Jones of the conducting staff of your Bureau, for his kindness and courtesy to me during the tour to Mt. Buffalo which left Melbourne on July 15th last. Unfortunately I met with an accident, but Mr. Jones did everything possible in the way of helping me.

—Mr. D. Scott, "Stronsay," Buckley-street, Essendon writing to the Manager, Government Tourist Bureau.

## HE DID HIS JOB

**I**T was a sickening feeling—a numbing, suffocating feeling that crept with a deadly faintness from the heart. Driver Charles Dallimore bit his lip as the electric train with its crowd of passengers moved away from the Richmond station, lumbered across the Swan-street bridge and gathered speed on the run to South Yarra.

The driver swayed a trifle, recovered. Perhaps it would have been wiser if he had handed over the driving to someone else at Richmond. But the attack might pass off. He supposed it was the heart. How that vibration on the curve shook him! Never mind; couldn't break up now. A between-station stop here at the height of the Saturday midday traffic must be avoided. A couple of minutes more he would be at South Yarra. He would have to get into the fresh air then, have to —

He groped at the window, winced, settled back doggedly.

South Yarra . . . . what a long run it was! He had never noticed before. Must see a doctor. This must be how people felt who died of heart failure, died. That entombed feeling . . . . he couldn't breathe.

There was South Yarra at last. He could just make it. Funny how his chest seemed to stifle his throat. Steadily now. Well his train was safe. That cabin door was hard to slide across. His feet dragged. Somehow he was on the platform, out in the open air, the sun on his face. Was that the Stationmaster? Of course it was. What was wrong with his eyes? "Had a bad turn. I feel ill."

The S.M. caught him as he fell forward. The passengers were safe. The timetable wouldn't be delayed.

But Driver Dallimore was dead.

### INVALID SAFELY CONVEYED

**W**E have very much pleasure in writing you to express our great appreciation of the kindness and consideration received through your Traffic Department in arranging for the conveyance of an invalid friend of ours, Mr. George Wallace, with his wife and family, from Melbourne to Adelaide on last Thursday's express.

We were anticipating a good deal of trouble in getting our friend over to Adelaide, but through the great kindness of your Mr. Meares, who took a really personal interest in the matter, we found everything was smoothed out for us, and this stretcher case was carried out with the minimum of inconvenience to the passenger, and without any delay whatsoever. He was made as comfortable as possible, and his wife and children were accommodated in a carriage adjacent, in fact they were all just as comfortable as they could be, and we have received a telegram advising us that they arrived safely and that the patient bore the journey well. This we consider is due to the very great attention dealt out by your staff.

Again expressing our appreciation of all kindnesses and thoughtfulness received at your hands.

—Mr. J. E. Dane, Dane, Taylor and Co., 501-3 Latrobe-street, Melbourne, writing to the Chairman of Commissioners.

### "FINE SERVICES"

**A**S a constant traveller between Ballarat and Melbourne, I would like to express my appreciation of the fine services rendered by your staff at all times. The disposal of my Ballarat business necessitates my settling in Melbourne, and deprives me of a continuance of the unfailing courtesy which is shown to all travellers. Superintendent's, S.M.'s., Conductors, Guards, Checkers and others have all demonstrated their ability to cater for the travelling public, as good stewards of our greatest business organisation; such ability, combined with courtesy, and backed by the department's provision of comfortable trains, has transformed what might have been monotonous into agreeable and restful journeys. The refreshment services, too, both at the stations and in the dining cars, are deserving of the highest praise.

Will you kindly accept the accompanying volume for the V.R.I. library with my compliments?

—Mr. H. A. Evans, Bookseller and Stationer, 354 Collins-street, Melbourne, writing to the Chairman of Commissioners.

### CONDUCTOR'S CONSIDERATION.

**I**T is with the greatest of pleasure that I now write you to record my deep appreciation of the good attention and kindly services tendered me by Conductor Stanley of the Adelaide-Melbourne Express on 29th June, 1927.

Whilst in Adelaide, I became afflicted with a severe attack of appendicitis, and was advised to have an operation for same. I decided to return to Coburg for treatment, and only arrived here with a very few hours to spare.

Had Conductor Stanley not been so considerate of me on the journey, I feel sure that quite possibly I would never have reached here.

I shall be obliged if you will kindly place this to Mr. Stanley's credit, and convey my thanks to him officially.

Thanking you all for a speedy and comfortable journey.  
—Mr. Eugene F. Louchard, 18 Molesworth-street, Coburg, writing to the Chairman of Commissioners.

### EFFICIENCY AND CO-OPERATION

**A**S another Railway year has recently ended, we think it is only fair that we should write expressing our thanks for the way in which the traffic to and from our Mill has been handled by the Department.

We might say that our busy period commences about the beginning of December each year, and generally spreads out till the end of March. This season we were practically cleaned up a month earlier. We easily established a record in tonnage, the receipts of wheat averaging fully 20 trucks daily for the three months, the total in bags extending well past 300,000, our best record previously being not more than 250,000 bags. During the same period, our outwards loading was well up to the average.

We were, therefore, well pleased with the very efficient service rendered, and we also desire to place on record our appreciation of the hearty co-operation with ourselves of your local staff under Stationmaster F. E. Collins in dealing with this exceptionally heavy traffic. We also wish to say a word of thanks to the controlling staff in Bendigo, who were uniformly courteous and helpful, so that everything ran through without a hitch or friction. To us it has been a pleasure to have this record established, especially as it was accomplished so smoothly.

—Mr. J. J. Embury, Manager, Water and Kerang Roller Mills Ltd., Bridgewater, writing to the Chairman of Commissioners.

### THE PRICELESS INGREDIENT

In the city of Bagdad lived Hakeem, the Wise One, and many people went to him for counsel, which he gave freely to all, asking nothing in return.

There came to him a young man, who had spent much but got little, and said: "Tell me, Wise One, what shall I do to receive the most for that which I spend?"

Hakeem answered: "A thing that is bought or sold has no value unless it contain that which cannot

be bought or sold. Look for the Priceless Ingredient."

"But what is the Priceless Ingredient?" asked the young man.

Spoke then the Wise One: "My son, the Priceless Ingredient of every product in the market place is the Honor and Integrity of him who makes it. Consider his name before you buy."

—"Efficiency Magazine."



### GREATLY TOUCHED

An Englishman was boasting to an American friend that he came from a long line of noblemen.

"My great-great-grandfather," said he, "was touched on the head by the king and made an earl."

"That's nothing," replied his American friend. "My great-great-grandfather was touched on the head by an Indian and made an angel."

### A STAYER

Jack Hobbs, the famous English batsman, is fond of telling the story about the commercial traveller who was stranded at a small wayside station with hours to wait for the next train. As there was nothing to do he watched two men at cricket practice in an adjoining field, admiring particularly the energy of the bowler, who put all his heart into his deliveries, and even pursued the batsman's swipes to the boundary with savage enthusiasm. At length the traveller asked to be allowed to take part in the game, and discovered that the crack batsman was the porter, and the indefatigable bowler the stationmaster. The traveller was allowed to bowl, and the stationmaster went out into the long-field. With his third delivery the traveller dismissed the batsman, whereupon the perspiring little stationmaster rushed up and shook him warmly by the hand. "Ba Goom, sir," he panted, "I am pleased wi' you. 'E's been in for three weeks."

### A RED SIGNAL

Two London barbers were talking together after the departure of a customer. "Say, Tommy," said one, "that was a nasty gash you give the old boy."

"Yes," agreed Tommy. "You see, I'm courting his parlor maid, an' that's just my way o' telling her I'll be over Tuesday night."

### YOUNG WISDOM

The little girl returned from church deeply musing on the sermon, in which the preacher had declared that animals, lacking souls, could not go to heaven. As the result of her meditation, she presented a problem to the family at the dinner table, when she asked earnestly:

"If cats don't go to heaven, where do the angels get strings for their harps?"

To miss a kiss  
Is more amiss  
Than it would be  
To kiss a miss;  
Provided that  
The kiss you miss  
The miss herself  
Would never miss.  
But if you try  
To kiss a miss  
With whom a kiss  
Would be amiss,  
You'd better always  
Miss the kiss.

### NOT FROM WEBSTER

Mr. Towle: "How can I best define a Scotchman?"

Mr. Aldrich: "That's easy. A Scotchman is a man who eats salted peanuts on the way to a friend's home."

"What is your occupation?"  
"I used to be an organist."  
"And why did you give it up?"  
"The monkey died."

### VENGEANCE

"Willie, what is your greatest ambition?"  
"To wash mother's ears."

### HIS CONDITION

Rev. Thompson: "How do you do, Mrs. Smith? I hear your husband is ill."

Mrs. Smith: "Yes, I'm sorry to say he is."

Rev. Thompson: "Is he critical?"

Mrs. Smith (with a sigh): "Critical? He's worse than critical; he's abusive."

### THE NIGHTMARE OF A LOVE SICK COMPOSITOR

The moon's d+ter gilds the trees,  
And, blown from §§§ in the north,  
The su%ed evening breeze  
With l0der coaxing lures us †.

A love 6 swain, I wander here,  
And \$ ound; the mighty pines  
Their wide em~ing branches rear;  
Deep rooted as the Apen9s.

On this 7tful night I've sent  
My ic billet-doux  
With lots and lots of sentiment  
I've vowed 2 l th@ I love true.

I've put the ? so profound;  
I wonder if 5 said it ‡;  
Ah, would I could my love x£  
In one short,——ing ¶!

Her father's handy †s were  
Of small a/c my love beside;  
I'll all dis\* 4 her,  
Until I + the gr8 ÷.

—Tips of Type.

### STOP, LOOK, LISTEN

"Marriage," said the philosopher, "is like a railroad sign. When you see a pretty girl you stop; then you look, and after you're married you listen."

### A SPORT

After a long taxi ride a Scot handed the driver the legal fare and a threepenny-piece as a tip. The chaffeur glared at the offending coin.

"Ere," he said, scornfully, "wot's this?"

"Man, ye're a sportsman," beamed the fare.  
"I'll say 'tails.'"

# A Silent Ap-peel



## TWO ACTORS

Actor, leaning out of train, to old man tapping wheels: "Ah, still working—that's fine—and at your age."

Old Man: "Aye. Been at this job for forty years now—and my father at the same job twenty years before me."

Actor: "That's very interesting—and, tell me, why do you tap the wheels?"

Old Man: "Well, sir, to tell you the truth, I'm turned if I know."

## ALWAYS OBLIGING

A lay preacher was lost in the happy selection of his text, when he repeated in vigorous accents of pleading: "Brothers and sisters, at the last day there are going to be sheep and there are going to be goats. Who's going to be the sheep and who's going to be the goats?"

A solitary Irishman who had been sitting in the back of the church listening attentively, rose and said:

"Oi'll be the goat. Go on and tell the joke."



### ELECTRICAL OUTSIDE STAFF DEFEAT HEAD OFFICE

THE Electrical Engineering Branch has recently been well to the fore in arranging sport for its staff. Several interesting tussles have been staged, but none has been so successful as the football match played at St. Kilda between Head Office and the Outside Staff.

Mr. MacDonald, Assistant Chief Electrical Engineer led the Head Office side and was well supported by engineers, draughtsmen, staff office and accounts section. Mr. Steiger, Distribution Engineer, was given the captainship of the Outside Staffs and chose his team from the Overhead Depot, Newport Power House, Electrical-Distribution and Testing sections.

The pace was a cracker from the jump off, but was only maintained for the first few minutes. Thereafter stamina told the tale and the outside staff gradually drew ahead, final scores being 6-17 to 4-1.

As there was so much diversity of opinion as to the merits and demerits of the players who took part, the capabilities of the more conspicuous are dealt with by our special representative, who writes:—

“The captain of the Head Office staff started out to emulate Warne-Smith. His greatest similarity to that player was at the finish when he was obviously worn out.

“What the captain of the Outside staff lacked in science, he made up in brawn and threw his weight about to some order. He claims seventeen victims—the exception being Len Lambert who tips the beam at  $7\frac{1}{2}$  stone and was naturally a little elusive.

“In the heat of the game it would have taken a cannon-ball to pull up Messrs. Varey and Moran. A free kick had been awarded, but the referee's whistle fell on deaf ears, for the Testing Engineer was keen on that goal and his opponent was just as keen in saving the situation. However, after being warned by the umpire that his decision was final, the players were allowed to wrestle on.

“Mr. Thompson is of firm opinion that Rugby is a much better code than Australian rules. To illustrate his argument he put across some fine tackles and once, very neatly, gave a double-handed pass which would have been a credit to the “All Blacks.”

“The outstanding feature was the splendid defence of E. C. James. His dash, kicking prowess and tenacity are in a large measure accounted for on the fact that he borrowed his boots from the well

known Collingwood full-back. Dibbs has refused to lend his boots again, for the Collingwood committee has been throwing out tempting offers to an assistant Staff Clerk to strip in the coming finals.

“A week prior to the big match, W. J. Johnston didn't see eye to eye with the timekeeper. The fact that George Matthews was painfully limping after the match certainly backs up the Maintenance Foreman's remarks: I got in one good boot anyway.

“The rejuvenation of Mr. H. Forster is borne out in his request for a return match. Although unable to run for his train the following morning, his spirits were not at all damped. He was very keen to have another shot at showing that he is still in his prime.

“The timekeepers, Messrs. Stevens and Wheaton, showed fine discretion in cutting the last quarter by half. They earned the gratitude of 95 per cent. of the players. The other 5 per cent. had already left the ground.”

### Brilliant Cross-Country Run

Roy Whittle, of the Ballarat Transportation staff, and member of the Ebenezer Club, Ballarat Harriers, for the second year in succession, has won, in brilliant style, the Cross-country Club Championship. He covered the five miles in 28 min. 3 sec.—Congratulations, Roy.

### Tennis at Wimbledon

The Audit Office v. Telegraph Branch tennis match was played at Wimbledon Courts, Balclava, on July 17th. After a very exciting tussle Audit Office managed to win by the very small margin of 8 games. Rain unfortunately stopped play at 4.30 p.m. Scores: Audit, 6 sets, 46 games; Telegraph, 6 sets, 38 games.

### Wednesday League.

The Wharfies are still unbeaten, but they will have to fight hard to gain the premiership, as the Railwaymen have struck their best form, and are now in second place. The Fire Brigade, Police, and Telegraph are also in the running for the four, and the finals should be full of interest.

### Railway Football.

North Loco., Melbourne Yard, Box Hill, and Williamstown have survived the first round, and promise to furnish some great goes in the finals, which will be held at the Motordrome.

The Loco. side have done remarkably well to win the minor premiership in their first season. They

(Continued on page 72)



*Ad. Santel, the wrestler, being welcomed to the V.R.I. Gymnasium by the Institute's General President, Mr. J. S. Rees, and the General Secretary, Mr. A. Galbraith. With wrestling partners, Santel gave a clever display of holds.*





By J. D. MICHIE

**Three Ships in Azure**—By Irvin Anthony. An arresting story.

**The Drums of Aulone**—By Robert W. Chambers. Adds to his already well-known prestige as a writer.

**Madcap Betty**—By David Whitelaw. An entrancing tale.

**The Wreck of the Redwing**—By Beatrice Grimshaw. Deals in a charming manner with life on a pearl fishing station in the South Seas.

**Renfrew Rides Again**—By Laurie York Erskine. A gripping story of the North-West Canadian Police.

**Big Foot**—By Edgar Wallace. Enhances this author's reputation as a mystery spinner.

**THREE SHIPS IN AZURE**, by Irvin Anthony (Sampson Low), through Robertson and Mullens. Here is a most fascinating tale which has been cast, with the India House as a background, as it was in the days of King George III. It treats of the proud standing accorded the Indiamen. We read of pirates and battles in which lives were freely given in the service of the company, and of the ambition of Anthony Braithwaite to become a surgeon in the East India Company's service, as his father was before him. How his ambition was realised and rewarded is thrillingly sketched.

Anthony commences his apprenticeship in London and finally succeeds in obtaining a position as surgeon attached to one of the company's ships. His subsequent career is one of adventures, exploits, fights and love affairs. In the end, he wins fortune and fame, and returns in triumph to England.

**THE DRUMS OF AULONE**, by Robert W. Chambers (D. Appleton and Company). Among modern writers of romantic novels, R. W. Chambers occupies a high place. And in *The Drums of Aulone* he has written an enthralling book. This romance has for its opening scene the France of Louis XIV, greatest of all French monarchs. Fighting and brave deeds, court luxury and prison squalor, hope and despair—all have their place in the story as it is told in the person of Michelle de Maniscamp, a young and spirited French Huguenot girl of the noble house of Aulone. It is a gay grang that frequents the splendid court of Versailles, where one glimpses Madame de Maintenon, Louis "the Sun King" himself, dashing courtiers and ladies famed for their wit and beauty.

The action moves to the English court at Whitehall, where the sceptre is already slipping from the feeble hold of the ineffectual King James, and then shifts to the New World, where at Quebec are enacted some of the most stirring scenes in a story crammed with movement and life. *The Drums of Aulone* is a notable achievement.

**MADCAP BETTY**, by David Whitelaw (Hutchinson and Company). Madcap Betty is the central figure in this new love story. The idol of the pit of Old Drury, she is taken for a little while from the tinsel world of the theatre and plunged into the maelstrom of *The Terror* in Paris, where she lives a life of intrigue and high adventure, the story of which grips the reader's interest from first to last.

Mr. Whitelaw's novels, of which there are more than a quarter of a hundred, have been translated into half-a-dozen languages. Thousands of foreigners

have found the same pleasure in his work as have the people in Britain and Australia.

**THE WRECK OF THE REDWING**, by Beatrice Grimshaw (Hurst and Blackett Ltd.) Few writers know the South Sea Islands as well as Miss Grimshaw, and in this brilliant novel she has given of her best.

She tells of life on a pearl trading station, a story of strange people and strange parts, adventure, love and mystery all helping to make up one of the most fascinating books we have read for a long time. Miss Grimshaw will, undoubtedly, add to her reputation by this novel.

**RENFREW RIDES AGAIN**, by Laurie York Erskine (D. Appleton and Company). A gallant, scarlet-coated figure is Renfrew of the Royal North-west Police. Laurie York Erskine in *Renfrew Rides Again* shows him at work in the field of action where that famous police organisation functions. As one of that body, Renfrew helps maintain the law in the great primeval wildernesses of Canada. As a representative of the government he keeps down crime, traps criminals, and brings them to justice.

In this story, Renfrew, assisted by two boys, fights a desperate, hard-pressed and long-drawn battle with a group of out and out ruffians who give him a difficult chase. It was the call of adventure which drew Renfrew to Canada. It was the call of adventure which led him to join the Royal North-west Mounted Police.

**BIG FOOT**, by Edgar Wallace (John Long). As a mystery spinner, Mr. Edgar Wallace is unrivalled. Here is another swinging sensational story which gallops breathlessly from the very start and which will exercise to the full the deductive power of the reader who tries to solve the problem: who killed Hannah Shaw and who married her?

With his accustomed complexity Mr. Edgar Wallace again and again throws the reader off the scent, and when the solution at last stares him in the face he is constrained to admit that it is well worthy of the thrilling preliminaries. A splendid example of this author's gift.

We have received through Robertson and Mullens a copy of the latest reprint of *Beau Geste* price 2s. 6d. This best-seller is still in tremendous demand, and three editions are now on the market: at 6s.; 4s. 6d. and 2s. 6d., all printed in clear type and of the same size. An autographed illustrated edition at 25s. will shortly appear.



### MORE LITTLE STORIES WANTED

**D**EAR Nephews and Nieces—In response to my proposition to you in the last Magazine, three little stories have been received, with which I am well pleased.

During the short period that has elapsed, this is very encouraging. Others, no doubt, will shortly come along, so that next month the first and second prizes will be awarded.

Now, if each of you were to send me a paper, I should be enabled to extend the competitions over two months, which would mean two sets of prizes—a first and a second for October, and a first and a second for November. No nephew or niece, however, will be eligible to receive more than one first prize. I hope you are all going to take part in these competitions.

Allen Anderson, Maryborough, writes—"At our school on a Friday a room is set apart, where all the boys who collect stamps-albums and exchange

stamps with one another; this, we much like. My collection is not yet very numerous, but I hope to add to it. Next month I shall write and tell you something about our games at school." Thank you, Allen—please do so.

Mirie Russell, 11 Rice Street, Ballarat East—Sorry Mirie, your letter arrived just too late for the last Magazine. You will be pleased, however, that your suggestion about starting a short story competition had been forestalled, and is now in progress. Thank you all the same Mirie, it was thoughtful of you. Uncle Ben expects to receive your own little story. Congratulations upon your win at basket ball.

Linda Cooke, Kerang—Thank you, Linda, for your chatty letter, am pleased to learn of your success at school, which has enabled you to win out and enter a position in the business world. I hope you may find matters in every way congenial. You have,  
(Continued on page 77)

### FANCY DRESS PRIZEWINNERS



Left: Nieces of Mr. J. Nolan, of the Railways Refreshment Services, who won first prize at the Essendon Football Clubs' recent fancy dress ball at the Moonee Ponds Town Hall. Right: The 13-year old daughter of Acting-Ganger J. H. Smith of Jeparit, who in a costume made by Mrs. Rolph (engine driver Rolph's wife), won first prize for the best "Safety First" character at a recent children's fancy dress ball at Jeparit.

# Garden Notes for September

## WHAT TO SOW AND PLANT.

French Bean, Butter, or Waxpod Bean. Beet, Red. Beet, Silver. Cabbage. Cape Gooseberry. Capsicum. Carrot. Celery. Chinese Cabbage. Cucumber. Egg-Plant. Endive. Horse Radish (roots). Leek. Lettuce (Iceberg, New York, Neapolitan). Melon, Preserving, Rock and Water. Peas (Yorkshire Hero, Stratagem). Spinach (Round and New Zealand). Sage (plants).

## FLOWER GARDEN

**S**PRING is at hand, and it behoves all the gardening folk to be up and doing, for a successful gardening year depends entirely on our hustling now.

Perhaps the first thing to be attended to is the cultivation of the surface soil.

Roses are bursting into growth, and this is the time to watch for mildew and aphid. When the first signs of mildew appear, dust the foliage thoroughly with sulphur; if possible this should be done in the morning when everything is wet with dew. Aphid is easily checked by spraying with a strong benzole emulsion.

Chrysanthemums may be taken from the cutting bed now, and planted where they are designed to remain. If required for exhibition purposes, they should be planted in a specially prepared bed in rows from 3 feet to 4 feet apart, with about 2½ feet between the plants in the row.

Herbaceous plants, such as delphiniums, perennial phlox, etc., may be planted.

Hardy annuals, such as pansies, violas, gaillardias, wallflowers, stocks, dianthus, larkspur, antirrhinums, marguerite, carnations, etc., may be planted out in borders, lawn beds, or other suitable places.

A start should also be made with the Summer annuals; sow just a small quantity of any of the following:—phlox, African and French marigolds, zinnia, miniatures unflower, balsam, aster, summer chrysanthemum, petunia, etc. If these be sown in shallow boxes in good light soil, and kept in a warm frame, they will have a much better chance than if sown in the open too early.

## VEGETABLE GARDEN.

**Turnip.**—With one exception, the "Laing's Garden" swede turnips are generally utilised for field purposes, rather than for the table. Dug young, well and quickly grown, swedes are nevertheless a fine vegetable.

## ARE YOU READY?

**T**HERE'S going to be a vacancy above you later on.  
Some day you'll find the foreman or the superintendent gone.  
And are you growing big enough, when this shall be the case,  
To quit the post you're holding now and step into his place?

You do the work you have to do with care from day to day.

But are you getting ready to deserve the larger pay?  
If there should come a vacancy with bigger tasks to do,  
Could you step in and fill the place if it were offered you?

The first essential for good turnips is a well pulverised soil, a light sandy loam being the most suitable. The ground must be in good condition, and land that has been heavily manured for some preceding crop is well adapted for turnips. Should manure be necessary, it must be well decomposed. Failing cow or stable manure, bone dust and superphosphate of lime are the most suitable.

Endive is a salad plant that is as yet not very well known or much appreciated in Australia. It is a particularly useful salad for Winter use, and can be substituted during the cold seasons of the year for lettuce. Endive requires a deep-worked rich soil, and after thoroughly digging or trenching the ground, manure must be added if necessary. For a Winter and Spring crop, sow the seed about a quarter of an inch in depth.

Tomatoes should receive early attention. Do not attempt to plant any in the open yet, but, if raising your own, you should start at once. Sow the seed in shallow boxes, using good light soil, with a little well-decayed short stable manure mixed through it. Water the seed in, and then place the boxes on the hot bed. Keep the hot bed close for the first few days and then gradually air it as the young plants grow.

Vegetable marrows, pumpkins, melons, cucumbers, etc., can be raised in the hot bed. Sow three or four seeds in a 4 inch pot, afterwards thinning out the weakest and leaving one or two strong ones to plant out.

**French or Kidney Bean.**—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 beforehand. 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.

Tomorrow's not so far away, nor is the goal you seek,  
Today you should be training for the work you'll do next week.  
The bigger job is just ahead, each day new changes brings  
Suppose that post were vacant now, could you take charge of things?

It's not enough to know enough to hold your place today,  
It's not enough to do enough to earn your weekly pay;  
Some day there'll be a vacancy with greater tasks to do—  
Will you be ready for the place when it shall fall to you?

# Jottings from the Institute



## CONSTITUTIONAL AMENDMENT

Members of the Institute are asked to exercise the right granted under an amendment made last year to clause 74 ("Amendment of Rules"), to vote on amendments which the Council has proposed to have made to two clauses of the Constitution, under clauses 35a and 49 (Membership and Subscriptions respectively).

Members will be supplied with ballot papers, and they are asked to vote on each item shown thereon by striking out the word NO if they approve, or YES if they do not approve of the amendments.

The proposed amendments being put forward are:—

1. To enable ex-supernumerary employes of the Victorian Railways Institute or of the Railways Construction Branch who have retired from the service in consequence of having reached the Departmental retiring age, who at the date of such retirement are, and for the preceding 12 months have been, financial Associate members of the Institute—to continue such membership. The rate of subscription to be 5/- per annum.
2. To allow the widows of deceased members of the Victorian Railways Institute to become Associate members of the Institute. The rate of subscription to be 5/- per annum.

## WHAT THE INSTITUTE HAS DONE FOR ME

### 3. *From Shunter to R.S.M.*

**T**HE Victorian Railways Institute found me a shunter and left me a Stationmaster.

When I was 32 and a leading shunter in the Spencer-street passenger yard, I decided to see what I could pick up in the Institute educational classes. I was on day, afternoon and night shifts at the time, but the class hours were so arranged that I was able to attend between shifts.

I practised telegraphy and, after three months, obtained a 3rd class certificate. I attended the Electric Staff class and passed that examination, too. I plodded through the Station Accounts and Management course, but, in this case, failed to pass. Six months on the relieving staff, however, coupled with frenzied effort on the part of my instructor, got me past the post.

Altogether, I collected nine certificates at the Institute, securing my S.M.'s. nine months after my A.S.M.'s.

Plenty of variety, by the bye, followed my appointment as A.S.M. In turn I relieved as booking clerk, operating porter, manifesting clerk, passenger guard, suburban guard, goods guard, shunter, ticket collector, stationmaster and assistant stationmaster—striking evidence, I think, of the wide range of railroad subjects covered by the Institute classes. I doubt whether any other railwayman has relieved in so many different positions in a similar length of time.

And when I joined the Institute, remember, I seemed set for a shunter's pay until it was time to look for my superannuation.

—S. CAELLI, Relieving Stationmaster.

**Mr. Caelli had ambition. Have you?  
Mr. Caelli's ambition was directed  
by the Institute into the most productive channels. Is yours?**



## EXAMINATION RESULTS

The Permanent Way, Maintenance and Construction Correspondence Course conducted by the Institute has been most successful in the number of its students who have passed examinations during the past few months, and have thereby obtained promotion in the service.

At an examination for Ganger recently held at the Institute, the following Repairers were successful:—M. Short, Telford, 1st; J. Francis Homewood, 2nd; E. R. Morgan, Trawool, 3rd. Of all those who sat, only the foregoing took the Correspondence Course through the Institute.

## LECTURE SEASON CLOSURES

The fifth lecture of the season was delivered on Wednesday, August 3, by Mr. F. R. E. Mauldon, M.A., M.Ec. on "The Australian Steel Industry." A large audience was present, and all were amply rewarded for their attendance, as the lecture was a masterpiece of a study in Australian Economics. The lecture was illustrated by slides and film.

On August 17, the last lecture of the season was given by Mr. C. R. Long, M.A., "The Romantic Story of Gippsland."

### LAST 1927 CLASS TERM

The fourth and last term of the Classes Session for 1927 will commence on September 19, and during the week ending December 3, the annual examinations will be held in Melbourne and Country Centres. All students attending classes should compete in the examinations; it is an experience which may be of a distinct advantage to many of those who will have to undergo—at a later period—examination for promotion. Many prizes are offered for those who are successful, such as the "Harold W. Clapp," the "Arthur E. Hyland," the "T. H. Woodroffe," the "Peter Alexander Memorial," and the "W. R. Brown Memorial" prizes. In addition the Council awards First and Second prizes for each subject.

For some time past the Council of the Institute has been extending its activities to the country—in connection with the establishment of Educational classes. The result has been most satisfactory. During the past month classes have commenced as follows:—Mildura—Engine Working and Westinghouse Brake Instructor, Mr. B. Hall. Echuca—Engine Working and Westinghouse Brake Instructor, Mr. J. Croft. Korong Vale—Engine Working and Westinghouse Brake, Mr. J. A. Havitt. Castlemaine—Safeworking, Mr. J. C. Spiers. Traralgon—Safeworking, Mr. A. H. Drury.

The Council has also decided to commence at an early date classes in safeworking at Ararat and Korong Vale.

In consequence of the removal of Mr. F. P. Cooke, Signalman from Seymour to Caulfield, the position of Instructor in Safeworking became vacant. Mr.

A. McHugh, Signalman, Seymour, has been appointed to the position.

### COUNCIL ATTENDANCES

Attendances at Institute Council Meetings by Councillors for the past year were:—

	Possible attendances	Apology Illness Duty	Actual attendances
Rees J. S.	12	3	9
Conlan, J.	12	2	9
Arthur, E. W.	12	6	2
Gault, J.	12	5	7
Balmer, R.	12	—	12
Clark, H. W.	12	5	7
Classen, E. A.	12	—	11
Deveney B. B.	12	8	4
Donald, W. J. S.	12	—	12
Dowsett, G. R.	12	—	11
Eddy, H. D.	12	2	8
Evans, S. H.	12	1	8
Falloon, B. E.	12	1	11
Forster, H. W. I.	12	1	10
Gallagher, D.	12	1	10
Guyot, R. A.	12	—	8
Homes, C. H.	12	10	1
Miller, J. L.	12	1	11
McCartney, J.	12	3	9
Ramsay, T.	12	2	10
Richard, E.	12	7	5
Stewart, J. F.	12	—	12
Walker, C. G.	12	3	9
Watson, W.	12	4	8
Wilson, H.	12	5	7
*Ryan, D. P.	8	4	4
*Arnold, P.	5	—	5

\* Appointed members late in the year.

(Continued on page 72)

## KNOWLEDGE IS POWER

RAILWAYMEN, have you ever figured out what the Victorian Railways Institute offers You?

Membership automatically makes you eligible for enrolment as a student in any of its classes.

ORAL.—Applied Mechanics, Arithmetic, Algebra, Building Construction, Electricity and Magnetism, Engine Working and Westinghouse Brake, English, Geography, Mechanical Drawing, Safeworking, Shorthand, Station Accounts and Management.

CORRESPONDENCE.—Algebra, Arithmetic, English, Engine Working and Westinghouse Brake, Permanent Way Maintenance and Construction, Shorthand, Safeworking, Station Accounts and Management.

TUITION IS FREE TO ALL FINANCIAL MEMBERS ON PAYMENT OF 1/- REGISTRATION FEE FOR EACH CLASS OR COURSE PER ANNUM.

Write to or call at the General Secretary's Office, Flinders-street Station Building, for further particulars of class hours, etc.

Get to Know a Little More About Your Job and So  
PAVE THE WAY FOR PROMOTION

# Our Draughts Corner

Conducted by W. LAMBERT, Hon. Secretary V.R.I. Draughts Club

TO systematise play I have numbered the squares on the board as in the adjoining Sketch.

Set the black pieces on squares 1 to 12 and the white pieces on squares 21 to 32.

The numbers are then calculated as on the diagram. Black plays first.

	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	

## ADVANCED PLAYERS

In last month's issue I gave as a trunk game the "Switcher." This game was played in the fourth American Tourney, and it has been well analysed by the world's experts. I will devote attention in this issue to problems, the solution to many of which will be obvious after a few moves, therefore I will not put all the solutions in the next issue, but if readers care to write to me I will be only too pleased to supply information about them. The problems will be taken from the latest books, including the British Draughts Review, which has been placed at the disposal of members by the V.R.I. Council.

- No. 1. Black—12, 21, K9, 22.  
White—11, 18, 30, K24.  
White to play and draw
- No. 2. Black—3, 4, 25.  
White—12, K21, 30  
White to play and win.
- No. 3. Black—1, 3, 28, K30.  
White—5, 22, K2, 31.  
Black to play and win.
- No. 4. Black—9, 28, K13, 31.  
White—7, 32, K6, 24.  
White to play and win.
- No. 5. Black—1, K13, 23.  
White—10, 31, K2.  
Black to play and win.
- No. 6. Black—2, 6, 11, 14, 15.  
White—13, 20, 21, 24, 32.  
Black to play and win.
- No. 7. Black—1, 11, K19.  
White—27, 28, K9.  
White to play and draw.

- No. 8. Black—18, 28, K7.  
White—15, 31, K26  
Black to play and win.
- No. 9. Black—4, 18, 20, K22.  
White—19, K11, 27.  
White to play and win.
- No. 10. Black—2, 9, 28, K26.  
White—6, 25, 27, K20.  
Black to play and win.
- No. 11. Black—10, 21, K32.  
White—30, 31, K20.  
White to play and win.
- No. 12. Black—6, 17, K19, 23.  
White—14, 21, 25, K11.  
Black to play and win.

These problems should be exhaustively tried over, because position play asserts itself in many of them.

## BEGINNERS' SECTION

In last issue I gave the method of calculating who has the move, and wrote of the necessity for knowing the positions. The first position has been described in these columns previously, but it will stand reprinting many times again.

I will give two ideas of the same thing, No. 1 has several variations, but in each case black wins. No. 2 will ultimately be brought back to where No. 1 starts. This idea is to find out who has the move. Then by exchanges try to work-in this position, which means a sure win if played correctly. Try the problems over.

- No. 1. Black—K14, 17.  
White—21, K5.  
Black to move and win.
- No. 2. Black—2, K14.  
White—21, 32.  
Black to move and win.

## GEELONG DRAUGHTS CLUB

We must congratulate the Geelong railway men on the formation of a Draughts Club. Possibly, before this issue is in print, an amalgamation of the Central Club and Geelong will have been effected.

What about other large centres following suit? I am certain that if any assistance can be rendered by members of the Central Club to prospective country enthusiasts, by correspondence, a line to the Secretary is all that is necessary. He will fix the rest.

## How I Get Business (Cont. from page 49)

Department. Our railwayman might here state that the carriage of these lower grade articles, such as wheat, wood, stone, etc., is as essential to the welfare of the community as the transport of the higher grade goods.

An appeal to his hearer's sense of fair play might be made by pointing out the

great service done to the State by the pioneering lines laid down by the Department, taking for instance those in the Mallee country.

If his hearer still remain unconvinced, he should make very clear to them that the Railways are the property of the community generally, and that the losses caused by freelancers must be borne by every taxpayer.

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### *Into the Heart of Australia*

(Continued from page 43)

Resonians were unanimous in declaring that Central Australia is not a desert; that the extension of the railway to Alice Springs, already undertaken, is a necessity; that the Commonwealth Government should concentrate on the provision of additional water supply and research work in order that this vast portion of our heritage might be fully developed.

To me the most arresting feature of the tour was the cheerful adaptability of the Resonians to the semi-military organisation imposed on them, their excellent effort in co-operation, and their unflinching good humor. In the Hon. George Swinburne the party had a leader of

### AN APPRECIATION

THE Chairman of Victorian Railways Commissioners has received the following letter which was signed by all the Resonians who made the tour to Central Australia:—

"Dear Mr. Clapp,  
We, the members of the "Reso" Party, who have now returned from our tour in Central Australia, wish to express to you and your brother Commissioners their great satisfaction at the organisation which has most successfully carried through such a difficult task.

Every member of the party is delighted that he has had the privilege of making so unique, educational and wonderful a tour, and now realises the great work and effort it involved on your Department to make it possible.

The way Mr. Holmes and his staff have maintained a most efficient organisation from beginning to end, and especially beyond the railhead under real difficulties, has been the admiration of all. They did a big job splendidly.

We would like to say that in organising this Central Australian "Reso" Tour you have done a signal service to the Commonwealth. You have not only enabled a large party of Australians to inform themselves on a part of the Continent which has been too long neglected and which is of immense importance to the people, but you have also created a wide national interest.

All are satisfied that with water and transport facilities there should be a greater future for Central Australia.

You may also be pleased to know we have been a merry 'ot of men, and that a friendly co-operative spirit among all the members of the party has made what was a strenuous journey full of cheer and helpfulness."

men, a grand Australian, whose hail-well-met personality and good humor were infectious.

Came the end of the crowded hours as the train pulled into Spencer-street. In those brief 16 days I had acquired a sincere regard for these fine broad-minded Australians. Happy as sand boys, considerate for others, always seeing the brighter side of everything and intent on acquiring a vast fund of knowledge. What a pity they had to go back to their daily round when there is so much of Australia yet unseen. Would that I could have waved a magician's wand and kept them together to travel on and on beyond the far horizon until Mr. Harold W. Clapp's slogan, "See Australia First" would no longer apply.

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## Institute Jottings

(Continued from page 69)

Attendances of Councillors at sub-committee meetings during the year were:—

**EXECUTIVE COMMITTEE** (possible 5 attendances).—J. S. Rees 4, J. Conlan, 3, E. W. Arthur 3, J. Gault 1, S. H. Evans nil, H. W. Clark nil, C. G. Walker 3, J. F. Stewart 4, G. R. Dowsett 3, E. Richard nil, B. E. Falloon 1.

**FINANCE COMMITTEE.**—T. F. Brennan (vice D. Cameron) 4, J. McCartney 3, B. B. Deveney 2, R. Balmer 6, C. H. Holmes nil, B. E. Falloon 3, J. L. Miller 2, E. A. Classen 6.

**GYMNASIUM COMMITTEE.**—G. R. Dowsett 6, J. F. Stewart 4, D. P. Ryan 2, R. A. Guyot 7, H. D. Eddy 8, H. Wilson 4, W. J. S. Donald 6.

**BAND BOARD.**—E. Richard 3, E. A. Classen 6, E. W. Arthur 3.

**LECTURES AND CLASSES.**—S. H. Evans 9, R. Balmer 10, H. W. L. Forster 9, C. H. Holmes 1, J. Conlan 10, W. Watson 5, E. Richard 1.

**LIBRARY COMMITTEE.**—H. W. Clark 4, D. Gallagher 5, E. W. Arthur, nil, J. Gault 1, J. McCartney 1, T. Ramsay 5, C. G. Walker 6.

**SOCIAL AND AMUSEMENTS COMMITTEE.**—J. F. Stewart 8, W. H. S. Donald 6, E. A. Classen 8, H. W. L. Forster 5, P. P. Arnold 1, H. Wilson 2.

### DEBATING CLUB

The Debating Club recently formed in connection with the Institute has proved very successful. Set speeches and debates have been alternatively held during the month, and members have shown plenty of grit and energy which should be productive of good results in the debating world at an early date. All interested are cordially invited to become members.

## Railwaymen in Sport

(Continued from page 64)

lost their first three matches, but since then have carried all before them. Oakleigh and Williamstown finished level on points, but the latter team's percentage pulled it through.

### Boxing and Wrestling.

The Australian Railways Championships will be held in Brisbane on October 12th and 14th.

Though the opposition is sure to be very strong, our boys are confident of retaining their title of champion State, and are leaving no stone unturned to send the best possible team.

The Local Championships, to decide the personnel of the tourists, will commence at the Institute on Friday, September 23, and some thrilling contests are sure to be witnessed.

Wrestlers in Bolger, Angelo and Sam Todd realize they will have to go hard to retain their titles, and are training solidly.

There are a number of promising lads in the Boxing division, and the Gymnasium is packed on Mondays and Wednesdays with enthusiastic contenders for the various titles.

### Harriers Get Busy.

Members of the V.R.I. Harriers' Club are busily preparing for the forthcoming Club Track Contests, and with this end in view have held a number of runs to give members a chance of gradually warming up.

The Inter-state match with South Australia will probably be held in February, 1928, and as the Club will by then be in good trim, the Championships should prove very interesting.

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*The Genesis of a Sleeper* (Continued from page 33)

the track.

Sleepers are made from materials other than timber, such as sheet metal, cast metal and reinforced concrete. Experimentally, combinations of various kinds of materials are also being used with more or less success.

As far as reinforced concrete sleepers are concerned, however, they may be regarded as still in the experimental stage. Trials carried out on European railways showed that under the hammering action of rolling stock the concrete cracked and crumbled away on the underside just beneath the rails.

No material has yet been discovered that will completely fulfil the conditions required of an ideal sleeper, but of those tried, timber has, on the whole, given the best results.

Timbers, however, are of many kinds and



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qualities, not all of which are suitable for sleepers. Though force of circumstances at times compels the use of inferior kinds, hardness, toughness and low cost are ever the outstanding qualities needed.

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# How to Save for a Home

By E. J. RAMPLING

**M**UCH has been written about the planning of the home, its decoration, and the hundred and one other attendant details, but, strangely, one very rarely finds any suggestion as to how to obtain the wherewithal to commence the purchase of a home.

**T**HE problem of obtaining a home is perhaps analagous to the first part of the well-known recipe for rabbit-pie—first catch your rabbit—or, in this case, first get your deposit, and it is with this phase of the problem that this article proposes to deal.

The plain, straightforward way of saving a deposit is to place a certain specified amount in the bank every week. Although this is the direct route, it is usually found to be the hardest for reasons best known to every family man. However, there do exist people who can, and do, save enough in this manner, but, unhappily, they are in the minority, and the average man finds that, as fast as his savings mount up, the family's needs call for some disbursement which, however small, is almost impossible to make up later.

## Rent Purchase

This being so, it is necessary for the everyday man to seek some other means of saving. We have seen how, by time-payment and cash order systems, many a family has become possessed of a definite asset such as a pianola, a sewing machine, or perhaps a wireless set, so that it seems plain that some

method of compulsory saving is necessary to enable a man to accumulate the means for that far more important asset, his own home.

The solution of the problem seems to be rent-purchase by deferred deposit, whereby a man can enter into the tenancy of a house and know that, although he is paying only ordinary rent, he is, at the same time, saving up a deposit to purchase the house and pay it off, and in this way enrich himself and not the landlord.

## Using the Landlord's Profit

Summed up, it means just this: that the tenant-purchaser is paying a rent that he would have to pay in any case, but, instead of a proportion of the rent representing profit to the landlord, this profit is being utilised to save up the deferred deposit and pay off the house which ultimately becomes the property of the tenant-purchaser.

Readers who have found the matter of the deposit to be the bugbear to home-purchase in the past should investigate this method of rent-purchase and ascertain if it will meet their needs, in which case they cannot do better than avail themselves of its advantages

## Things We Are Talking About

(Continued from page 18)

tube, but is really a relay, that is to say, a gadget which is operated by a small current and controls a much larger one. Ordinary relays used in electrical engineering have an amplifying power of about 10,000, which means that they can control a current 10,000 times greater than the current controlling them. This tube, however, has an amplifying power of about 100,000,000 and is probably by far the most sensitive thing of its kind ever devised. The energy necessary to work it is about a billionth of a watt, or—to be more precise—about one-fortieth of the amount of energy exerted by a fly crawling vertically at the rate of one inch per second. Besides being of considerable use in the automatic, semi-automatic and supervising control of electrical circuits where relays of every description are needed, it can be used to protect valuable exhibits in shops, museums and picture galleries, to turn lights on at night and off at daybreak, to guard gas and oil stoves and furnaces by turning off the fuel supply should the flame be accidentally extinguished, to count people or vehicles passing given points, to send out burglar and fire alarms—in fact to do almost anything except get the baby's bottle or put the cat out at night.

## WHY NOT THINK ?

It's a little thing to do,  
Just to think.  
Anyone, no matter who,  
Ought to think.  
Take a little time each day  
From the minutes thrown away ;  
Spare it from your work or play—  
Stop and think !

You will find that men who fail  
Do not think.  
Men who find themselves in jail  
Do not think.  
Half the trouble that we see,  
Trouble brewed for you and me,  
Probably would never be  
If we'd think.

Shall we, then, consider this ?  
Shall we think ?  
Shall we journey, hit or miss,  
Or shall we think ?  
Let's not go along by guess,  
But rather to ourselves confess  
It would help us more or less  
If we'd think !

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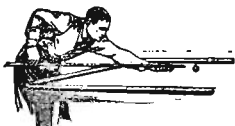
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Wasting Assets (Continued from page 22)

during the life of the engine. Assume that the life is 30 years, which in the opinion of the technical officers of the Department is longer than can be justified by experience, and assume also that the loss of value is equal throughout its life: the loss of value then is equal to £500 per annum. When the engine commences running, the liability in respect of it is balanced by an asset of equal value. If properly and adequately maintained it is, from the working point of view, as efficient at the end of 15 years as when first put on the track. No replacement can be made up to this point, but half its life has disappeared, and the position then is, if no contribution has been set aside to meet the depreciation, that a capital liability of £16,000 is represented by an asset worth £8,500 (£7,500 plus £1,000 residual value). If the like practice be followed to the end of its life, the capital liability of £16,000 will be represented by an asset valued at £1,000 only. In this connection the point is stressed that, no matter how well an asset is maintained or its parts renewed, there will come a time when further maintenance would not be economical and when therefore it would have to be totally replaced.

**Liability, but no Corresponding Asset**

When the suburban system was electrified, the Commissioners were confronted with a position similar to that outlined above. Many of the engines which were retired from that service were unfit for any other service, and had to be scrapped. A capital liability of £383,000 was unrepresented by any asset whatever, and that liability is still being written off.

The Commissioners have very clearly and emphatically stated that the provision which is now being made to meet the accruing depreciation on rolling stock (£200,000 per annum) is totally inadequate, and that provision should be made towards replacing or making good the value lost by the electrical equipment of the suburban system, and by certain other property in respect of which nothing is being provided.

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*Children's Page* (Continued from page 66)

I think, done well to respect the advice of both your mother and elder sister.

Kathleen Calnin, Ballarat—Yes, Kathleen, you are most welcome into Uncle Ben's family. He is quite pleased with your newsy letter, telling him that your elder sister is shortly to sit for examination to try to obtain a merit certificate, and that you yourself are getting along so well at school with your lessons, basket ball, golf and other games. Many thanks, Kathleen. Write to me during the first week in each month.

Yours Sincerely,  
UNCLE BEN.

## A WONDERFUL DAY BY THE SEA

WHEN it heard that Alfred was about to spend a day at the seaside the sun thought: "To be sure, this is a first-class occasion. I am going to shine with all my might." Which it did at once.

When the Station-master heard that Alfred was about to spend a day at the seaside, he thought: "To be sure, I've got to find the finest carriage and the most powerful engine." Which he did at once.

The trip down was ideal. As the folks at Beachtown-on-Sea had been warned of Alfred's arrival, they had made preparations worthy of the importance of the traveller. A band was awaiting him at the station. An enormous motor char-a-banc drove our little hero to the beach. There a splendid lunch had been served, composed of Alfred's favorite dishes. A barrel of lemonade was there, all for him; and wherever he went an Italian with a magnificent moustache followed him about, pushing a small barrow laden with vanilla ices.

Alfred bathed in the sea for the first time in his life. Strange to say, he swam straight off like a fish, without ever having been taught.

In short, it was a gorgeous day. Towards evening the char-a-banc, and a beautiful motor car brought Alfred home.

And then he woke up!

## SOLVE THESE

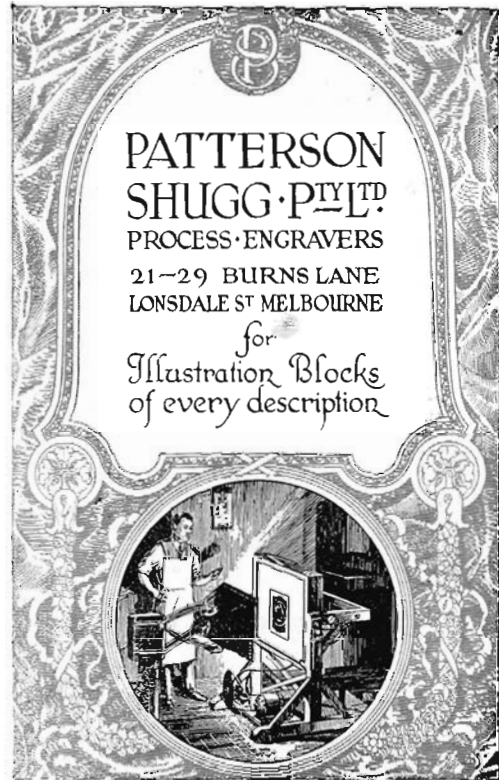
1. **The Money Puzzle.**—A man was asked by another how much money he had in his pocket. "Well," said he, "if I had half as much again, two-thirds as much again, three-fourths as much again, four-fifths as much again, five-sixths as much again and nine pounds, I should have exactly £100." How much had he?

2. **Building a Fence.**—A foreman intended to put three of his men to build a fence, which he knew they could finish in eight days, but he found that he had more urgent work for two of the men, so that they could help with the fence for only half of each day.

How long did it take to build the fence?

## A BRIGHT YOUTH

Frankie, a boy of six years, was very fond of listening to poetry, and Longfellow's "Wreck of the Hesperus," had moved his memory, if not his imagination. His baby sister dragged a dish from the table. It slipped from her hands to the floor and broke. At the crash her mother, without speaking, looked at her severely, and the child, a sensitive little thing, burst into loud crying. Frankie looked up quizzically. "She's a little breaker, isn't she mamma? And the little breakers roar," he said.



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***Feeding the Limited's Passengers***

*(Continued from page 26)*

the platform gives public notice that there is a fifteen-minute stop here.

"We're having a slack night," the chef says, advancing on me with a towel in his hands. "We'll make up for it at breakfast to-morrow, I daresay. See here."

He shows me the cool interior of the ice chest. It encloses an immense dish of juicy steak cuts. The quantity intrigues me. To my physical thirst is added a thirst for knowledge.

"And toast" I query, "How much for an average breakfast?"

The chef broods. "Say a dozen or more large loaves. Besides raisin bread. And twenty dozen eggs or thereabouts. We can always tell the price of eggs here. If they're dear they're rushed.

"Some people have healthy appetites, you know." The chef becomes reminiscent. "You'd be surprised if you knew how many at breakfast, for instance, are lightheartedly prepared to tackle another steak after they've had steak and eggs. Fact—"

The cook interjects with a grin from ear to ear.

"But can you beat this?" he asks, chuckling. "The steward has just told me that a passenger who had a full dinner here to-night at six o'clock has booked again for another dinner at eight o'clock."

**Footballers the Hungriest**

This remarkable news astonishes even the chef. He has never heard of a similar feat.

"The man must be a footballer," he says. "All things considered, I'd call them our hungriest passengers. Mind, though, we strike the other extreme too. Vegetarians, some who want bread and gravy only, others who don't like garnish with their meat.

"And queer orders arrive as well. I've known a man have poached eggs on toast for dinner. And a schoolboy in the summer get through an ice cream before tackling his soup and then wind up with three more ice creams."

"One man's meat, another man's poison," I remark concisely. (The gag isn't my own).

The cook chips in again. "We soon get to know regular travellers' preferences here. This man likes plenty of fat, that man wants his potatoes mashed, another won't have white sauce with his cauliflower. Take our own chief, now. Mr. Clapp's breakfast is always the same—dish of fruit, one poached

egg on toast and, of course, a cup of coffee."

A bell begins to ring. Our quarter of an hour is up. Seymour slips behind. The cook and the chef return to the range and the operating table. Preparations begin for the seven o'clock sitting.

The steward calls to me that he has booked my seat at a table. He is going now to call the train. The chef nods and the cook grins as I wave my hand and back through the door.

I pause for one last look. The chef, armed with a ladle, is inhaling the steam from the soup. The cook is pouring thick cream into a silver jug.

And the boy is washing up.

### From the Canefield to the Table

(Continued from page 48)

reached the state of sugar crystal. Once in the crystal state the sugar, which is of a brownish color, is ready for transfer to the refineries when the pure white crystals are made available for consumption. The by-products (the principal being molasses) are of considerable value. From molasses alcohol is extracted as well as golden syrup, while the shredded cane, after having its sweet contents removed, is used as a basis for fibrous plaster sheets, as well as a fuel for the furnaces. As better use is made of the industrial chemist, it is confidently expected that the value of the industry to Australia will be considerably augmented.

The Nambour sugar mills have a capacity of 150,000 tons of cane per annum, but owing to the dry summer experienced this season, together with the heavy autumn rains, the Nambour fields will not yield up to the average, and it is anticipated that not more than 50,000 tons of cane will be treated this year. The growers will, however, be paid at the rate of £2 2s. per ton.

### NO NEED FOR THANKS

During the recent strike in England the volunteer driver of the London-Liverpool express performed the miraculous feat of bringing the great train into Liverpool twenty-five minutes ahead of schedule time. The passengers went forward in a body to thank him. A pale green face emerged from the cab. "Don't thank me," he gasped; "thank God; I only found out how to stop this thing ten minutes ago."

A Scotsman after purchasing a railway ticket, counted his change so often that the booking clerk asked him if his change was not correct. "Aye," says Scottie, "it's ric'ht, but it's only just ric'ht, mind ye."



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# Victorian Railways Honor Roll

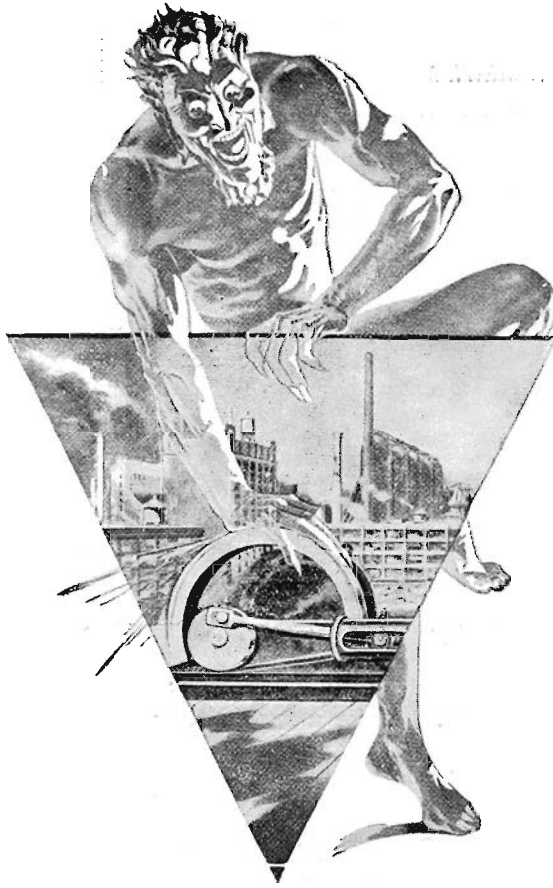
## RECENT RETIREMENTS

*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.*

	Date of Appointment	Length of Service
W. Thompson, Watchman, Flinders-street ... ..	1881	46 years
P. Burke, Gatekeeper, Middle Footscray ... ..	1882	45 years
J. Grant, Sub-foreman, Jolimont ... ..	1882	45 years
G. Munro, Assistant Superintendent, Melbourne Goods ... ..	1883	44 years
J. T. Smith, Storeman-in-charge, Newport ... ..	1883	44 years
A. E. Chittock, R.S.M., Room 9 ... ..	1883	44 years
J. Sullivan, Passenger Guard, Spencer-street ... ..	1883	44 years
P. Burke, Road Foreman, Armadale ... ..	1884	43 years
W. J. Campbell, Driver, North Melbourne ... ..	1884	43 years
A. V. Balzary, Driver, Seymour ... ..	1884	43 years
H. Dellar, Running Gear Repairer, Newport ... ..	1885	42 years
R. Fowler, Turner, Newport ... ..	1885	42 years
G. Roberts, Estate Officer, Head Office ... ..	1886	41 years
E. J. Crocker, Clerk, Geelong ... ..	1886	41 years
C. Phillips, Leading Lighter-up, Bendigo ... ..	1886	41 years
W. Aitchison, Goods Guard, Hamilton ... ..	1887	40 years
J. Burrows, Ticket Checker, Spencer-street ... ..	1887	40 years
P. J. Rankin, Stationmaster, Wandong ... ..	1887	40 years
J. McMahon, Ganger, Dandenong ... ..	1888	39 years
J. McKenna, Ganger, Geelong ... ..	1888	39 years
J. Watters, Ganger, Bendigo ... ..	1888	39 years
J. Fahey, Vanman, Korumburra ... ..	1888	39 years
F. D. Gillim, Indicator Porter, Flinders-street ... ..	1888	39 years
D. Farrelly, Storeman, Geelong West ... ..	1888	39 years
L. Coghlan, Gateman, Northcote ... ..	1888	39 years
W. T. Sutton, Goods Guard, Maryborough ... ..	1889	38 years
C. Kane, Driver, North Melbourne ... ..	1889	38 years
W. G. Taylor, Crane Driver, Newport ... ..	1889	38 years
L. Purcell, Driver, Maryborough ... ..	1889	38 years
J. Cashen, Leading Laborer, Newport ... ..	1889	38 years
H. Hocking, Ganger, Woodend ... ..	1890	37 years
W. Schewencke, Repairer, Williamstown ... ..	1890	37 years
W. F. Orr, Foreman, Newport ... ..	1890	37 years
J. Forshaw, Fitter, Newport ... ..	1890	37 years
P. Madigan, Ganger, Myer ... ..	1890	37 years
J. Balfour, Shedman, Ballarat East ... ..	1890	37 years
W. Lamont, Driver, Ballarat ... ..	1891	36 years
W. F. Higgins, Ganger, Benalla ... ..	1892	35 years
J. P. Trezise, employe in charge of hydraulic press, Newport ... ..	1897	30 years
W. G. Smith, Leading Seamstress, Newport ... ..	1898	29 years
M. O'Brien, Skilled Laborer, Kensington ... ..	1898	29 years
M. J. Rosny, Goods Checker, Melbourne Goods ... ..	1899	28 years
R. O'Neill, Liftman, Head Office ... ..	1900	27 years
D. J. Daly, Signalman, Thornbury ... ..	1901	26 years
J. Callanan, Ganger, Tallarook ... ..	1901	26 years
J. O'Kane, Repairer, Lethbridge ... ..	1901	26 years
H. Fairy, Ganger, Preston ... ..	1901	26 years
F. Gaulton, Car Builder, Newport ... ..	1904	23 years
R. Walsh, Striker, Ballarat ... ..	1906	21 years
W. C. Nicholls, Repairer, Box Hill ... ..	1912	15 years
J. F. Luff, Yardsman, Seymour ... ..	1912	15 years
W. Auldish, Skilled Laborer, Oakleigh ... ..	1912	15 years
J. Prater, Repairer, Yarraville ... ..	1912	15 years
C. Giralestone, Vanman, Flinders-street ... ..	1912	15 years
H. S. Fraser, Transfer Porter, Wangaratta ... ..	1913	14 years
J. J. Hall, Laborer, Jolimont ... ..	1913	14 years



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VICTORIAN RAILWAYS

## Look in the Shop Window

**E**VERY business with a retail trade has a shop window from which you get some sort of idea of the commodities sold, and the prices charged—unless, of course, the business is a VERY exclusive one.

\* \* \*

**T**HE Railway business has a shop window for its retail (and sometimes wholesale) passenger trade. It is called the Tourist Bureau. It is not the shop window of an exclusive business: it makes a point not only of indicating the prices charged for its stock-in-trade—business and holiday travel service, personally conducted tours, and so on—but it goes out of its way to suggest to customers how best to use that travel service, and in what quantities to buy it. Then it simplifies actual buying by a process of courtesy and efficiency that is given in, gratis.

\* \* \*

**I**T is really quite a wonderful Shop Window. Take a lunch-hour stroll along Queen's Walk and have a look at it: you are not compelled to buy anything. Somebody comes along and wants to know if the Sydney Express will get in on time. The information is there. Somebody else wants to book a car seat, a sleeping berth, and seats in the parlor and dining cars, all in one hit. The Shop Window does it without turning a hair. A third wants information about the state of the roads to Warrandyte, a fourth seeks advice where to pick the best wattle, a fifth is uncertain about hotels at Woop-Woop. It's all in the Window, and nobody ever goes away uncertain.

\* \* \*

**T**HE Shop Window is very important. Last year, it was responsible for one-tenth of the Railway's passenger business. Besides, it is bringing revenue to the State from oversea tourist customers.

\* \* \*

**T**HE Railway business is your business, because you are shareholders. Its Shop Window is your Shop Window. Take a good look at it—AND THEN PATRONISE YOUR SHOP!

---

CONSTRUCTIVE CRITICISM AND SUGGESTIONS ARE INVITED

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# THE VICTORIAN RAILWAYS MAGAZINE

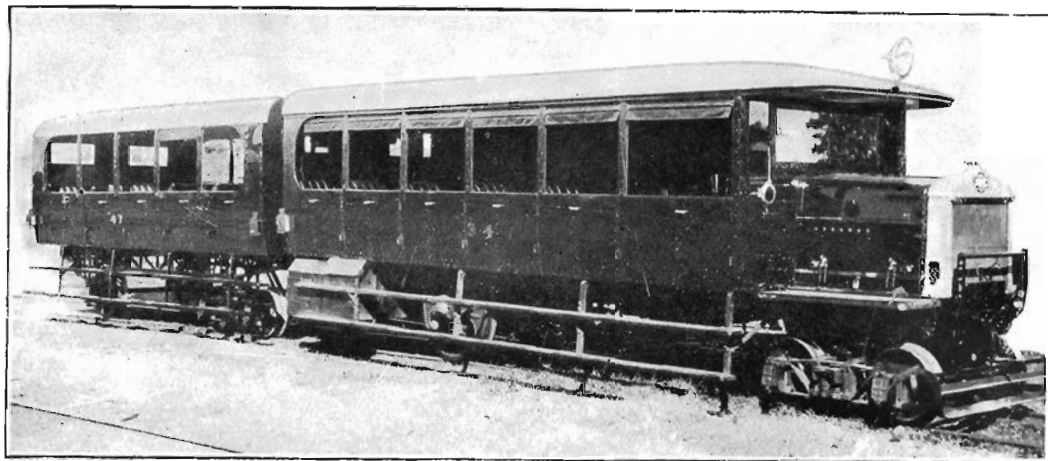
6<sup>d</sup>



H. Jack

OCTOBER  
1927

VOL. 4 - No 10



THE above is the first of nine Associated Daimler Rail Motors supplied to the Queensland Railways and completed in the Ipswich Workshops, and now running very successfully between Grandchester, Dugandan and Ipswich. The car weighs 5 tons 13 cwt., and carries 29 passengers, including the driver, and is built of steel sheeting, as is also the passenger trailer, which holds 30 passengers. Milk and passenger trailers have been built for this work. The cars and trailers are the last word in comfort, and are completely lighted by electricity from generator and batteries.

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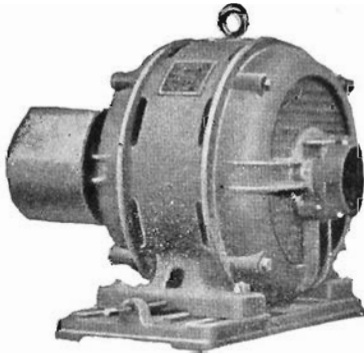
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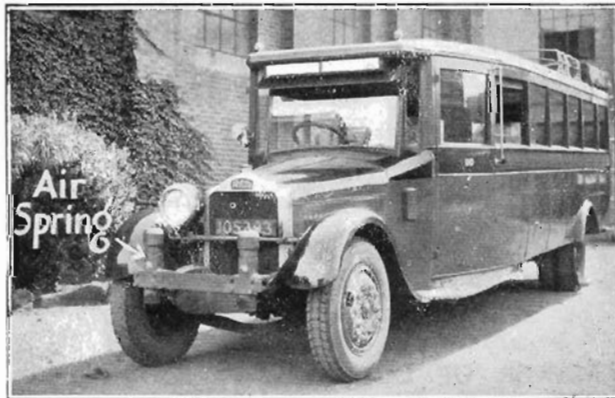
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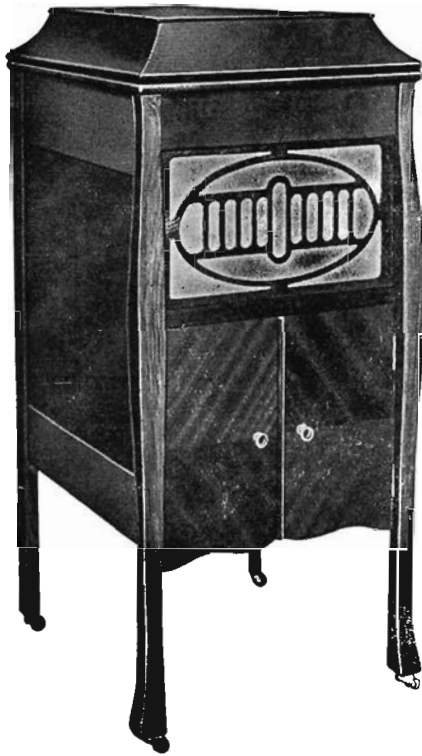


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The Cabinet is in Blackwood in Natural color or Rosewood finish; has beautiful quartered Fiddleback Blackwood Panels; has a genuine Double-spring Swiss Motor, 12 in. Plush-covered Turntable, and plays all records. It has the latest pattern Tone Arm and Speaker, and is fitted with Speed and Tone Controller. Complete with 6 Double-sided Records and Needles.

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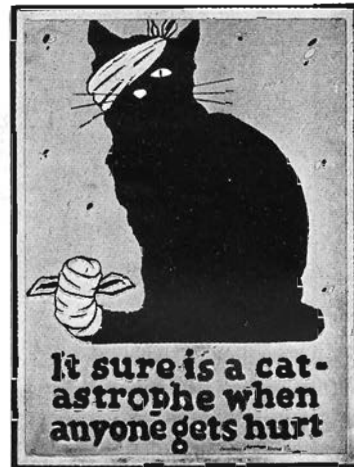
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## APPLES FROM THE SAFETY TREE

By A. V. STENNING

**T**HINGS are beginning to take very definite shape in the Victorian Railways Safety First movement, and the Safety Council is now being very ably assisted in its activities by the 22 District Committees and several Sub-committees which have been established throughout the State.

In looking back over the recent visits to certain districts in connection with the organisation of country committees, I was struck with the thought that making safety records was like picking apples. First, you pick up the windfalls or the easy ones, then you pick those on the lower limbs, but after that the job becomes a little different and a little more difficult—you have got to get a ladder, you have got to pick out the limbs that have apples on, you have got to climb that ladder. In other words your work in accident prevention takes definite plans, and it takes more definite plans and more definite action after the first big reductions have been made in personal injuries.

### Where The Most Apples Are

Then comes the thought as to where most of our accidents are happening, or in other words, which are the limbs on which most apples are to be found.

To begin with, let us examine the apple-tree showing the grade classification of accidents. Here we find that most accidents are occurring in the following, the number injured per 1000 during June last being :—

Shunters	...	...	22.73
Car Cleaners	...	...	17.24
Boilermakers' Helps	...	...	16.71
Casual Laborers	...	...	13.33
Engine Cleaners	...	...	11.82
Fitters and Turners	...	...	10.90
Guards	...	...	10.30
Boilermakers	...	...	10.30
Porters and Lad Porters	...	...	9.36
Supernumerary Laborers	...	...	9.35
Engine Drivers	...	...	8.76
Laborers and Lad Laborers	...	...	8.08
Repairers	...	...	7.12
Skilled Laborers	...	...	6.09
Firemen	...	...	5.23

The above figures speak for themselves, but what a bountiful harvest carelessness has reaped in some of the grades !

Let us now turn to the Branch accident tree. We find that for the 12 months ended June 30 last, 2,263 lost time accidents occurred, the figures being :—

Transportation Branch	...	809
Rolling Stock Branch	...	781
Way and Works Branch	...	464
Signal and Telegraph Branch	...	85
Electrical Engineering Branch	...	48
Refreshment Services Branch	...	27
Others	...	1

From these figures it will again be seen that a great yet unprofitable harvest has been reaped through, in many cases, thoughtlessness on the part of railwaymen. Let us not allow this decay to continue, but rather let us pluck the apples from the limbs bearing the most fruit and cultivate habits which will make for the safety not only of ourselves but of our fellow men.



**BREATHE FOR HEALTH**

Men have been known to go for months without shelter, for weeks without food, and for days without water, but nobody can live for more than a few minutes without air.

Breathing is the first necessity of life ; yet few of us know how to breathe to develop our bodies and to improve our health. If we could be always in fresh air taking in plenty of exercise, our usual undirected, instinctive breathing would naturally develop to give us better health. Nature would take care of us. But the conditions in which we live, the stress of present-day life, cause us to accumulate an excess of poisonous waste products in our bodies. To help dispose of these we should go beyond instinctive breathing, and at frequent times during the day mentally direct the breaths we take.

How many breaths a minute do you take ? Stop now with your watch in hand and for 60 seconds count them. Fifteen to twenty short, top-of-your-lungs breaths ? You are not breathing deeply. Occasionally you should take six or eight long, leisurely breaths a minute—so deep that the diaphragm is expanded and the ribs are barreled out. Stand straight with head up, shoulders back and breathe—always through the nose of course.

Try it this way—inhale, one, two, three, four ; hold, five ; exhale, six, seven, eight, nine ; relax, ten. This will give you six breaths a minute—quiet, unhurried breathing. After a time your unconscious breathing may become deeper and you will begin to feel a new and delightful sense of buoyant power.

**WINNING DESIGN FOR SAFETY BADGE**

The winning design for the badge for Safety Committeemen was submitted by Mr. Harold J. Jack, Advertising Division Artist.



The lettering "Safety Committeeman" is in black on a light green background, the outer border being of gold, while the monogram "V.R." is in red on a gold background.

The badge will have a safety-pin attachment for pinning to the lapel of a coat.

Altogether 42 designs were received, and the Commissioners and the Safety Council thank all those who submitted designs, and express their appreciation of the excellence of quite a number of them.

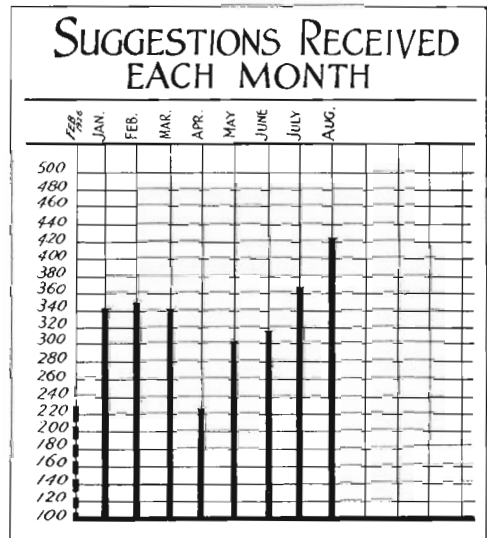
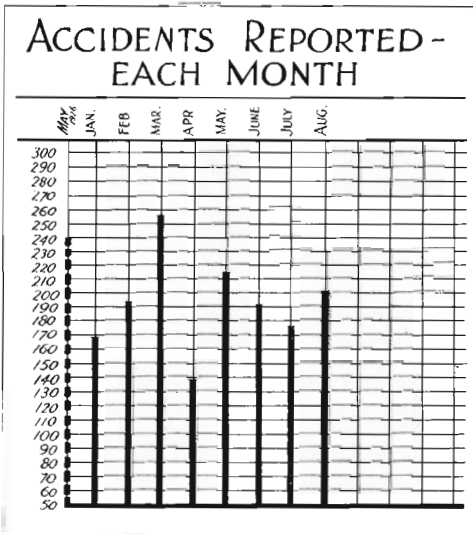
Arrangements are now in hand to obtain a supply of badges, which will be handed to all Safety Committeemen as soon as they are available.

**OCTOBER SUGGESTIONS DRIVE**

The subject chosen for the second Suggestions Drive, which will be held during October, is—

**Improvements to Locomotive Boilers, Mountings, Fittings, Etc.**

Suggestions should be submitted to the Betterment and Publicity Board in the usual way.





# Your Home and Your Children's

**H**OW you have wished for that home of yours—you know, that cosy little five-roomed bungalow with the wide verandah and the green lawn in front, for the kiddies to play on. What **WOULDN'T** you do to be the proud possessor of that home.

**N**OW, there is no longer any need to scrimp and save and make sacrifices to secure such a home, for, if you can afford to pay rent you can afford to have your ideal home designed and built **IMMEDIATELY**.

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Vol. IV.—10

MELBOURNE, OCTOBER, 1927

Published Monthly  
Price, SIXPENCE

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THE USUAL BUDGET OF REGULAR FEATURES—WOMEN'S AND CHILDREN'S PAGES, SPORT, BOOK REVIEWS, GARDEN NOTES, INSTITUTE JOTTINGS, ETC., ETC.

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

FOR 7s. per annum, in advance, the Magazine will be forwarded to any address.

A copy is issued free to all permanent Victorian railwaymen, including temporary and casual employes with six months' service.

Articles and reports on matters of interest both to employes and the public, short stories and verse, personal paragraphs, 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, Betterment and Publicity Board, Railway Department, Spencer-street, Melbourne, not later than the 12th of each month.

Correspondence relating thereto is carried free over the Victorian Railways.

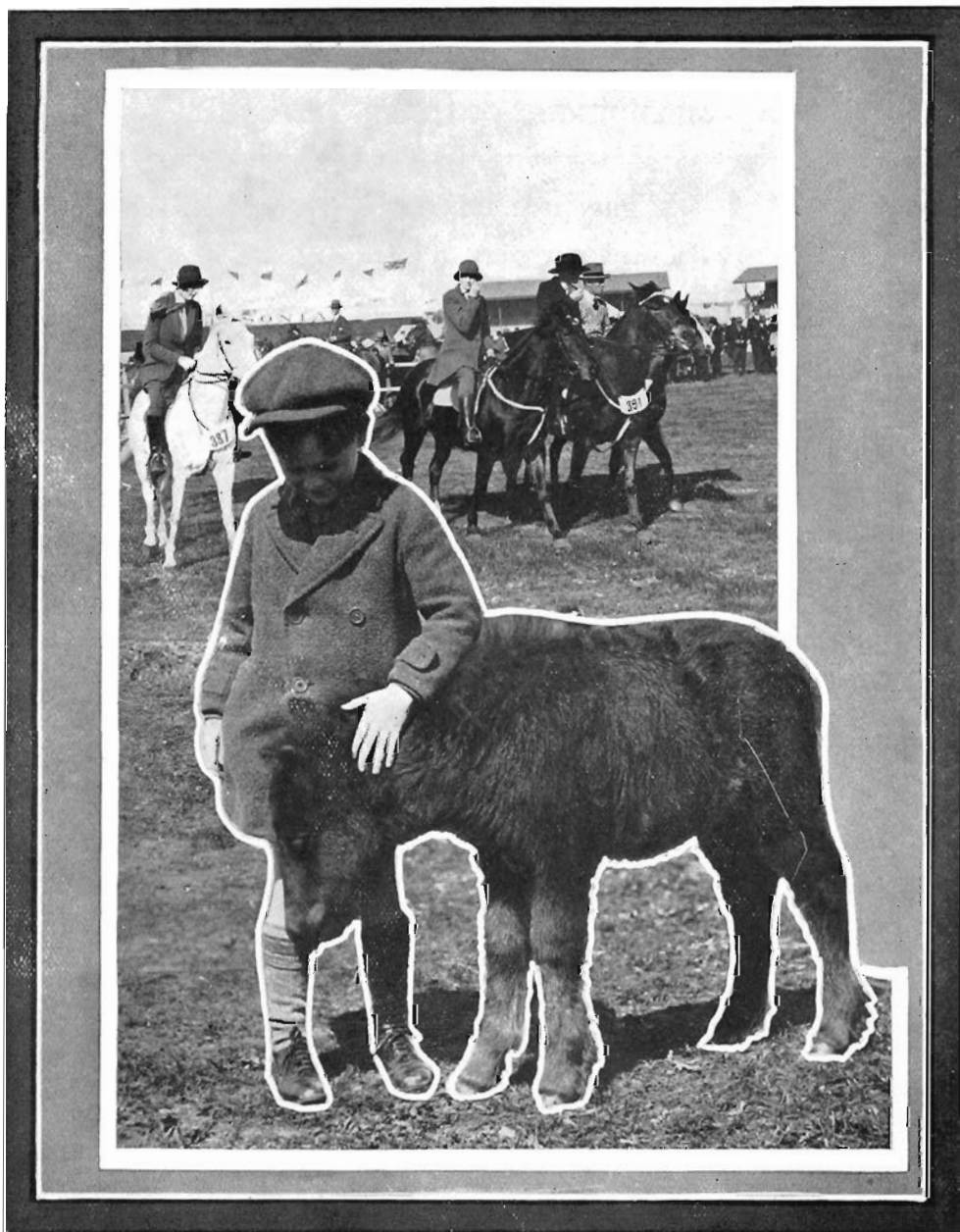
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Telephone enquiries to Railways 393.

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# AT THE SHOW



—Photo, by A. L. Reid

See article on page 10



## THE SOUL OF ∩ ∩ ∩ ∩ A RAILROAD

“A RAILROAD,” recently declared President L. A. Downs of the Illinois Central System, may be said to be composed of a body and a soul. The first is the railway property, consisting of the engines, cars, trucks, tools, machinery, and buildings—things of little value except as they are wisely used in the production of transportation. The second is the moving spirit consisting of the employees who animate the railroad and who give to it character.”

\* \* \*

PRESIDENT Downs’s definition, which none can other than accept, at once emphasises the tremendous constructive or destructive power vested in the employees of a railroad. They are the soul of an instrument that makes or mars a community, a state, a kingdom; because all trade commerce and well-being depends on transport. Without the proper functioning of the railway soul within its otherwise inanimate body of steel and timber, our closely-knit fabric of production and distribution would disintegrate. Each day Victorian railwaymen must efficiently and economically handle railway property representing an investment of more than £2,000 for each employee : each day they must accomplish the safe carriage of half a million people and nearly 30,000 tons of goods.

\* \* \*

BUT even the soul must have an ideal towards which its motive power be directed. The only possible ideal is Service. The antithesis of service which leads to destruction is unthinkable, while the absence of an ideal renders the soul as lifeless as its body. It is the service ideal which has placed the Victorian Railways in the forefront of similar organisations throughout the world. Because of that, and because, too, its body is strong and healthy, the State’s railroad can meet all the demands made upon it.

# Melbourne's Million Pound Show



By RICHARD HUGHES

"TO The Creche" was the first notice board to catch your eye. More than likely it didn't appeal to you. You ignored it and passed along to a hard-working collection of ungainly pumping machinery and high, whirring windmills.

One machine was pumping reddish colored water, another yellowish colored water, and a third plain, ordinary, waterish colored water. The significance of the color scheme eluded you. You resolved to ask one of the attendants. But there were people about, and it seemed a silly sort of question anyhow. So you just frowned critically, pursed your lips and paced ponderously away.

### The Government Pavilion

Your paces being long enough, and the strange sight of awkward-looking, unattended tractors rotating purposefully in never-ending circles not tempting you to dawdle, you reached a big, red brick building labelled "Government Pavilion." Pavilion was not an exhaustively descriptive label. The place was a gargantuan general produce store. It was also a temple of slogans, in part a refrigerating chamber, elsewhere a museum of stuffed insectivorous birds and their principal victims, in one corner a comprehensive clinic for countless cattle complaints, and in another a dried fruit counter with a railway refreshment room girl behind it.

Plumb in the centre of that produce store-

"EARTH is so kindly in Australia," wrote D. Jerrold, "that tickle her with a hoe and she laughs with a harvest."

And Melbourne's £1,000,000 Royal Agricultural Show last month furnished unmistakable proof of a vast amount of tickling and a corresponding upheaval of laughter. Never before has Victoria's productivity in cattle and crop been seen to better advantage.

*cum-temple-cum-refrigerating chamber-cum-museum-cum-clinic-cum-pavilion, towered a roof-high pyramid of wheat, oats, barley and cereals, topped by a revolving sheaf of oaten hay. Huge turkey-cocks shivered in the glass-walled refrigerator. At least, they*

would have shivered if they hadn't been such naked and obvious corpses.

A delectable splash of color, dripping with vivid scarlets and yellows and purples, marked the fruit bottling and preserving section. There were apples and oranges and pears, canned fruits and dried fruits and liquid fruit extracts, and there was a rising sun which had discarded its rays for sultanas and raisins and currants and lexias.

Someone with a sense of humour, you noticed, had laid out the ham and bacon exhibits. You sauntered past the crowded butcher's slab with its heavy burden of deceased grunTERS, and observed, in line with seven or eight impassive pig's heads, a representation of yourself registering recognition from a mirror. Your hat, of course, served as identification. Useful things, hats.

### Victoria's Tobacco

Further along you glimpsed some dry strips of dirty, faded cabbage leaves. Mild curiosity propelled you forward to discover that the leaves were tobacco. "Victoria," a rotating ribbon of white on tireless rollers

assured you in blue capitals, "Victoria grows only 10 per cent. of the 17,000,000 lbs. of tobacco used annually in the State."

Beneath one sunlit window, a swarm of imprisoned bees were presumably making honey and indisputably making a buzz about it.

The sun lured you outside again. You listened to a tremendous voice singing "The Toreador's Song," somewhere above your head. You tracked it down—or up—to an amplifier on a dais controlled by a radio company. The words of the song reminded you. You went to look for the bulls.

#### Bovine Aldermen

Close to the arena you found them, their tails frizzed, their forelocks shingled, their titanic bodies sleek and shining. They moved with heavy dignity, solemn, vacant eyed and large girthed, veritable bovine aldermen.

Out in the arena itself you found more of them—cows, calves and Clydesdales as well. The cattle were being judged. You could tell which were the Shorthorns and which were the Ayrshires then. The show people had erected handy notice boards in the centres of the various judging rings. Men in white coats with books under their arms viewed each groomed specimen as closely as though they intended buying it. They pulled the bulls' tails, slapped them familiarly in the hindquarters and dug them in the ribs.



*Snapped at the Show Grounds*

Left to right: Mr. Bruce, Mr. Hogan, Lady Somers, Senator Guthrie and Mrs. Berry

Shetland ponies in a separate ring attracted you. A Shetland foal, nearly as large as a Newfoundland dog, frisked around like a kitten, scratched its ear with one hind-leg and whinnied like a penny whistle. Its dignified elders—a little bit bigger than a Newfoundland and standing perhaps as high as your hips—were paraded before the judges.

#### Quite Easy!

Plucking up courage, you asked a man with white whiskers and hands like washing boards how on earth the judges could choose between those wellnigh identical pocket editions of horses.

"Easy," said the man, staring. "There's a poor one there now. See how straight his shoulder is. He's goose-rumped, too. And light in the legs. He don't stand well on his feet neither. And, of course, he hasn't got clean pasterns. See?"

You saw quite distinctly. You said so definitely. You smiled vaguely. You moved



*Ready for the jumping contests*

away quickly. But across the lawn cantered two girls on white horses. And your face cleared. You could at any rate appreciate the quality and appearance of feminine riders.

A neat brougham with two spirited steeds trotting easily in front moved past you and switched your mind back fifteen years to pre-motor days. You found yourself half-regretting the passing of the picturesque. Cars, of course, were cars, but there was an air of serene placidity, an atmosphere of leisurely aloofness, a dignified suggestion of quiet superiority about a neat equine turnout which . . . . .

#### Dazzling Display

Alarmed at these heretical notions, you searched for the motor pavilion. The accurate little model of the showgrounds guided you to the Automobile Mecca. You entered the hall where all the motor cars in Australia were parked. An attendant told you that there were only two hundred on show. But you knew better than that. Here were all the cars you had ever wanted, ever would want, ever could want, a dazzling display of shiny bodies and glittering glass, sweeping lines, attractive colorings and brand new tyres—sedans and tourers and roadsters and coaches and berlins and sa'oons, a car for every day in the year and half-a-dozen for every different suit you had.

From the dim interior of the engine of one stripped car a mysterious voice lectured

gruffly on motor construction, answered technical questions and even indulged in heavy wit occasionally.

You returned to the open, slightly dazed but converted, and once more a supporter of the gasoline chariot . . . . .

There were no pigs on show. Swine fever, it seemed, was a menace. And the sheep could not be seen to advantage. The woolly aristocrats concealed their natural coats beneath close-fitting overcoats, and dozed in straw-filled stalls.

You had no difficulty, however, in seeing the little model farm to the fullest advantage. A model homestead with tiny fenced fields, silo, dairy, windmill, tanks and cattle pens to scale, it interested the greybeard from Bluegum and the householder from Richmond alike. It was complete to the sleeping baby in the miniature pram on the verandah and to the scared magpie about to quit the little chimney. Cows, moving in a long line, disappeared into a shed, and emerged later on, on their own heels, to disappear again in the same shed.

#### Weight Guessing

Near one side of the arena was a solitary penned bull. An elderly, worried-looking official announced at regular intervals particulars of a weight-guessing competition. The closest guess, he promised, would be rewarded with five pounds and the next best with two pounds. The official's remarks were periodically interrupted by the activity

*(Continued on page 35)*



*A model farm*

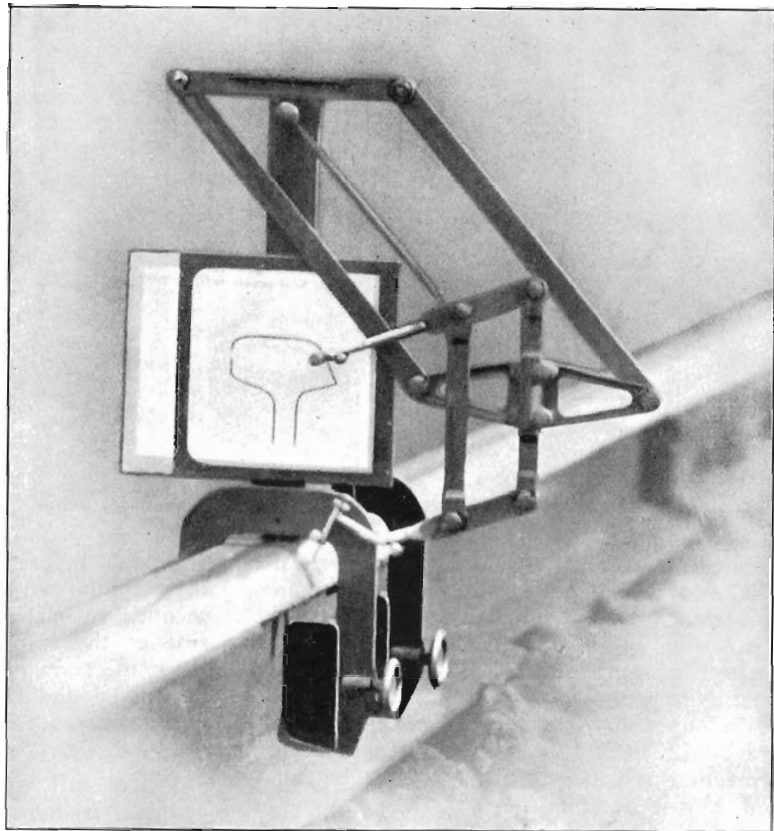



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# Measur- ing the Wear on -Rails-

By  
C. ADDERLEY

.....



 Fig. 1.—Profiling in Progress

ALL rails are subjected to wear by the wheels that roll upon them. Where traffic is light they may last from 30 to 50 years, or even more, but with high speed electric traction the wear is considerable, and, at places where brakes are applied and on the outer rails of sharp curves, the rails may be worn to the permissible limit in about 3 years.

With a view to economy, every effort is made to obtain rails that will give long service, and tests are conducted of rails manufactured under various processes in order to ascertain their period of service in relation to cost.

### Cumbersome Methods

Several methods of measuring the amount of wear which takes place in given periods have been tried, such as (a) by forming lead strips to the shape of the worn surfaces of

THE only one of its kind in the world, a machine for measuring the wear on rails—a vital consideration in the interests of safety where traffic is at all heavy or where curves are sharp—has been in use on the Victorian Railways during the past two years.

It takes little more than a minute and a half to fix the machine on a rail, scribe an accurate profile and remove the machine. Older methods of plaster casting a rail or bending lead strips over it, subsequently transferring the contour to paper, took as long as 20 minutes.

Mr. Adderley, a Railways Way and Works Branch Engineer, who designed the machine, here describes its operations.

the rail, at intervals, and transferring the contour to paper by running a pencil along them; (b) by removing the rails temporarily from the track and weighing them (although this method of determining the amount of metal abraded is the most accurate, it is inconvenient and expensive); (c) by making plaster casts and scribing from them to the drawing paper. The last-

named is accurate, but slow, and with our electric train service it became increasingly difficult to get casts properly set in the short intervals between trains; also, the time required to make each cast, prepare a surface to lay flat on paper, and scribe the rail profile therefrom, averaged about 20 minutes.

### Early Mechanical Devices.

In other countries trials had been made of transferring the profile of the rail direct



*Fig. 2—Completing a rail profile.*

to cards by mechanical devices. The earliest machines designed were heavy, clumsy in operation, and far from accurate; later designs were improvements and gave an increased measure of success, but were still lacking in some important points.

Having realised the deficiencies of the previous devices, I was desirous of perfecting a machine which would overcome them all, and, having obtained permission, I designed the machine illustrated in this article. It was made at the Signal and Telegraph Workshops, Newport, in 1925. It has been in use, periodically, for all profiling work required during upwards of two years, and more than 600 profiles have been scribed with entirely satisfactory results.

#### Accuracy and Celerity

Fixing the machine on the rail, scribing the profile and removing the machine takes about a minute and 40 seconds. If a train

approach before the scribing is completed, the machine can be removed in less than two seconds by slacking the two screws at the side of the rail and lifting it straight up. After the train has passed, the machine can be refixed and the scribing continued with perfect accuracy.

#### Tests Every Six Months

Where rail wear tests are being made, profiling is done at intervals of six months, and at five places along each rail, the areas abraided are computed from the cards by a planimeter and tabulated for comparison of the various makes of rails under test.

Fig. 1 shows profiling of a worn rail in progress. Fig. 2, completing a profile. Fig. 3, the rapid removal of the machine on the approach of a train. Fig. 4, a completed record card.

The construction of the machine is clearly shown in Fig. 1; two pairs of aluminium

*Fig. 3—The rapid removal of the machine on the approach of a train.*



shoes are sealed on the flange of the rail and kept in position by two spring steel yokes, which also rest on the flange of the rail, and are provided with screws to steady the machine, but permit of its being quickly released. This arrangement ensures the machine being fixed on the rail in exactly the same position in relation to the drawing, every time it is used at the same place. The yokes are rigidly attached to the base of the main support and to which the working arm is fixed at the upper end. This arm resembles that of a drafting machine, in that it consists of two parallelograms which are jointed to permit of free movement, the upper one laterally and the lower one vertically.

The hinge at the top allows the arm to be changed from side to side of the rail, whereon the lower parallelogram is reversed on the vertical axis of the crosshead at the base of the upper parallelogram, permitting access to both sides of the rail head.

The lateral arms of the lower parallelogram are extended, the upper one to carry the scriber for making the drawing and the lower one the profiling point, both of which are adjustable and reversible. The scribing point is a large brass toilet pin with the point slightly rubbed to remove the tinned surface. It scribes a very fine line on metallic paper, and the profiling point is of hardened steel.

*Green St. Richmond*

- 28.11.23 Rail fixed
- 28.5.24 Plaster Casts
- 28.11.24 "
- 28.5.25 Profiled
- 28.11.25 "

*Sorbitic F-4.*

A drawing plate is attached to the main support, and consists of a sheet of aluminium with a steel cover frame for holding cards, surfaced with metallic paper and cut to a neat fit for the frame so as to ensure their taking the same position when inserted at any subsequent time.

The capacity of the machine is the upper half of the 100-lb. rail, although it has been used for the new 110-lb. Australian standard rail by a slight adaptation. The size of the

drawing is exactly the same as the object contoured. The advantages over previously designed machines are:—

(a) It can be easily placed in exactly the same position on the rail as previously, when required for periodic profiling.

(b) It has only one profiling point as against two and even three in some other designs, which is considered to be advantageous for ease in adjustment.

(c) The drawing is quite close to the

object, thereby minimising risk of error and rendering it more easily observed by the operator.

(d) The cards have metallic paper on both sides and can be readily placed in the previous position for repeat work, also the whole record of wear at one place on a rail is shown on one side of a card. All adjustments are simple, and the drawing is in view all the time.

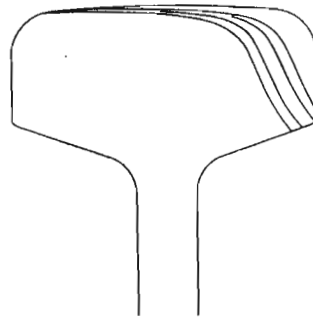


Fig. 4.—A completed record card



## MYSELF

I have to live with myself, and so  
 I want to be fit for myself to know,  
 I want to be able as days go by  
 Always to look myself straight in the eye,  
 I don't want to stand, with the setting sun,  
 And hate myself for the things that I've done,  
 I don't want to keep on a closet shelf  
 A lot of secrets about myself,  
 And fool myself, as I come and go,  
 Into thinking that nobody else will know  
 The kind of man I really am;  
 I don't want to dress up myself in sham.  
 I want to go out with my head erect,

I want to deserve all men's respect;  
 But here in the struggle for fame and pelf  
 I want to be able to like myself;  
 I don't want to look at myself and know  
 That I'm bluster and bluff and empty show.  
 I never can hide myself from me;  
 I see what others may never see;  
 I know what others may never know;  
 I can never fool myself, and so  
 Whatever happens, I want to be,  
 Self-respecting and conscience-free.

—Edgar A. Guest.



# THINGS WE ARE TALKING ABOUT

QUITE a number of people, railroaders included, felt that the launching of the fifteenth Reso tour last month to the Riverina, several Murray irrigation districts, and the north-eastern Mallee, so soon after the spectacularly successful 15th Reso Central Australian trip, was **TOUR** something in the nature of an anti-climax. Nevertheless it turned out to be one of the most interesting and educative that the little travelling community, Resonia, has yet undertaken. And Resonia said so without stint. It saw the plight of rainless Balranald and of its starved shorn sheep that anybody could have had for a song; it was amazed at the contrast, a few hours journey away, of prosperously green lucerne paddocks, full-bearing citrus groves and splendid crops of irrigated areas; it watched the soldier settler rolling his mallee paddock; it ate the luscious product of the Kyabram cannery; it saw the finest sheep in the world. Probably the most vivid impressions of the tour were the wonderful results of irrigation as contrasted with the Riverina's drought conditions, and Messrs. J. S. Falkiner and Co's. stud sheep station, Boonooke.

**DAVID GOLIATH** HALF a million pounds' worth of pure Peppin-blooded sheep were yarded at Boonooke—the most valuable yarding ever made there—for Resonians' inspection. They were a magnificent lot. Included in the collection was "David," the 5,000 guinea ram, recently bought by Messrs. Falkiner at the Sydney Show. David, by the way, who is far more suggestive of Goliath, is a lineal descendant of the Boonooke stud; his Peppin blood is as blue as that of any other ram in the

world. Complacently, if with a certain aristocratic hauteur, he faced the Resonian battery of comment and cameras, without a bleat of protest. A couple of months ago, David cut 41½ lb. of wool, worth, at a rough guess, nearly £6—an outstanding object-lesson in Australia's golden fleece, and of the vital necessity for the preservation of studs, such as Boonooke, intact. \* \* \*

**STONES OF FELLOWSHIP** AN echo from Central Australia filtered through to the Norman car, on the last evening of the tour, when, with due pomp and ceremony, the assembled Resonians solemnly presented Mr. Lance Bromilow of the Betterment and Publicity Board, who was in charge of the train, with a set of allegedly Aboriginal stones, which were said to have been flossicked out of the Murray, that morning. The joke was elaborated by the suitable labelling of the stones and a highly-colored description of their virtues at the presentation ceremony which, by the way, ultimately collapsed in uproarious hilarity. The whole thing, of course, was just another example of the spirit of good fellowship that is unvaryingly characteristic of Resonia. \* \* \*

**HEAVY WOOL TRAFFIC** MENTION of sheep, a couple of paragraphs back, reminds us that the Department's wool transport figures for the year ended June 30, just made available, show that both the quality carried and the freight revenue derived were the highest on record. Respectively, the figures were 86,650 bales (536,881 tons) and £205,461. The previous record was established in 1925-26, when 81,201 bales were carried for £182,597.



*EATING MORE FRUIT. — Resonians of the 15th tour sampling the products of the Kyabram cannery.*

Twenty years or so ago, the average year's wool freight was less than 400,000 bales and the Department's revenue from it less than £100,000.

ONE record brings up another. A couple of months ago we advanced Wahgunyah Station-master's claim to an antiquity record in his lost property book, the first entry in which, "one swag,"

bears the date 1880. The claim, however, was successfully challenged by the S.M. at Condah who sent in the front leaf of his paid-on book showing entries dated January 1878. This again gives pride of place to Taradale's paid-on book in which the first entry bears the date March 30, 1863,—“nearly 65 years old, still in use, and good enough for another half-century,” writes the S.M. of his book. This, we hazard, will take a bit of beating.

EVIDENCE of still another record—perhaps the most creditable of the lot—has just found its way to our desk. It concerns that all-important railway virtue, fuel conservation, and bears the signature of the Chief Mechanical Engineer. To quote him: “The consumption of coal per 100 gross ton miles for the year 1926-27 was 33.71 lbs. compared with 38.40 for the previous year. The decrease (1.09 lbs. is equal to 3 per cent. saving, and, on a coal bill of approximately £700,000, represents £21,000. The gross tonnage carried per steam train mile (286.42) is a record and about 3.5 per cent. more than last year. It is worthy of note that these results were obtained despite a decrease of 2½ per cent. in the quantity of Maitland coal used.” Comment is unnecessary.

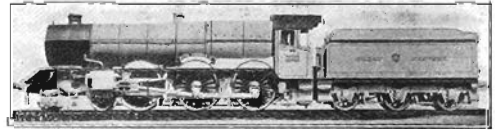
THROUGH Mr. Clapp's graceful little microphone message on the occasion, last month, of the first properly organised attempt literally to “tell the world,” the whole of the Victorian Railway personnel was directly associated with the setting up of a new scientific milestone. “The Victorian Railways Commissioners and their staff,” he told listeners in 12,000 and more miles away, “are happy to be identified with Empire Broadcasting, making as it does one of the greatest epochs of human achievement. There is inspiration in the thought that now our far-flung

TELLING THE WORLD



David

British Empire has a voice that will echo around the rim of the world. To all transport utilities beyond our shores, we send greetings and best wishes.” Those greetings and best wishes and the medium through which they were expressed are strikingly symbolic of the “get together” idea, the value of which the world is realising with increasing force.



The “King George V.”

EVERYWHERE, people, organisations, and communities are unbending to each other, exchanging ideas, forgetting antagonisms, multiplying little courtesies, “getting together.” A railway example comes to mind. One of the exhibits at the Baltimore and Ohio Railroad's Centenary and Pageant at present being held at Baltimore, is the “King George V,” the most powerful type of locomotive ever built for an English railway. The engine which has just been built by the Great Western Railway Company is the first to be sent across the Atlantic to take part in an American festivity since the World's Fair at Chicago in 1893. The Great Western Company has also sent its “North Star” locomotive of 1837; it stands side by side with the Baltimore and Ohio Company's engine of the same period. The “King George V,” by the way, is a leviathan of 40,300 pounds tractive effort and is capable of doing 80 miles an hour.

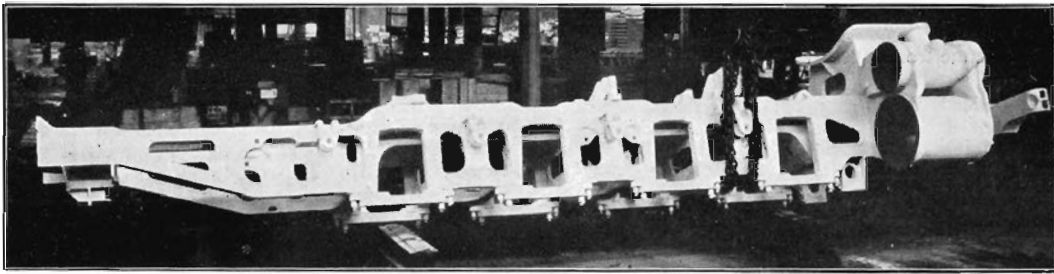
GETTING TOGETHER

WERRIBEE races last month featured big fields and one of the longest horse specials on record. Whether it was the weather, or the good racing prospects, or the opening of the new £1,700 railway siding right opposite the course gates, or a combination of these three attractions which brought such a large attendance it is difficult to say. But whatever the reason, no less than 114 horses were carried to the course in 12 single and five double horse boxes. This was equivalent to 22 single vehicles, besides one van and two passenger cars. The length of the entire train from the A2 cow catcher to the van tail lamp, was close on 800 feet. The Werribee racing folk talk of making this record look small at their next meeting early this month.

800 FT. OF HORSE SPECIAL

HOT on the heels of the successful pouring and setting of the three-cylinder casting for the new Pacific engine at Newport comes word of three tidy little steel castings which have been put through by the Commonwealth Steel Coy., in St. Louis, for the Southern Pacific and New York, Newhaven and Hartford railroads. One is a complete smokebox with an outside diameter of six feet four inches, a metal thickness of five-eighths of an inch, and a cylindrical length of more than eight feet. The other two castings are steel engine frames. One weighs 15 tons. Indicative of the benefits of this extensive casting business is the news that the cast engine frame, a photograph of which we reproduce on page 18, needed 213 parts less than a built-up frame

SOMETHING LIKE CASTINGS!



*A steel engine frame recently cast in one piece for the Southern Pacific Railroad.*

would have required, besides weighing four and a quarter tons less. The daring engineer anticipates the day when a whole locomotive boiler will be cast in steel. \* \* \*

**A**NOTHER shot was fired in the Rail and Road war last month when Newport took over the job of building eight large motor lorries for goods transport. This small fleet will feel its way into the new field of competition and meet on equal terms the pirates who have

**FLEET OF LORRIES**

been filching the railroad's paying freight. No decision has yet been made as to the routes on which the fleet will operate. Services at the outset will not be extensive. Many preliminary problems will require to be solved. With grossly unfair operating advantages favouring the road concerns, the department's action, which is in line with that of other rail organisations throughout the world, has been dictated by necessity. A State business in which seventy-four millions of the public money is invested must be protected. \* \* \*

**L**AST month we referred to the gratifying results apparent from the influence of the Better Farming Train in the eastern Mallee District where the preaching of the gospel of dairy herd-testing has secured many enthusiastic converts. We are now enabled to submit further, not to say startling (if less reliable), evidence of "bigger" production in the Kerang and Swan Hill districts through the medium of the photographs we reproduce on this and the opposite page. They were handed to Mr. Mullany, the Department's Officer in charge of the train during the August tour

**"BIGGER" PRODUCTION**

which covered ground last visited two years ago. Obviously the photographs are faked, but their humorous association with the Better Farming Train suggests strongly that the work of the train is taken very seriously. \* \* \*

**T**HAT huge growths of nature are not always camera fibs, however, Newport Workshops, at any rate, can testify. Quite a small stir followed the arrival, just lately, of the two biggest logs of timber ever consigned there. The largest was 12 feet long and 22 feet in circumference. The tree of which it formed part was roughly 80 feet from the soil to the lowest branches. As it stands the log is too big for breaking, and, it is understood, will have to be blown up as a preliminary. The wood will be used for the internal fittings of cars. \* \* \*

**QUITE GENUINE**

**T**HAT the Victorian Railways are not alone in preaching and practising the Rotary idea of service in this State is manifest in a recent issue of the C.G.A. Service Messenger, a quarterly publication issued by the Colonial Gas Association Ltd. "It is certainly refreshing," says the journal, "to note that the principle of service is dominating the policy and conduct of enterprises, the spirit of which has been, and might easily have continued to be, monopolistic and arbitrary. It might not be called for from this quarter to pass a eulogium on the administration of the Victorian Railways, yet, in our efforts after Good Service to that portion of the public whom we serve, we can learn from what is being done in another utility."

**"SERVICE" PROTAGONISTS**



**A Load of Oranges Grown by Bob Mackerell "Tresco" Kerang**

*"Bigger" Production at Kerang.*





H. G. Wells's  
 "Food of the  
 Gods" has  
 nothing on  
 these pump-  
 kins.



THE Messenger goes on to pay a striking tribute to the Railway Service. "Despite what disgruntled individuals might say, the good service rendered by the Victorian Railways reaches out in every direction, and the benefits of

**SLOGANS AND SERVICE**

its service affect the interstate traveller, the city dweller, and the farmer alike. Whether he be dairy farmer, wheat grower, pastoralist, or orchardist, the Reso Train and the Better Farming Train assist the man on the land. The suburban electric service, the Safety First propaganda, the publicity of all descriptions, are all showing how widely the whole of the operations of the Railways are being conducted in the Spirit of Service. The same spirit is in evidence, not only in these employes forming the rank and file, but can be distinctly seen in the bearing of high officials . . . . . The spirit of service is largely connected with what is sometimes termed the "human element." Slogans are used, but in proper surroundings—that is to say, if we are forcibly reminded that the Railway is the best way, efforts are being made to convince us that the Commissioners are trying by every conceivable means to act in harmony with this slogan. Again, if we are directed to Eat More Fruit, we see the exhortation accompanied by installations of fruit stalls and equipment to purvey fruit drinks. The most casual observer cannot fail to see that results are being achieved, and an intelligent observer should have no difficulty in seeing that the results compensate for the expenditure of labor and money."



Something like a log!

**POST MORTEM PRAISES**

By Louis E. Thayer

NOTICE when a fellow dies, no matter what he's been,  
 A saintly chap or one whose life was darkly steeped in sin,  
 His friends forgot the bitter words they spoke but yesterday,  
 And now they find a multitude of pretty things to say.

I fancy when I go to rest some one will find to light  
 Some kindly words or goodly act long buried out of sight;  
 But, if it's all the same to you, just give to me instead  
 The bouquets while I'm living, and the brickbats when I'm dead.

Don't save your kisses to imprint upon my marble brow,  
 While countless maledictions are hurled upon me now;  
 Just say one kindly word to me while I mourn here alone,  
 And don't save all your eulogy to carve upon a stone.  
 What do I care if when I'm dead the Bloomingdale Gazette  
 Gives me a writeup with a cut in mourning borders set;  
 It will not flatter me a bit, no matter what is said,  
 So kindly throw your bouquets now, and knock me when I'm dead.

It may be fine, when one is dead, to have the folks talk so,  
 To have the flowers come in loads from relatives, you know;  
 It may be nice to have these things from those you leave behind,  
 But just as far as I'm concerned, I really do not mind,  
 I'm quite alive and well to-day, and while I linger here  
 Lend me a helping hand at times—give me a word of cheer;  
 Just change the game a little bit; just kindly swap the deck,  
 For I'll be no judge of flowers when I've cashed in my check.



Sowing Wheat

## WHAT WILL THE HARVEST BE?

By THE RAILWAYS COMMISSIONERS

**L**AST year the grain yield in Victoria was 46,886,020 bushels, equal to approximately 15,628,673 bags. The Victorian Railways system this season has already transported 13,409,526 bags, which, at an average of 16/6d. per bag, represents a value of £11,062,859 — truly a valuable cargo. In addition, considerable quantities of grain are carried over for seed and other purposes later on. The bulk of this is carried by our trains, eventually.

### 70,000 Trucks Required

Some idea of the quantity of grain comprising the year's railings may be gauged from the fact that the total carried would require nearly 70,000 16-ton trucks, each containing 192 bags, for its transport if carried out in one operation, and such a huge train, if strung out in one line, would extend for 344 miles.

The importance of the grain growing industry is, of course, obvious, and the benefit

**W**HAT will Victoria's 1927-28 wheat yield be?

Some months before each year's harvest, the Railways Department makes a preliminary estimate, based on close observation and careful calculation—not for the benefit of the men who buy and sell in the world's markets, but for that of the railwaymen whose job it is to arrange for the haulage of the grain to the seaboard, to provide the necessary rolling stock, and to keep the wheels moving. That forecast is usually pretty near the mark.

This article, specially written by the Railways Commissioners, discountenances undue pessimism in the outlook for the coming grain season, although they do not anticipate a repetition of last year's bumper harvest.

derived by the State directly and indirectly needs only passing reference, but mention is surely justified of the huge sum expended in the production of grain, that is to say, in payment for labor and materials. From this outlay the Department participates in freight charges on fertilisers, bags, farming equipment, etc., sent to the wheat growing areas at the outset.

Later on, it benefits from the carriage of grain; and later again, in the carriage of the larger proportion of the purchases made by farmers out of their wheat cheques.

### Not All on One Side

The benefits, however, are not all one-sided. Railway facilities actually make possible the cultivation of the land which produces the grain. And this benefit is only the commencement; it is followed by assistance to the growers in the shape of particularly low rates for the carriage of, for instance, manure, which in truck loads is charged only 5/4d. per ton for a distance of 100 miles.





*Harvesting*

Then again, wheat is carried, on an average, a distance of 200 miles, for which service the freight rate is only 13/7d. per ton.

Now for the railway organisation necessary for the transport of the harvest. Necessarily, forward arrangements require to be mapped out, and every endeavour exerted to ensure that all available locomotives and trucks will be in the very best of serviceable condition for the huge task ahead. Consequently, during the grain traffic period, the number of locomotives and trucks under inspection and repair is at an absolute minimum.

#### **Every Season has its Problems**

It may be contended that, in the light of the experience gained over the many preceding years, the requirements of this loading, which is purely seasonal in character, should be a comparatively easy matter to our trained men, but it must be realised that practically every season brings its own problems.

For instance, ships may require loading at a new port, while the vagaries of shipping generally have to be contended with, to say nothing of the market fluctuations, which may involve, in the case of a sudden rise in the price of wheat, an urgent call substantially to increase the already peak loading to secure for the growers the financial benefits of the better price offering. On the

other hand, it does happen that the extensive organisation established and functioning at top pressure may require curtailment, following on an equally urgent request to ease up railway transport because of a temporary dearth of shipping, or, unfortunately, a sudden decline in wheat prices.

While we rejoice with the wheat producers when the price goes up, we feel very aggrieved when necessity requires that a partial halt be called in the transport of the harvest, because, apart from the serious inconvenience involved in the consequential adjustments of staff and rolling stock, we are deprived for the time being of taking full advantage of the splendid organisation provided, and of which we are so justly proud.

#### **247,605 Bags Loaded in One Day**

The record loading for one day was reached on December 29 last, when 247,605 bags of grain were transferred to railway trucks at country stations, and we are looking forward to breaking this record during the coming season. Great things are expected from our 40-ton trucks which will be used for the first time in helping to shift the harvest to the seaboard.

We come now to the prospects for the approaching season. During a recent visit to the Wimmera the excellent condition of the crops was an agreeable surprise. The



*A Typical Victorian Wheat Train*

# SEEN AT SPENCER STREET—



## What will the Harvest be ?

(Continued from previous page)

farmers met were not only hopeful, but almost boastful regarding their anticipated returns from the growing crops.

In every case, queries as to the prospects for the season were answered with assurances that with an inch or two of rain in the next few weeks (and in the area referred to beneficial falls have since been recorded), the good results last year would be equalled, and with a little more moisture later on they would be eclipsed.

### Opinions Entitled to Respect

Of course, the effect of hot northerly winds on the crops "in milk" must not be overlooked, but the opinions of these sturdy producers, most of them with many years of practical experience, are entitled to the utmost respect. Thus, we are looking forward to this year's yield in the Wimmera at least reaching the figures for 1926-27.

On the Mildura line, however, the conditions are not so promising, although, generally speaking, the crops are in a fairly forward condition. One outstanding feature in this area is the patchy nature of the rainfall,

very substantial falls having been recorded over some areas, while only a few miles distant considerably lower falls have been registered. In some instances, localities near those enjoying good rain have missed the downpours.

### No Need for Undue Pessimism

Recent reports received from the Swan Hill, Sea Lake and other lines north of Bendigo, based on local inquiries in every case, together with the observations already made on the spot, indicate that there is no need to be unduly pessimistic regarding the coming grain harvest, although lack of anticipated rains when this article went to press, was giving rise to some apprehension. Nevertheless, it is not expected that this year's yield, substantial as it may be, will reach last year's bumper figures. In arriving at our conclusions, the fact that the acreage under crop this year exceeds that of last year has not been disregarded.

### LITERALLY SPEAKING

I was struck by the beauty of her hand.  
I tried to kiss her.  
As I say,  
I was struck by the beauty of her hand.

### A NEW ALIBI

"Norah, why haven't you brushed down that cobweb?"  
"Cobweb? Lor', mum, I thought that had something to do with your wireless."

## —Prominent Passengers of the Month



1. Senator Sir William Glasgow, Minister for Defence.
2. Dr. Winifred Smith, of Collins-street, on her return from England.
3. Sir G. Mason Allard (left) and Sir William Vicars, the British wireless experts.
4. Mr. H. P. Brown, Director of Postal Services, leaving for America.
5. Major C. W. C. Marr, M.H.R., Minister for Home and Territories.
6. Professor G. H. Blakeslee, Ph.D., L.H.D., Professor of International Relations, Clarke University, Massachusetts, and adviser on foreign affairs to the U.S. Government, who has been appointed visiting Professor of International Politics at the Sydney University.
7. Group-Captain Williams, Chief of the Air Staff.
8. Colonel J. M. Semmens, Chairman of the Repatriation Commission.
9. Mr. N. G. Bell, Commissioner for the Commonwealth Railways.
10. Left to right : Sir Harry Chauvel, Mr. J. M. Niall and Lieut. Farrer.



Members of last month's tour, among whom are the four "Resonians" who give below their opinions of the value of the train

## What I Think of the Reso Idea

**E**XACTLY five years ago, the Victorian Railways Commissioners began an experiment. It was called the Victorian National Resources Development (or Reso) Train. Its immediate objective was to bring together for brief five or six day tours a number of representative city men and primary producers, and to show them the resources of selected districts of the State where they would meet other producers at work.

The resultant triangular and educative exchange of ideas was calculated—and this was the ultimate object—to stimulate community interest, a better understanding between town and country, increased settlement and more scientific production.

The Reso Train has since carried hundreds of well-known men round the State and even beyond it. An experiment has become an institution—a wholly successful institution.

Four "Resonians," representative of divergent interests, each of whom has made several Reso tours and hopes to make many more, here explain, specially for the Victorian Railways Magazine, the reasons for that success and just what the train has meant to them. They are Mr. C. D. Lloyd, a well-known breeder of stud cattle at Narre Warren, and a city insurance broker; Mr. Elmer G. Pauly, U.S.A. Trade Commissioner in Australia; Mr. James Barnes, a Minyip Veterinary Surgeon; and Mr. W. McNeilage, a Melbourne Glass Manufacturer.

### MR. C. D. LLOYD

**R**ESO means to me a journey taken under most favorable conditions and an opportunity of seeing places that otherwise I would never see, and under conditions that are impossible, except as part of such a combination of individuals as is represented in a Reso train, which contains every possible convenience and comfort, and which enables an individual to do an enormous amount of work and to see a vast amount of interesting objects which could



never be seen under any other circumstances.

The Reso Train, furthermore, brings the traveller in close companionship with men from all parts of the community with varied ideas and divergent interests.

The city man finds himself in close contact with the wheat farmer from the Mallee, the dairy farmer from South Gippsland or the Merino sheep man from the Western district, and the interchange of ideas between these various sections of the community is beneficial to all concerned, and is helpful to the best interests of the State of Victoria.

Even more important is the visiting of districts never seen before, often heard of and often discussed, which, in many cases, on inspection prove to be materially different from the impressions formed of them. Even more valuable is the introduction to the

men associated with these districts who are, in every case, the men who are taking an active part in the work and progress of the districts in which they have settled. These men communicate valuable ideas to the traveller, and in some cases gain information of value to themselves from the traveller. Friendships and interests are brought into existence which otherwise never would have been created, and contact is established between men widely separated by districts and occupations who otherwise would never have come in contact with one another.

This contact establishes a friendly interest that must be of vital importance. It must be beneficial to all concerned and in the best interests of the State of Victoria, in which we are all so vitally interested.

My impressions at the end of this trip, the fifteenth, are such that I will leave the Reso Train with a feeling that I am under a personal obligation to the many residents of the districts that I have visited, for the courtesy and kindness that they have shown to me, and that I am under a debt of obligation to Mr. Clapp and his efficient officers for enabling me to see these residents and their districts under such enormously favorable conditions.

—C. D. LLOYD.

#### MR. ELMER G. PAULY

THE Reso Train, as originated and operated by the Victorian Railways Commissioners is more than a touring train. It is an institution. To me, here to study the resources of the Commonwealth in general, and the State of Victoria in particular, it is an educational institution.



I can say with all sincerity that I have derived more real knowledge of Australia's economic position from tours I have made "a la Reso" than I could possibly have obtained through the study of volumes.

It has meant a close association with Victoria's prominent agricultural, pastoral and commercial men, and left an indelible im-

pression upon me of real Australian enterprise and hospitality.

My slogan is : Never Miss a Reso !

—ELMER G. PAULY.

#### MR. JAMES BARNES

A RESO tour is emphatically not a holiday. Any man who joins one with that idea will be disappointed; moreover, he will waste his time. I have been on five tours now and I know what I am talking about.

I shall probably join more in the future if Mr. Clapp still goes on running them. I hope he does.

When you board that train at Spencer-street, you've got to be prepared to absorb an intensive lesson which leaves your spirit just a little bit humble, because it dawns upon you with inevitable force that your own much vaunted district isn't the only one in Australia. I live in the Wimmera, Victoria's acknowledged granary; but I have learned the fact that other districts can grow wheat, good yielding wheat, too. And men from those other districts, I know, have learned something, in fact a great deal, from the Wimmera through the medium of the Reso Train.

And then the city Resonians. I have met five lots of them, I have watched their eyes widen as they followed the primary producer at his work, saw the results of his work, and visualised what he still can do with the help, backing and sympathy of the city. They have seen possibilities for investment; they have realised what they can do for their sons. There is no better apostle for the back-to-the-land movement than the man who conceived the idea of the Reso Train.

One thing more. The camaraderie and spirit of the Reso Train is unique. On it,

(Continued on page 72)



# Representative Railroaders

By R. H. JUNIOR  
Caricature by Angus Mac

*Great is advertisement : 'tis almost fate !*

No. 2.—A. W. KEOWN,

—R. LE GALLIENNE

THE Great War dragged the world map out of shape, afforded President Wilson excellent practice in epistolography, dethroned the Emperor of Austria, established the League of Nations, sounded the death knell of the Czar, pitchforked Kaiser Wilhelm into inoffensive Holland, and scared the wits out of the Sultan of Turkey.

It also pushed Albert William Keown into the job of Advertising Manager of the Victorian Railways Department.

Private Keown fired a more or less accurate rifle in the direction of the enemy with the Fifth Infantry Battalion. At short and irregular intervals he fired more or less veracious letters in the direction of Melbourne. His style of writing has always been piquant, colorful and concise. He has the gift of description. He can paint vivid word pictures. His letters were always worth reading.

"You should," one of his friends observed on his return to Australia, "you should go in for advertising. I mean, you can write and all that, you know."

Keown was then at a loose end. Serving an architect's articles, he had been halfway through a University course in the fine art when the Prussian trod on Belgium. But, generally, when his hand was on ruler and set square, and his mind on Byzantine and Gothic characteristics, his heart was, so to speak, away in the Highlands a-chasing the deer. Or, more prosaically, out in the city chasing copy. For he had had a consistent hankering after journalistic work.

This chance remark anent advertising, however, switched his thoughts away from front-page-story writing. Buckley and Nunn's wanted an advertising manager. Keown went along to let the directors scramble for him.

"How much advertising experience have you had?" asked director Felix Lloyd, drawing a couple of sheets of foolscap in front of him.

"None at all," said Keown pleasantly.

"Humph," said Lloyd. Like that. He pushed the foolscap away from him.

A persuasive flow of words swirled round the ankles of that retreating "Humph." Keown can talk as well as he can write.

He departed with a catalogue and instructions to return on the morrow with a draft ad.

"On Monday," said Felix Lloyd next day, laying Keown's draft on his blotter, "you can start."

And so Melbourne's Fleet-street lost a good sub-editor and local architectural circles a good draughtsman. Starting amid the drapery jungle in Buckley's salerooms, the war-created poster path which Keown followed passed through the maze of dining-room suites and tall wardrobes in Ackman's before it finally entered the comparatively cloistered calm of the railway advertising office.

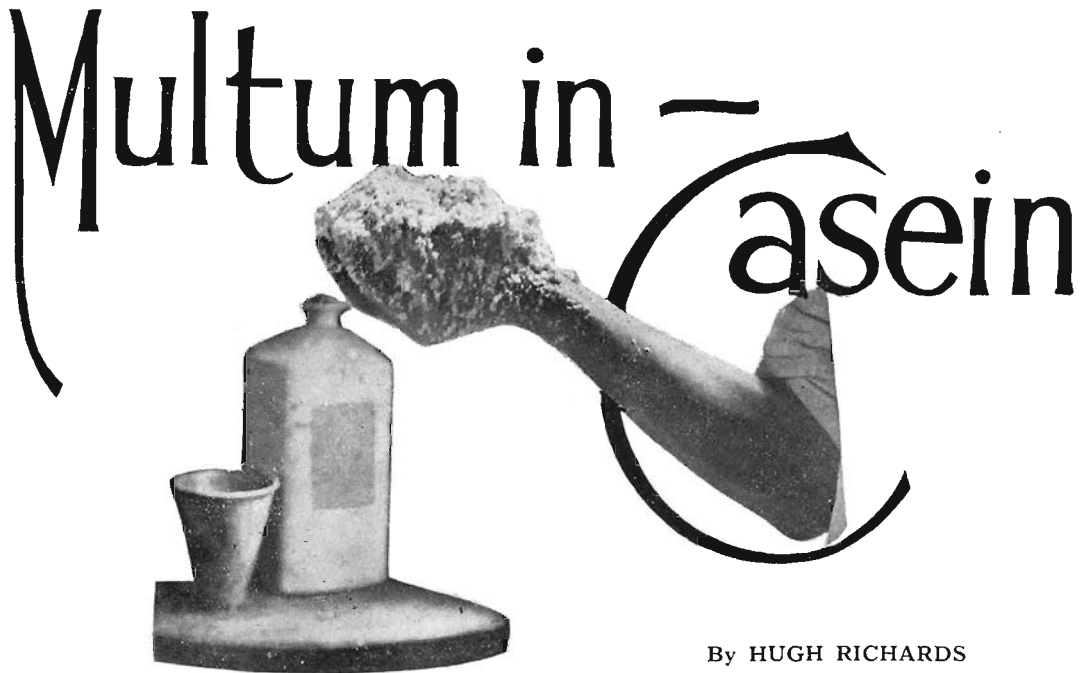
Puck putting a girdle round the world in forty minutes had the Keown spirit and energy. Only Keown's Puck is a fair-haired, dapper, well-laundered Puck in neat shining spectacles, a Puck who studied in a Technological Institute when a boy, a Puck who is an ex-cross country running champion, a Puck who is a Big Brother, a Puck who is a League football club vice-president. But Puck, nevertheless. Imagine a Stanley Bruce in baggy trousers, a Tom Walsh in spats, a Jack Dempsey doing needlework, or a Harold Clapp inveighing citrus fruit, and you can visualise a melancholy Bert Keown—perhaps.

Of itself, however, an inability to be solemn will not make a good advertising man. A revenue of £45,000 from rail advertising is not induced merely by clubland patter. Keown is the born advertising man. He has the literary touch. His record of the Fifth Battalion's achievements in "Forward with the Fifth" rivals Bean's record of the A.I.F.'s achievements. He has the artistic touch. He has studied at the National Art Gallery under McCubbin. He has had two years' practical experience in the lithographic world. He is President of the Victorian Institute of Advertising and General Manager of the Advertising Association of Australia and New Zealand.

He has one vice—apart, that is, from being a vice-president of the St. Kilda football club. He writes poetry. Secretly though. And, after all, much more than that can be forgiven a man who can tell as many good stories as Keown can.

Advertising  
Manager





By HUGH RICHARDS

**P**ENSIVELY the man munched a comb, a couple of door knobs, one knife handle, a tablespoonful of glue, and a celluloid collar. Casually he swallowed some dry paint, soap, massage cream, ointment and fruit tree spray, followed by a billiard ball, three corks, a doll's eye, an appetising chunk of boot polish, a fountain pen, half a sheet of asbestos, a broad piece of cardboard, a roll of imitation leather, one picture frame, and half-a-dozen shiny white shirt buttons.

Then he placed the empty glass in front of him, smacked his lips and wiped the milk off the upper one with his handkerchief.

"I don't mind beer," he said tolerantly. "Far from it. But I'd just as soon have fresh milk. Yessir, milk. What I says is—milk is milk!"

But——— !

But really that's just what it isn't. Horse merriment could be expected from the drinker at any suggestion of direct connection between his glass of milk and the peculiarly varied menu aforesaid. Yet in the opaque whiteness of his innocent-looking liquid swirled an ingredient which is an all-important component part of those diverse articles, a potent element in their manufacture.

**L**ITTLE known though it be, Victoria's casein industry represents an annual turnover of £100,000, and a 1600 tons freight for the State's railways to carry every year.

The amazingly versatile substance is exported to all parts of the world, principally Germany and Japan. It figures in a host of manufactured articles.

Indubitably pigs is pigs. But milk is not just milk. It is casein too.

Casein is made from skim milk. It is non-inflammable. It is insoluble in water. It is an adhesive of a romantically clinging

nature. And it possesses a surface which offers great possibilities for polishing. Hence its world of uses.

It figures in a thousand-and-one different articles which are as much like milk as a wheel-barrow is like the Sydney Limited. It is used in the manufacture of imitation bone and imitation ivory, imitation horn, imitation celluloid and imitation porcelain; in the manufacture of motor car windows, 'phone instruments, tubes, rods, toys, photographic material and billiard tables; in the manufacture of calico patterns, cretonne designs, films, oil paper, egg substitute and nerve tonics. In addition, that is, to the multifiform dishes on the foregoing eccentric menu.

#### What Casein Is

Altogether, therefore, casein is rather a remarkable product. It is, it seems, one of the three principal albuminoids of milk, the other two being albumen and nuclein. The diligent reader can learn quite a lot about it if he digs up a comprehensive chemi-



cal treatise, written by one Wynter Blyth. entitled: "Foods—Their Composition and Analysis." Sandwiched between some solid facts is the following lucid information:—

"Casein appears but little, if at all, different from alkali-albuminate, the minor differences which exist being, with probability, ascribed to impurities. It is true that when milk is filtered through a porous cell, casein, for the most part, is left behind; while, if a solution of alkali-albuminate is similarly treated, it passes through. Experience has, however, shown that a solution of alkali-albuminate shaken up with butter fat behaves exactly like casein; and similarly Soxhlet has proved that a concentrated solution of sodic carbonate precipitates both casein and alkali-albuminate, provided they are under the same conditions, and that it does not (as asserted by Zahn) leave alkali-albuminate in solution."

**Why Shoudn't It ?**

This scientific progress—despite the regrettable error of Mr. Zahn—is no doubt very gratifying. But, as the average reader (like the present writer) would probably fail to recognise an alkali-albuminate even if it sprang up and bit him in the fleshy part of the leg, there is a certain lack of interest in the message. In the same way, few responsive chords will be struck in readers' bosoms by the further profound observation that "it has been shown by Schutzenberger that, on sealing up casein in a tube and heating with baryta water, it behaves like albumen." After all is said and done, why shouldn't it if it wants to ?

Simply, casein represents about one-fourth

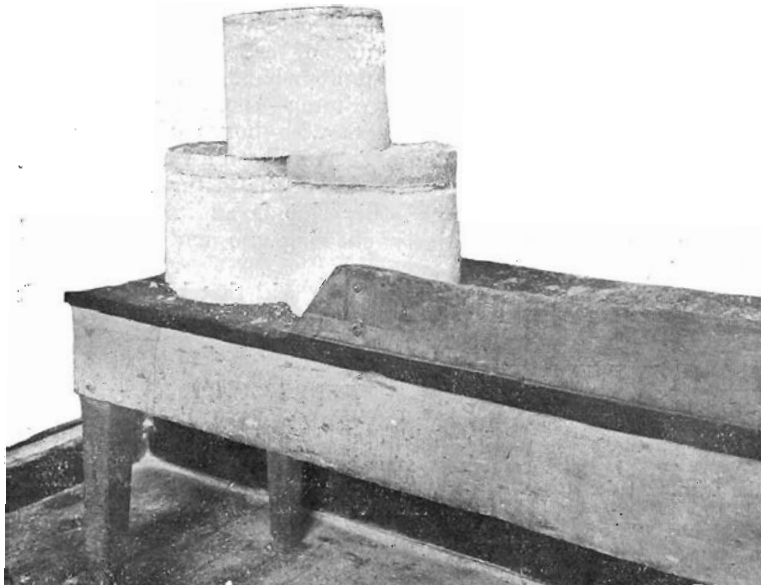


*Sewing up bags of rennet casein for despatch*

of the 12 per cent. odd of solid in milk—the body of the milk, the indigestible portion. It amounts to roughly three per cent. of the milk. That is, from every hundred pounds weight of milk, three pounds of casein can be secured. Which means that something like one pound, wet weight, and half a pound, dry weight, of casein is wrung from one gallon of milk.

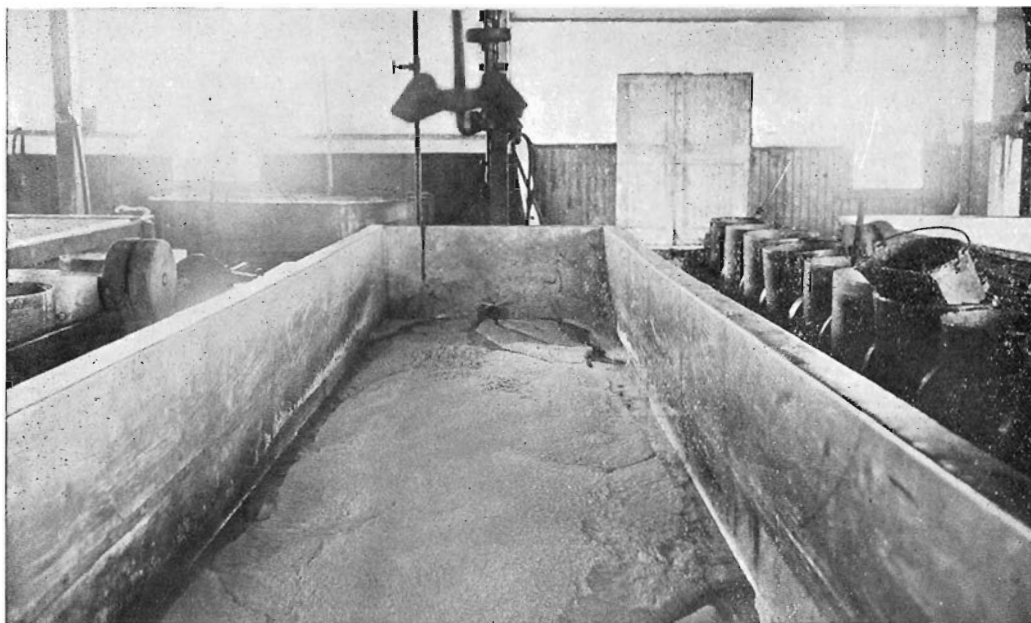
When ready in sacks for the railway truck, casein is a light-colored, brittle substance, like very coarse, huge-grained sugar—pellets of sugar. The finer qualities are run through sifting screens and reduced to a white powder.

Victoria is the centre of the Commonwealth's casein industry. At Colac, Camperdown, Cobden, Warragul, Milawa, Trafalgar and Yarragon, dairy factories are established,



*Damp casein awaiting treatment in the drying room*





*Precipitated casein in the vat*

dairy factories which treat the milk, and rail, in all, from 1500 to 1600 tons of casein to Melbourne every year. Of this total, only about 500 tons is retained in Australia. The bulk goes overseas for manufacture in Germany and Japan. It fetches £65 a ton.

Perhaps the largest factory devoted to casein production in the State is the well-equipped building of the Colac Dairying Company. In addition, it is the only concern in Australia which produces milk-sugar. For that reason it concentrates on rennet casein. Rennet casein is not as fine as lactic casein, but it has the merit, from the point of view of the Colac people, of not robbing the whey of elements necessary for the production of milk-sugar.

#### Precipitating Casein

Milk destined for the casein sack is run through the separator and deprived of its fat with an ease and rapidity calculated to arouse the envy of every stout lady in the Commonwealth. Precipitated by acid, the rennet casein coagulates on the damp floors of the vats in the form of wet, snow-white

cocoanut. In the case of the lactic brand the whey is not drained off immediately, but lies in the vats overnight and gradually sours. With the disappearance of the whey, the curds are subjected to exhaustive ablutions. Every trace of acid is removed.

Dumped into containers, wet casein is taken to the drying room. Pressure and hot air banish all suspicion of dampness. The white cocoanut is converted into innumerable hard pellets, which are either sifted to a fine powder or passed direct into 56 lb. sacks.

#### The Two Sides to the Picture

Those sacks of casein—ready to help in the manufacture of articles ranging from knife handles to door handles, and from boot polish to nerve tonic—those sacks of casein brush shoulders with boxes of butter and cheese and cans of milk on a railway station. They are one side of the picture.

On the other side is an impassive cow, meditatively chewing the cud in a green field.

Who was it who said that he always took off his hat to a cow?

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#### TRUE HOSPITALITY

A spinster encountered some boys in an old swimming-hole, minus everything but nature's garb, and was horrified.

"Isn't it against the law to bathe without suits on, little boys?"

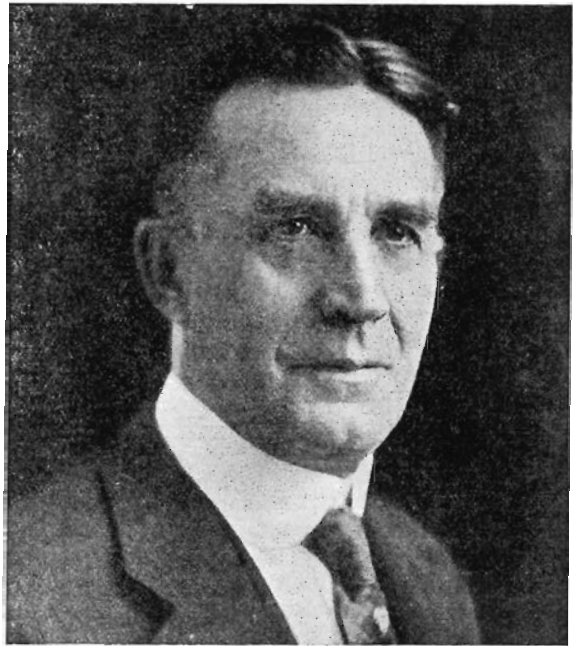
"Yes'm," announced freckled Johnny, "but Jimmy's father is a policeman, so you can come on in."

#### HELPING POP

The minister raised his eyes from the notes of his sermon just in time to see his young son in the gallery pelt the congregation with horse chestnuts. The good man was preparing a frown of disapproval when the young hopeful cried out: "You tend to your preaching, Pop; I'll keep 'em awake."

# AN AMERICAN SUMS US UP

Interview with  
WILLITS H. SAWYER



"IT would require a term of years," said Mr. Sawyer, "rather than a few months' trip to submit an analytical report on Australia. But of one thing I believe that the American business man would be more thoroughly convinced the longer he stayed, and that is that agriculture is the key industry, and is built into the social life in a way which cannot be appreciated in the United States. No matter what the group in which you find yourself, agriculture, and particularly stock, is under discussion. No matter where the conversation starts, it ends with sheep and lambs; heifers and steers.

### Sheep-filled Atmosphere

"I have never seen anything to surpass the interest which Australian sheep and cattle breeders take in their chosen line of work. An Australian sheep man eats, sleeps, works and plays with sheep on his mind. The whole atmosphere is filled with it. There are breeders of stud rams whose knowledge of sheep breeding and raising has been handed down from father to son in the traditional old-world manner. I talked with one breeder who had 1,500 stud rams. Every animal was an individual to him. He could talk about its character and peculiarities without referring to the small metallic number

**W**ILLITS H. Sawyer, President of the Electric Railway Association of the U.S.A., and President of the East St. Louis Railway Company, who came to Australia, last year, at the invitation of the Victorian Government, to report upon the Yallourn Electrical undertaking, here gives some of his impressions of Australian life and methods. The interview is reprinted by courtesy of the Executive's Magazine.

tag in its ear. The result is some exceedingly fine stock. I was informed that one of this man's rams sold for 25,000 dols (£5,000), and that he had shipped a ram and several ewes to Africa a short time before at the price of 30,000 dols. (£6,000). Wherever you travel out on the ranches you see sheep, sheep, and then more sheep. The roads leading into the great live stock centres seem to be about a mile wide. This is so the tremendous passing herds of sheep can feed on the way to market.

### The Dual Purpose Cow

"An interesting experiment is being made in Australia with general purpose cattle, one breed of which is similar to our milking Short Horns, the other breed, known as Illawarra, looks and is very similar, but with a slight outcross probably of Ayrshire. I felt doubtful of the ultimate success of this dual purpose cow, although one of them, naturally more or less of a freak, holds the world's butter fat record. Jerseys are rapidly increasing and are very popular. Throughout the dairy industry of Australia, I found that the butter standards were high and the milk standards low. I had never eaten in the United States such butter as I enjoyed in Australia, but cream, as we understand

it, appeared to me to be an unknown term at even the best eating places.

"The condition of Australia in agriculture is naturally one of the first concerns of the Government of the State of Victoria. The work of my friend, Harold Clapp, impressed me very much. Clapp was formerly the vice-president of the East St. Louis Railway Company. He was a native of Australia. When the Victorian Government conducted a hunt covering Great Britain, Canada and America for a chief executive for the Government-owned railways of Victoria, they chose Harold Clapp. In all operating matters Clapp is supreme. He is one of the few over there who really gives service as we understand service. One of his methods of developing traffic for the railroads is to work for the improvement of Australian agriculture. He accordingly runs agricultural trains into the little towns of Australia. These trains of ten or twelve cars contain an agricultural college in miniature. One car contains some prize hogs, there are prize cattle, there are specimens of every interesting type of grain. Experts in every branch of agriculture lecture to the people in the towns on agricultural methods. If a farmer will pay close attention he can get the high lights of an agricultural course before the train leaves town. There is a department of home economics on the train and even care of the baby is taught.

#### Government Owned Railways

"I was much interested in the status of government ownership of railways in Australia. I believe from what I have been able to see that government ownership and transportation is as successful in Australia as anywhere in the world. The railroads are able to go further in the matter of building lines into sparsely settled regions than could a private company. The money of the State can be used for the benefit of the State without the uncomfortable necessity of earning

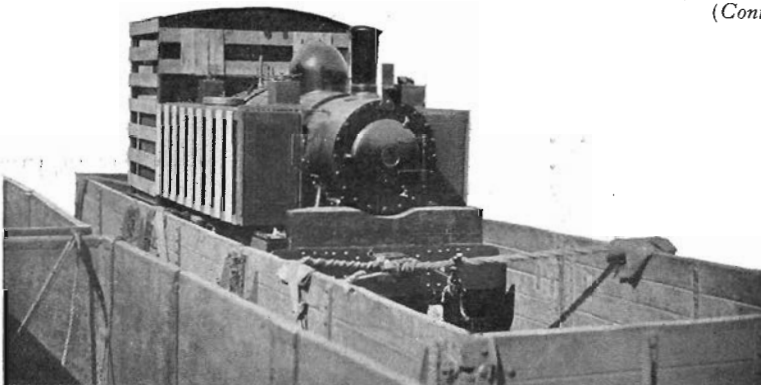
a profit. This very strength of government ownership, however, is its great weakness. There is no standard by which the advisability of a given investment can be measured. With us it is very simple, if an investment pays, it is all right. Under government ownership, however, the official in control of each department can be depended upon to ask for more and more government funds to increase his department's usefulness. Without going into details, I saw several evidences in Australia of the injudicious spending of government funds, although this was not the case in so far as the Victorian Railways were concerned. I returned with a firm conviction that the State and government regulation of our public utilities is not only better than government or municipal ownership, but that under political conditions as obtain with us, government or municipal ownership would be detrimental and disastrous.

#### The Attitude of Labor

"The labor situation of the street railways of Australia is a real handicap. While I was there a little quarrel arose about the men being paid for ten minutes at noon. Instead of declaring a strike the conductors and motormen simply obeyed the rules of the street railways to the letter. These rules state that the car must be brought to a complete stop before any one can get on or off. The motorman stopped the car and waited until every passenger was seated, looked around to see if any more were coming and so slowed up the service that there was wide inconvenience. Australia has a 44-hour week, but I could not see that the Australian workman used his leisure for his own advancement. So strong is the Australian emphasis on short hours that what we call Labor Day is celebrated there as Eight Hours Day.

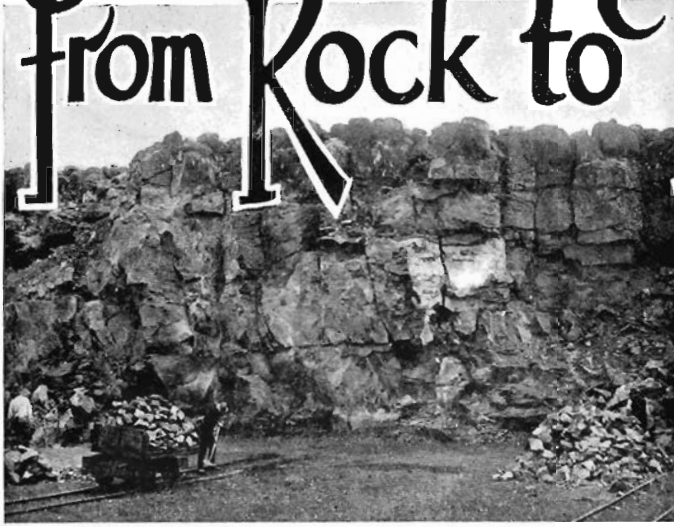
"While in Melbourne I attended a dinner given Lord Stradbroke, the retiring Governor. The speeches at the banquet were

(Continued on page 69)



*Bearing no very striking resemblance to our new Pacific locomotive, this neat little engine travelled in a railway truck from Gawler (S. Australia) to Ebden a few weeks ago. It will earn its daily coal on work for the State Electricity Commission.*

# From Rock to Track



By

J. D. MICHIE

✱

**H**OW much more than actual train running is implied by railway management! How many interdependent industries and activities are bound up with, say, the daily passage

of the Sydney Limited to the border! The man in the street has little conception of railway ramification. Probably one in ten, for instance, knows that the Victorian Railways Department operates a large stone quarry at Manor, 25 miles from Melbourne, on the Werribee coastal plain.

It was with such thoughts as these that I visited the Manor quarry not, in Milton's words: "Sagacious of his quarry, so far," but because I wanted to find out all about it.

To see there a staff of 66 men engaged exclusively in the production of materials for rail construction, gave one furiously to think on how concentrated attainment was all the time making for masterly efficiency. And as one operation after another was examined it was not difficult to imaginatively connect the present with the past, and in the process begin to understand how remarkable a place quarrying held in man's ascent from savagery to civilisation.

## Essentials of Track Construction

It is common knowledge that three of the foundationally important articles used in the construction of a line of railways are the heavy steel rails, the strongly made timber

**T**HOUSANDS of tons of bluestone are blasted, drilled and hacked every year from the Railways Department's quarry at Manor, 25 miles from Melbourne on the Geelong line.

In this article Mr. Michie records his impressions of the ordered work which ensures the ready supply of ballast for Victoria's rail tracks.

sleepers to which the rails are spiked, and the stone metal ballast which forms the bed of the track, and upon which are laid both rails and sleepers.

Throughout the centuries quarrying of stone has been done with hand tools; but machines operated by steam, electric power and compressed air are now common. The visitor to a modern quarry, such as that at Manor, finds it equipped with the latest appliances necessary for effective, safe and proficient handling of the job and its product.

## The Men Who Do the Work

The quarry staff comprises a foreman quarryman, and a leading hand, engine drivers, fitters, feeders, shunters, spallers, strippers, machine-men and powdermen—the last-named having charge of the magazine and the blasting operations. The spaller is an operative who wields a 16-lb. sharp-edged, square-faced hammer, which with skill in directing the blow on a big lump of stone, reduces the stone to a wedge, the form which best suits the jaws of the crusher.

The picture of the work being carried out by the quarrymen, arranged here and there along the wide extent of the face, performing the various operations incidental to digging the stone from the wall of rock 37 feet in depth, is impressively instructive.

It would not be correct to describe the

bluestone deposit here as being of solid formation. In some instances it exists in seams of varied thicknesses of one, two or more feet, bisected to the full depth of the quarry by vertical lines of cleavage. This cleavage greatly adds to the effectiveness of what is termed the firing of a big hole, from which the expansive force of the powder-blast forces down a considerable area of the quarry face, and produces angular blocks of stone of different sizes, some of them of huge dimensions. The large ones are reduced to a convenient size by the pneumatic drill, which is brought to bear upon them, and soon a hole is pierced in each to such a distance as will ensure its being split to pieces by a charge of dynamite.

#### When Blasting is Done

Dozens of these charges are made ready and exploded when the men cease work at luncheon hour; another set is fired when they leave the quarry for the day. Thus the supply of loose material is plentiful at one section or another of the face, to which trucks operated by horse power on 16 different sets of light rails are run close up, loaded, and hauled back to the rail junction at the bottom of the ramp which leads up to the stone crushing machine.

To this point they are hauled by steam power winding gear, into which the wedged-shape spawls are fed. The long revolving iron jaws crunch them into metal of gauges



*A driller at work*

$\frac{1}{4}$ ",  $\frac{3}{4}$ " and  $1\frac{1}{2}$  inches in surprisingly quick time. Twenty-one hundredweight of stone goes to a cubic yard of metal.

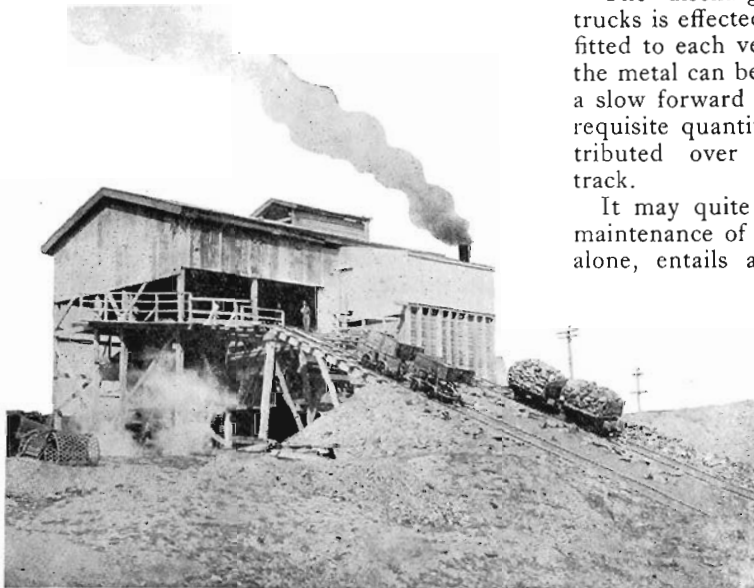
The finished article is conveyed into a chute, which empties into a railway ballast waggon. Numbers of these are always standing ready to be loaded; and when a certain number are filled they are removed by train to parts of the system where relaying or reballasting of the track is being carried out.

#### How Ballast is Spread

The discharge of the ballast from the trucks is effected by means of a drop bottom fitted to each vehicle, so that the outflow of the metal can be regulated at will; hence by a slow forward movement of the engine the requisite quantity of metal can soon be distributed over a considerable length of track.

It may quite easily be imagined that the maintenance of the railway tracks, in ballast alone, entails a huge expenditure for the thousands of cubic yards of stone per year required to keep the line in first class condition.

Undoubtedly the viewing of the work as a process, from A to Z, as it were, emphatically enhances one's interest. Yet away from the actual toil is an aspect of attractiveness. It is the pleasant social side of life when work is set aside.



*The Stonebreaking plant*

The men are comfortably housed in portable rooms arranged in street fashion, at the bottom of which street is a commodious and excellently kept dining-room, with kitchen attached. Two cooks provide three hot meals a day for the men. Mr. Clapp, like Napoleon, believes in his army being well sustained physically.

Cleared of movables in the evening the dining-room serves as a concert hall, and sometimes as a stadium. There are some excellent wrestlers among the group. Nor are vocalists, instrumentalists and elocutionists lacking. Joy, in the common room, is unconfined.

#### Origin of Bluestone Deposit

The question may be asked: from whence came this deposit of blue stone?

Leaving Spencer-street station by train we run quickly over a small tongue of the Yarra delta, being carried on an embankment laid across the brackish marsh. The line of cliffs that bounds the delta at its inner end can be clearly seen from the train. Almost immediately on crossing the Saltwater we plunge into a cutting in bluestone, and rapidly climb to the level of the delta to that of the bluestone plain. From here to beyond Newport the soil produced from the decomposition of the rock is thin, and bare rock crops out everywhere in boulder-like masses.

Then we run down hill to Laverton, still keeping on the plain. The bluestone is now covered for some square miles by a sheet of mud and shells, showing that the sea bottom has recently been raised, and a shallow bay transformed into dry land.



*Quarrymen's living rooms at Manor*



*Lighting fuses prior to the mid-day blasting*

Then follow some miles of typical bluestone country, crossed by shallow winding water courses, and almost entirely devoid of trees or shrubs, except where they have been planted by man.

On nearing Werribee the soil changes to a coffee-colored sand, with a fair amount of clay in it, and consequently is spoken of as loam. This is the flood-plain of the Werribee, and represents the waste brought down by the river from its upper reaches about Bacchus Marsh, and spread out over the plain before the stream had cut its deep gorge down into the bluestone. At the railway bridge over the river a great thickness of the loam can be seen.

#### Volcanic Action

About Manor the loamy covering to the bluestone soon disappears, and the plain is once more a bluestone or lava one. The greater part of the bluestone deposit (or formation) at Manor seems to have come from volcanoes to the north, and especially from a group near Sunbury. Thence we travel on a gradient which represents, fairly closely, the old sloping surface of the bluestone as it flowed steadily down hill towards the sea.

The plain thus formed is of the type known as a coastal plain, and almost all the Victorian seaboard is of this nature. Since its first appearance as a plain, this old surface has been cut into by streams both great and small, and over a large part of its area has been covered by sheets of bluestone, the material which is of such a utilitarian value to us, at Manor to-day.

# THE LIGHT OF THE SON

By  
C. V. TREGELLAS

Illustrated by  
Angus Mac

**D**ESPITE my good opinion of Tim Flannigan, I had never regarded him as being the marrying sort, and certainly not as the sort likely to be the proud parent of a double-width, guaranteed solid-leather son and heir, but there it was, and he, well hand-braked and air-braked and the father of Durgan Flannigan, the most precious child that ever aimed a tomato at an inoffensive curate.

I had known Flannigan all my life, and I took an interest in his son, my earliest views of whom were gained through my front-room window. I often saw him being taken out walking by his mother, she either dragging him along like a sack of potatoes or letting him trail along behind like a stray dog, wailing piteously.

Mrs. Flannigan was a woman sadly lacking in motherly instinct, I decided. But from what I knew of the expansive heart of Tim Flannigan, the young Durgan was likely to make up deficiencies on the maternal side by a plenitude of fatherly indulgence and understanding.

Thus it was that Durgan's wish became his father's law; his merest whim a thing to be studied, encouraged, and, finally, satis-



He ducked

fied. It was in pursuance of this policy that I often saw old Tim proceeding homewards with sundry different shaped pieces of wood and an assortment of iron wheels under his arm, for use in manufacturing engines and trucks; for the child's earliest ambition was to be a railwayman like his father, though I think he rather favored the actual locomotive side of the business more than his father's job of shunter in the goods-yard.

**U**NFORTUNATELY this ambition died an early death. By the time Durgan was sixteen his desires ran towards burglary and pocket-picking, and his morals downhill, a whole lot faster than a truck on a gravitation siding. All the same, in my heart I could not blame Flannigan for his son's decline; if a lad's mother doesn't care what happens to him he soon gets in the way of not caring what happens to himself, and the little time a father has to devote to his welfare does not do much good if the father is as soft hearted as Tim Flannigan.

And so Durgan continued on the broad and winding path, and his father's head sank lower upon his shoulders every day;





He struck and retaliated with a resounding crack on the other's jaw

he lost time for sickness which I knew was but due to worry and disappointment, till I began to fear that we would soon have a good man superannuated, retired from the game that he had played so long. And then Flannigan sunk his pride and asked a favor of me, a thing he had asked of no man in his life before. He came to me at the end of his shift and stood at my desk, pulling nervously at the black felt hat, screwed up in his hands.

"Well, Tim," I asked, putting down my pen, "What's troubling you?"

He shuffled his feet awkwardly and stared miserably down at his rough boots.

"It's about the boy, Mr. Rankin," he faltered. "I thought you might be after doin' somethin' for him, seein' as how you—"

"But what can I do, Tim? The way he's gone now, it doesn't seem as if anyone can do anything for him."

"Sorr, the boy's not really bad. I've been thinkin' if you could only get him into the service he might have somethin' to look forward to, somethin' to keep him away from those street scallywags. It's not the lad's fault that he's turned that way."

His dejection was pitiful, but what he asked was impossible. I laid my hand on his shoulder.

"No, Tim, I couldn't do that. It wouldn't be fair to the service, to those he had to work with. But I tell you what: if Durgan comes to me and asks me for a job himself, and gives me a sworn promise to lead a decent life and get some decent companions, I'll see what I can do for him."

Flannigan shook his head mournfully.

"No, Mr. Rankin, he'd never do that, he'd never do that. Time after time I've been asking him, but he takes no notice. No, he'd never do that." And he went out, shaking his head and muttering to himself.

TIME passed and Durgan did not come to me, neither did I hear any more of him. The wheat season came on with many details needing attention, and Durgan and his shortcomings had faded into the less-active part of my mind, when he was suddenly brought back to me by pushing himself into a situation that made it imperative that I should do something for him or with him, for my own sake as much as his father's. I had been working late, the darkness had set in before I slammed the door of my office and ran down the steps. As I reached the ground a figure detached itself from the shadows nearby and came towards me. It was Tim Flannigan, his form trembling so much with nervousness and excitement that he could hardly speak.

"Mr. Rankin," he chattered, "I've got to have a word with you where no one can hear us."

"Well, there's no one about," I said, glancing around. "What on earth's up now, Tim?"

"It's about Durgan," he said, grasping my arm with his shaking hand. I was tired, it was long after tea time and I had heard about enough of Durgan Flannigan. "Drat the boy," I exclaimed, trying to shake my arm free. "He's no good. Let him go to the devil if he wants to."

But Flannigan clung to me tenaciously. "You can't let him do it, Mr. Rankin. He might be killed, and if the police catch him I'll lose my job. You can't let him do it."

"Can't let him do what?" I asked. "What's he going to do?"

"You've got to stop him, Mr. Rankin, he—" and he whispered in my ear—"he and his gang's goin' to try to pillage the goods-sheds to-night."

I jumped. I had expected something serious, but nothing like that.

"Tim, how do you know this?"

"Found a letter," he gasped. He was clearly not in a condition to be out of bed. "Durgan hasn't been home for two days. You've got to wait here and stop him."

He swayed and I held him up. "Tim," I said, "let me manage this. I'll put you in a taxi and send you home. What time do you think they'll be here?"

Flannigan pulled out his watch, which was as Irish as himself. To find the correct time by it, I believe, it was necessary to look at the hands, glance at the sun or moon, and make a rough guess how long you had worked since the last whistle, but he knew its idiosyncrasies.

"Half hour more," he said. I put him in a car and returned to my office.

FOR quite a long time I sat there in the darkness with only the sighing of the wind and the far-off whistling of a locomotive to disturb the silence. Then I heard a little step on the crunchy gravel outside, and I stepped to the window and

looked out. Even in the dim light I recognised Durgan Flannigan trying to conceal himself in the darkness of the shadows.

"Durgan," I called. He started guiltily, hesitated, and came out into the moonlight and awkwardly towards me.

"You're just the sort I've been looking for," I said. "Come inside." And I opened the door for him, preceded him into my office and, switching on the light, turned and looked at him.

He was a tall, well-built youth, filling out into manhood. His eyes, though heavy from late hours, still looked unwaveringly into mine; his face, save for the lines of dissipation, was that of his father. I decided that old Tim was right. The lad was not wholly bad; there was a spark of manliness in him somewhere that only needed fanning into flame.

"Durgan," I asked suddenly. "Will you do me a favor?"

That confounded him; clearly he was not often asked for favors. He thought for a moment.

"Depends what it is," he said sullenly.

"Will you take the job of watchman here for the night? The usual watchman can't come; wife's sick. I've worked here all day and can't go another eight hours. You're my last hope. Will you do it?"

He looked at me steadily, appraisingly. I did my best to appear guileless.

"No. I can't," he said slowly, but I thought I saw a new light in his eyes, a hesitation in the curve of his lips.

"There's nothing in it," I argued. "You just have to clock a few telltales and keep an eye open for fires. Simple as pie." I yawned, and rubbed my eyes sleepily. "I want to get home."

"Alright. I'll do it," he said suddenly.

I HESITATED. Was I right? Would the good that was in him rise to the occasion, or would he prove to be more despicable than I already

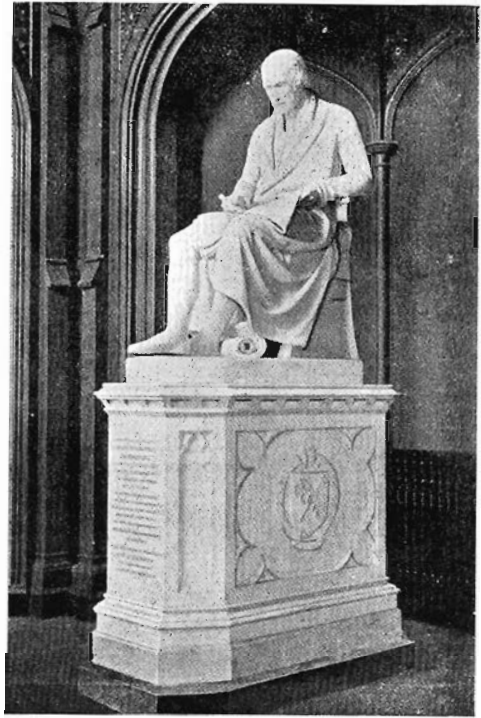
(Continued on page 63)



He started guiltily, hesitated, and then came out into the moonlight

The  
**GENIUS**  
 of  
**JAMES  
 WATT**

By ALEX. ELRICK



*Statue of Watt in Greenock Memorial Library*

**J**AMES WATT was born in Greenock, Scotland, a port on the southern bank of the river Clyde, and about 25 miles west of Glasgow, in 1736. His father was a builder, contractor and general merchant in that town, who stocked and sold every variety of store that a ship could want. He was also a repairer of navigation instruments.

Watt was, from the first, a sickly boy, and showed signs even then of the chronic ill-health that was going to torment him through the greater part of his life. His mother was devoted to him, and rather than send him to a school where he might not be properly looked after, kept him for a time under her own care at home, and gave him his first lessons, herself. It was probably fortunate for him that this was so.

#### The Song of the Kettle

Then comes the inevitable kettle that haunts all youthful engineers. Because of a singing kettle, we now have the puffing engine. Young James Watt heard the song. He figured that what made it sing would make something go, if only it could be

**O**NE of the most remarkable personalities the world has ever produced was James Watt, the inventor of the condensing steam engine and the man whose name is perpetuated in the unit of electrical power.

In this article Mr. Elrick sketches something of his life and work.

hitched up right.

"James Watt," said his stern aunt, Mrs. Muirhead, one evening, "I never saw such an idle boy. For the last hour you have not spoken one word, but have taken off the lid of the kettle, and put it on again, holding now a cup, and now a silver spoon over the steam, watching it rise from the spout and catching and connecting the drops. Aren't you ashamed of spending your time in this way?"

Young Watt, of course, was experimenting on the condensation of steam, and we know, as Mrs. Muirhead did not, that his great invention was to be related, not to the force of steam—its most obvious property—but precisely to this fact of condensation.

#### Skill at Making Models

Watt lived at home until he was eighteen, where the atmosphere was favorable to the development of his scientific instincts. In his father's workshop he could watch the manufacture of the mechanical parts of a ship's tackle, or examine and play with the collection of nautical instruments. He amused himself by copying what he saw, and

became highly skilled at making models, which included those of pulleys, pumps, capstans, a barrel organ, and a crane. The last-named was probably copied from the first crane ever seen in Greenock, which had been used and made by his father to unload the Virginia tobacco ships.

Geometry and mechanics were his first loves, but he passed on to geology, botany, and astronomy. At one time anatomy fascinated him, and he was caught coming home carrying under his coat the head of a child that had died of some unusual disease. He wanted to dissect it. In June, 1754, he was sent to Glasgow, to learn the craft of a mathematical instrument maker. It was a natural choice, being closely allied to the work of his father and grandfather, but it gave more scope to his mechanical dexterity than he would have got by following either of their trades. Its prospects, too, were good. He spent a year there working under a nondescript mechanic, who called himself an optician. That his first-class talent was running to waste was realised by Dr. Dick, Professor of Natural Philosophy in the University, who strongly advised him to go to London, and get the best training that was to be had.

#### Watt Goes to London

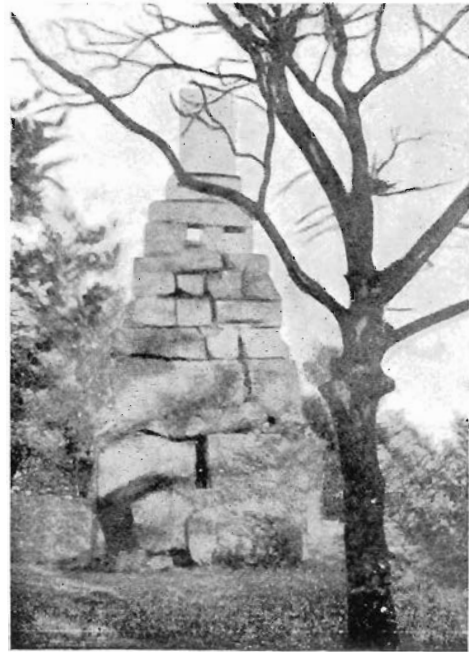
It was a momentous event for young Watt, when after getting his father's permission to cross the border, he set out for London.

It took him twelve days to get there, and at once his difficulties began. The city was still clinging to its ancient customs and privileges, chief among which was the right to keep all its trade in the hands of the native townsmen, and to forbid any "foreigner" from another town to settle down within its walls to earn his living.

It was three weeks before he found the man he was looking for, an employer to



Watt Library, Greenock



The Watt Cairn in Greenock Cemetery

take him for a year, and teach him all he wanted to learn. During that time he was to give his labor free, and as the engagement was quite irregular, he had to pay the large fee of twenty guineas to his master for the violence he was doing to his conscience.

After his term was over, and he returned to Glasgow, it was as mathematical instrument maker to the University that Watt gained admission to the precincts of the college in the summer of 1757.

It was in 1759, that he first turned his attention to steam engines. He knew that steam engines were being used to pump mines, and was not thinking of improving them, but of possible new uses for steam. Might it not be used to drive carriages on wheels? Why not invent a steam locomotive? He had experimented with engines previously built by Savery, Papin and Newcomen, but, so far, had not solved the problem of the waste of steam in the condensation.

#### The First Steam Locomotive

Then suddenly the simple and obvious solution dawned on him. It all happened during a Sunday afternoon walk. There must be two different temperatures, he reasoned. Very well then, there must be two separate vessels. Keep the cylinder hot and condense the steam somewhere else. Make a separate condenser communicating with the cylinder, and keep that always cold. Not a particle of heat will be wasted. Start

with both the cylinder and the condenser full of steam. Condense the steam in a condenser, and make a vacuum there. In will rush the steam from the cylinder, for steam is elastic, making a vacuum there, at second hand as it were. Down will come the piston. The thing is done "I had not walked further than the golf-house, when the whole thing was arranged in my mind," he wrote.

The invention was made in 1765, and patented in 1769, but it was ten years before he had produced an engine that satisfied him. All this time, he was toiling away at the mechanical details, trying various forms of condensers, experimenting in devices for keeping the piston tight in the cylinder, and going over all the valves, cocks, and connecting mechanism, to make sure that everywhere there was perfect accuracy and perfect economy.

#### A Work of Art

When he had finished, the engine was, so far as the craftsmanship of the day allowed, a work of art. It was as different from its predecessors as the modern bicycle is from the velocipede of the eighties.

In May, 1774, Watt left Glasgow to join one Boulton, a hardware manufacturer of Soho, near Birmingham. Here they set up business, as friends and partners, to manufacture engines, on an extensive scale, until the death of Boulton in 1809.

On retiring from the business, Watt still lived at Heathfield, his home near Soho. All his life he had suffered the torments of ragged nerves, and a sickly body, but, as old age approached, these troubles passed away. His temper became more calm and serene, his health ceased to mar his pleasure in life, and his mental powers remained as keen as

ever. He died in August 19th, 1819, and was buried in Handsworth Church. The honour that had been paid to him during his life continued to be paid to his memory after his death, and in 1824 a statue of him was placed in Westminster Abbey.

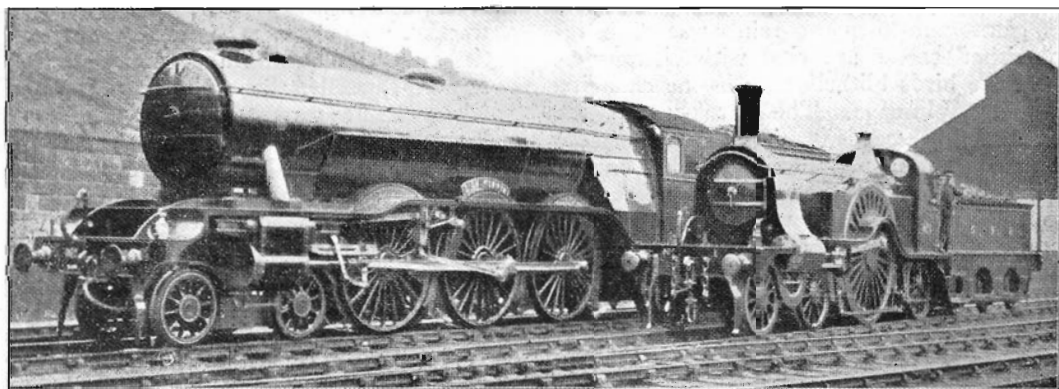
In 1882 his name was given a permanent place in the vocabulary of science, at the suggestion of C. W. Siemens, who in his presidential address to the British Association, made the proposal that: "The other unit I would suggest adding to the list, is of power, it might be appropriately called a Watt in honour of that master mind in mechanical science, James Watt."

#### Greenock Honors His Memory

He was not forgotten in his native town of Greenock, where on the site of his birth place, there now stands the Watt school of engineering and navigation; a fitting memorial to the genius who invented the condensing steam engine.

This institution is of great interest. Apart from the educational, it contains many relics of the great inventor. Sea-going engineers from all parts of the United Kingdom study there for their certificates. Navigators are also catered for, and study in this school for mate's and master's certificates. The school now has an up-to-date plant for those who wish to take up the profession of wireless operators.

In the Greenock Cemetery there stands a pile of stones sent from all parts of the world, called the Watt cairn. His statue erected in the Watt library bears this inscription on its base:—"The pride and reverence in which he is remembered in the place of his nativity, and their deep sense of the great benefits his genius has conferred on mankind."



*A VETERAN RETIRES.*—The British Great Northern Railway's No. 1, which after completing well over 1,000,000 miles, was recently put into the L. & N.E. Company's museum at York. The engine, which was built in 1869, is here shown alongside the Company's latest Pacific locomotive.

Where To Spend A Holiday

# Among Emerald's Opulent Wattle

By ALLONS

**E**MERALD, just now, is a springtime idyll of glorious wattle and heath, birds a-singing, and streams a-tinkle, and over all the glorious sunshine. All nature is gay with the rejuvenation of spring, and no traveller or holiday-maker is proof against its spell.

**M**ELBOURNE'S mountainous environs are destined to be a boon and a blessing to Melbourne's certain millions. We witness a growing appreciation of "the hills" as an asset of rare and rich distinction: our people increasingly honor them as a thing of beauty and a joy forever. Accessible quickly and cheaply, place after place within the ambit of the Dandenongs and its connections are treasure-troves for the seekers of health, rest and pleasure. They are tonics for the mind, and also body-builders of recuperation, and restorativeness.

Holidaying among these charming wild woods even in winter has its peculiar fascination, but at the dawning of spring the ravishment is well-nigh overwhelming. The slow sure alteration of the seasonable garb is radiant for the hues, scents, variety and stirring of it. Every tree seems to be freshening and revivifying. All the bush is a transformation scene. The manifold and magnetic shadings of miraculous greens are tipped with yellows and reds as sparkling.

### Renaissance

The depths of softened splendour are tinted with widths of spreading sunshine. The spell of the solemn sweetness encompasses the personality as dawn-dew upon the sea. The shimmering sun creates crests of giant gum-tops into rainbows. The replenished creeks are vital with chatterings. And the birds blithely sing in the changing of their plumage. The break-up of the sombre stillnesses is manifested by swarming and swelling sounds like heavenly music. The showers add their proud refreshment to the straining flora with their pleas for praise. The silences speak with the lips of Spring. The King of glory is come into his own again.

At this rebirth of charm, lovers of the gum, in all its moods and manners, its shapes and sizes, its tempests and peacefulness, its thunderings and whisperings, its might and mystery, can hold tender communion with the everlasting eucalypt as at no other season

more exquisite. The wattle worshippers need fear no lack of spacious tabernacles for their bursting hallelujahs.

It is of Emerald's golden gullies one would essay a commendation. Having luxuriated in the romantic run on the tiny train crouching on gauge of the smallest—and the scenic climb from Ferntree Gully has a photograph in every puff of it—Emerald is trodden to appear as top of the world, though but a thousand feet high. Here the picturesque views include landscapes of far-flung magnificence, and some day will make the opulent resort far-famed for its kaleidoscopic wealth.

But since we have journeyed specially to see the wattle we love in this superbly poetical setting, we at first seek it swiftly. We are not long without vistas and oases of flaming yellow. A minute or so from the station, without crossing the line, we hasten along towards Nottingham House and see sights to make us glad—gleaming trees of sovereigns they seem. As the Beaconsfield road is tramped, another bunch of massive trees takes our breath away by the complete and compact flowering of it.

### Nature's Garden

Now leisurely going back to the vicinity of the station a question or two enables us to reach the new pathway connecting two pioneer tracks across country. On this rustic path (it brings us out within sight of Port Phillip Bay at Russells, the well-known landmark where the fire was) we stroll on a ridge overlooking a gorgeous gully of perfect wattle blossoms on trees high and trees low, trees finely straight and trees artistically wind-bent. At their feet the tree-fern and varied foliage make a garden of simple but strong self-sufficiency. The path curves this way and that, a series of crescents, and below us all the time is the forest on fire with yellow, yellow, yellow!

Our saunterings become memorable. We make time to stand and stare. It is wonderful walking. Towards the falls, the wild country in the great paddocks contains



*Glimpses of the Emerald district*

creeks banked with the fragrant flower, with here and there, farther afield, the bright beacon standing out from the green background as though a lighthouse. Taking the township side of the station, the pretty walk on the main street towards the country Club, and the start of the Tourist Tracks—the

legislators responsible for these have surely earned posterity's paeans—ere long brings Australia's flower into range in plenteous pageantry and ecstatic profusion. The panoramas are blinding. North, South, East and West, with the finest finds the more the quietness is penetrated, the wattle is ever-present in lines of nuggets. Indeed, wherever we turn and twist in Emerald, scenery of indelible memory glistens the eye. The undergrowth is thick with fern—the hill slopes glimmer with heath—the wild flowers are all allure. But just now the patriotic wattle is monarch of all he surveys, supreme joy and glory. And the bird-life is a teeming chorus and a merry spectacle. The crowd is far away.

## THE GARLAND OF SPRING

By HARRY TUNNECLIFFE

**A** GAIN the matchless garland of the spring  
Is laid on upland, and on mountain steep  
And mating bell-birds in the bushes sing,  
As nature wakes from her long winter sleep.

Wooded by the sun, the forest leaves unfold,  
And thro' the bracken fern the lizard creeps,  
Seeking the rock-beds, where the wattle's gold  
Falls in profusion over little creeks.

Thro' the green rushes and the tangled reeds  
Around whose stems, the water lilies cling,  
The dragon fly towards the shallows speeds  
To hover o'er the pool on 'half-poised wings.

From bush to bush, the grey tree-spider weaves  
His fan shaped web with ever patient care

And in its meshes underneath the leaves,  
The butterfly is held a captive there.

And in one vast affinity of joy  
Thro' nature moves a universal thrill,  
Breathing of freedom to the truant boy  
Who on the sheep track, climbs the wooded hill.

With crowded cars, each Fern Tree Gully train  
Thro' field and furrow runs the whole day long  
For flower and bird has gladdened life again  
And filled the glades with beauty and with song.

From winter's cold dark womb, a goddess fair  
Comes to the earth again her wreath to bring,  
And lays it on the branches bleak and bare  
And whispers, "Take my garland, I am Spring."

How I Get Business

# Instilling the Periodical Ticket Habit

By J. J. SULLIVAN



**D**URING the recent Periodical Ticket Campaign, Mr. J. J. Sullivan was lent by the Transportation Branch to the General Passenger and Freight Agent for the purpose of addressing meetings of employes of city companies and firms. In this article he gives some business-getting sidelights.

“**T**OO many of our regular suburban patrons are travelling on daily return tickets. This is not good either from a Departmental or public standpoint. Can you reach the people concerned and educate them on the advantages of taking out periodical tickets?” Thus the General Passenger and Freight Agent addresses himself to R.S.M. W. Boyd and me, and this proposition was the genesis of the recent Monthly Ticket Campaign.

It had been established that only 33 per cent. of the regular travelling public from suburban stations was availing itself of the concessions and facilities provided by periodical tickets. Would the firms and companies in the city favor our intrusion during the luncheon interval to facilitate our first task of meeting those in the remaining 67 per cent. who were buying tickets each day? Frankly, we approached this preliminary with some diffidence, but the Monthly Ticket Campaign had to be inaugurated, and we set out to test the possibilities.

### Helping Us to—

Six weeks of an intensive campaign taught us many things. Perhaps our most pleasant recollections lay in the fact that representing the Victorian Railways provided an open sesame to the sanctums of executive heads in Melbourne's largest business establishments. Busy men all, they awaited our request with pens still raised. Would it be possible to arrange for the staff to be assembled during the luncheon adjournment to afford us an opportunity of addressing them for about 15 minutes? The pen was thoughtfully lowered to the desk, the General Manager folded his arms and a pleasant interview began. “During the luncheon hour,” he soliloquised, “do you think you will get them then?” It was all we could hope for, and certainly was as

much as we dared suggest. “Suppose we close up work for the day a quarter of an hour before the usual time, and assemble the different departments in one place.”

The suggestion was as startling as the offer was generous. Here surely, was courtesy personified. But was that all? Again and again the same generous treatment was accorded us until we had booked meetings for all hours from 8.45 a.m. to 5.30 p.m. in firms' time. Possibly the apex was reached when the employes of several establishments were sent to us in relays from 10 a.m. onwards.

### Railways Highly Regarded

There is only one interpretation that can be placed on such an experience, more particularly in view of the fact that the policy of granting permission to address employes is, as a general principle, not acceptable to many firms. Our service is highly regarded, there is a keen desire to reciprocate that spirit of co-operation which has been fostered by the Department, and we were able to sense a genuine appreciation of our railway service generally.

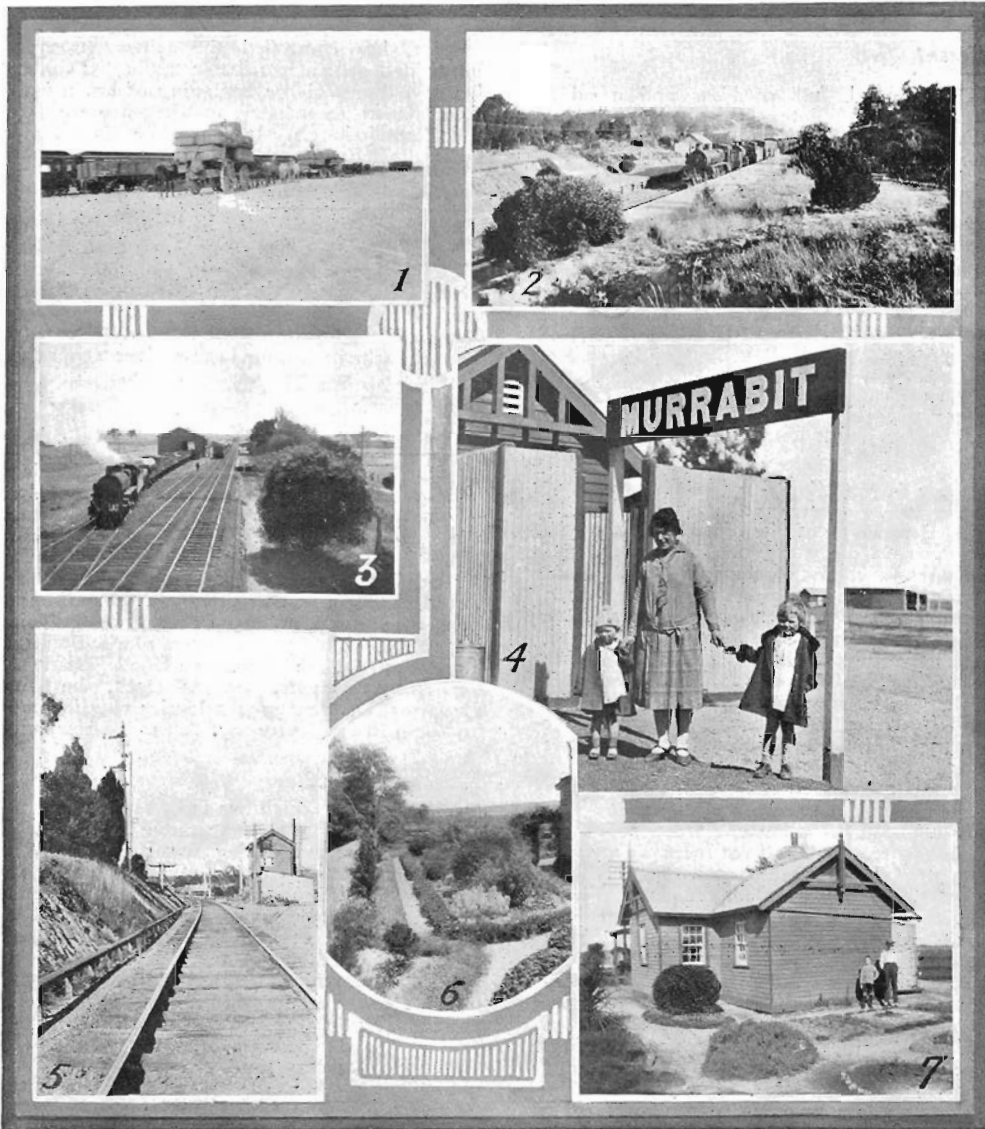
Thus it was that we were enabled to address 71 meetings and to speak to over 6,500 persons. To the uninitiated let me say that, should they have the impression that the outside public takes no heed of railway affairs, they should go out among them and be speedily disillusioned. And this is not confined to the public spirited male, for among our most serious contenders were the ladies, and the younger they were, the keener was the debate. Yet despite publicity, Weekly Bulletins, and our various forms of propaganda, there was evidenced a surprising lack of knowledge on ordinary matters of train travel, more particularly as they concerned the concessions attached to periodical tickets. Very little appeared to be generally known on questions of refunds, transfers and extensions, and while this was, perhaps, pardonable, it was amazing to find city people who were not aware of break-

*(continued on page 71)*



# Snaps Round the System

Sent in by Contributors



1. A load of wool ready for freighting, at Balranald.
2. The Sydney Limited passing Heathcote Junction.
3. Little River station, with the Geelong Flier in the distance.
4. Murrabit station's caretaker, Mrs. Gledhill and her children.
5. The approach to Maldon Junction showing signals and points which are electrically operated from Castlemaine.
6. Ganger H. Sullivan's departmental residence garden at Dartmoor, which has secured first prize in the Geelong-Hamilton section for three successive years.
7. Sup. Repairer J. O'Connor's departmental residence at Pakenham East, which has taken three first and one second prizes.



### No Different

WITH a head full of ideas and a cabin trunk full of notes, Telephone Engineer E. G. Godfree has returned from his seven months' extended leave in England and America. Into that time he has contrived to cram as much study of foreign railway practice in general and 'phone engineering in particular as was possible. Incidentally he was back in Melbourne on a Saturday, and in at the office again on Monday morning. So he hasn't changed at all during his absence



### Came Down in the World

PETER Hargreaves of the Buffalo Chalet staff came down in the world the other week. He came down a good two thousand feet. Local opinion considers that he was lucky not to come down still further. The facts are thuswise. One of the guests at the Chalet brought in the sensational news that a large trunk, packed with suits and dresses and jewellery, valued in all at £145, had fallen over the Buffalo Gorge, smashing on a ledge halfway down, and scattering its contents indelicately over the face of the precipice. A substantial reward was offered for the recovery of the contents. Climbing down the Buffalo Gorge in summertime is about as safe as shinning unaided down the wall of the Jolimt sub-station, and in wintertime, when loose snow conceals the few footholds and the rocks are wet and as slippery as glass, the scaling of Everest becomes by comparison quite a simple task. So Manager Baker appraised the risks and refused to call for volunteers. But Peter Hargreaves, who looks after the electric lighting at The Chalet, made light of the affair and scrambled down as an active salvage party of one. He collected all the clothing, by that time frozen to the rocks, and only missed one shoe and a gold watch, which, after all, are not the easiest things in the world to locate on the face of a towering, windswept, icy cold precipice. The job took him all day, and it was a seventy-five per cent. frozen Peter who crawled up to safety again and smilingly waved aside the reward.

### Whisked Away

ROOM 10 has temporarily lost Walter Bunker after holding him for a term of 25 years, unbroken save for the four years he was at the front. Prime Minister Bruce's efficient Migration and Development Commissioners have stepped in, lassoed him and whisked him bodily away from his desk to give them the benefit of his experience in the marketing of Australia's fresh fruit. For the past five years Walter, under the Superintendent of Goods Train

Service, has controlled the railway fresh fruit, butter and general perishable traffic. Commencing his new duties at the beginning of last month, he went almost immediately to Tasmania with one of the Commissioners. It should be several months before he returns to Room 10.

### Jack Coughlin Goes

SLEEPERS, dogspikes and fish plates tossed uneasily the other night down Crib Point way. They sensed the departure of their old friend, Acting Ganger Jack Coughlin, who was saying farewell to a collection of railroaders after 39 years service. Ganger Phil Hogan, a lifelong friend, handed over a set of Barling pipes for Jack, a silver teapot and jug for the wife, and best wishes and good luck for the pair of them.

### Twenty-one

YOUNG Glen Davine, who leads a hectic existence amid the jangling orchestra of 'phone bells in Room 10, earned the right to cast an adult vote last month. Accordingly, Jack Hearle, "the Truck King," snatched a brief five minutes on the eventful morning and handed Glen the staff's birthday present—a Swan fountain pen. Front door keys, income tax, suffrage, matrimony and similar responsibilities of manhood were touched on lightly. Then Bendigo, the Melbourne Goods, Castlemaine, the Yard, Seymour, Victoria Dock, the Outside Platforms, Dandenong and 15 city warehouses rang up Room 10 simultaneously. So the speakers rang off.

### Family Concern

THE family which has most say in the production of the Magazine these days is the Gale clan in the Printing Branch. No less than three representatives of the family handle the type which imprints itself on 32,000 copies every month; Dad Albert helps to make up the pages and is assisted by son Leslie, while Albert, junior, keeps a steady hand on one of the half dozen machines. And, as their name naturally suggests, no amount of work can put the wind up any of them. Both the boys, by the way, are ex-diggers.



Albert

Dad

Leslie



### Versatile

JUST commissioned (not bound over, be it noted) to keep the peace in the Central Bailiwick, Frank Frawley of the Spotswood Storehouse adds yet another activity to his non-railway pursuits. While his appointment as a J.P. occurred only recently, he has been for some time a captain in Australia's military forces. He will also be remembered as one of the founders of the Victorian Railways Institute's dramatic society. Then, too, he was manager of the very first Musical and Elocutionary competitions held at the Institute. And, of course, before the war he managed and edited the old "V.R.I. Review." Versatility, thy name is Frawley!

### Link with the Past

ONE of the department's links with the Suburban Steam Age parted when Bill Searle slipped into retirement a couple of weeks back. Bill came to Jolimont when Victoria's electrics commenced sparking, and was one of the first locals to be coached in electric train working. He got on so well that he was thrust into the supervisory position of travelling foreman, finally mounting another rung higher as Electric Running Officer. In all, he put in 41 years on the iron road, starting at North Melbourne as cleaner in March, 1886. He landed his driver's licence at North Melbourne and took honors in the loco. foreman examination there, too. He secretaried for the Jolimont lectures committee until he retired. A set of bowls and a diamond brooch for his wife were presented to him by the staff.

### KNOW YOUR JOB

IT has been proved many times that a good fireman makes a good driver. The qualities that distinguish a good fireman from a bad one will generally classify the good and indifferent driver.

There is a class of fireman, who soon after taking to the road get a dislike for what they term "drudgery." They slacken their interest in their work, and stifle their desire to learn, instead of regarding their work as firemen as a training for the higher position of driver. This class of man can never make a good fireman. But, the man who investigates, who right from the start desires to know the very best way to discharge his duties, who will deliberately choose the most difficult way (if it is the best way), who regards nothing as slavery which helps to bring enlightenment in solving difficulties, who intelligently observes the causes that govern every effect in his work, who cheerfully determines to do his duty with his whole heart and soul: this man will make a first class fireman, and almost without exception a first class driver.

One of the duties of a fireman is economy in the use of coal. By using a little discretion it saves you a lot of unnecessary work. Also when you read that the coal bill has been reduced by a fair amount, it makes you feel that you have done your little bit to earn your wages; that is providing you have an interest in your work.

Much can be said about fuel consumption. There is no doubt waste (and that is the trouble in many cases) is a most important factor to be fought in the art of railroading. By just a little thought you can save a lot. One of the slogans put forward by the Chairman of Commissioners is "Eat More Fruit." Could not the fireman who has a little interest in his work adopt just three simple little words "Use Less Coal," and in a short time he would see that he had

been rewarded with this simple slogan, which means just one big saving on behalf of the State Railways.

F. O. WILSON,  
Acting Fireman,  
North Melbourne Loco.

### OBITUARY.

THE late Mr. R. T. Clowe was born in Canada on the 3/4/67. Entering the Rolling Stock Branch of the Victorian Railways at the age of 21 he passed through the various grades of locomotive running, and ultimately became locomotive foreman, at the North Melbourne Depot.

A few years ago when the suburban electrification scheme was being extended he, for a time, was employed as a motorman. Promotion followed, and he was given the position of travelling foreman up to the time of his retirement through ill-health in June, 1926.

The hopes of his many friends that retirement would improve his health, however, were not realised, and his death was recently announced.

A widow and family survive him.

He was always popular and highly esteemed, and both the Rolling Stock and Transportation Branch men at Jolimont, Flinders-street, and elsewhere, greatly regret the loss of a friend.





Conducted by EILEEN to whom all communications for this feature should be sent

## TAKE CARE OF YOUR TEETH

**N**OWADAYS, the possession of attractive and sound teeth is perhaps one of the most essential things towards attaining personal beauty. There is nothing that adds more to a woman's attractiveness, or gives her a greater incentive to smile, than a set of teeth that are white and even.

**T**HERE are numerous ways of preserving the teeth that can be practiced at home by the individual. Every dentist will tell you that the most important factor in keeping the teeth clean and white is the night wash; the mouth should be thoroughly washed out before retiring, and if very fine precipitated chalk is rubbed on the teeth there will be little chance of decayed teeth and receding gums.

Every woman of good taste appreciates the truth of the saying that the teeth are one of the most essential factors in enhancing her personal beauty, but many are ignorant of the best way to care for the teeth, aside from brushing them daily. This alone is not sufficient.

To begin with, it is necessary to consult a dentist at least twice a year. In this way the slightest symptoms of trouble are corrected before it can cause any serious injury. In addition to the night wash, the teeth should be washed with luke warm water on rising in the morning, after each meal, and before retiring. It is just as necessary to keep the gums firm and healthy as it is to keep the teeth white and clean.

The teeth should be brushed thoroughly both front and back, inside and outside, with an up-and-down motion of the brush. It is best to choose a brush that is neither too stiff nor too soft. Great care should be taken to reach crevices in the flat crowns of the back teeth, where food is apt to lodge.

Diet has much to do with the welfare of the teeth. It has been said that if coarse breads were to be used instead of the ordinary white bread, which is so popular, the dentists would have fewer patients.

Nothing looks worse, I think, than to see a young girl or woman, well dressed and otherwise smart looking, with a set of decayed or neglected looking teeth. Take care of your teeth, and you will not be afraid to smile when you are in company.

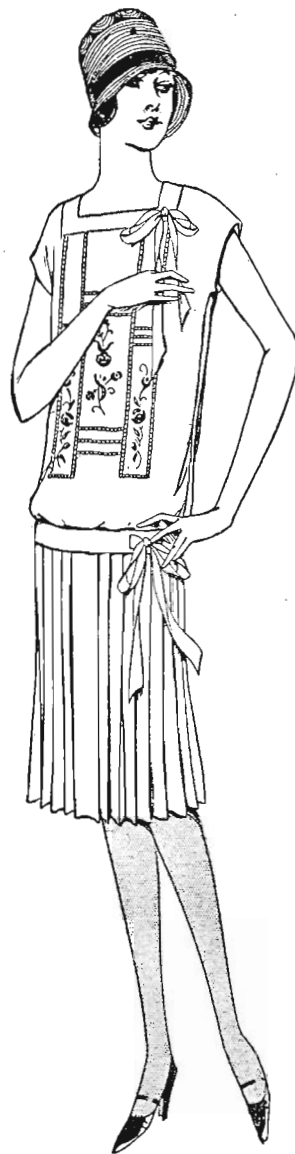


Fig 1



Fig. 2

*Fig. 1 illustrates a very smart two-piece suit. The jumper blouse looks very effective either in crepe-de-chene or fuji silk, finished with cornelli work or French embroidery. The pleated skirt should be of the same color as the jumper.*

*Fig. 2 shows a very dainty little summer frock of lace finished with ribbon. Lace is to be worn very much this summer.*

**CONFETTI**

A colorful touch of femininity brightened the sombre and sternly masculine front of the Head Office one recent Saturday morning, when girls of the Powers' Machine division of the Chief Accountant's Branch formed up in double ranks outside and hurled several cubic yards of confetti over the laughing figure of Miss D. Kenny as she emerged from the building.

Miss Kenny, who had worked for two years amongst the mountains of railway statistics in the Powers' room, had been persuaded to slip a plain gold ring on her third, left-hand finger and start adding up household figures in her own home.



Before the confetti shower descended, Mr. T. F. Brennan presented Miss Kenny with a crystal salad bowl. Mr. Savage endorsed his chief's best wishes for Miss Kenny's future happiness.

**POPULAR TYPIST FAREWELLED**

PIPES and smokers' outfits by the score, piles of wallets and gold watches, stacks of travelling rugs and suit cases, a few roomfuls of arm chairs and writing desks—there has been no lack of variety in the hundred-and-one railroad presentations which this Magazine has recorded. But with this month comes a notable variant, a real departure from all the recognised principles of railway gift-making. Mr. Alex. Wotherspoon ushered in the new era, to the accompaniment of vigorous acclamation by members of the General Superintendent's Staff, the other week, when he voiced regret at the departure of Miss M. Scruby, and handed her a xylonite manicure set and a scent spray.



Miss Scruby, after tapping a typewriter in Room 56 for three years, has accepted an offer from Goldsborough, Mort & Co. Evidence in support of Mr. Wotherspoon's testimony to her efficiency was forthcoming from Messrs. Jim Donald and Tom Dwyer. The unanimous opinion was that Goldsborough, Mort were in luck.

To Clean Silver in everyday use, rub with a damp cloth dipped in baking soda; polish with chamois-skin.  
(Continued on page 68)

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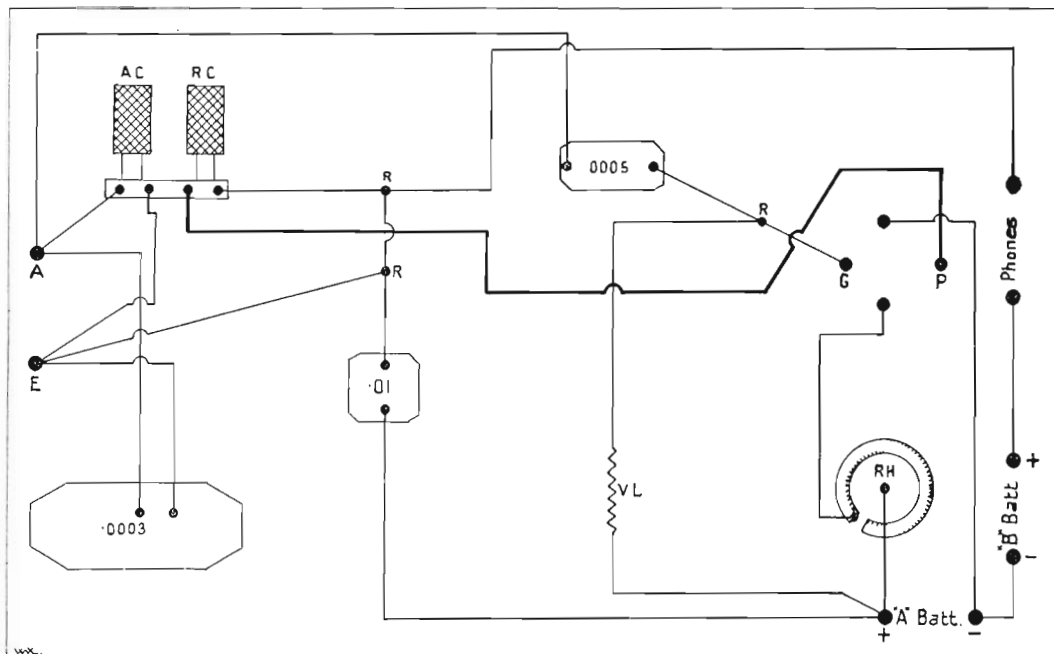
By AERIO

## A Single Valve Long Range Hook Up

**A**LTHOUGH not ultra selective, the hook-up described herein is extremely sensitive to weak signals and provides an ideal single valve receiver for those located more than 20 miles from an A grade station. The main stations should be received at good headphone strength after dark anywhere in Victoria, and all Interstate stations at very fair strength. Amateur stations within range can also be received.

### MATERIALS REQUIRED

- |  |                                |
|--|--------------------------------|
| 1 two-coil holder                          | 12 terminals                   |
| 3 Grogan basket-coil formers               | 1 variable grid leak           |
| 1 four-ounce reel of No. 22 d.c.c. wire    | 1 fixed condenser .0005        |
| 1 four-ounce reel of No. 28 d.c.c. wire    | 1 fixed condenser .01          |
| 1 dull emitter valve 4 volt .06 amp.       | 1 Rheostat 30 ohm.             |
| 1 variable condenser .0003                 | 1 valve socket                 |
| 1 B. Battery, 60 volts                     | 3 dry cells                    |
| 1 Ebonite panel 12 in. x 10 in. x 3/16 in. | 1 box, 12 in. x 10 in. x 5 in. |



This "Little Wonder," easily the most powerful single-valver we have handled, can be easily and cheaply constructed behind a panel or, preferably, on a hollow baseboard which should be deep enough to accommodate the variable condenser—about five inches. Imagine a shallow box 12 in. by 10 in. by 5 inches deep, without a lid, and turned upside down, the bottom consisting of a 12 in. by 10 in. by 3/16 in. ebonite panel on which the component parts are mounted.

### The Coils

The coils must be wound on Grogan basket-coil formers. The aerial coil is approximately 45 turns of No. 22 d.c.c. and reaction coil 90 turns of No. 28 d.c.c. wire. A second aerial coil of approximately 35 turns of No. 22 d.c.c. should be wound for use on the amateur waveband. The same reaction-coil can be used in conjunction with either of the alternative aerial coils.

This set is very discriminating in the matter of

coils, and before the best results are obtained a little experimenting may have to be done. With a 60 ft. aerial it will be safe to allow one turn for every eight metres on the aerial coil, but the windings may have to be slightly reduced to suit other aerials.

**The Condensers**

A variable condenser ('0003) is used for tuning. This may be any low-loss condenser, and should be as compact as possible. For this reason a square-law condenser, although not so fashionable as more recent types, is particularly suitable, as the moving plates are kept within the capacity of the condenser all the time, thereby minimising interaction between the condenser and the wiring in the set which would introduce unwanted capacity and complicated tuning.

So far as this circuit is concerned, however, everything depends on the '01 and '0005 fixed condensers. Unless these are of correct capacity and otherwise good, it is useless to attempt the construction of the set at all.

**Connections**

Unless mounted behind a vertical panel, No. 22 d.c.c. wire is the best wire to use for connections, as this circuit has a lot of capacity which would be increased by using rubber covered or sleeved wire—except where advised later. The latter two varieties could be used, however, but the set would be harder to tune. A few relay terminals (R on diagram) are provided for those who do not wish to solder.

**Important**

A lead from the reaction coil to the plate of the valve is shown as a thick line. This denotes that it should be of insulated wire or (if bare wire is used) that it must be sleeved. This connection has a straight run through from coil to plate, and the

shorter it is the better.

All other wiring can be done in the usual way according to the method most fancied by the constructor.


In order to make the diagram clear, some of the connections look far longer than they need be. No attempt should be made to take short cuts, however, by joining up.

**FURTHER NOTES FOR V.R.I.3 CONSTRUCTORS**

These notes refer to the 3-valve set described in the June, July and August issues of the V.R. Magazine. Somewhere in the vicinity of 100 sets have been built and all but about 10 per cent. of these are getting good results. Of the remainder, a few complain of broad tuning and others complain of insufficient speaker volume on Interstate Stations. These faults arise out of interaction between wiring and coils in the set, or an unbalanced relation between choke and reaction coil and condenser K2, in which case the set could not be made to oscillate. Some of my correspondents are, however, located so close to an A class station that saturation must result and nothing short of a super-het. and frame aerial would give absolute selectivity.

If the set will not oscillate, try, first of all, short-circuiting the choke and see whether you can get results in this way; or place a small metal object, such as a thimble, over the choke; or a nail may be placed in the airspace through centre of choke. Any of these experiments may induce oscillation, and would indicate that the choke is too large. If not, and you are sure that the valves are getting at least 3.5 volts each, and are the type recommended, try placing a small fixed condenser across K2 terminals. This may induce too much oscillation and

*(Concluded on page 66.)*



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### TO THE LETTER

"He threw his slippers at me and told me to go to the devil," sobbed the unhappy daughter.

"You did right by coming home to me," answered the mother.

First Actor: "Good joke that, eh, what!"

Second Actor: "Rather. The first time I heard it I laughed till the tears ran down my bib."

### TONGUE SLIP

"I am sorry," said the speaker, "to see so many absent faces I used to shake hands with."

### NOT INTENTIONALLY

Customer: "Are you showing your spring underwear?"

Saleslady: "Goodness, I hope not!"

### A REFRESHMENT ROOM EPISODE

The woman was rather condescending.

"My husband is very jealous," she remarked to her partner on the dance floor, "so I only dance with exceedingly plain people."

"It's a good system," said he. "I follow it, too."

Workmen were making repairs on the wires in a school house one Saturday, when a small boy wandered in.

"What you doin'?"

"Installing an electric switch," one of the workmen said.

The boy then volunteered: "I don't care. We've moved away, and I don't go to this school any more."



Scene 1. (Enter mild-mannered man)

Woman Customer (after salesman had pulled down all but one of the blankets on the shelves): "I don't really want to buy a blanket to-day. I was only looking for a friend."

Clerk: "Well, madam, if you think your friend's hiding in the other one, I'll gladly take it down for you."

Nurse: "Do you want to see the little brother the stork brought you?"

Bobby: "Naw, I wanna see the stork."

Jones: "So your friend died in abject poverty?"

Smith: "Yes, absolutely penniless. You see, he lost his health trying to get wealthy; then lost all his wealth trying to get healthy."



Scene 2. (Enter Refreshment Room cat). Lady: SIR!!!





By J. D. MICHIE

Recollections of an Irish K.C.—A book replete with interest.

Joseph Greer and His Daughter.—A modern novel, well written, and with well sustained interest.

The Thunderer.—Carries the interest of the reader from page to page.

After All.—A novel which presents a fine sense of climax.

Walls of Glass.—A bright, witty and sparkling romance which everybody should enjoy.

Australian Homes.—Is a book which is both beautiful and useful.

**R**ECOLLECTIONS of an Irish K.C., by Serjeant A. M. Sullivan, K.C. (Thornton Butterworth), has both personal and impersonal interest. It sketches the author's career at both the English and the Irish Bars up to his appointment as Serjeant of Ireland, and devotes many extremely amusing, though caustic, pages to legal luminaries of a bygone day. Some of his most interesting experiences relate to the war-time and post-war periods.

In its larger aspect, this fearless and vigorous book is a sketch of Ireland's tragic story from about 1870 till a very recent date. Were it suitable for this Magazine, one would like to cite the many interesting contributions made by Serjeant Sullivan from his personal experiences to the history of modern Ireland. It is pathetic, for instance, to read the letter found on one of the soldiers concerned in the Easter Monday Revolution.

Sergeant Sullivan is a severe critic of England's Irish policy during these terrible years, and for at least one prominent politician the volume will be far from pleasant reading; but for the reader of memoirs this impartial and outspoken record will be found replete with interest.

**J**OSEPH GREER and His Daughter, by Henry K. Webster (Bobbs Merrill). Joseph Greer is a pirate without a ship; a savage without a jungle; a caveman without a cave. He is dynamic, hot-tempered, handsome, in a black-bearded fashion. He knows the world's rough hand, but has had enough and now wants the silky things of civilisation. He is an inventor, an industrial engineer, with a record of achievement and a big idea.

Women are attracted to him—all kinds of women. Men think twice, realising that he has tremendous potentialities, but whether for success or failure they aren't sure. This is his story.

Beatrice Greer is her father's own daughter, though they meet for the first time when she is nineteen. She has all and more of his good looks, something of his courage, much of his temperament; is more than he, a creature of the jungle. She is an explorer in experience and emotion, always ready to chance what she has for what she hasn't and thinks she wants. But she lacks her father's sagacity, and is sly, truant, wilful, suspicious. Women appraise her instantly, if not always correctly; men take their time, for she has beauty. And this is her story.

**T**HE Thunderer, by Mrs. E. Barrington (Harrap) (through Robertson and Mullens.) "You have a star that nothing can keep under. You'll blaze in the sky—a queen!" So the old negress

in the distant island of Martinique prophesied to the beautiful girl who later became Empress of France. Josephine's star brought the great Napoleon to her feet, inspired him to the tremendous achievements of military genius which made him master of Europe, and raised him with her to a brilliant throne. The bare facts of her tragic fall from splendor are well known, but Mrs. Barrington's glowing narrative of the passion and conflict that led up to the famous divorce enables the reader to live again in imagination with some of the great figures in modern history and to realise that even the giant Napoleon was no more than human.

Mrs. Barrington writes with a biographer's dignity, tempered by a novelist's sentiment, and she has a neat sense of humor.

**A**FTER ALL, by Mary Cair (Thornton Butterworth). Left a widow after an unhappy ten years of married life, Mary Kennett welcomes her freedom and decides to make the most of it. Yet in five days from the funeral of her husband she is passionately and devotedly in love with a man whom she has met under romantic circumstances. Fate steps in and separates the lovers, but it is only after months of waiting and a series of vividly-told adventures in Morocco that they are reunited.

Written in an attractive style, this love-story will make a strong appeal to that large public which prefers simplicity to the involutions of modern psychology and romance to the depressing realism of many of the novelists of the present day. After All is a story which should make an especially strong appeal to women.

**W**ALLS of Glass, by Larry Barretto (Leonard Parsons). A runaway horse, and overturned trap and Sophy Deming was left with her baby to face the world alone. Failure to earn her living in Valesboro, coupled with her boy's illness, weakened her resistance when Martin Greer, wealthy horse-owner with an insane wife, offers his love and help.

At first overwhelmed by circumstances, Sophy later bent them to her own will. In her courage combined with weakness, her sense of loyalty sometimes replaced with guile, she is unforgettable, and the telling of her story proves Mr. Barretto to be a novelist of distinction with a promising future. Our copy through Robertson and Mullens.

**A**USTRALIAN HOMES, a splendid book in appearance comes to us through Robertson and Mullens. There are eight fine plans, but really the virtue of this book lies in the excellent photographs of interiors, an item much sought by home buyers; also, the articles on various phases of home building, from fittings to furnishings.



## Railways Fight for Wednesday League Premiership

IN the first of the semi-final competitions the Railways advanced a step further in their quest for the premiership at the expense of the Telegraphists. The match was evenly contested throughout, but the Railways always had something in hand, and eventually ran out comfortable winners.

Their form was the best they have shown for some time, and if they continue to improve, they should go near to landing the premiership.

Playing fast and clever football, Telegraph seriously outplayed the Railways for three-quarters of the game, and it was only a strong final quarter burst which gave Railways the victory and the right to play in the final.

The Railways played four senior men, Lambe, Lovett and Bolt (North Melbourne) and Kidd (Essendon). The only players with senior experience in the Telegraph team were Carruthers (Essendon) and Hughson (Collingwood).

### Telegraphs Faster to the Ball

Aided by a slight breeze, the Telegraph had much the better of the first term. They were faster to the ball, and exchanged accurately. On the other hand, the Railways side was sluggish in its movements, and was generally out paced. Telegraph led with 3.2 to 2.2 at quarter time.

Railways rallied well in the second term, but Telegraph was handicapped by an injury to Hewitt, the captain, who had been playing well in the centre. He sustained a damaged leg, and was in the hands of the trainers for 15 minutes. The Railways profited by his incapacity, and at half time led with 4.5 to 4.4.

After the interval Hewitt had to go forward, and Carruthers took his place in the centre. The play was even and exciting in this term, and one Railways player was fortunate to escape the attention of the umpire.

Railways, by strong defence play, in which Kidd was prominent, gradually took command, but it was only by dint of great exertion. The forward play of Morrison was serving the Railways in good stead.

### Good Defence Work

A feature of the term was the defence work on both sides. Kidd (Railways) excelled in the air, while at the other end Morrissey (Telegraph) was dashing and safe on the ground. At three-quarter time the Railways led 8.7 to 6.8.

Tiring palpably, and finding the team work broken up by the loss of Hewitt from the centre, Telegraph gradually crumpled before the fierce pressure of the Railways in the final term. Railways was supreme in the air and its kicking improved. The win of 24 points was thoroughly deserved, though great credit must be given to Telegraph for its plucky showing. Had Hewitt not been injured, the result might have been different.

For the Railways the best player was Bolt, who was in fine form in defence attack and everywhere

he played. He showed great dash, and was seldom beaten on the ground. Kidd was little behind him and marked beautifully. The Essendon man was particularly brilliant in the second half. Forty played cleverly and trickily on the wing. Lambe was a sound defender, while Lovett did well half-forward. Morrison was the best of the forwards, and kicked five goals. He was well supported by Morgan, the old South Melbourne player. Forsyth (forward), McGann (half-back), Casley (full-back), Yawkins (forward) and Crowe (wing) were the best of the others.

Telegraph were best served in defence, where Morrissey was one of the most dashing and sound players on the ground. He was ably supported by Vance and Emmerson in defence. Hughson played well in the ruck and took some nice marks. Westaway was skilful and effective on the wing. Potter was an accurate forward. Stewart and Lowe, on the back line, fought the issue out to the finish. Kulhken, Evans and Bailey were the best of the others.

### Players Who Scored

Goal kickers.—For Railways: Morrison (5), Morgan (2), Coulsell (2), Miles (1), Kennedy (1); For Telegraph: Potter (3), Hughson (1), Evans (1), Blakely (1), Kulhken (1).

Jones umpired exceptionally well, and was very consistent in holding the ball rule.

At time of going to press with this issue of the Magazine, the position as to the premiership had reached an interesting stage. What might be the results of the semi-finals and final matches, were being widely discussed.

## RAILWAY PREMIERS



Snapped during the final

FOR the second year in succession the North Melbourne Loco. football team has won the premiership, and the Commissioners' Cup in the Railway Football Association.

Melbourne Yard defeated the Williamstown and Essendon Lines in the first semi-final, and the Loco. men were victorious against the Box Hill Line in the other game. In the final the Melbourne Yard team

*The North Melbourne Loco. Team, this year's winners of the Commissioners' Cup*



failed to hold their opponents who won easily by 16 goals 16 behinds to 4 goals 8 behinds.

The successful season was capped by a trip to Mt. Buffalo, expenses being defrayed from a fund raised by the efforts of the Ladies' Committee. The visiting team played a match against the Bright District Association and won by seven points.

Mrs. Milburn's kindness in setting aside a room for the use of the committee every Monday evening was greatly appreciated.

**TRY-OUT COMPETITIONS**

THE Interstate State Try-out Competitions were held in the V.R. Institute on September 23, 28 and 30, but the personnel of the Interstate team has not yet been decided.

The Australian Railways Championships will be held at Brisbane on October 12 and 14, and although the opposition is expected to be strong, the Victorians are confident of retaining their title of Champion State.

*Melbourne's Million Pound Show—(Continued from page 12)*

of a few small boys who were goading the bull to fury by hurling handfuls of peppercorns at it from close range. The harassed official finally demonstrated that he could swing as efficient a boot as he could a tongue.

A stone's-throw away, a hoarse "sav.-an-a-roll" vendor had temporarily pressed a youth into his service and was advancing resolutely on one of those several popular show pavilions which bore the simple caption "Bar."

At a loose end, you allowed yourself to be drawn into the stream drifting in the direction of a perspiring man who was beating a drum in spasmodic bursts of savage enthusiasm. No Melbourne Show is a show without sideshows. You could see, if you had enough silver in your pockets, trapeze performers and wire walkers, an electric lady whose bare fingers would light your cigarette, the only feminine glass blower in the world, Tomahawk Joe and his reptiles, and the Pigmy woman from Africa, the world's smallest female. The last was 25 years old, stood an imposing 28 inches and, to counteract her deficiency in height, called herself Chilliwingi Chinna Munsamgai.

**Rivalling the Sideshows**

For genuine variety, however, the Hall of Industry and the Hall of Manufactures rivalled the sideshows. In the former sweets rubbed shoulders with gas stoves and wire with silk stockings. In one corner, a shoe-polishing machine brightened your shoes with an automatic brush for one penny; and, in another, an attendant at a religious

stall brightened your soul with a tract for nothing.

Housed under the roof of the crowded Hall of Manufactures were breakfast foods and workmen's trousers, cheese products and dustcoats, jelly crystals and a new vegetable soup, soap and chewing gum, Minties and Kiwi boot polish. Fronting a spectacular wine exhibit, a quaint native bear had the pleasant task of ceaselessly toasting passers-by with an ever-emptying and ever-filling tumbler. A couple of thirsty citizens watched him with wistful eyes.

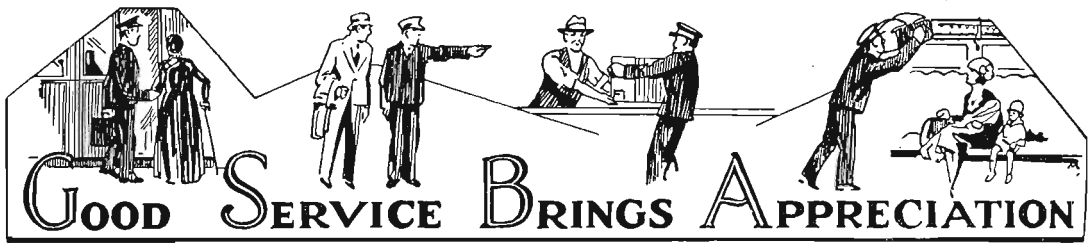
The personal touch was in evidence too. You could taste jellies and sweets at the counters, shampoo your head in public with sweet-smelling soap, or clean your teeth with tooth paste.

**Those Samples !**

Then some of the exhibiting firms were selling little samples in labelled paper bags. Samples, you know. You may have seen them . . . . . !

It was in the Agricultural Hall that the State looked its best. Perhaps you weren't able to sift the Jerseys from the Guernseys in the judging ring, but appreciation of the quality of mammoth pumpkins and gigantic potatoes and onions didn't demand skilled cultural knowledge. The exhibits in that hall represented the high water mark of primary production in Victoria. Cereals and dairy produce; fruits, pickles and sauces; vegetables, roots, grasses, clovers, grain, seed and flour; hams and bacon; wines and con-

*(Continued on page 65)*



## PUBLIC PRAISE OF SPOTSWOOD STORE

### "A LEAF OUT OF YOUR BOOK"

I PAID a visit to your Spotswood Store yesterday, accompanied by our Secretary and two of the men in charge of our Departments, and we were shown over the place by Mr. Coleman. Judging from what I have read in the papers and the little conversation I had with you recently, I went down expecting to find something good, but I confess that I was both astounded 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 inside the Store, but through the yard and in the handling of scrap material. I can assure you that I am very grateful to you indeed for giving me the opportunity of inspecting it, and I am going to make an effort, in the near future, to take a leaf out of your book.

—Mr. W. Broomhall, Director, A. G. Healing and Co. Pty., Ltd., Post Office Place, Melbourne, writing to the Chairman of Commissioners.

### "BEST STOCK SYSTEM WE HAVE SEEN"

WE wish to thank you for the opportunity afforded to members of this Company to visit your Store in Spotswood.

The knowledge gained will be of considerable help to us in planning our new warehouse, and you are to be congratulated on the wonderful lay-out and absolute cleanliness of your store. It is by far the best stock system we have ever seen and should be an example to any business firm.

We would also like to express our appreciation of the courtesy extended to us and the trouble taken by Mr. Sergeant to make our visit both pleasant and profitable.

—Mr. E. B. Coles, Secretary G. J. Coles and Co., Pty. Ltd., 327-9 Bourke-street, Melbourne, writing to the Chief Storekeeper.

### WONDERFUL ORGANISATION

I WISH to thank you for your kind invitation to inspect the Railway Stores at Spotswood. A party consisting of our General Manager, Mr. O. W. Darch, our Works Superintendent, Mr. S. Thorburn, several young executive officers from our Installation, and myself, were shown over the Stores by your Mr. Coleman, and we all spent a most enjoyable and instructive afternoon.

The whole organisation is simply wonderful, and quite a lot can be learned from it. As a result of our visit, we hope to improve our storekeeping system by adopting many of your ideas. I have never before seen such a well-kept store, and I think what appealed to me most was that everything was so clean and free from dust; also the splendid methods adopted by you for recording and handling stores, which reflects great credit on your Department and the staff responsible for its control.

We intend to adopt many of your ideas, and Mr. Coleman has agreed to other of our employees visiting sections of the store. —Mr. W. J. Orr, Sales Manager for Victoria and Tasmania British Imperial Oil Co., Ltd., 153 William-street, Melbourne, writing to the Chairman of Commissioners.

### A REMARKABLE EXPOSITION

WE paid our visit to your Railway Stores at Spotswood and enjoyed ourselves morally and intellectually.

Truly a remarkable exposition of law, order, efficiency and cleanliness in the service of our State. "We can take stock in a day," staggered us to silence. Your rubbish "savings-banks"—the heaps of scrap-iron and waste, steel, copper, etc.—were a notable climax to our visit. I am going to use in our tidiness campaign some appropriate facts that I gathered whilst going the rounds with your enthusiastic, modest, frank, and courteous officers.

—Mr. W. Stewart, B.A., Hon. Sec. State School Head Teachers' Association, writing to the Chairman of Commissioners.

### ACHIEVEMENT TO BE PROUD OF

I WOULD like to say thank you very much for your courtesy in showing Mr. Lewis and myself over your Spotswood Storehouse and Newport Workshops.

We had a most interesting afternoon, and I am sure it must be a source of very great gratification to yourself and to the men working for you to feel that they are rendering such splendid service. The transformation in the comparatively short period

of time since you started is, to my mind, an achievement to be proud of, to say nothing of the enthusiasm and great foresight necessary to bring the whole scheme to fruition.

—Mr. F. M. Mitchell, Secretary Broken Hill Pty. Co., Ltd., Little Collins-street, Melbourne, writing to the Chief Storekeeper.

### AN EYE-OPENER

I AM writing to thank you for the privilege I had in seeing over your Storehouse at Spotswood, when I was in Melbourne just recently.

I was more than pleased with my visit, and your Travelling Storeman made every effort to give me all the details in the short time at my disposal.

Can I say more than that I wish that I had my store in the same perfect and orderly condition as those I saw at Spotswood? I soon realised the advantages of that tray system you have adopted. It was an eye-opener to see its adaptability, and the orderly way it kept the stock.

—Mr. S. Herriot, 5th Avenue, Campsie, N.S.W., writing to the Chief Storekeeper.

### VERY COMPLETE SYSTEM

MY Council very much appreciated the invitation of the Railway Commissioners to visit the Central Store and Reclamation Depot at Spotswood. We passed this invitation on to the members of the Chamber, and, as you are aware, three parties visited the Store and Depot. It was especially pleasing to find that our members availed themselves of the opportunity by sending along young men of their staff interested in the working of the store.

All those who attended were delighted with what they saw. The system which you have inaugurated is a very complete one, and the cleanliness and the orderliness of the whole place was specially noteworthy. We regarded the facilities afforded to our members and their staffs as the best educative opportunity that the Chamber has yet been able to provide.

I am directed by my Council to express our gratitude to the Commissioners, and our appreciation of the courtesy shown us by the Chief Storekeeper and Mr. Sergeant. These gentlemen spared no pains in explaining the details of the system, and the success of the visits was due, in a large measure, to their efforts.

—Mr. R. B. Lemmon, President, Melbourne Chamber of Commerce, writing to the Chairman of Commissioners.

### OBVIOUS EFFICIENCY

WILL you allow me to again express our warm appreciation of your kindness and courtesy in showing us over your splendid enterprise at Spotswood. We were all very much impressed and also profited by all that we saw, and I take the opportunity to compliment you upon your excellent work and the obvious measure of efficiency which you have attained.

—Mr. E. Lee Neil, Managing Director, The Myer Emporium Ltd., Melbourne, writing to the Chief Storekeeper.

### SUCCESSFUL ORGANISING

YESTERDAY, I had the pleasure of visiting your Stores Department at Spotswood accompanied by Mr. Clayton, our Victorian Manager for Kalamazoo and Acme Visible Records, and Mr. de Monchoux, our Victorian Manager for Elliott-Fisher Bookkeeping and Billing Machines and Powers Statistical Machines.

I am writing to record our appreciation not only of the courtesy extended to us, but also of the high state of efficiency which was in evidence throughout this Department under your control.

Quite recently, some New Zealand officers spoke in very high terms of the organisation existing at Spotswood, and their opinion, plus your interesting article entitled "Housekeeping for our Victorian Railways," prompted me to seek permission to make a personal visit.

From the very nature of our business, we come in contact with all sorts of schemes, both large and small, throughout Australia, and in paying a tribute to the results of your successful organising, I am assuming that it is only one of many similar tributes paid by former visitors.

—Mr. H. M. Smith, Australian Sales Manager, Kalamazoo (Aust.) Ltd., Little Collins-street, Melbourne, writing to the Chief Storekeeper.

## WHEN THE TRAIN WAITED

THERE is a saying that "trains wait for no man," but judging by the experience of a resident on Tuesday last, that adage is not true. Whether it was that his watch was slow, or the roads too rough to make the pace on, he, with two ladies, reached the Park gates as the bell rang for the train to start. The local car-men at the station did their part in informing the official-in-charge of the three intending passengers, and although by then the signal had been given and the train was in motion, it was promptly stopped and the would-be passengers taken on. One is deeply appreciative of such a kindly act as this by the officer-in-charge.

—Extract from the Bacchus Marsh Express, August 20, 1927.

## INSTITUTE THANKED

I DESIRE to extend to yourself and staff, our sincere thanks for assistance rendered in connection with our Concert in aid of the widow and family of the late Geo. Laidlaw. I also wish to thank the Council of the Institute for their generous act in granting us the use of the Concert Hall free of charge.

—Mr. E. Garner, Secretary Metropolitan Union Benefit Society, writing to the General Secretary, V.R. Institute.

## PARLOR CAR CIVILITY

AS I am a frequent traveller between Sydney and Melbourne I have much contact with the men in charge of the various cars of the train, and while I have found them all anxious to please and very civil, I wish particularly to compliment the parlor car men. I had the pleasure of riding with Mr. F. Thane this week, and it was indeed a pleasure to note the service and civility which seems to be the slogan of the men who have charge of the Limited.

—Mr. Fred. C. Young, Kellogg (Aust.) Pty. Ltd., 58-64 Shepherd-street, Sydney, writing to the General Superintendent of Transportation.

## LOST BANK BOOK FOUND

I WISH you to express to the Stationmaster and staff of the Flinders-street station and the porters of Princes Bridge station my appreciation of their courtesy and helpfulness to my wife upon the occasion when her bank book and cheques were lost and later returned.

—Mr. J. C. Stewart, "Koorringorama," Eltham, writing to the Secretary for Railways.

## SUGAR FACTORY'S THANKS

WE intended writing before to say thank you for the railway service given to us during the season. The stationmaster, in particular, did not spare himself any trouble to have things running well.

We regret it was such a light season, but everything points to a good season to come.

—Mr. W. L. Williams, Manager, Maffra Sugar Factory, writing to the District Superintendent, Dandenong.

## WELL MANAGED RAILWAY

I HOPE you won't think I have taken a liberty in writing to you but I feel I must congratulate you on the way the Victorian Railways are managed. I travelled down to Melbourne over 3 months ago with a very sick baby and another little girl a little over 2 years and I must say that Conductor 24 who happened to be on the train looked after both my children and myself so well that their father could not have done better; also at the refreshment stations he saw to our wants like the man he was. I travelled home again a week ago and the same

Conductor 24 was on duty again and I must say he was very attentive and he was all for our comfort; never thinking of himself but all for his duty. I thought I would like you to know that I admire the way the Victorian Railways are managed.

—Mrs. V. Hussey, Berrigan P.O., N.S.W., writing to the Chairman of Commissioners.

## MAGAZINE APPRECIATION

MONTH by month, the Victorian Railways Magazine is trying to tell the public, through article, story and illustration, something about the men, material, and co-operative effort involved in running an efficient railway service. It is at the same time endeavoring by the same means to impress railmen themselves with their responsibility of service to the public. That the efforts of this Magazine are at least appreciated is borne out by the following:—

**One of Victoria's Finest Magazines.**—It is seldom our privilege to receive such an informative, instructive and up-to-date journal as the Victorian Railways Magazine, which is issued under the auspices of the Victorian Railways Commissioners.

It is beautifully illustrated, is replete with articles of exceptional merit, and improves month by month. The August number is just to hand.

—Port Fairy Gazette, August 22, 1927.

**A Smart Magazine.**—One of the smartest and most interesting of monthly journals is the Victorian Railways Magazine. It is so well got up, lavishly illustrated and brightly edited that it transforms the originally prosaic details of working a railway into a story of fascinating interest to the general public. If this is so, what must be the value of it to the 26,000 railway employees. Month after month, every department of this great organisation, which has been built up by the money of the people, receives explanation and encouragement to the men who are in charge of it, giving each one a personal interest in assisting its progress and efficient working. The more its circulation extends to the general public, the greater will be the admiration of the efforts made to give them an efficient transport service.

—Omeo Standard and Mining Gazette, August 24, 1927.

I think your publication is a breezy, well-edited and well-organized up Magazine.

—Mr. J. H. McCabe, General Freight Agent, The Atchison, Topeka and Santa Fe Railway Company, Chicago, U.S.A.

**V.R. Magazine.**—This popular monthly seems to improve with each issue, no matter what department be taken as a criterion. The pictorial work shows ingenuity in conception and skill in preparation, while the production reflects the highest credit on the staff responsible for its printing, leaving little room for the carping critic to exercise his favorite pastime. The humorist will find plenty to entertain him in picture and story. Women readers are given a couple of pages particularly their own, and the more serious minded may satiate their desire for travel and education in numerous well-written articles suitably illustrated. In fact, Mr. Clapp's claim that the Railways cater for all classes may well be applied to the journal of his Department.

—Creswick Advertiser, August 15, 1927.

## RESONIANS APPRECIATE THEIR 15th TOUR

AT a meeting of Resonians held near Murra-bit this morning a resolution was carried with acclamation expressing the appreciation of the Resonians in the 15th "Reso" party of the ability and energy with which all the arrangements for this excellent tour have been carried out to such a successful issue.

It was decided to ask you to convey to Mr. Bromilow and the other executive officers a cordial vote of appreciation and to ask you to thank them for the services rendered on this tour.

It was also decided to convey to you a special vote of thanks for the inauguration of the tour and for the selection of the districts to be visited, from which it is felt that all have gained much valuable information in addition to the pleasure experienced in visiting spots which have been hitherto unknown to many of us.

Everybody was particularly impressed with the visit to the Mallee and was struck with the amount of energy and bravery shown by the settlers in those far out areas. Members of the

party, particularly those from the Wimmera and Mallee districts in the north-western areas were in a position to give much valuable information to those settlers, and advantage was taken of the opportunity to advise and encourage them as far as possible.

The Resonians were so much impressed with their visit to the various settlements that they voluntarily subscribed the sum of £25 which is being forwarded to five of the districts visited as a contribution to the Bush Nursing Association in these districts.

The presence of Messrs. Ward and East, the Agricultural Department and State Rivers and Water Supply Commission experts, respectively, who accompanied the train, was greatly appreciated.

Again thanking you for the delightful trip and for all the arrangements made in connection with it and with kind regards.

—Mr. T. W. Murphy, Chairman, for and on behalf of Resonians, writing to the Chairman of Commissioners.

# Victorian Railways Honor Roll

## RECENT RETIREMENTS

*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.*

	Date of Appointment	Length of Service
C. W. Stewart, Passenger Guard, Spencer-street	1883	44 years
M. Conway, Ganger, Mordialloc	1883	44 years
J. Gunnell, Train Examiner, C. and W. Shops	1884	43 years
J. Mills, Car Painter, Newport Workshops	1884	43 years
W. Fowler, Wood Machinist, C. and W. Shops	1885	42 years
T. L. Walker, Leading Lighter Up and Washer Out, Loco., Geelong	1886	41 years
W. Cavanagh, Signalman, Geelong	1886	41 years
W. Armstrong, Yard Foreman, Seymour	1886	41 years
N. Treloar, Driver, Korumburra	1887	40 years
M. Egan, Electric Train Driver, Jolimont	1887	40 years
W. Hayes, Goods Guard, Ararat	1887	40 years
A. E. Peate, Clerk, Stores, Spotswood	1888	39 years
L. Bill, Signal Adjuster, Special, Caulfield	1888	39 years
G. Wakefield, Signal Adjuster, Special, Bendigo	1888	39 years
J. J. Fitzgerald, Line Sub-foreman, Spencer-street	1888	39 years
W. Morrison, Turner, Newport Workshops	1888	39 years
M. White, Gatekeeper, East Brunswick	1888	39 years
J. Neville, Goods Guard, Melbourne Yard	1889	38 years
C. J. Pawson, Goods Checker, Melbourne Goods	1889	38 years
J. Bull, Fitter, Newport Workshops	1889	38 years
S. Eastwood, Driver, North Melbourne	1889	38 years
D. Mangan, Driver, Bendigo	1889	38 years
F. C. Pearce, Driver, Benalla	1889	38 years
A. Wallace, Electric Train Driver, Jolimont	1889	38 years
G. Smith, Forge Furnaceman, Newport Workshops	1890	37 years
H. Kenyon, Repairer, Colac	1890	37 years
J. R. Prouse, Repairer, Branxholme	1891	36 years
G. McLean, Ganger, Flinders-street	1900	27 years
G. J. Leguier, Repairer, Elsternwick	1901	26 years
E. Hartung, Fitters Assistant, North Melbourne Loco.	1903	24 years
J. E. Woodyard, Skilled Laborer, Newport Workshops	1906	21 years
J. R. Johnson, Storeman, C. and W. Workshops	1908	19 years
M. Griffin, Laborer, Flinders-street	1908	19 years
G. F. A. Hedger, Supernumerary Laborer, Flinders-street	1909	18 years
J. D. Jones, R.G. Repairer, Metropolitan C. and W. Shops	1911	16 years
A. F. Shaw, Goods Guard, Melbourne Yard	1912	15 years
A. Elmslie, Clerk, Flemington	1912	15 years
B. Quinn, Ganger, Flinders-street	1912	15 years
F. W. Walker, S. Car Cleaner, Jolimont	1913	14 years
W. Briscoe, S. Skilled Laborer, Newport Workshops	1914	13 years
H. Lawne, Repairer, Meredith	1914	13 years
R. Mason, Casual Laborer, Williamstown	1916	11 years
J. W. Elliott, Supernumerary Fitter, Metropolitan C. and W. Shops	1920	7 years
E. G. Riley, Clerk, Flinders-street	1920	7 years
A. W. Maher, Operating Porter, Murrabit	1920	7 years
H. Dummer, Casual Laborer, Warrnambool	1920	7 years
A. H. Hunt, Repairer, South Morang	1920	7 years

# Garden Notes for October

## WHAT TO SOW AND PLANT

Lima Bean. Butter or Waxpod Bean. Beet (Red). Beet (Silver). Broccoli. Brussels Sprouts. Cabbage (main crop or late sorts). Caper of Commerce. Cape Gooseberry. Carrot. Celery. Cress. Cucumber. Lettuce (Iceberg, New York, Hanson). Mustard. Parsley. Parsnip. Peas (Yorkshire Hero, Stratagem). Pumpkin. Radish. Spinach. (Round or New Zealand). Swede (Laing's Garden). Tomato. Turnip (Orange Jelly or White Stone). Vegetable Marrow.

## FLOWER GARDEN

**A**LL who intend to have a good display this year should have their gardens well advanced this month.

All Roses that are affected with aphid should be sprayed with "Nicoteen." Liquid manure may be usefully applied to roses and other plants of which it is desirable to increase the strength. All roses that have finished blooming may be pruned.

Chrysanthemums should be planted out now.

Annual plants form a very important part in flower gardening, and they are especially useful for filling vacancies in young shrubberies or recently planted beds or borders. While they give little trouble, they give better results if the soil is well dug and manured, and, unlike some kinds of perennial plants, the larger and stronger the plant, the better they flower. By careful selection of varieties and by sowing at different times annual flowers may be had from spring to winter.

Sowings should be made of crego, asters, zinnias, balsam, cosmos (both single and double crown), merigold and portulaca.

Phlox Drummondii Grandiflora is one of the most floriferous and popular of all the summer-blooming annuals, and is valuable for cut blooms for house or table decoration, or for bedding or bordering in the open garden. A medium rich, sandy loamy soil and a sunny situation give the best results. Sow the seed where it is to remain, thinning out and taking the risk of success with any transplanted surplus seedlings. The seed may be sown during October. The plants will start flowering about the middle of November or early December, and will continue to bloom right through the summer and autumn until cut down by the frosts.

Evergreen shrubs that have done blooming should be pruned so as to keep them in the required shape. After blooming strong growth commences, and plants soon recover from the operation.

Later plants and shrubs should be securely tied to their supports to prevent them being injured by strong winds. If the weather should become dry, they will derive a benefit from an occasional watering over the leaves in the evening. Mulch rhododendrons, camellias and azaleas without delay.

Plant out dahlias, but reserve those that are intended to bloom in the autumn for another month. Thin out and tie shoots of those previously planted.

Pansies should be removed to sheltered positions and well supplied with water during the hot weather.

Prune back verbena, petunias and other herbaceous plants that are making straggling growth.

## FRUIT GARDEN

The thinning of fruit is a great factor in the growing of good fruit, and its omission often causes a loss in both size and value. No tree can bring to perfection more than a certain amount of fruit, and it is better to have a few large and fine fruits than a large number that are inferior.

The thinning should be commenced as soon as the natural drop of fruit that has not set is completed. It is usual to make a partial thinning and then repeat the process slowly afterwards by removing all imperfect and fungus marked specimens.

The thinning of peaches is more important than that of apples, as the fruits being among the first fruits of the season are more valuable. Good peaches are of double or greater value than the same weight of inferior fruits.

As many trees as possible should be mulched, and more particularly newly-planted trees.

## VEGETABLE GARDEN

In this department it is as a rule a busy time and every effort should be made to keep the work going ahead so as to assure having abundance of green vegetables for the summer.

The white or spinach beet makes a good substitute for spinach and, as it lasts much longer, deserves a preference. The midribs of the leaves are used as asparagus. This beet requires much the same treatment as other species as far as cultivation is concerned. It may be grown successfully in any ordinary good garden soil but will thrive best in a deep well worked and highly enriched land. Seed may be sown now in drills about 18 in. apart, and when plants are 4 in. in height they should be thinned out, leaving 9 in. between plants. Frequent watering during dry weather is advisable.

There is yet time to plant out plants of tomatoes. No delay should be made in replacing those lost by frost, and also increasing the number of plants already under way. Two of the best varieties to plant now are Walker's Selected Recruit and Australian Large Red.

Full crops of French beans and peas should be made twice this month. To increase the crops of these vegetables the soil between the rows should be loosened and mulched with stable manure.

Lettuce, radishes and other salads should be sown frequently in positions where they grow rapidly, as much depends upon the quickness of growth. The best summer lettuce is "The Wonderful." Continue to sow and plant out Pumpkins, melons and cucumbers.

Potatoes may still be planted, and advancing crops should be earthed up before they get too high.



## BE KIND

Since trifles make the sum of human things,  
And half our misery from foibles springs,  
Since life's best joys consist in peace and ease,  
A few can save or serve, but all can please—  
Oh! let the ungentle spirit learn from hence,  
A small unkindness is a great offence;  
Large bounties to bestow we wish in vain,  
But all may shun the guilt of giving pain.

—Dr. Johnson.

# Jottings from the Institute



## RAILWAY APPRENTICES ON TOUR

THE spirit of mutuality and comradeship between the Railway Services of South Australia, New South Wales and Victoria was made evident by the interchange of visiting parties of apprentices during the recent college vacations.

Parties of twenty boys with a Supervisor each were sent, one from the South Australian Railways to Sydney, one from New South Wales Railways to Melbourne, and one from the Victorian Railways to Adelaide.

The apprentices in each case were selected by merit in both school and workshop activities, and are doing their final year in the courses prescribed by their Commissioners. The trips were for educational benefit, and the days were spent in inspecting railway and other extensive industrial undertakings.

The party of South Australian apprentices who visited Sydney were met on arrival of the Overland, at 12.45 p.m. on Saturday, August 27th, by Mr. Galbraith, and shown round the city and suburbs. They were then given lunch at the Flinders-street Railway Refreshment Rooms before leaving by the 4 p.m. Albury Express for Sydney.

The party from New South Wales was met at Spencer-street on Monday by Messrs. Conlan, Galbraith, Balmer, Gault and Grace, taken by Railways Bus to the Y.M.C.A., where accommodation had been arranged, and after lunch were welcomed to Victoria by Mr. Conlan.

Tours of inspection to the various workshops were undertaken, commencing Tuesday morning with the V.R. Technical College at Newport, followed by the Newport Workshops. A social at the Institute in the evening, arranged for the visitors, was well supported by our own apprentices, the items provided including band music and railway pictures.

On Wednesday, Spotswood was visited. Mr. Sergeant supplied lunch at the Victorian Railways Storehouse, after which he explained briefly the Store system.

The Newport Power House was next inspected. The party was entertained in the evening by the Newport Technical College Students at the Tivoli Theatre.

On Thursday the Motormen's Depot and Demonstration Hall were visited. Luncheon was provided by the Council of the Victorian Railways Institute at the Flinders-street Refreshment Rooms.

During the afternoon a visit was paid to the Jolimont Sub-Station, and in the evening Mr. Grace met the visitors and conducted them to the "Argus" newspaper office.

On Friday morning the party caught the morning

Gippsland train and visited Yal-lourn. An interesting Lecture on Psychology, followed by a Lecture on the activities of the Electricity Commission, illustrated by motion pictures, filled up the evening, and the party returned to Melbourne the following day, and departed for Sydney by the 4 p.m. Express, after having been entertained at lunch at the Flinders-street Refreshment Rooms.

## V.R. BOYS GO TO S.A.

A party of 20 apprentices selected from the Ballarat, Bendigo and Metropolitan centres, in the charge of Mr. Nilsson, Principal, Victorian Railways Technical College, Newport, left on August 27th for a week's tour of inspection to South Australia. The lads were given a week's leave of absence from duty on full pay and expenses at the rate of 9s. per day were allowed.

The party arrived in Adelaide on the Sunday morning. In the afternoon one of the South Australian Railway buses was put at their disposal, and a tour of the Mount Lofty Ranges was made.

The next three days were spent inspecting the Islington Workshops. Each day lunch was provided at the workshops, and at lunch on the first day the party was welcomed by Mr. F. Shea, Chief Mechanical Engineer, Mr. Gillman, Director, Railways Institute, and Mr. Harrison, Workshops Superintendent. Mr. F. Shea was formerly one of the Victorian Railways' most brilliant apprentices.

Thursday was spent at Holden's Motor Body Works, where they were entertained at lunch, and the Mile End Locomotive Running Sheds. At the sheds the lads thoroughly inspected the Mechanical Stokers at work on a "Mountain" engine.

The following day was spent at the Broken Hill Associated Smelting Works, Port Pirie. The various processes in the extraction of the lead, silver and gold from the concentrates sent from Broken Hill were explained, and the Power House and method of handling the lead from the works into the ship's hold.

On the trip to Port Pirie the South Australian Railways Department kindly provided breakfast and dinner at the Riverton Refreshment Rooms. Returning to Adelaide, the party left for Melbourne on Saturday afternoon.

Mr. Gillman, Director of the South Australian Institute, was responsible for a most enjoyable programme, which included a tour of the Lofty Ranges, a complimentary dance at the Institute and a theatre party, all of which were greatly appreciated. The warm hospitality and the kindly interest of the South Australian Railway Officers will be long remembered.



### LAST 1927 TERM BEGINS

On Monday, September 19, the fourth and last term of the Educational year for 1927 commenced. The attendances at all classes have been exceptionally good, in view of the annual examinations which will be held during the week ending November 26th.

Engine working and Westinghouse brake students who are eligible to sit for the examinations are reminded that the classification of grades for examination has been altered to comply with the changed conditions of rates, pay, etc., resulting from the Federal Arbitration Court's Award in April. The General Secretary will supply full particulars.

Correspondence course students in Algebra, Arithmetic, English, Engine Working, Westinghouse Brake, Shorthand, Safe Working, Station Accounts and Management, who are eligible and intend to sit, must send in their names to the General

In competition against some of the most prominent amateurs in the State, the Institute pupils performed with credit to themselves and their teachers; and a number of the younger pupils showed great promise.

A detailed list of prizewinners will be published in the next issue of the V.R. Magazine.

### SEYMOUR'S NEW BUILDING

All Seymour cheered when General President J. S. Rees opened the brand new Institute building at that centre a few weeks ago. The big hall was packed with railroaders and their friends. Commissioner Mr. Molomby smiled benignly on the assembly. Superintendent Morris and Engineer Bye forgot district worries. General Secretary Galbraith, Senior Vice-President Conlan, and a host of civic and religious representatives were also on the platform.

## WHAT THE INSTITUTE HAS DONE FOR ME

No. 4.—*Eight Certificates in Two Years*

**E**VERY sound excuse for promotion have come my way in a little more than two years—thanks to the efforts of the Victorian Railways Institute.

Starting on the job as a Lad Porter in March, 1925, I enrolled in the Institute educational classes almost immediately. In August of this year I secured my Assistant Stationmaster's (and my eighth) certificate, having assimilated more or less satisfactorily the staggering amount of knowledge contained in the correspondence course in Station Accounts and



Management. I have thus been pushed well in advance of my present position of Acting Guard, and have prospects which would be non-existent but for the Institute.

My preliminary certificates arrived five months after I first donned a porter's cap. I qualified in ambulance work on August 13, and four days later collected my Ticket Checker's diploma.

Then the Safeworking instructor put me through my paces, and December brought me my Electric Staff and January my Staff and Ticket. In March I had mastered the elements of the Morse business well enough to qualify in telegraphy, and finally in turn came my Guard's, Double Line Block and A.S.M.'s. certificates.

It never made any difference to the Institute whether I was stationed in the suburban area and attended the classes personally, or whether I was located in the country and relied on the correspondence courses. I got precisely the same attention and help. So does every Institute member.

DONALD ROSS,  
Acting Guard.

**Mr. ROSS IS LOOKING AHEAD. ARE YOU ?  
HIS PROSPECTS HAVE BEEN ENHANCED BY THE INSTITUTE. HAVE YOURS ?**

Secretary not later than Saturday, October 29th. Those students who have answered and sent in for correction, not less than 55 per cent. of the total number of papers in any course this year are eligible.

The total number of papers in each correspondence course is as follows :—

Safe Working, 68 ; Station Accounts and Management, 80 ; Algebra, 30 ; English, 25 ; Arithmetic, 25 ; Shorthand, 25 ; Engine Working and Westinghouse Brake, 20.

### MUSICAL AND ELOCUTIONARY COMPETITIONS

The Adjudicators, Mr. Lavater (Music) and Mr. Hawkins (Elocution) both commented favourably on the high standard of the competitors in this year's Competitions. In giving his decision on the Open Pianoforte Solo, Mr. Lavater said that the playing of the majority of the Competitors was on a higher scale than that of many professional players of the last decade.

Committee-President Dean had first say and showered compliments on Secretary Whyte and the blushing members of the Ladies' Committee. The General President, following on, said the right thing in the customary "Rees" fashion. He put in a word—quite a number, in fact—for the outback railroader, whose isolation deprived him of the Institute benefits which railwaymen at big centres enjoyed. He knew that the Seymourites would not be selfish, but would continue to work for the general funds of the Institute, and assist the lonely railwayman, whose lot today might be their's tomorrow.

Statistics came from Mr. Molomby. The Commissioners, he pointed out, had now subsidised the Institute to the extent of nearly £59,000. Last year alone they had spent £13,000. He congratulated local members on having raised £700 for equipment. He looked forward to the day when the Institute

(Continued on page 64)



### RESULT OF STORY COMPETITION

**DEAR Nieces and Nephews.**—Niece Mirie Russell of Ballarat East, is the winner of the first prize in our story competition. The second prize goes to Joan Anderson, Maryborough; and Niece Linda Cook, Kerang, receives honorable mention. A suitable book will be presented to each winner.

The large number of little stories received rendered the task of judging no light one. On the whole the handwriting was good, but Uncle Ben was sorry he had in some instances to score rather many marks against incorrect spelling, so that he should just like to advise his small correspondents to make certain in future that each word they write is correctly spelt. A second set of prizes, together with the names of the winners (1st and 2nd) will be announced next month. The two best little stories for this month are printed below.



Mirie Russell

**Hazel Carrol, Jeparit.**—Yours is a nice chatty letter. It is most interesting to learn all about your own, as well as your younger sister's, experience at school. That you have been dux of your class for three years in succession is very good. I hope you will enjoy yourselves at the Show, and am glad to learn about the pleasure you have in exchanging letters with so many children overseas.—Yes, you may send me a little poem too. Your story is held over until next month.

**Rae Boyd, Wangaratta.**—Yes, Rae, you are very welcome as one of our nieces. It is pleasing news that you are interested in the Magazine, the children's page particularly. Your little story will be mentioned in next month's Magazine.

**Roy G. Thomson, Dunkeld.**—Very pleased to hear from you, Roy. The news about your own district is most interesting. It is good to hear that you are interested in the scenery formed by Mount Abrupt and Mount Sturgeon, the tourist tracks, and the new township named Henham. May you enjoy yourself thoroughly at the Show. Tell me all about it when next you write. You make good headway at school, which is also good news.

**Thelma Gardner, Kilmany.**—Pleased to hear from you, Thelma, that you are soon to have the

anniversary; all are wishing you may be one of the prize winners. The footballers connected with your school are to be congratulated upon their success. I should like to see you play basket-ball, anyway it is nice to hear of the success you have made of it. Your little story will be mentioned next month.

**Kathleen McCaffrey, and her sister Nolla,** each write very interesting first letters as new nieces of Uncle Ben. They are most welcome into our family. Kathleen describes the antics of her pets.—the cockatoo, the bantams, the cats and the pups, and what fun they make for her. Nolla tells a good little story about a holiday she spent at Hurstbridge. This will be dealt with in the next issue of the Magazine.

**Hedley W. Swift, and his brother Raymond,** both of Kyneton, write me interestingly, asking whether they may become connected with our family—I am sure we all welcome them as nephews. What they tell about their school experiences, their pet dogs and news which they read in the Magazine, is an indication that their future letters to Uncle Ben, and the children's page will be valued. Now, boys, write me during the first week in each month, won't you?

Yours sincerely,  
UNCLE BEN.

*This is Jean the clever daughter of Mr. D. Beddoe, Railway Block and Signal Inspector, who won two first prizes at the V.R. Institute's Musical and Elocutionary Competitions in each of the years 1924, 1925 and 1926. In 1926 she also won second prize in the under 16 class against all comers and received honorable mention in the open class against all comers.*



### THE WINNING STORIES CARELESS JACK

IT was a lovely spring morning and Jack had been sent a message before school. His mother told him not to play. It was a tempting morning, and Jack could not pass his mates who were kicking a football on the road. He too had to join in. Jack was a careless boy and many times he had to be corrected both at home and at school.

Now the school bell had gone and his mates scampered off to the school house. Jack had still to go the message. He felt in his pockets for the money his mother had given him, but alas it had gone. As he was standing there looking worried his uncle came along and, knowing he ought to have been at school, questioned him. "I'm really ashamed of myself uncle," said Jack, "if you will help me out this time I won't disobey again." Jack had often disobeyed before and had been in many scrapes.

His mother had lectured him but he still remained careless; in fact he was called Careless Jack.

After making his purchase he returned home, and placed it

(Continued on page 65)

## LADIES' AND GENTLEMEN'S HAIRDRESSING SALOON

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### *The Light of the Son* (Continued from page 38)

thought him. Before he saw my hesitation I had decided. Asking him to wait until I got the keys, I stopped the regular watchman on his round, sent him home, returned with the keys and orders to Durgan, and wished him good night, but I had no intention of going home. I ensconced myself behind a pile of cases in the main shed and dozed off while I awaited results.

Twice Durgan came on his round and nothing unusual happened. He clocked a tell-tale on the wall not six yards from me. He had almost reached my position on his third round, when I saw two figures emerge from behind a stack of fruit-cases near the doorway and creep stealthily after him. One tripped over a length of hoop-iron, and Durgan swung round at the sound.

"Holy Smoke! It's Flanny," cried the taller stranger. "Durgan, we've been searching all over for you. What are you doing?"

"I'm watchman here for the night," said Durgan steadily.

"Watchman? By God! You're a one," chuckled the shorter man, and he nudged his companion. "Pete, we should have brought a fleet of motor-waggon. Everything in this place portable and Durgan the watchman. Oh Gee! What'll we start on?"

"Boys," said Durgan, "We'll have to leave this stunt till another night. If you take things now they'll know that I had a hand in it. I'll help you some other night, I swear I will."

"Aw, what's crawlin' on yer," growled the big ruffian, who in the dim light looked like a hybrid gorilla. "D'ya think we're here for our health? Not much. Give us a hand with some of this stuff."

Durgan dragged the goods out of his

hands. "You leave that stuff alone," he cried vehemently. "You're not going to get me into trouble. Get out of here."

He tried to push the men away. One of them aimed a blow at him; he ducked and retaliated with a resounding crack to the other's jaw. A second later the three of them were at it, all in, Smith Street rules. Durgan got his back to the wall and fought tooth and nail, boot and head, and in twenty minutes he was splattered with blood, and his antagonists' prominent facial features were well battered.

I went to him as he floored the second of them, and stood swaying giddily—vanquisher of his one-time friends, of his one-timeself.

HE straightened himself as he saw me. "Mr. Rankin, these men tried to rob your shed," he said weakly. "I couldn't let them."

"Durgan," I said, supporting him, "When I tell your father about this he will be the proudest man on earth. If you want work I can get you a decent job as an engine-cleaner, and one day you'll drive engines like you wanted to when you were a kid. Will you take it?"

His blue eyes smiled through the redness of his wrecked features. "I'd be glad of it. I'm sick of that rotten gang anyway," he muttered, and collapsed limply into my arms.

Which just goes to prove—er, well I don't know what it proves, but that was five years ago, and they tell me that Durgan Flannigan has not missed a day, or been late for work once, since he started in the Loco. Sheds. I met him down the town yesterday, walking with old Tim Flannigan. The old man had quite lost his stoop.

# Conway Stewart

Compare the Value  
of these Fountain  
Pens with any other  
make on the market

Obtainable at  
Stationers and  
Jewellers

Institute Jottings (Cont. from page 61)

would have a membership of 20,000 railwaymen.

Good wishes and congratulations were handed out by Cr. Chittick and other prominent locals. Secretary Whyte terminated the oratory with the news that classes were now being conducted in shorthand, typewriting, safe working, engineworking and Westinghouse brake, and pianoforte.

Then supper appeared, the floor was cleared, and the Centre's jazz band ushered in "Blue Skies."

**DRAMATIC CLUB AT BALLARAT**

A very successful performance of the farce, "Wijl You Be My Wife," was given by the V.R. Dramatic Club at the A.N.A. Hall, Ballarat, on September 8 in aid of the South-street Appeal.

Miss Moverley, under whose direction the farce was produced, was for some years a successful competitor at South-street. When the V.R. Dramatic Club became aware of the financial position of the South-street Society, Miss Moverley, on its behalf, offered to bring the company to Ballarat and give an entertainment in aid of the appeal fund, as a mark of appreciation of all that South-street had done for them and others in advancing the elocutionary art. The performance was very much appreciated by a large audience.

**OLD-TIMERS' MEETINGS**

Gradually the first Thursday in the month is becoming the day of days for the retired Victorian railwaymen. It is the day when the Old Brigade meets at the Institute, transacts the formal business of the Social Club, and has a yarn about the good old days. Railway ghosts of the '70's and '80's walk the shiny floor of the Concert Hall. There is talk of the years when railway traffic was only a

tenth of its present volume, and when the highest engine number was less than 100. Kindly old eyes sparkle . . . . .

That morning is the shortest morning in the month.

The Social Club committee wants to see every retired railwayman at the Institute on that Thursday.

**SEYMOUR'S PICTURE NIGHT**

SEYMOUR'S new Institute was crowded the other night when district railwaymen and their friends came along to see the Victorian Railways "Safety First" film, and to imbibe its commonsense message.

District Superintendent Morris put in a sound word or two beforehand. He stressed the fact that from 90 to 95 per cent. of accidents were preventable by the exercise of ordinary care. To train the children in the principles of Safety First was the best way of building up a careful generation.

To the children present in the audience the District Superintendent addressed a special warning regarding the risk some of them took in crossing the shunting yards. He expressed a fatherly hope that it would not be necessary to invite the schoolmaster to patrol the crossing places and apprehend offenders.

The higher men climb, the longer their working day. And any young man with a streak of idleness in him might better make up his mind at the beginning that mediocrity is to be his lot. Without immense, sustained effort he will not climb high. And even though fortune or chance were to lift him high, he would not stay there. For to keep at the top is harder, almost, than to get there. There are no office hours for leaders. —Cardinal Gibbons.

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**Melbourne's Million Pound Show**

(Continued from page 55)

fectionery; wool, hay, chaff, silage and native timbers—the State's resources were displayed *in extenso*, as well as *in excelsis* and *in posse*, not forgetting *in toto*, too.

Glimmeringly you began to realise the vital part which the railways played in the conduct of the Show. Here were golden oranges and lemons from Renmark in South Australia, Curlwaa in New South Wales, Irymple and Mildura; there, choice butter and cheese from Colac and Gippsland and Queensland; over yonder, healthy fodder, vegetables and wool from Swan Hill, Warrnambool, Wangaratta and Whittlesea.

From every corner of Victoria and from the neighboring States the railway had transported the cream of Australia's primary produce to the 58-acre reserve at Flemington. To the cattle pens it had transported, from north, south, east and west, the hundreds-of-thousands-of-pounds-worth of champion cattle, horses and sheep. And you yourself were only one of the many thousands of visitors it had transported safely and quickly to view the multitude of exhibits.

Really, that florin you paid for admission gave you the education of a lifetime.

**Children's Page** (Continued from page 62)

on the table, but not a word was said about losing the money. His mother told him to go to school, but Jack being very late did not go; he wandered down the streets. Again his uncle met him, for he had been watching the lad.

This was really the last time Jack disobeyed mother. He was indeed caught and his uncle gave him such a lecture that Jack, ashamed of himself, made up his mind he would not disobey again, and thanking his uncle he went home and told his mother he had not been to school and asked her forgiveness.

His mother forgave him. And Jack has ever since been obedient, but he was always known as Careless Jack.

—MIRIE RUSSELL

**THE FAIRIES' PARTY**

THE Rainbow Fairies decided to hold a party. But who could they ask? At last one fairy suggested having a Flower Party. So they called the little clouds to take invitations to the flowers. They dropped them as they sailed over the fields. There was great excitement among the flowers and they at once began to plan what they would wear. The poppy said: "I will put on my bright red dress," and the buttercup said: "I will wear my golden yellow one," and the sundew said: "I have only got white petals but I will wear my pretty red leaves as well," and so on, each of the flowers agreed to put on their new spring dresses.

When they arrived at the party they all looked lovely and every one was in high spirits. The Rainbow Fairies bade them welcome to their mossy dell and at once served them with ices.

Then they had merry games and played till the sun went down. The fairies then gave each of the flowers a pearly dew-drop to take home, and asked them to be sure and come on another day.

—JOAN D. ANDERSON.

Mr. P. R. Keating, Signal and Telegraph Shops, Newport, desires to thank numerous friends for the many kindnesses shown to him during a recent serious illness. These, he feels, had much to do with his recovery.

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## WHEN TO BUILD A HOUSE

**EVERY** thrifty-minded person desires to own his or her own home, and to every intending home builder there arises this question among others: "When shall I build?"

**A**SSUMING that the prospective owner has the necessary requirements in the nature of cash or lands, which have been stressed so often in these columns, there is from a business standpoint, at least, no earthly reason why the time to build should not be *now*.

Some of the materials necessary for building purposes are to-day at as low a price as they have been for many a day, and finance, following upon the past few months of stringency, is now much more plentiful. Skilled labor is available, and therefore a house can be built and completed without the delay that inevitably occurs when supply is proportionately less than demand. It follows that the best of labor is obtainable, which is not so in the rush period, when contractors are forced by circumstances to employ inferior workmen, at a loss to themselves and their clients.

### Build in the Spring!

Again, there is no time more favorable to building than the spring. Delays from inclement weather are less likely to occur, and the season is ideal for interior work such as plastering, staining and external work of painting.

Apart from the practical gain to the home-builder himself, there is the fillip which building at this time of the year gives to the employment market after the hard winter months. It may be said that one solution of the unemployment problem is to build to-day and so give work to carpenters, bricklayers, tile makers, and in the countless other trades subsidiary to the building trade itself.

### The Best Security

A house of one's own is a solid satisfaction. Every improvement is value gained by the owner. It is security of the safest kind. One may in pay rent the whole cost of a house in number of years, and never own it oneself, therefore why not pay the same sum in the form of mortgage interest and capital instalments, and in the end be the actual owner?

It is not nearly so difficult to find the means to build as it may look. Whatever a man's position be, he should consult those who have made a business of knowing how to help the energetic worker to the ownership of his own home, and to the building of that house—not in the distant future as he often fondly promises himself, but *now*.

### Wireless Notes (Continued from page 51)

it would have to be reduced by adjustments to the choke.

If the set will oscillate on first valve but not when 2 or 3 valves are used, then badly soldered joints in the filament circuit (probably on the terminal strip or on the detector terminals) is the trouble.

To those living in Flemington, Kensington, North Melbourne and Coburg districts who have trouble in cutting out 3LO when tuning in to Interstate Stations, I would suggest removing the filter circuit (C1, C2, K3 and S2) to a position some feet away from the set.

Difficulty has been experienced in some cases in obtaining the Polar condenser and Lissen switches. If the condensers recommended are unobtainable, an ordinary .0003 or .0005 variable condenser may be used, care being exercised to see that the plates do not touch, which would result in shortening the B. Battery. Reaction will be more critical, calling for more care in tuning, and probably will necessitate adjustment of B. Battery voltage on the detector when the switches are changed over from the broadcast to amateur wave length. Rotary switches may be used in place of the push-pull type. A switch

and two studs will be required in each case. For S2, the switch should be marked E and one of the studs marked D, the other stud being left as a blank. For S1 the switch should be marked B and the studs A and C respectively.

### WIRELESS CLUB PROSPERING

Since the Institute Wireless Club's first provisional committee of nine met in June, 1926, steady progress in activity and membership has been registered. The club is now an affiliated section of the Wireless Institute of Australia, and operates its own station, 3RI.

During the year, the first annual report points out, numerous lectures and demonstrations were given before the club by experts. Country membership increased, and arrangements have been made to have lectures printed for distribution amongst those members. Concessions granted to members for the purchase of wireless apparatus at considerably reduced rates have been availed of freely.

Confidently the report declares: "After 12 months' existence we are beginning to know ourselves; we realise what we should do and what we will do . . . and unlike certain similar institutions we can definitely say that the club is not waning."



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161 Swanston Street, Melbourne.  
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## Women's Page (Cont. from page 49)

### FASHION'S FANCIES

Little fur scarfs which are long and narrow, which twist around the neck and tie under the chin are said to be very popular in London at present.

Hosiery is showing an inclination to become darker, and word comes from Paris that it will be still darker next season.

### COOKING RECIPES

**Apples, Baked.**—Ingredients: 6 apples, 1 cup sugar, ½ cup raisins. Core and place apples in baking dish just large enough to hold them. Fill the centres with sugar. Fill dish half full of water to which the raisins have been added, and the balance of the sugar. Bake in a moderate oven. The water will boil away, leaving the raisins soft. These should be used to decorate the apples. Serve with cream.

**Treacle Scones.**—Ingredients: 1 cup self-raising flour, 3 ozs. dripping (beaten up with a few drops of lemon juice to disguise its taste), 1 oz. sultanas, 2 ozs. sugar, 1 tablespoon treacle, milk to mix (about one-third cup).

Rub dripping into flour, add sugar and sultanas, and mix with blended treacle and milk. Make fairly moist. Roll out, bake 10 minutes in very hot oven, reduce the heat, bake 8 to 10 minutes more (slowly). These are delicious eaten with butter and quince jelly, and are very economical to make.

### HOME HINTS

**To Remove Tar from a Carpet.**—Should tar inadvertently be carried into the house, and mark a light carpet, get some powdered fuller's earth and make it into a paste with turpentine. Rub this well into the stains and leave it on until perfectly dry. Then brush well with a clean clothes brush.

**Washing Sponges.**—Sponges that have become slimy from soap can be cleaned in the following way: wash them in warm water containing vinegar, and then rinse in plenty of cold water. Hang out in the air to dry.

**Stains on Baking Dishes** can be easily removed by rubbing with flannel dipped in whiting.

**Never allow food** to become cold in a metal utensil, however clean; an unpleasant flavour will result.

### APPEARANCES ARE DECEITFUL

There was a young lady of Skye,  
With a shape like a capital I;  
She said; "It's too bad!  
But then I can pad"—  
Which shows you that figures can lie.

### LEARNING BY PRACTICE

"Muriel's young man is teaching her to drive his car."  
"Yes, I know. When I saw them last evening he was demonstrating the clutch."

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## STANHOPE CYCLES



An American Sums Us Up.—(Continued from page 32)

very pro-British. Australia, by the way, is in some ways much more British than Canada, and contains less mixture of foreign bloods. They allow no people of color, black or yellow, to enter the Continent. The native Bushmen, incidentally, are dying faster than the American Indian. They were of a much lower type than our Indian. Their principal distinction seemed to be a skill in tracking of such quality that they were used to track criminals. To return to the dinner. The general sentiment was that Australia and Britain must stick together and knit the bonds of brotherhood ever closer.

"The competition between bus and private auto on the one hand, and street car and railroad train on the other, is considerably more favorable to rail transportation than in America. Autos cost twice what they do in the United States, and gasoline about 50 cents a gallon. Bus competition is about where it was two years ago in the United States. The government-owned railways have been slow to protect themselves by putting on buses. The tram companies have not entered the bus business to the extent we have.

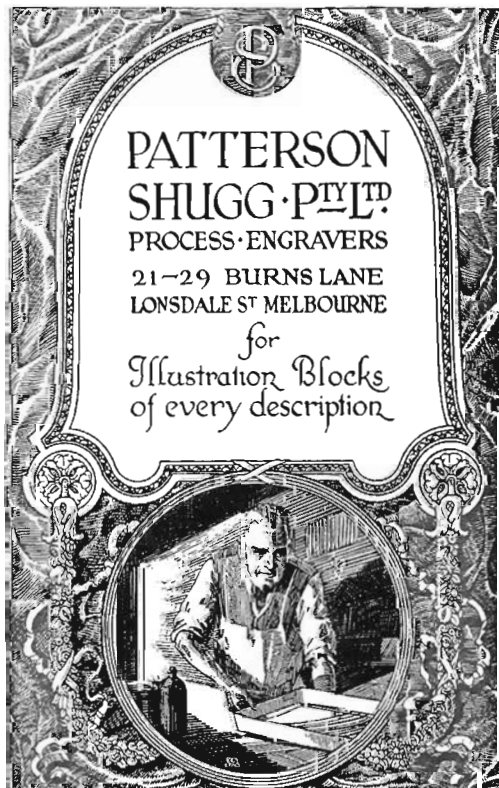
**Contrasts with America**

"Aside from business the trip furnished its full share of contrasts with American life. I saw very little of the expected local color. There was one captive kangaroo, one emu and one half-breed aborigine to represent the wild life of Australia. I was, however, for the most part, in the more densely populated parts of the country. I cannot help remarking on their wonderful flowers. Tea roses grow in Australia as large as American Beauties here, but their colors are deeper and richer. Queer names delight the traveller, such as 'Boomanoomana.' The last part of this word is pronounced like 'alumina.' It means 'bottomless pit,' and referred to a lake which was reputed to have no bottom, due to the fact that a black man who drowned there never came to the surface.

"Riding across the countryside I saw evidences of a terrific forest fire situation. I was there in a time of drought, but forest fires are always a menace. The underbrush grows in unheard-of thickness, and the eucalyptus tree spreads any fire that may occur to surprising distances. This tree has oily leaves which burn freely and for a long time as the wind carries them through the air. I was shown a place where a forest fire had jumped a half mile in this manner.

"One little incident illustrates the saying that there is no accounting for tastes. On one occasion we found on a ranch an excellent grape vine. We had been informed that the grapes were wine grapes and not palatable. Harold Clapp and myself, on investigation, found the vine to bear excellent Concords. We accordingly picked some grapes and were enjoying them immensely when an Australian joined us. He took a proffered bunch of grapes, put one into his mouth, spat it out with an expression of disgust and threw the bunch on the ground. (The Australians' ordinary table grape is similar to the California grape, but to my mind somewhat superior in flavor, having a spicy tang.) Our friend, seeing us hugely enjoying his discomfiture, finally smiled, picked up the bunch of grapes which he had thrown away and said, 'Well, I got caught, but I'm going to take this bunch and try it on another guy.'

"My net impression was of a country exceedingly British, exceedingly agricultural, and exceedingly hospitable. I liked the Australians and their country—you would too."



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Open an account now, with the

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of Australia.**

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## FUEL CONVENTION IMPRESSIONS

By O. P. TURTON

**H**OW often have we watched, with great interest, a child learning to walk. A child's first step is always a joyous occasion, for it portends progress, strength and stability.

The first Convention on Fuel Conservation held recently gave one the impression of a child taking its first step.

Although some definite progress had already been achieved, the Convention proved successful, as it imparted further strength and stability to the movement in providing an opportunity for railwaymen to contemplate and discuss the science of railroading (for that, to my mind, is what Fuel Conservation really means) in its proper perspective, namely, as a problem pertaining to the whole State.

Branch disabilities and district conditions were set aside, and a genuine effort was maintained throughout the Convention to gain a better understanding in order to promote the ideal of Fuel Conservation without impairing the existing efficiency of the service.

The presentation of facts and figures, together with other knowledge, particularly in reference to the economic side of railroad operation and management, were of high educational value and greatly appreciated, and this information, willingly given by responsible officers, was largely instrumental in the creation of that better understanding of the science of railroading.

The Chairman of Commissioners voiced a wonderful truth, when, in the course of an address he stressed the point that the Convention was to be regarded as a seat of learning, and that all present were there as school boys.

### £1,275,000 for Coal

Later, Mr. Commissioner Shannon drew attention to the fact that the Department used 750,000 tons of coal, costing 34s. per ton, which represented an annual expenditure of £1,275,000 per annum for fuel.

That the value of 750,000 tons of coal at 34s. per ton is £1,275,000 no one will deny. The school boy can prove it by the application of the science of numbers. If he wishes to correct errors of a mathematical problem he applies the rules of mathematics, and the application of the right rule corrects mistakes. His part is to learn the rules, and when he has made them his own, he can solve a problem.

The thought uppermost in my mind was: do railroaders as diligently apply the rules we know on Fuel Conservation, as we do the rules governing the science of numbers. What it is possible to accomplish with the science of numbers is equally demonstrable with fuel conservation, or the science of railroading.

The Convention afforded a practical demonstration as to how these essential qualifications may be acquired and scientifically applied.

To appreciate the problems which are peculiar to every Branch within the service, and thus find by a co-ordination of ideas, not only the best solution to any problem, but in what manner it can be most efficiently demonstrated, is every railwayman's job—a job from which an immediate resultant benefit will accrue, not only to the public and the Department, but to every individual railwayman. Thus something will be learned of the science of railroading through the better understanding gained from the first Convention of Fuel Conservation.

*How I Get Business.*—(Continued from page 44)

journey and periodical pass concessions, the availability of Flinders-street tickets to Spencer-street, and, in a few instances, that periodical tickets were available for more than one journey per day.

These things, however, made the campaign still more interesting for ourselves and our audiences, but there was at least one case in which we did not win the argument. Having discovered a young lady who was a daily ticket purchaser, we attempted to prove that although she travelled from one of the few stations at which the monthly ticket was not actually cheaper than the cost of a daily return ticket for 26 working days per month, every additional journey she made on Sundays, holidays or in the evenings, cost her an extra fare. "Oh, no," she retorted, "I don't pay for that," with special emphasis on the "I."

In our audiences there was occasionally a

**T**HIS is a letter of appreciation. Since February, 1908, I have held periodical tickets on various suburban lines.

During the whole of that period I have been treated with the utmost courtesy and civility by all those of your officers with whom I have come into contact.


At present I hold a quarterly ticket between Windsor and Melbourne.

In conclusion, I may say that I am proud of the railways of this, my mother State.

—Mr. Steve. D. Carey, 93 Lewisham-road, Prahran, writing to the Chairman of Commissioners.


sprinkling of critics and cynics. But were we not fair game for the darts? Given the power to grant all requests our railway system would have been completely revolutionised. Fares would have been considerably reduced, time tables would almost have been abolished and trains run to order, tickets to one station would interchange with several others, standing in peak periods would have been eliminated and multiplied staffs at stations would await the tardy ticket purchasers.

But some important things have been achieved. New alternative routes, much appreciated by railway patrons on several lines, have been instituted, misunderstandings, which, if perpetuated, would have constituted a grouch against our Department, have been removed, and people have bought more periodical tickets. Perhaps the best evidence of the interest evinced in railway affairs was indicated in the oft repeated invitation to come again.



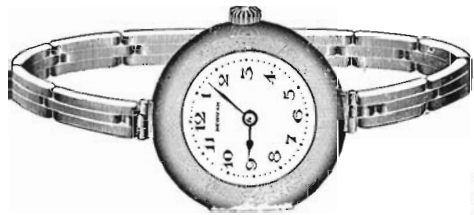
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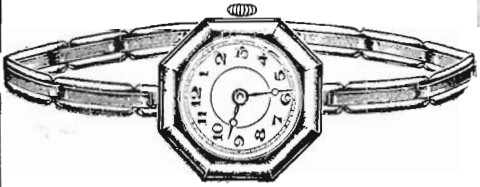
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## *What I Think of the Reso Idea* (Continued from page 25)

men shed their worries and become themselves—human and companionable. I have made many and, I think, lasting friendships with Resonians, friendships I value.

As I said before, I hope Mr. Clapp still keeps running the Reso Train.

JAMES BARNES.

### MR. W. McNEILAGE

ONCE upon a time, in fact until about two years ago, I thought I knew Australia. I had a season ticket from Adelaide to Brisbane, and I had travelled overland to Perth about eight times.



Frequently, I went abroad and, of course, like a good Australian, talked a good deal about the Commonwealth, its production, its opportunities and its potentialities.

I considered myself an authority; I knew Australia—along the main lines.

Then Mr. Clapp's slogan "See Australia First and Start with Victoria" penetrated my consciousness. The Reso

Train commended itself to me as a pleasant way of seeing some of the producing areas I knew all about but hadn't possibly been able to see. I went on one tour. I joined the train for a second, and made inquiries about the next.

You see, the fact that I didn't know Australia, even my own State, quite as well as I thought I did was beginning to make itself discouragingly obvious to my mind.

Since that discovery, I have not been abroad. I am still going on Reso tours. I want to learn even more about Australia and

its resources. Those tours have stimulated my desire to travel in the ordinary way through the continent, because of course one can't have a Reso train every week or fortnight.

From my observations, I have come to the conclusion that the man on the land, whether a sheep farmer or a wheat grower is in a very different position from that of any other producer. For instance, the man who makes a plough fixes his own price, but the man who grows wheat and wool has to take what is offering. Therefore, I consider it time that producers came together a little more to preserve their own interests. They are making a good start on the Reso Train.

I congratulate Mr. Clapp on the Reso idea and the way he carries it out. To me it is one of the finest things he has done and is doing for the good of the State.

At any rate, he has brought me to see the light—and Victoria.

W. McNEILAGE.



Mr. Barnes (left) and Mr. Pauly caught in argumentative vein.

### TO CORRESPONDENTS

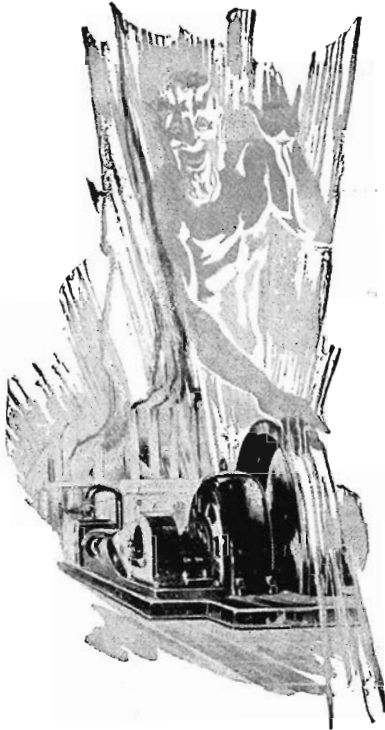
**R. A. Paull.**—We quite agree, but it is not the function of this journal to print matter on highly controversial subjects, especially those which are liable to engender feeling.

**A. Stanley (Geelong).**—Thanks for clipping. Verse, however, is very poor.

**C. E. Stevens.**—Subject unsuitable and rather purposeless. It gets nowhere except to sea—where it leaves us. Try again with something more tangible.

**Puzzled (South Yarra).**—The wheels get round by slippage, but even on the sharpest curve this is comparatively trifling, and imposes no appreciable strain either on flange or axle.

# Two Specific Causes of Industrial Waste



## FRICTION

*—the unseen enemy of production in your plant*

**N**O executive wilfully permits waste in his plant. But he thinks waste is inevitable and he cannot put his finger on specific causes. Here are two:—

1. Time out for repairs to machine equipment.
2. Congestion of production at one point which compels idleness at other points.

The first is due to faulty lubrication almost wholly. The second is frequently due to it.

Can an executive fairly say: "I am not interested in lubrication"?

In the wide-spread movement to reduce manufacturing wastes the Vacuum Oil Company Pty. Ltd. takes a conspicuous part.

It is concerned with the *results* of lubrication, not merely making and selling oils. Results depend upon lubrication with *suitable* oils—that precisely meet the needs of each machine under the conditions of operation peculiar to the individual plant.

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## Let Us Carry It for You!

**T**HE selling season for primary products is at hand. You, grazier, dairyman, wheatgrower, orchardist, will have many tons of produce to send to market. Let us carry it for you!

\* \* \*

**M**ERCHANTS, manufacturers, agents—you are sending goods to provincial centres and into the outback all the year round. Are we carrying them? If not, why not?

\* \* \*

**Y**OU—all of you—have helped to build up this carrying business with your money, your votes, your co-operation. You have made us your errand-boy: why not use us to the full?

\* \* \*

**Y**OUR railway service is always at your service. And it is the unvarying aim of the Railway administration to give you that service at cost.

\* \* \*

**S**O, LET US CARRY IT FOR YOU. It is only sound commonsense.

---

CONSTRUCTIVE CRITICISM AND SUGGESTIONS ARE INVITED

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# THE VICTORIAN RAILWAYS MAGAZINE



6<sup>d</sup>

NOVEMBER

VOL. 4. N<sup>o</sup> 11

Jack

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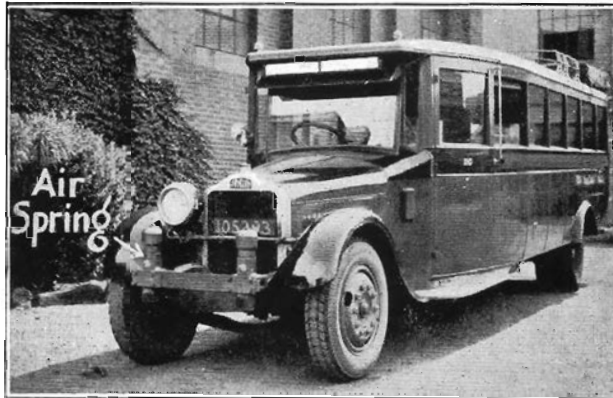
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Wrong

# SAFETY

∞

# HEALTH

∞

# BETTER- MENT



Right

The above photographs show the correct and incorrect position for placing lifting jacks.

The jacks should be placed outside, not inside, the track rails. In the event of a surprise by an approaching train, the jack, when placed outside, as shown in the top righthand photograph, can be more safely and readily removed.

## What is Needed to Make Men Realise the Importance of Safety?

By A. V. STENNING, Secretary, Safety Council

TO me there should be no necessity—no plausible reason under the sun—for asking such a question. Has there been a thing left unsaid, undone, by the Victorian Railways Department, and many other great corporations as well, that would tend to impress indelibly upon the minds of their employes the importance of practising safety in their lives? I do not think so.

And yet, do we ever go about our daily tasks in offices, shops, aboard or about moving trains wherever those tasks are performed, without observing one or perhaps more of our fellow workers ignoring some, perhaps all, of

the fundamental rules promulgated for our safety?

We do not. And I therefore feel that my assertions are not exaggerated.

Do we ever pick up a newspaper that does not contain an account of an injury to, or the death of, somebody who has violated safety principles; or of an accident that could have been prevented had such principles been strictly adhered to? We do not. And again I feel I am voicing a fact.

What then, we may ask, is needed to make men realise the importance of practising safety to make them take advantage of, and comply with, rules laid down to help them to observe the

fundamentals of what has always been termed Nature's first law, SELF PRESERVATION?

Is it necessary for our daily press to devote additional columns to accounts of accidents that should have been prevented; to accounts of injuries to, or deaths of, persons because of carelessness?

To this I would answer emphatically—NO. Safety first principles have been broadcast and rebroadcast throughout the Railway Service throughout the State. Every day commonsense, a measure of which we are all endowed with, must insist on their practice. That is the essential.

### PREVENTION BETTER THAN CURE

GOOD health depends on—  
 Pure Air,  
 Good Food,  
 Suitable Clothing,  
 Plenty of Rest and Exercise,  
 Cleanliness.

Man has tried to fit himself to his living conditions. Good hygiene says that living conditions must be fitted to man.

You must either make good or make way.

The man who delivers the goods usually collects.

If at first you don't succeed, don't succumb.

Don't judge a man by the noise he makes—the poorest machinery creaks the loudest.

The man who thinks he can't is usually right.

### WALKING FOR HEALTH

WALKING in all cases where it is possible is the best remedy for deceased bodies, because in this exercise all the organs of the body are brought into use. Many who depend upon the movement cure could accomplish more for themselves by muscular exercise than the movements can do for them. In some cases, want of exercise causes the bowels and the muscles to become enfeebled and shrunken, and these organs that have become enfeebled for want of use will be strengthened by exercise.

**HABIT AND OPPORTUNITY**

There are four good habits—punctuality, accuracy, steadiness and despatch. Without the first, time is wasted; without the second, mistakes may be made; without the third, nothing can be well done; and without the fourth, opportunity of great advantage is lost.

The man who says he has never had a chance is usually the man who has failed to recognise his opportunities.

To-day, opportunity surrounds us at every turn. No man can say with truth that he has never had a fair chance to show his worth. How many of us realise that, as railwaymen in a vast industry like our own, we are specially fortunate, because our opportunities are far more numerous than those engaged in less extensive concerns.

Have you ever stopped to think of the advantages which the Betterment and Publicity Board offers to have your ideas fully and freely considered by an independent body? Here is an opportunity of which, perhaps, you have not yet availed yourself, although you have often had ideas for the good of the service.

An idea is in itself an opportunity—an opportunity to make a name for yourself and so assist this great transportation industry of which you are a vital part.

Cultivate Habits that Help, and submit Suggestions.

*There are so many who are content to be, without being anything. Opportunities approach only those who use them.*

—Emerson.

It's the way a man sticks to a thing that marks him as a success or a failure. Many a fellow has won out at the eleventh hour just because he wouldn't let go. Don't be a quitter.

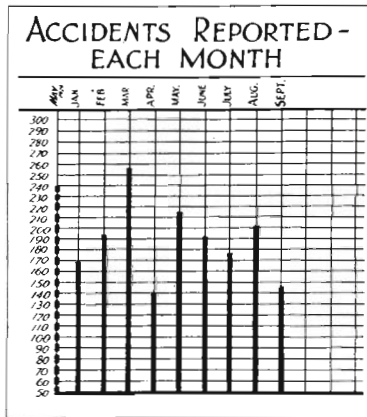
—Farrington.

**DIAMONDS**

*Diamonds are only chunks of coal, That stuck to their jobs, you see. If they'd petered out, as most of us do, Where would the diamonds be?*

*It isn't the fact of making a start, It's the sticking that counts, I'll say, It's the fellow that knows not the meaning of fail, But hammers and hammers away!*

Dropping into the cab of a locomotive which was passing through a tunnel, a rattlesnake recently coiled itself around the throttle of a Louisville and Nashville locomotive. The engineer seized a hose and killed the snake with a jet of live steam.



**SAFETYGRAMS**

Keep your mind on your work and your fingers on your hands.

Safety first is think first. Better be careful a thousand times than crippled once.

Let us be wreckless men instead of reckless men.

It is easier to prevent an accident than explain about it afterwards.

Safety First! Be it ever so homely, there's no face like your own.

Do not make deposits of carelessness in the bank of misery.

A moment invested in thinking will pay interest in safety.

A careless man is unpatriotic. Carelessness and failure are twins.

A bird in the hand is worth two in the bush, but a splinter isn't.

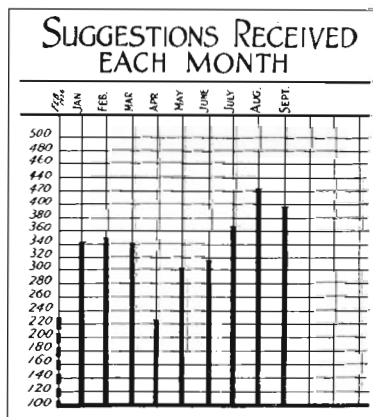
The wife of a careless man is almost a widow.

The chance-taker is the accident-maker.

There is a safe way to do every job.

If safety interferes with your business, quit your business.

—Commonwealth Gleanings.



**KEEP ON WANTING.**

IT'S wanting things that stirs you on, that makes the world go 'round.

It's wanting air that makes the seed come pushing through the ground.

It's wanting things that makes you scheme and sharpen up your wit.

Unless you're always wanting things, you're never prime and fit.

It's wanting things that brings you pep, and helps you in your work.

To want a thing and want it much will never let you shirk.

The more you want the things you want, the more you'll plan and scheme,

And the more you'll bend your willing back to row yourself upstream.

It's wanting things that gets you up when others lie in bed.

It's wanting things that drives you on when hope is almost dead.

The future's full of rich reward for those who see the light

And keep right on awaiting things with all their strength and might.

A leaf will float upon a stream and drift the way it flows;

It doesn't want a single thing nor care the way it goes.

And folks who drift like idle leaves have little chance to win.

There's nothing that they want to do, so nothing to begin.

**NOVEMBER SUGGESTIONS DRIVE**

THE subject chosen for the third Suggestions Drive, which will be held during November, is:—

**IMPROVED WORKSHOP METHODS**

Suggestions should be submitted to the Betterment and Publicity Board in the usual way.

**BENEFIT BY YOUR IDEAS**

The following awards were made during September for adopted suggestions:—

Total Amount ...£151.  
Highest Award ... £40.

Some people grow under responsibility—others merely swell.

One of the greatest evidences of self-control is the power to forget.

One way of judging the wheels in a man's head is by the spokes in his mouth.

The minute you get the idea you're indispensable, you aren't.

Efficiency is focussing common sense on the possibilities of each situation.



**ALCOCK'S  
HOME  
BILLIARD  
TABLES.**

**PAY as You PLAY!**

Alcock's Bijou Junior Billiard Tables (lift on), perfectly made, absolute accuracy, fitted with Slate bed, fast running Cushions, brass adjusting Toes to level table, with accessories.

**Deposit. 17/6; balance, 3/- per week.**

Write for Art Catalogue V.R. for further particulars and prices.

**ALCOCK & CO. Pty. Ltd.,  
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**SPRINGVALE FARM, WINTON NORTH, VIC.**

Albury Express and train stops at Winton. Close to Mokean Ranges—faces the Winton Lake—Bird life wonderful. Beautiful mountain views—First class meals—Spacious grounds—Tennis Courts—Hacks and conveyances—All farm produce—Piano—Golf—Orchard—Spring water—Walks and drives—Hot and cold baths—Large log fires—Excellent shooting—Beautiful wild flowers. Visitors met Winton Station. Children taken.

Tariff from 40/- weekly 8/- daily. Apply to Proprietors.

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FOR YOUR  
HOLIDAYS!**

A FEW shillings a week paid regularly into a Special Holiday Account at the State Savings Bank (on which 4 per cent. interest is allowed) will ensure a delightful week or fortnight at a mountain, bush, lake, or seaside resort.

**Start Now!**

And solve the "Can-I-afford-it?" problem in advance

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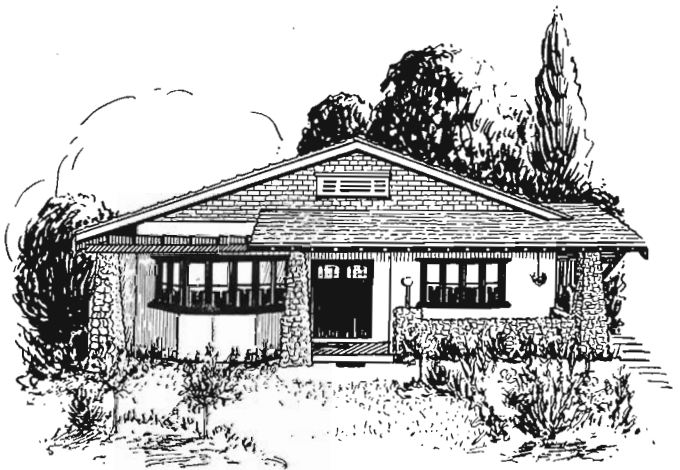
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# The Victorian Railways Magazine

Issued under the auspices of the Victorian Railways Commissioners

Vol. 4.—No. 11

MELBOURNE, NOVEMBER, 1927

Published monthly  
Price: SIXPENCE

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

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A copy is issued free to all permanent Victorian railwaymen, including temporary and casual employes with six months' service.

Articles and reports on matters of interest both to employes and the public, short stories and verse, personal paragraphs, 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, Betterment and Publicity Board, Railway Department,

Spencer-street, Melbourne, not later than the 12th of each month. Correspondence relating thereto is carried free over the Victorian Railways.

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For advertising rates application should be made to the Railways Advertising Division, Saving Bank Buildings, corner of Spencer and Collins-streets, Melbourne. Telephone enquiries to Central 6414, or Railways 139.

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## *The New Flier*

— Photo, W. Howieson

*Which brings the Western District one and a half hours nearer Melbourne, snapped after leaving Spencer-street on its first trip. (See article on page ten)*





## THE SUMMER TOURIST SEASON OPENS

**S**ELDOM has a tourist season opened so promisingly as the present one, which began officially on October 1; never has a season been able to offer the tourist so much that he can accept with confidence.

\* \* \*

**A**LL over the State, Progress and Tourist Associations are waking up to the essential fact that the holiday visitor demands, with perfect right—because he is willing to pay for it—the best that travelling facilities, accommodation, convenience and service can offer. As results, hotel and boarding-houses, which have long allowed the tourist to scratch for himself for other than moderately comfortable bed and passable palatable board, are renovating themselves, and are giving better service. Golf courses and tennis courts have been laid out, and facilities for short trips to beauty spots are being improved and cheapened. Gone is the old idea that the tourist is a sheep to be unscrupulously shorn.

\* \* \*

**T**HE Tourist Bureau, this season, has left nothing to chance to secure the holidaymaker's travelling comfort, and railwaymen are ready with their customary courtesy and tact to speed him to mountain, bush, lake and seaside. No fewer than twenty-five specially-escorted tours to Mt. Buffalo National Park, the Grampians, Canberra, the Gippsland Lakes, Buchan Caves and even to Adelaide have been arranged to take place between November 1 and June 30.

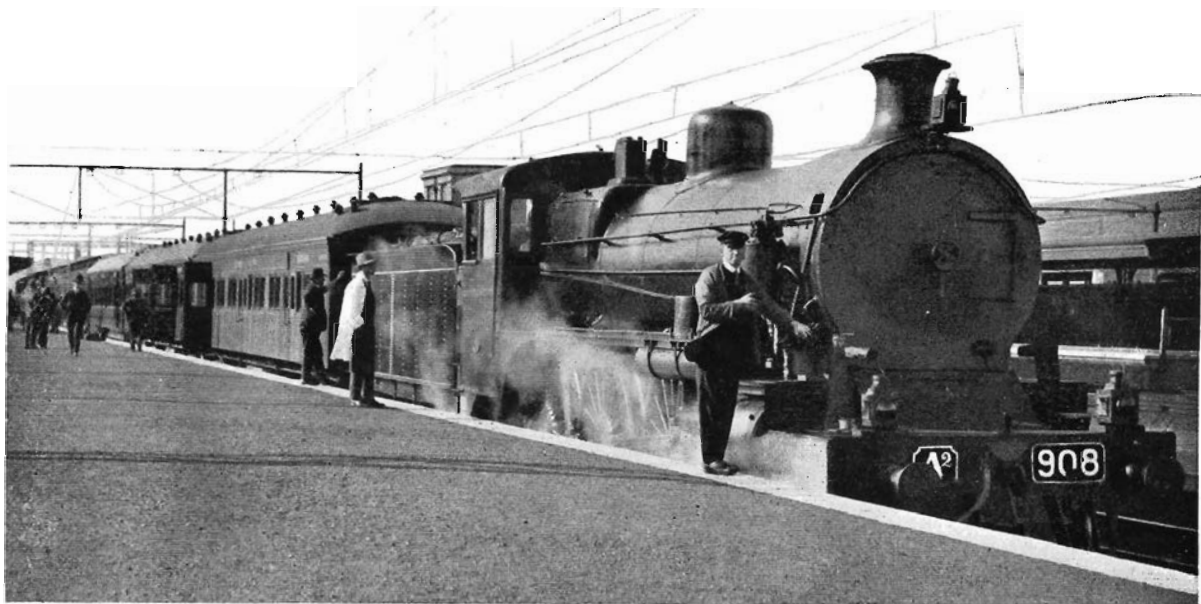
\* \* \*

**I**T remains for holidaymakers themselves to do their part. They have ample inducement.

◊ ◊ The ◊ ◊

# FLIER FLIES FURTHER

By HUGH RICHARDS



*The Flier, which now leaves the Spencer-street new country platform at 8.20 a.m., each day, brings the Western District one and a half hours nearer Melbourne. It runs express to Geelong in a shade over the hour, thence to Camperdown, after stopping only at Colac, and finally on to Warrnambool and Port Fairy. It covers the whole journey in 6 hours 34 minutes. The photograph shows the Flier about to leave on its first run, on October 17.*

**T**HERE was no little, terrible-eyed Corsican at the top of the table. There were no uniformed, be-medalled and epauletted marshals around the table. There were no fervid exclamations of "Vive l'empereur!" and the like. There were no tense speculations on the influence of an Italian campaign. There was no dramatic stabbing of a war map of Europe with an excited forefinger.

Instead—

But substitute a railway timetable for the war map, eliminate international speculations in favor of discussion on "that early morning mixed" and "that up spark from Willy," put a few railwaymen in the places of Massena, Junot and Ney, dominate the whole lot by Chief Time Tables Officer Cooke instead of Napoleon—make those several alterations, and the glimpse of the French Emperor planning an offensive fades and

**F**ED on speed, the Geelong Flier's appetite has increased. It has chafed at the shortness of its swoop to Geelong. But now its wings have more scope. It sweeps through Geelong and soars further along the line to Camperdown, and ultimately to Port Fairy.

changes into a picture of the railway timetable men fitting in the new schedule of the Flier.

Clearly the same elements exist in both pictures. Each group had a very definite object in view. Each had any amount of obstacles to surmount, and any amount of problems to solve. And each had the benefit of the best talent available.

Of course, one group thought in terms of battles and the other in miles

per hour. But, after all, the supreme ruling instinct was the same in both cases. Didn't Napoleon say that the three things necessary to wage war were—firstly, money; secondly, money; and thirdly, money. And doesn't every timetable framer wear pasted in his hat the slogan "Miles mean money"?

Mind, though, there was one very noticeable difference. History doesn't record that Napoleon's plans were ever hampered by the running of 33 electric trains.

### What Was Involved

And that was the first nut the rail experts had to crack—or should it be the first 33 nuts? Reared in a hard school, the timetable man displays an unfurried exterior when confronted with the unexpected. But the eyebrows of the most nonchalant were raised at the discovery that, to run the

Flier to its proposed new schedule from Spencer-street instead of Flinders-street, as many as 33 separate and distinct electric trains would be affected. In some cases, only a matter of 60 seconds was involved; in others, it was a question of dealing with two trains approaching a junction station together.

Like a Jig-Saw Puzzle

Broader issues still were raised, more complicated tangles evolved. The schedule of this single train extension in south-western Victoria reacted on rail traffic as far north as Korong Vale and Swan Hill. One timetable that promised well was reluctantly dismissed because it prejudiced the Bendigo service from Melbourne. Another move that promised more than well had to be shown the door because it inconsiderately brought three trains together at the same one-platform station.

Goods trains galore clamoured for consideration also. The schedules of

no less than 23 main line freight trains were altered. And when the goods and mixed caravans on the branch lines were studied, and their times analysed and amended, the pen-and-ink scratches on the timetable drafts began to get a little involved and even a trifle obscure.

Ballarat Benefits

Under the fierce glare of concentration, however, difficulties melted away like the snows of yester-year. Finally the situation was clarified to such an extent that it was found possible to let Ballarat and even Donald share in the benefits of the improved Port Fairy service. District times were altered, schedules improved, and carriage make-up rearranged so that the afternoon trains reached Geelong in time to connect with the Flier.

As a natural consequence, this multiplicity of blessings accumulated a multiplicity of engines in the neighbourhood of Geelong, one converging

hot on the heels or buffers of another. The problem of working all the engines clear in the limited time and space available was not a simple one. Here the work of the district officers, who, all through the piece, co-operated with a will, was most felt. Local adjustments were made. Times were recast once again. Every piece of the jigsaw puzzle fitted into place.

And so, on October 17th, at 8.20 a.m., the new Flier slipped away from the long country platform at Spencer-street, and south-western Victoria automatically slipped an hour and a half nearer Melbourne. Camperdown strode on to Birregurra, Colac hustled forward as far as Moriac, Warrnambool caught up with Camperdown, and Port Fairy jumped into Warrnambool's old pre-Flier position.

Actually, therefore, Port Fairy sprang 20 miles towards Melbourne, Colac 35 miles, Camperdown 40 miles, and Warrnambool 43 miles. From Melbourne to Warrnambool the Flier maintains an average speed of 32.66 miles an hour. As far as Camperdown, it registers 36.97 miles per hour. The speed of the Sydney Limited is only a fraction over two miles an hour faster than the Flier's sprint to Camperdown.

Another Symbol of Service

Roadside stations through which the Flier dashes unchecked will continue to be served by the more sedate 6.30 a.m. Compared with the running of the earlier train, the speedier vehicle saves nearly two hours on the complete journey. It clips an hour and a half off the Melbourne-Colac section, cheats the clock of one hour and 41 minutes between Melbourne and Camperdown, and wins by close on an hour and three-quarters into Warrnambool. Its spurt to Geelong still occupies only a shade over the hour.

Strikingly, therefore, the new Flier symbolises service—service with a capital S. It marks another very definite advance in Victorian train running. Back along the years, becoming more and more remote in spirit as well as time, is that first train of Victoria's—of Australia's—that fussy little engine and its three dogboxes which puffed its way slowly from Flinders-street to Sandridge on September 12th, 1854.

And, to switch back abruptly to our historical parallel: while the rail timetable men might conceivably have muddled Austerlitz, could Napoleon have scheduled the Geelong Flier through to Port Fairy?

A man's success in life depends to a great extent upon his attitude towards his job. If he say, "I am only a cog in the wheel," he is quite right. A cog he will remain.



Some idea of the work entailed in fitting in the new schedule of the Flier is shown by the alterations which were made on this time sheet—one of about 50

# One of Nature's ~ ~ ~

By LEO. BREARLEY

## Conjuring Tricks

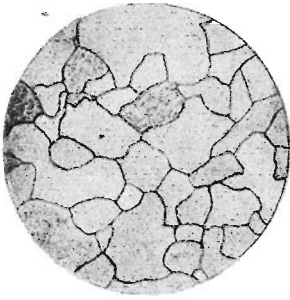


Fig. 1.

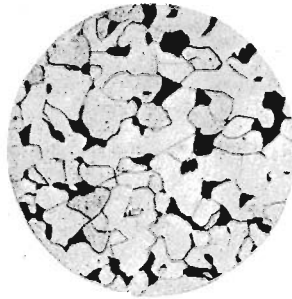


Fig. 2.

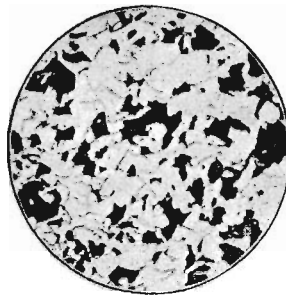


Fig. 3.

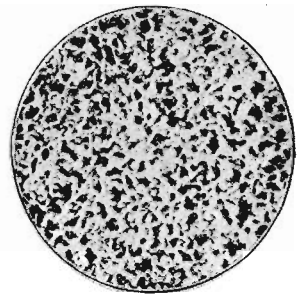


Fig. 4.

WE are all of us interested in the behaviour of steel. Most of us have a good deal to do with it, in fact without it there could hardly be any railways. We all know that steel has some peculiar ways of its own; we know also that there are many different kinds of steel: mild steel, which allows itself to be bent and twisted without fracture; tool steel, which can be made hard enough to sever its softer brother; spring steel, which is not hard and brittle like tool steel, or soft and ductile like mild steel, but, when properly tested, is springy and whippy.

We know also that the features of steel can be changed, that is to say, that tool steel can be either soft enough to be sawn and filed, or can be made so hard as to scratch glass. All these vagaries are capable of explanation. Let us see if we can find the explanation without entangling ourselves too deeply in strange words and abstruse theories.

### Steel Crystals

There are, of course, certain things that we know. We know for instance, that steel is fundamentally iron which contains various amounts of carbon. We know that the more carbon it contains the harder it becomes; that if it contain no carbon at all, we refer to it as iron; and we know that both iron and very mild steel are not capable of being hardened by ordinary methods.

We know, also, that steel is a crystalline substance; but of course, as the crystals have grown at a fairly rapid rate, each pushing hard up against his neighbors, they have not been able to develop their perfect crystalline form, each having been more or less deformed by the growth of his neighbors. We

**H**OW the introduction of carbon) a normally soft material) into iron, a soft metal, converts the latter into hard steel which can be made hard enough to scratch glass, is lucidly explained in this article by Mr. Brearley, Victorian Railways Engineer of Tests.

know that the size of the crystals in well worked steel is small, but that if it be overheated the size of the crystals grows so that it becomes very brittle, and we say that it has "crystallised." It is quite usual to ascribe this coarse crystalline structure to vibration or friction, which is a very convenient way of giving bad workmanship the appearance of misfortune. Actually, of course, heat, and nothing else, will cause the size of the crystals to grow.

Now let us look closer into the constitution of steel. Let us see how far the microscope can help us in our search. The microscope is really nothing to be afraid of if properly approached. First, let us take a piece of pure iron, polish it, etch it lightly to enable us to distinguish its constituents, and then examine it under the microscope. What we see is shown in fig. 1. The spidery lines are the boundaries of the crystals. We see that they are all alike, and that the iron is just iron and nothing else. Now let us take a piece of steel containing just a little carbon, a very mild steel, and examine it in the same way. Fig. 2 shows what we shall see on a steel containing one part of carbon per thousand; it will be noted that while

most of the crystals are white, quite a few of them are black.

If we take a piece of axle steel containing three parts of carbon per thousand and examine that in the same way, we see something like fig. 3. It will at once be noticed that there are more of the black crystals than there were in fig. 2.

Now let us take a piece of spring steel which contains still more carbon—five parts per thousand—and examine it. We see something like fig. 4, in which will be seen the black crystals (the proper name of which is pearlite) which are still more numerous; in fact they are more numerous than the white crystals (the proper name of which is ferrite).

It begins to look as if the black crystals (pearlite) had something to do with the amount of carbon which is in the steel. We won't, of course, be so rash as to say that the black crystals are the carbon; that would be jumping to conclusions.

Let us go a step farther and examine a piece of tyre steel containing seven parts of carbon per thousand (fig. 5). Here we see that the white crystals (ferrite) are in a very decided minority.

### What Pearlite is

Now let us take a piece of chisel steel (fig. 6). Here we see that there are no longer any white crystals in the steel at all. It is composed entirely of black crystals, so that we may say that the black crystals are chisel steel, and that the earlier steels that we examined consisted of mixed crystals of iron and chisel steel, which would, of course, account for their behaviour.

Suppose now we make our microscope more powerful and examine these interesting black crystals in

greater detail. We find that they are really not black at all, but have the appearance shown in fig. 7. They are alternate bands of black and white. The white bands are pure iron, the black bands are carbide of iron, which is the form in which carbon always exists in steel.

This banded structure causes the crystals to present a pearl-like appearance; hence their name.

Now, having got so far, let us see if we can find some explanation of the way steel behaves when it is heated. We know, of course, that if we take a piece of steel containing an appreciable amount of carbon, such as spring steel or tool steel, heat it to a bright red, and quench it in water, it becomes much harder. We know that if we heat it again and do not quench it, we find that it has become soft again. We know that we can make it hard or soft at will.

We know, if we make careful temperature measurements, that there is a definite temperature above which steel will harden, and below which it will not harden. Something is evidently happening at this temperature. Let us get back to the microscope.

**From 720° to 850°**

Suppose now we take a piece of axle steel which we know will harden considerably when quenched from about 850° Centigrade, which is a bright red heat. If we are to observe what is happening we must start below that temperature in order to discover all that occurs. Let us take this piece and quench it from, say, 720° C. We find that it is still soft, and when we examine it under the microscope we find that no change has occurred, neither do we find any change when we quench a similar piece from 740° C., but a piece quenched from 750° C. shows that something has happened. The black crystals are not so dark as they were, and if we examine them at greater magnification, we find that they are no longer laminated. The laminae have diffused into each other, the pearlite has been transformed to a new constituent called martensite. We find also, that our piece of axle steel is considerably harder.

Now let us quench a further piece of the same steel from 780° C. We find that the crystals which were black (now martensite) are beginning to spread and absorb the white crystals (ferrite). Now let us quench further pieces of the same steel, increasing the temperature 5° C. steps. We find that, as the temperature rises, more of the ferrite is absorbed by the martensite, and finally if we quench a piece of the same steel from 850° C. we find that the whole of the ferrite has disappeared, and that the steel is still harder than it was when quenched from 750° C. If we quench pieces from higher temperatures, we find that no

further change occurs to the crystals except in size.

If we heat pieces of axle steel to any of these temperatures, but do not quench, we find on examining them that no change has occurred.

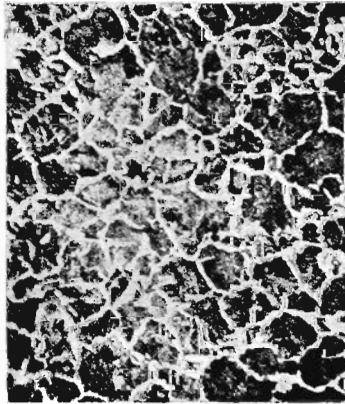


Fig. 5.

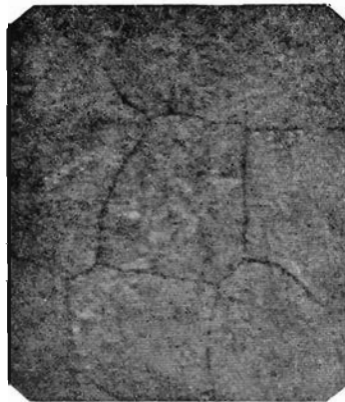


Fig. 6.

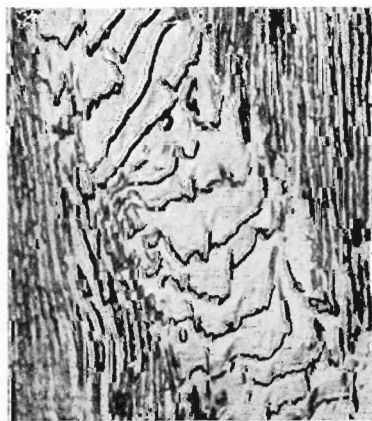


Fig. 7.

From all this we see that when we heat steel there are two things happen: first, the transformation of pearlite into martensite, and secondly the absorption of the surplus ferrite by the martensite as the temperature rises. Axle steel has been used as an example, other steel behaves in a similar manner.

If steel be quenched sufficiently rapidly, it is trapped in the state in which it existed at the high temperature, and is found to be hard. If it be not quenched, it relapses to its former state, and the events which we have just observed occur in reverse order.

That briefly is how it comes about that the presence of a normally soft material like carbon in a soft metal like iron converts it into hard tool steel. Just as the association of a soft white metal (sodium) with a pungent yellow gas (chlorine) results in a white powder which adds zest to the appetite, buoyancy to the ocean. It is one of nature's little conjuring tricks.

**CAUGHT A TARTAR**

When British railways were a novelty the companies rigorously enforced their anti-smoking by-laws, but the Great Western Railway once caught a tartar. The Stationmaster at Didcot removed a passenger from an express train, and handed him over to the police on a charge of smoking to the annoyance of a fellow-traveller. Next day the prisoner was brought before the magistrates, and when asked what he had to say in answer to the charge, he replied, "Gentlemen, the offence with which I am charged took place in the county of Wilts., whereas I am charged in Berkshire. I am a solicitor. I was specially engaged in a case which I shall now miss, and I shall sue the railway company for detaining me. I respectfully hold that you, in this county, have no jurisdiction over what occurred in another county." The solicitor was discharged, and suing the railway company, was awarded £80 damages. The first smoking railway carriage in Great Britain was introduced, by the way, on the Eastern Counties Railway in September, 1846.

"Rather a sharp thunderstorm last night."

"I hadn't noticed; I was talking with my wife all evening."

Conductor: "Is that little boy five years old?"

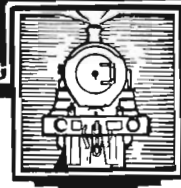
Lady: "No,—he's just four."

"Then you'll have to pay for him. Only children of three and under can travel free."

Daughter: "I hate George, and I'm sending back his ring to him. What should I put on the box?"

Mother: "Glass; handle with care."

# Things we are talking about



**R**AILWAY business, after the usual winter lull, is brisking up again. Wool is coming in to the markets pretty steadily; butter production is creeping up again; and, now the rain has broken the dry spell with its potentially golden showers merchandise is moving more freely. Almost before we realise it the wheat season will be upon us with its freight problems which co-operation and hard work always seem to solve satisfactorily. The Royal Show has come and gone, incidentally, and, so far as can be ascertained, without complaint against the Railways, but with many praises of its transportation feats. Hot upon the heels of the show crowded the racing carnival, Henley and the Melbourne Regatta. And Christmas is coming.

## GETTING BUSY AGAIN

**O**F the 293,129 people who visited the show this year, 180,159 or 61.46 per cent. bought railway tickets. Both these figures were correspondingly lower than those for 1926, when the show attracted 298,225 visitors; the railway chaffeurage 62.6 per cent—186,834 in all. The busiest rail day was naturally the seventh day, Thursday, when 43,882 travellers were carried by electric train—more than 65 per cent. of the entire show crowd. This was an increase of 3,746 over the traffic for the same day the year before. Complete figures for 1927 were: First day, 4,104 (50.24 per cent. of the total attendance); second, 7,744 (56.14 per cent.) third, 23,382 (59.14 per cent.); fourth, 16,940 (61.5 per cent.); fifth, 24,894 (62.41 per cent.); sixth, 31,067 (65.01 per cent.); seventh, 43,882 (65.22 per cent.); eighth, 16,421 (61.27 per cent.); ninth, 11,725 (52.47 per cent.)

## HEAVY SHOW TRAFFIC

**A**S usual, road motor transport took business from the railways and added to street congestion which, also as usual, was not conducive to the greatest travelling comfort. Many people are realising this and are beginning to wonder just what is going to happen when metropolitan streets reach traffic saturation point. Parts of England, by the way, are already in that unenviable stage. A London correspondent, some months ago, wrote that transport problems "are going to be more acute than ever this summer, and the establishment of circuses in London and of arterial by-passes outside London, are proving ineffective remedies against congestion. The scenes on the road last week-end were truly amazing. Every week thousands of new motorists are taking to the roads, and the spell of warmth brought everybody out, with the result that, for long stretches; roads in the country were as congested as Piccadilly. The lovely road from Dorking to Leatherhead on Sunday was simply a double line of vehicles moving forward in jerks, and observers on Box Hill could see the whole line of cars stretching from Dorking to Leatherhead." That, by the way, is a distance of several miles.

## ROAD TRAFFIC PROBLEM

**W**HAT shall we do as summer goes on?" the writer asks. "Motorists are all busy finding pleasant by-roads where they can amble at ease; but London cannot be regained without congestion being encountered at some point. It is astonishing how quickly a hold-up of traffic leads to a block miles behind. The Railway Companies are watching with interest the failure of the roads to carry the traffic; and there seems little doubt that many people will find, this summer, that the rail has an advantage over the car." The same position seems likely to arise in and around Melbourne in the years to come. Already there are signs of it on Cup Days and Show Days and on fine Saturdays and Sundays along the roads to the hills and the Bay beaches.

## ROAD FAILURE

**T**HE ubiquitous magpie has been up to his tricks again. We do not refer to the spectacular, if disconcerting exploits of Canberra's carnivorous "Maggie," but to the bird or birds who on one or two occasions recently succeeded in holding up a string of electric trains. Magpies are nothing if not distinctive in their habits. In the matter of home-building for instance, their designs are usually carried out in bits of wire, nails, hairpins (now much sought after) and metallic flotsam and jetsam, rather than in the conventional dried grass, leaves and twigs. Electric wires are often regarded as desirable residential sites, with the result that short circuiting is not unknown, and this is



*A typical magpie's nest*

precisely what happened in the hold-ups referred to. One of them occurred during the recent Queensland strike, and waiting passengers on at least one suburban station were discovered commiserating with each other on the extension of the trouble to Victoria. At Maggie's door, therefore, although destroyed ultimately by gangers, is laid the additional charge of traducing the reputation of Victorian railwaymen. The typical specimen of a magpie's nest which appears on the previous page, was taken from the roof of Spencer-street station during the building of the new parcels office.

\* \* \*

**C**ORRESPONDENTS in the metropolitan daily press, lately, have been hurling wordy shafts at the railway special ticket checkers, on the score that their activities are quite unnecessary, disconcerting, and sometimes put passengers in the very undignified position of having their names taken. The same objections might be applied with equal force to policemen, tram inspectors and other guardians of public utilities and public rectitude, but nobody ever hears a complaint against them. While, unfortunately, people exist whose community sense, or lack of it, permits them to practise petty dishonesties, the railway "Flying Gang" is a necessity, which in no sense is designed to disturb the serenity or travelling comfort of people with clear consciences and valid tickets. In the overwhelming majority of cases it doesn't; the average man or woman hasn't the slightest objection to producing his or her ticket unless he or she has left the precious periodical in the pocket of another coat or on the dressing table, or has been careless enough to drop a daily ticket on the platform. And then who can blame the checker?

\* \* \*

**T**HAT, however, doesn't apply to the middle-aged respectable lady whom we saw, the other day, at a Caulfield line booking window, buy a second class ticket to town and nonchalantly step into a first class compartment without so much as a glance at any other part of the train. Her probable feelings as she peered through the window at every stop on the way, in case a checker should appear, couldn't, like congested roads, have been conducive to the highest travelling comfort. That, of course, is not the main point; the instance is cited to show the necessity for checking tickets and conserving all-important revenue.

\* \* \*

**N**OW for the other side of the picture. We reproduce a photograph of it on this page, at the same time heartily commending it to the careful notice of those who at times have tried to get something out of the Railways for nothing or at considerably reduced market value, and have been lucky or unlucky enough to have been numbered with the few who escaped the special checkers. The letter which the Department received a week or two back, was unsigned, but it was written by an honest man, and a man, moreover, generous in his honesty.

\* \* \*

**E**VERY week, almost, some fresh evidence comes to light of the growing importance with which the Better Farming Train is regarded by the State's rural community. It has just fallen to the lot of Jack Simpson, a Deniliquin schoolboy to tell farmers just what the train means to them. And through the media of an essay competition promoted by the Deniliquin Chamber of Commerce and the local newspaper he has done it very well. After picturesquely describing the train's enthusiastic welcome at Deniliquin he writes: "Why was the arrival of this train marked with so much enthusiasm by everyone? It was a store of valuable knowledge to the farmers, and, in fact, to all who were

Conscience Money  
Victorian Railways  
Sept 1927

£1-5-0.

About 5 years ago I went to — about 300 miles from Melbourne seeking an opening to make a living but failed to get one and returned.

I travelled 2nd class and I fear my luggage (clothes and bag of implements) was overweight. Perhaps 20 to 30 pounds. I never weighed it so I don't know.

The thought that I may have done the Railways down has troubled me. So I enclose enough to pay carriage on double journey and compound interest.

interested; something of importance could be learned by an inspection of its contents. . . . The purpose of the lectures was to convey to the farmer the benefits derived from years of scientific research work, which he in turn would receive, if he adopted these practices."

\* \* \*

**H**ERE Jack crystallises the raison d'etre of the whole thing. "The origin of these experiments," he says, "was found in the wants of the farming community. Through the astounding results achieved by scientists and farmers it became recognised that, if scientific methods were employed on a larger basis in farming, its results would prove invaluable to the farmer. Accordingly, the Government of Australia and various other farming countries took the matter in hand and established government experimental bodies which soon proved the value of science in farming. Although



Repairer Harris's hut

these bodies were making such favorable progress, the farmer was not reaping the full benefit of their labor. The cause of this lay in the fact that the means of communication between the experimenter and the farmer were very limited, the only means being the medium of magazines and lecturers. Although these means of communication were so limited, they served to keep the farmer and the scientists in touch with each other, until a better method was adopted. This was found in the inauguration of the Better Farming Train . . . . . The great advantage of this scheme was that besides lecturing on better farming the lecturers could demonstrate and say : ' here is the proof of our theory and experiments ' . . . . . By its visits to outback places antiquated ideas will be banished, a link with civilisation will be formed, and the mighty bush with iron rails will be tethered to the world.' Jack's first prize of £2 2s. was obviously well deserved.

\* \* \*

**A**N Australian's home, like an Englishman's, is his castle, even if it happen to be a Railways Department ten by eight portable hut. And when the said hut is surrounded by neat vegetable and flower beds, carefully made paths and whitewashed fences and stones, it can take a good deal of beating. Such a hut, at Woomelang, took the eye of Mr. Clapp on a recent tour of inspection and earned the tenant, Supernumerary Repairer S. G. Harris, considerable commendation. Repairer Harris, whose hut is pictured on this page, has certainly shown a point or two to many others with far more opportunity and space to secure house comforts. In spite of his obvious penchant for gardening, by the way, he finds time to study pretty hard at an Institute correspondence course.

\* \* \*

**U**NDER the headings, " Railway Progress, Pride in Service, and Co-operation. Efficiency the Result," the Melbourne *Herald* recently published an appreciative article on the improvement in railway service which during the last five years " marks a record of unparalleled achievement in Victoria." Quoting the Commissioners as having stressed railwaymen's pride

**RAILWAY PROGRESS**

of service and his good relations with the public as a prominent feature of railway working, the article goes on to enumerate other features, notably the improved timekeeping of trains, the higher truck mileage of goods trains, the introduction of modern storekeeping methods at Spotswood, the inauguration of the Reso and Better Farming Trains, and the Eat More Fruit Campaign.

" Few," says the *Herald*, " will question the statement that the general body of railwaymen serve the public well and conscientiously. Here and there, men will be found, as in other walks of life, whose mission is to shirk their job and their responsibilities. But they do not go far in the railway service. Criticism is not resented as long as it is fair, and no complaint deserving consideration goes unanswered by the Commissioners."

\* \* \*

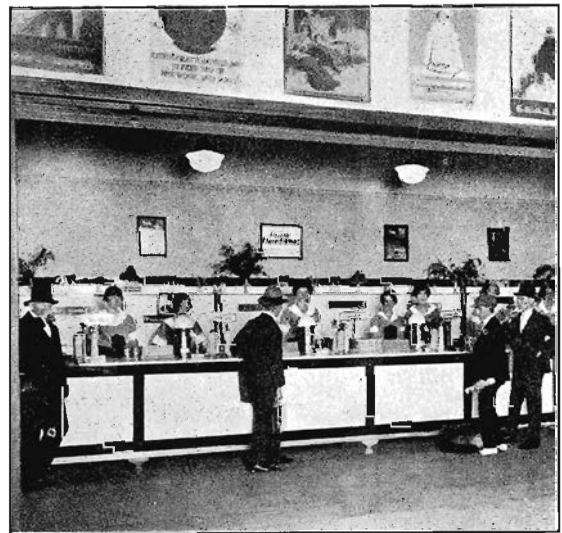
**A** SMART piece of work was reported from Bendigo the other day when hot box trouble was discovered on one of the cars of the Great Northern Limited. Despite the fact that the train arrived on time, only 18 minutes were available for detaching the defective car and despatching the train for Echuca. The train examiner promptly advised the staff who worked with a will to get the job through. Unfortunately it was the Monday train, the heaviest for the week, as, besides a big mail, paper and parcels traffic, a number of commercial travellers' samples had to be dealt with. The van work, however, was hustled through, the pilot engine was brought out of the yard, the defaulting car was detached from the van end, the van was returned, the whole train was tested, and the train got away only five minutes late.

\* \* \*

**F**LINDERS-STREET'S fruit juice drink stall is, of course, an institution. And Princes Bridge has had its citrus bar for six weeks and more. Now, Spencer-street has come in out of the cold—and has joined the ranks of the stations that serve fresh

**ANOTHER FRUIT DRINK STALL**

extract of the orange and lemon to the thirsty traveller. Its bar is on the station concourse beside the Information Bureau, at the rear of the new parcels offices. As clean and attractive looking as its two elder brothers, the white counter boasts ten juice extractors and a similar number of equally attractive girls. The first customer had his drink on the morning of Monday, October 17, and his example was followed by 796 others—a promising beginning, considering that only eight of the 10 machines were in active commission. And with King Sol bidding fair to create new perspiration records this summer, that figure should look small before the season is over.



A corner of Spencer-street's new fruit drink stall



# Seen at Spencer-street

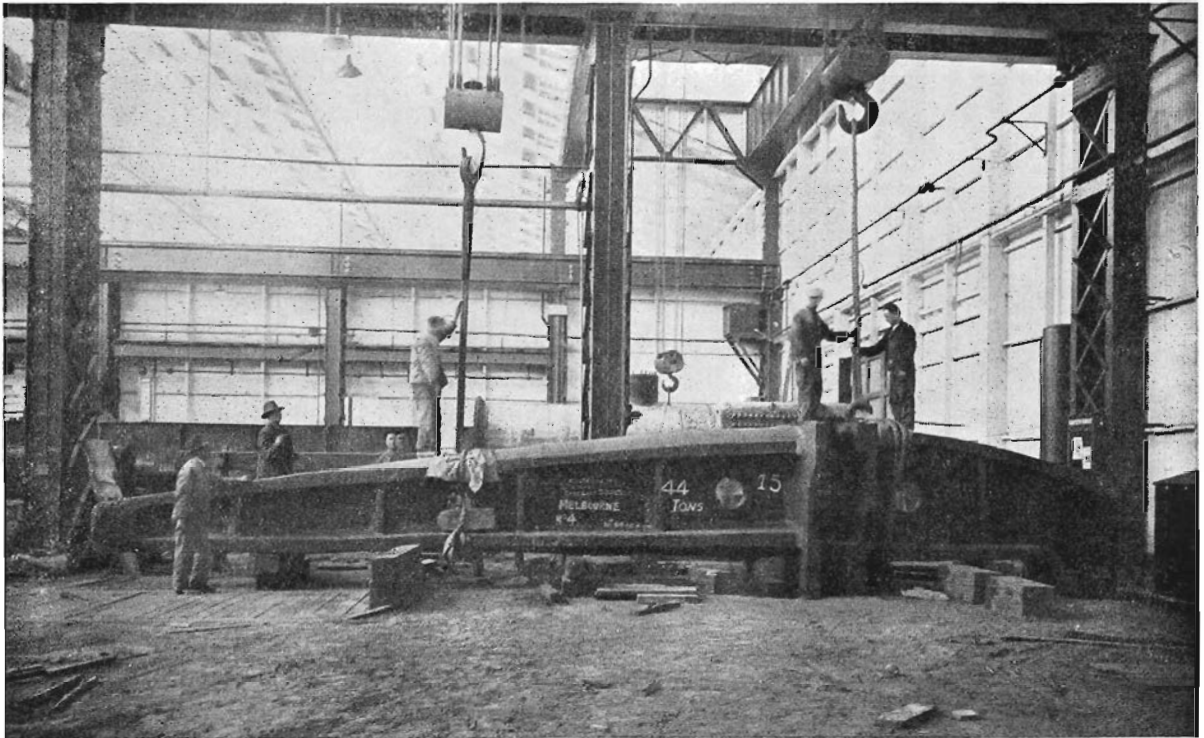
Prominent passengers  
of the month



1. Sir Henry and Lady Cowan with Miss Jean Cowan. Sir Henry, who is M.P. for Islington, London has interests in Australian industries. Lady Cowan founded the Empire Shopping Week movement.
2. The Governor of Victoria, His Excellency Lord Somers.
3. Joseph Hislop, the celebrated tenor, and his wife.
4. The Minister for Customs, Mr. H. E. Pratten.
5. Sir Lennon Raws, who, with his wife and daughter, recently returned from England.
6. The Premier of South Australia, Mr. Butler.
7. Sir Neville and Lady Howse.
8. Rev. R. Isherwood, Precentor of St. Paul's Cathedral, with Mrs. Isherwood, on their return from England. Archbishop Lees, who met them, is on the extreme right.

# Equipping Newport's New Boiler Shop

By **NORMAN C. HARRIS,**  
B.Sc. (Mech., Eng.) M.Sc.,  
Assistant Chief Mechanical Engineer  
Victorian Railways



*Getting ready to place a casting of the new gap-rivetter in position*

**P**RELIMINARY plans for the new boiler shop at Newport, prepared before the war, provided for a building of four bays, each 66 feet wide and about 400 feet long. In the revision of these plans about three years ago, it was endeavoured to arrange for a satisfactory lay-out of equipment and the cycle of operations in the manufacture and repair of boilers by increasing the length of the shop and reducing the number of bays.

An excessive number of bays involves more overhead cranes than necessary, and, what is still more extravagant, necessitates handling material to an undue extent from one bay to another without satisfactory assistance from cranes. On the other hand, a very long shop requires a number of cranes in each bay, and as these cannot pass each other, it is essential that the floor space be very carefully allocated, or conflicting movements of heavy material may cause great expense and interfere with the work of the shop.

After several alternative lay-outs had

**I**N the earlier part of this year the building of Newport's new boiler shop—the biggest job there since the inception of the Railway Workshops—was completed. The work was described in the April issue of the V.R. Magazine.

Now, its equipment—including a huge 100-ton gap rivetter which, in less than a fortnight after the arrival of the first of its component parts, was hard at work rivetting the barrel of the boiler for the Department's new Pacific engine—has been completed, and, in this article, Mr. Harris tells the story of it.

"The Department has now, in full operation," he says, "one of the finest locomotive boiler shops in the world."

been prepared, an arrangement was adopted, having two 66 ft. bays, each 794 feet long. Another short bay 66 ft. by 265 ft. was added to enable boiler tubes to be repaired in close proximity to the boiler shop.

This layout provides for raw material being stored close to the shop, on the east side. At the south-east end of the shop are the large hydraulic presses with their plate furnaces, in one bay, and the boilermiths with their power hammers in the other.

In the centre of the east bay are all machines required for working large heavy plates—the guillotine, bending and levelling rolls, bending press and radial drills. Opposite, in the west bay, are the light machines for manufacturing such parts as firebox and crown stays. Here also are the tool store, template store and marking off area.

The remainder of the floor space is utilised for boiler and tender construction, and for boiler repairs. At the extreme northern end a tower extends

across the two bays to house the high 30-ton cranes, from which boilers are suspended vertically for rivetting the barrels.

One of the main bays is served by one 35 and two 15-ton electric travelling cranes, and the other by one of 35 tons and one of 15 tons capacity. These cranes travel at 250 feet per minute on runways 27 feet above floor level, enabling any boiler likely to be used in Victoria to be lifted over a similar boiler.

The oil furnaces have proved very satisfactory in quickly and uniformly heating to any desired temperature the largest boiler plates. The oil system includes two 3,800 gallon underground tanks, and 650 feet of piping through which the oil is constantly kept moving. Oil is also used for firing a stationary boiler for the supply of hot water for boiler testing, and for the men's tea.

Whilst oil is itself expensive compared with coal, the absolute simplicity of handling, and the ease with which a furnace can be uniformly heated to any desired temperature, makes it an economical fuel. In addition, the new oil furnaces are found to give greater output than coal fired ones in the old boiler shop.

#### Half a Mile of Piping

Hydraulic power for rivetters presses, etc., is distributed through nearly half a mile of piping with 50 connections. The system is divided into six sections, and a fault in any section may readily be isolated without the system as a whole being interfered with. The whole of this piping and connections were installed in two weeks by four fitters with their assistants. Large hydraulic accumulators are installed at each end of the building to maintain a steady pressure and help supply peak requirements.

The compressed air reticulation consists of 1,800 feet of piping with 70 connections for pneumatic tools. This system is supplied by an electrically driven Bellis and Morcom air compressor delivering about 2,500 feet of free air per minute at 100 lbs. pressure.

In order to keep pace with modern developments in the art of welding, equipment is installed for delivering both oxygen and acetylene at twenty points through 660 feet of piping. This will make it possible to discontinue the use of portable generating plants, and correct pressures of both gases can be more readily ensured.

For simplicity of maintenance, all these pipe systems are carried across the shop in troughing below floor level, branches being carried overhead along each row of columns. Distinctive colours are used for distinguishing the various pipe systems.

An interesting innovation which has

not been seen before, is the provision for testing boilers in the shop without creating a smoke nuisance. The boiler is placed on fixed jigs on the shop floor, and the front of the smoke box blanked by a steel cowl which is connected to an underground flue. This scheme has proved quite effective, and not only saves much labor compared with former practice, but the time required for boiler test is considerably reduced.

Lack of space prevents more than a passing mention of individual machines.

There is a guillotine with a blade 10 feet long, capable of shearing boiler plate over an inch thick. There is a combined Levelling and Bending Rolls to handle boiler plate 7 inches thick and up to 10 ft. 6 in. wide. This machine will flatten plates which become bent or twisted in shipment, and then bend

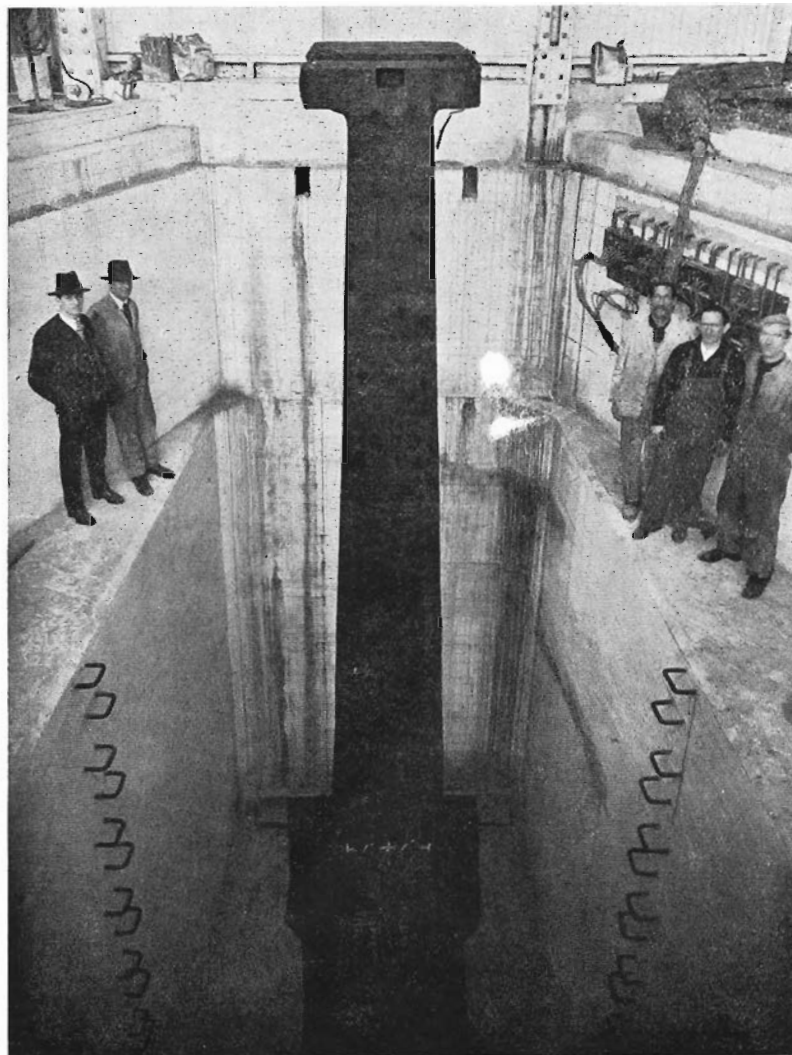
them to form barrels of boilers.

There is a new 350-ton bending press with a 14 ft. 6 in. opening, for pressing firebox and wrapper plates more efficiently than is possible by any other means.

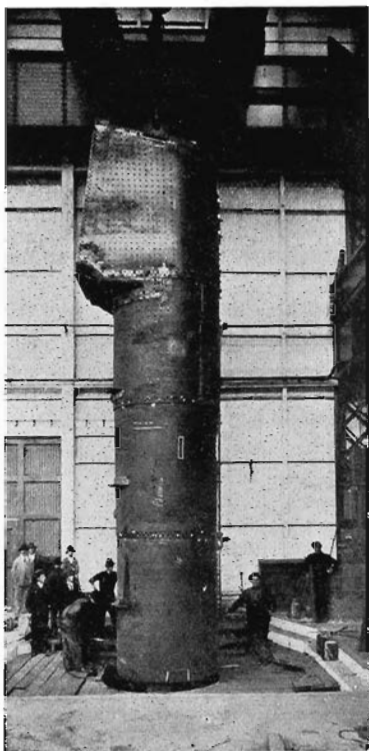
There is a new gap-rivetter weighing about 100 tons, for closing the rivets in the barrel of the longest boiler we are ever likely to want. The length of gap is 26 feet, and adjustable pressures up to 125 tons are obtainable at the rivetting snaps.

Then there are our old 300 and 150 ton hydraulic flanging presses, and space has been reserved in the floor for installing a still larger press of 600 to 1,000 tons capacity for flanging and dishing cold plates.

In the boilersmith's department



One of the main castings of the gap-rivetter in position in the pit



*The gap-rivetter at work on the boiler of the new Pacific engine*

there are two electrically driven pneumatic hammers. This type was selected on account of the desirability of not having great lengths of steam piping, or, alternatively, an additional boiler in the shop.

In the tube shop is a new type of rumbler, so arranged that the tubes are cleaned of scale by rotating against each other under water. One of the most unpleasant and noisiest operations in the old shops has thus been shorn of its disagreeableness.

#### Way and Works Co-operation

The approximate location of all major machines having been settled before the shop was built, it was possible to arrange with the Way and Works Branch to prepare foundations, thus gaining the benefit of their organisation and plant for excavation and concrete mixing.

It had been anticipated that the building would be completed in March last, and all new equipment had been ordered so as to arrive early this year to enable the new shop as a whole to function at the earliest possible date. Unfortunately, these plans were entirely upset by the prolonged coal strike of 1926 in Great Britain. The electric cranes, without which only very light

work could be undertaken in the new shop, did not begin to arrive until July, the last being delivered in September.

The arrival of these cranes was taken as zero time for a schedule which had been drawn up in detail, covering not only the erection of the cranes and new equipment, but the transfer from the old shop of heavy machinery in such a way as to involve a minimum of interference with the work in hand.

The following instances are indicative of the excellent manner in which the plan of operations was worked out by the engineering staff, and put into execution by the splendid gang of ten fitters and ten fitters' assistants working under the capable leadership of A. E. (Scotty) Goodyear.

#### Quick Work

A large punching and shearing machine, weighing 25 tons, ceased work in the old shop on Friday afternoon and started work in the new shop the following Monday morning. At that time no overhead cranes had been installed in the new shop, and the transfer was effected without overtime. Advantage was taken of a 300-ton hydraulic press requiring repairs to transfer this machine, the weight of which is 83 tons. The total time from stopping work in the old shop to beginning in the new was 12 days, most of which would have been occupied in repairs.

The guillotine, weighing 27 tons, complete, was at work four days after the parts arrived in packing cases.

The equipment of the old tube shop was moved, one machine at a time, in 4½ days, and the crown stay turret lathe was working in the old shop on Saturday morning, and in the new on the following Monday morning.

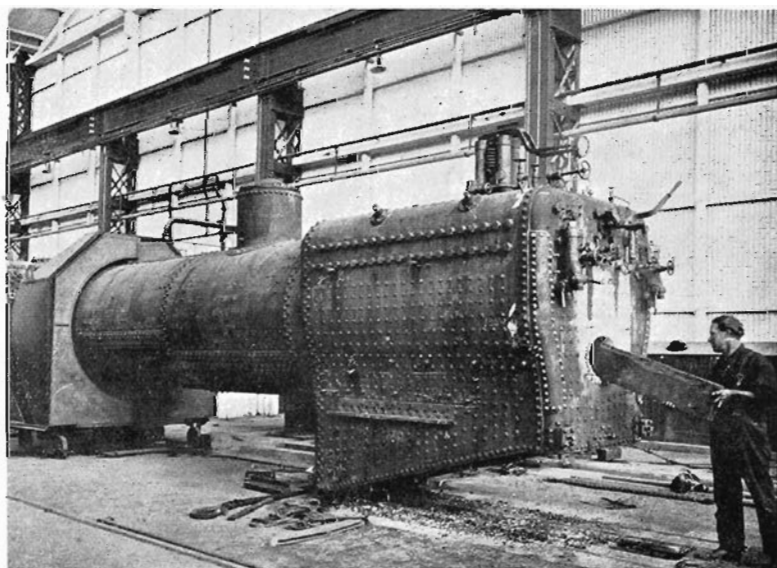
In regard to the cranes, which arrived with all main parts dismantled, several were assembled and erected complete within ten days of delivery. The first crane took 50 minutes to hoist into position by man power, and subsequent ones six or seven minutes by crane. In one period of 24 days, three cranes were unpacked, assembled and erected complete.

#### Gap Rivetter Arrives

The last big machine to arrive was the new gap rivetter of which the two main parts each weighed about 45 tons. This reached the vicinity of the boiler shop on trucks at 9.30 a.m. on a Monday morning, and was unloaded from the trucks by 10.45 a.m. On the same afternoon, by the use for 1½ hours of two shop cranes, the first casting was in position. The second main casting took 40 minutes on the Tuesday morning. The remaining parts did not reach Newport until two days later. Erection of this enormous machine was completed in another four days, and after a lapse of four days more to enable the concrete grouting to set, the machine was hard at work rivetting the barrel of the boiler for the new Pacific locomotive.

In addition to the men who carried out this work so ably, special mention

*(Concluded on page 59)*



*One of the first boilers to be tested in the new Boiler Shop. Note the smoke-box on the far end from which pipes carry away the gases*

# The Birth of Gippsland's Railway

By RICHARD HUGHES



*Warragul Station, nearly half a century ago*

"YOUR demonstration here today in Sale," said Minister for Railways James Woods, impressively "has removed all doubt from my mind as to the wisdom of constructing the Gippsland railway line. The line has not been finished a day too soon—not a day!"

Mr. Woods paused and surveyed the white tables and red faces surrounding him with the challenging air of one inviting and expecting opposition. The hoarse "Hear, hear!" of sturdy old McIntosh, Sale's worthy mayor, was drowned in the burst of hand-clapping from ninety pairs of hand palms.

"I regret," pursued the Minister, complacently acknowledging the applause, "I regret that the Chief Secretary was unable to be present tonight. I regret that the Governor and every member of both Houses is not here. I would have had them share the—er—the astonishment which I felt when I witnessed the large num-

"THE line won't pay for axle-grease!" shouted an excited member of the Victorian Legislative Council three score years ago, when the question of running a railway through the dense Gippsland scrub, as far as Sale, was before the House.

In 1926, the line earned one million and some few additional thousand pounds revenue. This *was* enough to pay for axle-grease.

This year is the eastern railway jubilee, and Warragul, the hub of Gippsland, is arranging a celebration to commemorate the 50th anniversary of the construction of the line which transformed Gippsland from a wilderness to one of the most productive areas in the State—Gippsland's 50th birthday.

ber of residents collected at Sale on the arrival of our special train today. Greeted by the stirring music of your local Highlanders' bagpipes, seeing the waiting crowd of fully five hundred people at the station, learning that some late comers from other parts could not be accommodated in the hotels, and hearing the salute of guns fired by persons whom I have not the pleasure of knowing, I realised for the first time that there was not only urgent need, but vital need—vital, I say!—for this railway which will develop, as no other medium could, the resources of that portion of the state which my good friend and your own distinguished member, Sir Gavan Duffy, has happily termed 'Victoria's new province.'

Hands banged on table and enthusiastic cheers broke out at the mention of Sir Gavan Duffy's name. The baronet modestly concentrated his gaze on the dregs at the bottom of his glass. With a tolerant air, Mr. Woods waited for the applause to subside.

"I must sound one discordant

note." Gloom weighted the Minister's accents. "I refer to the Oakleigh terminus. Oakleigh station stands where it should never have been placed. Never. The station is not approachable. No one who has seen the abominable mud sea that masquerades as the Oakleigh station road, will quarrel with my emphatic assertion that it is an insult—yes, an insult—to the people of Gippsland for the railway line to finish at that point. The Railways Department cannot spend its money on work outside its own fences, and it is not likely that the local body will construct roads for the benefit of the railway. Decidedly, Oakleigh will not do!

"This brings me to another point." Mr. Woods tapped his left palm with

secret." Mr. Woods lowered his voice effectively. His listeners leaned forward eagerly. "The daily papers have made guesses on the subject recently. Very close guesses, too. Now I am going to tell you facts. It has been said that I intend to construct a line from Oakleigh to Prahran or some other convenient place, without the authority of the Legislative Council. Actually, I have been methodically collecting all the information I could lay hands on, in order to ascertain the cost of bringing the line a little nearer Melbourne, and of terminating it on a more practicable route."

A clatter of overturned bottles and a violent outburst of cheering greeted this sensational announcement. Oak-

every corner of the State with the capital."

Composedly the Minister for Railways resumed his seat, mopping his brow with his handkerchief and nodding a dignified affirmative to the welcome whisper of the borough councillor opposite. . . . .

That speech was delivered on Friday evening, March 1st, 1878, in the Sale State school room. At eight o'clock that morning, a special train had left Oakleigh with a party of about 300, had stopped at the several wayside stations, had climbed the summit of the Haunted Hills at 20 minutes to 12, and had reached Sale at five minutes past one.

Mr. Woods received his first deputation at Little Moe, where residents made formal request for a station of their own.

Tersely the official minutes record: "Mr. Woods gave a very favourable reply to the request. The number of tracks which converged at the place, and the circumstances that the nearest station was nine miles distant, made him think that the train should stop at Little Moe. He promised to give the matter consideration."

#### Warragul's Metamorphosis

But the good Mr Woods would be at a loss to locate that spot today. Or to recognise any portion of the new line along which he progressed half a century ago. Then the line wound through an avenue walled in on either side by tall timber. Huge trees, close-growing hazel, musk and ferns, and a jungle of sword grass pressed in thickly on each hand, held in check by the long lengths of shining steel. Today, the inhabitants of the cleared, undulating pastoral country are discussing the pressing question of re-afforestation. Where the green, level, naked fields around Warragul now spread, railway engineers once hacked their way through dense scrub and surveyed no less than 120 miles of trial line before eventually selecting the five-mile stretch between Drouin and Warragul.

Although the first through trip between Oakleigh and Sale was not run until 1878, the previous year had witnessed Gippsland's initial rail transport. The contract for the line was let in sections. Noonan Bros. and Messrs. Fishburn and Morton were the contractors. Work was begun simultaneously at each end. The Sale-Morwell section was ready for traffic on June 1st, 1877; the Oakleigh-Bunyip portion on October 8th, 1877; the Morwell-Moe stretch on December 1st, 1877; and the final link between Bunyip and Moe on March 1st, 1878.

Actually, therefore, Gippsland's first

(Continued on page 62)



Warragul station as it appears to-day.

the fingers of his right hand. "And a very important point. Although the amount of rolling stock on this line is larger in proportion to the mileage than on any other stretch of 118 miles in the colony, the isolation from Melbourne renders it quite insufficient in any—ah—case of emergency. If you wish to invite a large number of Melbourne people to visit the district, you can provide no more than one train. On other lines connected with the colony's system and connected with Melbourne, as many as 10 trains can be furnished when required. And, of course, the inconveniences felt in the case of passenger traffic are small compared with what must be felt in the case of goods traffic.

"This, gentlemen, is a serious question. A serious question indeed.

"And now I will let you into a

leigh, perhaps, linked with Melbourne! And in the near future too! The applause lifted the somewhat prosy Mr. Woods to higher flights of oratory.

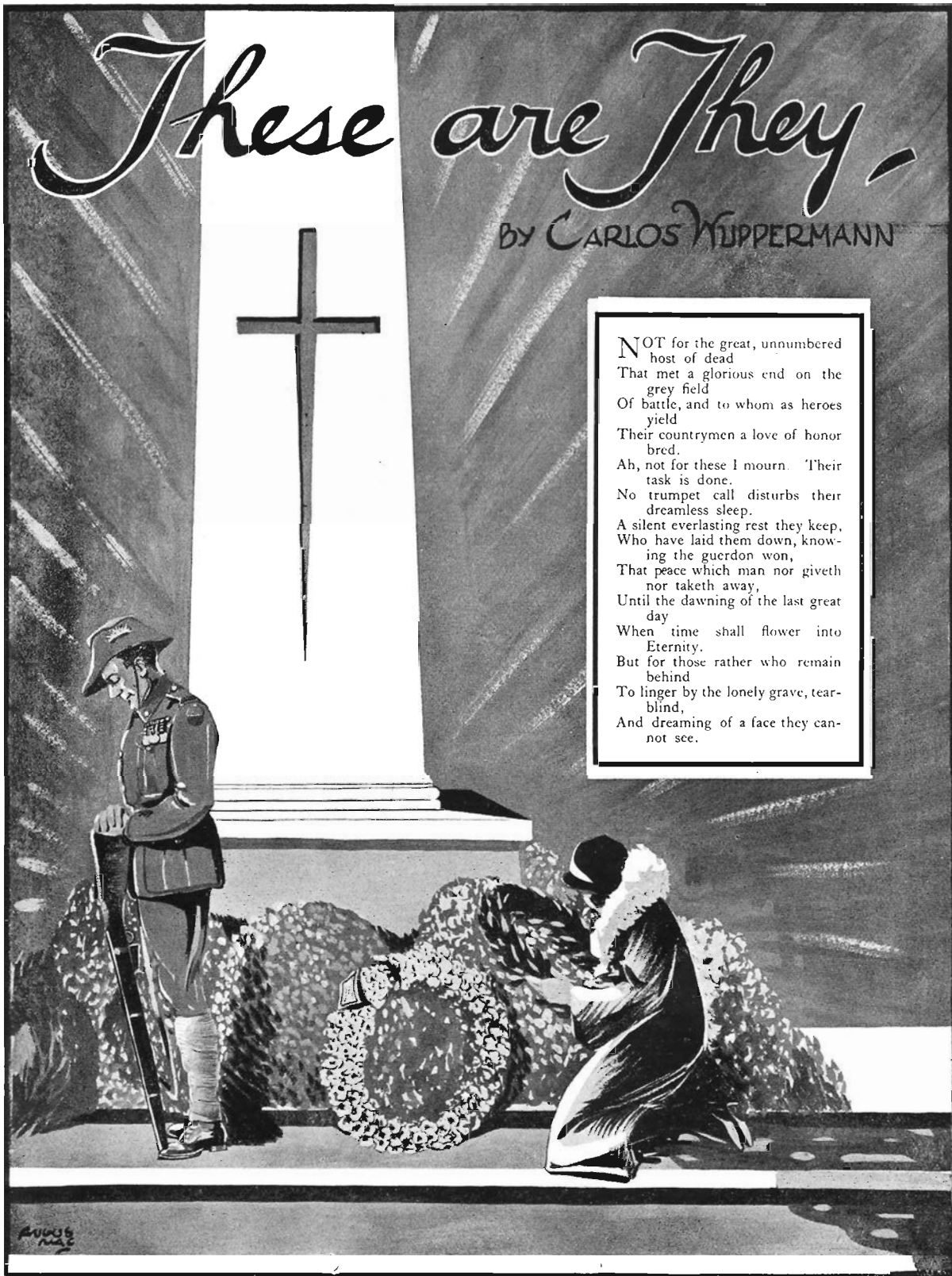
"Your Gippsland railway line," he declaimed with outstretched hand, "will be the centre of a network of rails which must necessarily be constructed for this great and glorious part of the colony. Sale will rival Echuca! From Monday next you will be visited six days a week by a missionary who has done more to bind together people with a common aim than any other missionary—a missionary with a 16 inch cylinder and four coupled wheels.

"And rest assured that it is the object of the Ministry to which I have the honor to belong to place before Parliament such a railway scheme as will satisfy the people and connect

# These are They.

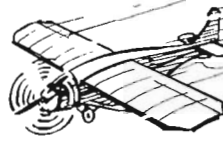
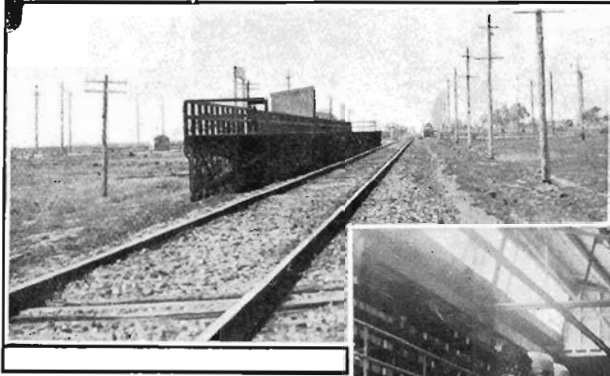
BY CARLOS WUPPERMANN

NOT for the great, unnumbered  
 host of dead  
 That met a glorious end on the  
 grey field  
 Of battle, and to whom as heroes  
 yield  
 Their countrymen a love of honor  
 bred.  
 Ah, not for these I mourn. Their  
 task is done.  
 No trumpet call disturbs their  
 dreamless sleep.  
 A silent everlasting rest they keep.  
 Who have laid them down, know-  
 ing the guerdon won,  
 That peace which man nor giveth  
 nor taketh away,  
 Until the dawning of the last great  
 day  
 When time shall flower into  
 Eternity.  
 But for those rather who remain  
 behind  
 To linger by the lonely grave, tear-  
 blind,  
 And dreaming of a face they can-  
 not see.



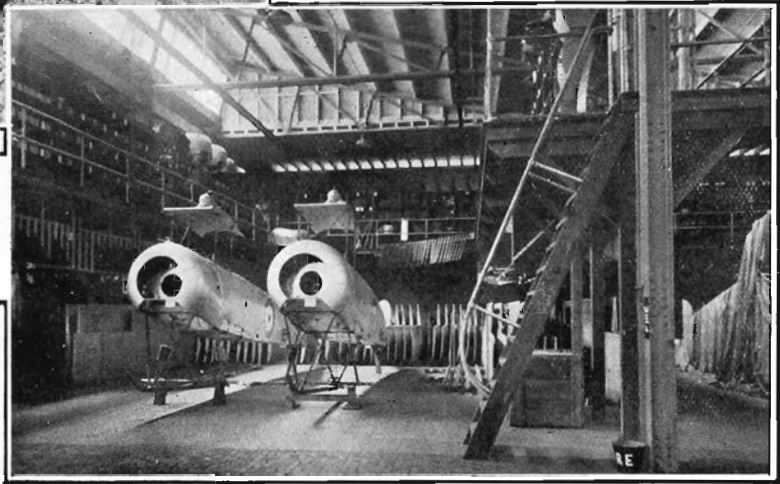
Armistice Day, November 11th

# THE RAILWAY-AIR LINK



By  
**J.D. MICHIE**

TOP : The aviation siding.  
RIGHT : Part of the interior  
of the aviation workshop.



*"Above the smoke and stir of this  
dim spot, which men call earth."  
—Milton.*

AVIATION in Australia, from a good beginning, can look forward to a career equal to that of any country in the world. It looks as if this great continent of open spaces had been reserved for the happy hunting ground of the pilots of the sky—the intrepid voyagers through the ether—on whose skill and daring much will depend in the years to come.

The progress of aviation in Australia has been watched with the keenest interest by everybody. Many have done much to assist the airmen in their enterprise; and it is pleasing to see that so much co-operation and goodwill have marked the inauguration of a service. The Railways have played a very important part in giving aviation a start-off. In Victoria, particularly, is this co-operation well marked.

## 2000 Tons Railed Yearly

Between Laverton station and Werribee, 14 miles from Melbourne, at a point convenient to the Flying School at Point Cook, the aviation railway siding has been established. Each year more than 2,000 tons of inwards and outwards goods, consisting of aeroplanes, aeroplane parts, coal, firewood and other materials are handled

AN unobtrusive although quite important part is being played by the Victorian Railways in the development of aviation in Australia. Fourteen miles from Melbourne, at a point between Laverton and Werribee, where the Commonwealth has established its flying centre, is the railway aviation siding, which handles more than 2000 tons of material a year, and which serves as a station for the hundreds of mechanics who daily journey to and from their homes and the workshops.

at the siding. A passenger train stops each morning to set down the hundreds of mechanics and other workmen who are engaged in the workshops there, another train picking them up at the hour when they cease work in the evening. Thus these operatives are enabled to live at their homes in the metropolis.

Here are the headquarters of aviation for the Commonwealth. New machines and other stores are sent into commission to any district or depot in Australia. Repairs and reconditioning

are also effected, the shops having been constructed on an extensive scale, and so well equipped that aeroplanes and parts can be handled with the utmost ease. By means of overhead travelling cranes the goods can be hoisted from the railway trucks, carried into the big stores building, and deposited where required. Similar conveniences apply to petrol, oil, and all the numerous commodities essential to aviation, all of which can be received and despatched expeditiously by rail.

## A Leaf from Spotswood's Book

These are stored in such a position on the shelves and elsewhere by means of a reference card or number, that the article required can be found at once, and the quantity in stock known at a glance. The system is practically the same as that introduced into Australia by the Railways Department at the Spotswood Stores. The officer in charge of the aviation store and his storeman will tell you that they have taken a leaf out of the Department's book.

The buildings are very extensive, and are still being added to, another large workshop being in course of erection. The shops throughout are splendidly equipped; the portion de-



voted to the erection and trying out of new engines, and the overhaul of those which have been in use, is furnished with fittings that can be employed to test an engine in motion, under similar conditions to those which obtain when it is fixed in position in the plane. Here can be seen the Rolls Royce, which they regard as one of the most dependable of engines, besides other makes, suitable for light or heavy work.

Aeroplanes are also received back for examination and repair. Magnetos and other fittings are assembled and suitably arranged so that members of the Survey Board can conveniently inspect them with a view to determining whether they are worthy of repair.

Flights around Australia, which have been such notable achievements, have been, to a great extent, made possible by reason of the ability of the railways to transport the various accessories, such as oils, fuel and aeroplane duplicates to those parts of the continent where they could be picked up so as to meet all possible emergencies. Co-operation between the officers and men of the aviation staff and the railway authorities, is a firmly established principle.

#### Britain Has Helped

The British government has given many valuable accessories to the aviation school in the shape of motor vehicles, and thousands of aeroplane tools and machines for use in the workshops. Many private citizens, too, have helped in the establishment of the aviation service of the Commonwealth, which will have no small influence on the opening up of the virgin lands of the North and North-West.

A useful auxiliary to the service is the field workshop, which can be moved on wheels from place to place, and which generates its own light and motive power for driving the machines. It is a complete engineering shop in itself.

Registered jobs are handed out to



*Aviation siding temporary workshop.*

each man according to his avocation. With each aeroplane there is a log book in which are recorded all matters bearing upon its performances—the oil and petrol consumed, how long in commission, when sent back for repairs, the date of its recommission, and so on. If a breakdown occur, the aeroplane is brought to the shop and examined by the Survey Board, to ascertain if it be possible to effect repairs; and if not, to decide what shall be done.

#### Man's Achievement

The prospect, before civilised man, since the conquest of the air, is one that fascinates the inquiring mind. For ages man had looked up helplessly into the skies, envying the birds. Leonarda da Vinci had investigated the problem of flying, only to set it aside. In our age the problem still baffled man, although his balloons were able to make a voyage through the lower firmament. Still his ambition to soar through the air with the speed and power of the birds tormented man. In dreams he saw the aeroplane of today crossing the seven seas and the deserts of the continents. And that dream came true with the advent of an American Columbus of the air, who said "It can be done." The world scoffed at him, as the grandees of Spain scoffed at Columbus. But Wright and his brother proved their word, and the world wondered. The result we know. Today man can fly swifter

and soar higher than any bird; he can carry huge weights on slender swift wings that take him far above the clouds, and over the hills and the seven seas.

No tower of Babel, built by man in his efforts to pierce the sky and its mystery, ever rose higher, or gave the world assurance of the power of man, for which no limit can be predicated.

#### OH, WHAT A SWINDLER WAS HE!

*Reprint of a clipping from a Boston newspaper published 61 years ago.*

A man about 46 years of age, giving the name of Joshua Coppersmith, has been arrested in New York for attempting to extort funds from ignorant and superstitious people by exhibiting a device which he says will convey the human voice any distance over metallic wires, so that it will be heard by the listener at the other end. He calls the instrument a "telephone," which is obviously intended to imitate the word "telegraph" and win the confidence of those who know of the success of the latter instrument without understanding the principles on which it is based. Well-informed people know that it is impossible to transmit the human voice over wires as may be done with dots and dashes and signals of the Morse Code, and that, were it possible to do so, the thing would be of no practical value. The authorities who apprehended this criminal are to be congratulated, and it is to be hoped that his punishment will be prompt and fitting, that it may serve as an example to other conscienceless schemers who enrich themselves at the expense of their fellow creatures.

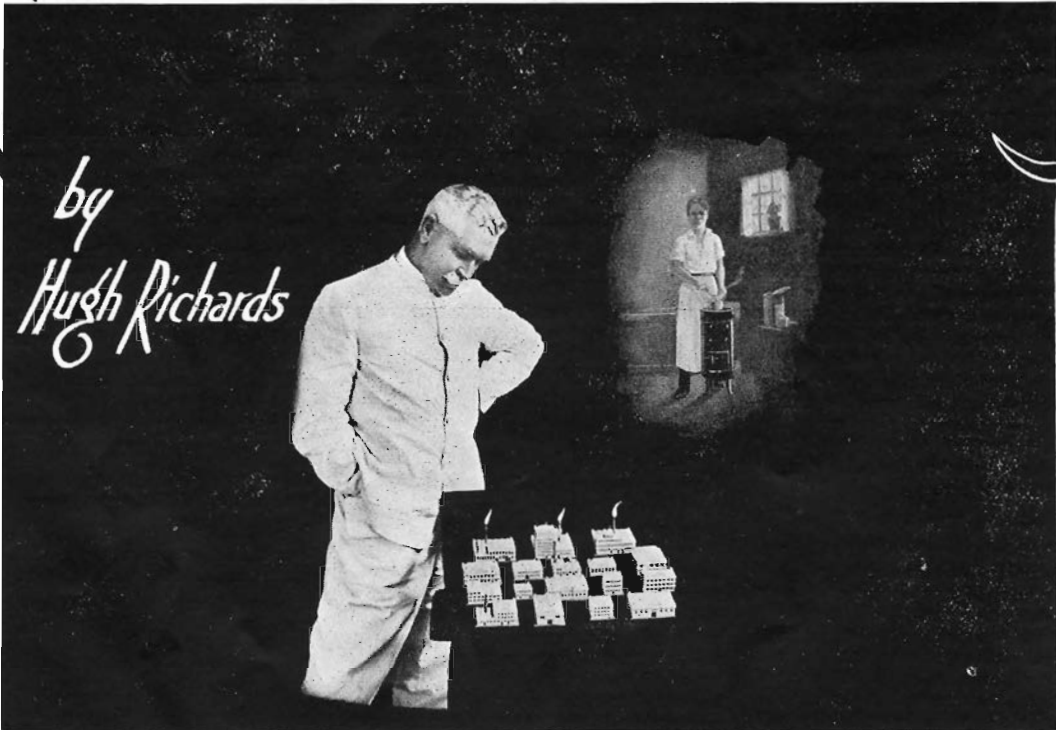
France now claims the record for the fastest train in the world. From Paris to Vierzon, a distance of 127 miles, is an electrified line, the Paris-Orleans, that makes an average speed of more than sixty miles an hour over the entire distance, including the steep grades near Etampes.



*The crane run-way from the aviation store to the siding.*

# MAX~MILLIONS

by  
Hugh Richards



PROBABLY no other business office in Melbourne houses a huge, double-doored wardrobe with full-length mirrors. Probably no other office in Melbourne boasts a photograph of Harry Lauder on one wall and a painting of Napoleon on the other. Probably no other office anywhere contains a millionaire-owner who works in a white uniform and a venerable felt hat mutilated with homemade ventilation holes.

And certainly no other office shelters a more self-reliant, more successful or more remarkable Australian.

The office, of course, belongs to Mr. Macpherson Robertson. And the self-reliant, successful and remarkable Australian is, equally of course, Macpherson Robertson himself.

Self-reliant is putting it rather loosely. Mac. Robertson could give any fictitious hero of Samuel Smiles ten years' start and a beating. Solemn Samuel Smiles, it may be remembered,

**T**WO-AND-A-HALF millions Mac. Robertson was offered for his white city of 18 factories in 1924. He pulled his felt hat tighter on his head and refused the bid for his industry—an industry which had its genesis in a nailcan less than 50 years ago.

Millionaire, and one of Australia's biggest income tax payers and railway customers, Mac. Robertson ranks with the world's Carnegies and Fords and Selfridges and Leverhulmes. Chocolates trickle in millions from his machines; bon bons and sweets are packed in millions into boxes and jars; boxes of confectionery make millions of journeys over the railroad and across the sea to the London market where they compete with the Continent's best.

laid down a few fundamentals for success. He considered that enterprise, shrewdness, foresight and industry were essentials. And he insisted on sobriety. Give all those qualities to a young man who hadn't any money, said Samuel clinchingly, and you had the elements of a successful career.

That's exactly how it was with Mac.

Robertson. The serious minded author of *Self Help* would assuredly have fallen on his neck (Mac. Robertson's neck) had he known Australia's Lolly King. In Mac. Robertson he could have identified every single attribute which he demanded of his ideal young man. And no doubt he would have preened himself complacently while he watched Mac. Robertson climb from obscurity to fame.

There was a noticeable absence of silver spoons about the mouth of young Macpherson when he first glimpsed the light of day—and, a little later, the dark of night—in Victoria in 1861. Luxury and frivolity did not loom very large on his adolescent horizon. He distributed newspapers from three in the morning until half-past seven, and then had an hour with the lathering brush in a barber's saloon. School held him from nine until four in the afternoon, and the barber had him again from six until ten in the evening.

Otherwise he was as free and un-

fettered as the winds of the heavens.

By the time he was 19, Mac. Robertson had tackled successfully biscuit-baking, cork-cutting, blacksmithing and coal shovelling. He had been a printer's devil, and had cut up Swede turnips to feed hungry cows. Deciding that none of these avocations represented his life work, he launched out definitely in the confectionery business in 1880.

His initial plant and equipment—uninsured and uncovered by depreciation—had a market value of ninepence, and was installed in the parental bathroom. It comprised a threepenny pannikin and a battered nailcan worth approximately sixpence. In the pannikin the aspiring confectioner boiled his syrups, and in the nailcan he allowed his furnace to roar.

It was a case of hard work, more hard work, and still more hard work. Gradually the business grew. The bathroom became a factory. The nailcan magnate became a bona-fide employer.

**14,000 Tons of Lollies a Year**

He is a bona-fide employer to-day. Two thousand six hundred and fifty Australians call him boss—electricians, engineers, plumbers, tinsmiths, carpenters, builders, chemists, architects, sawmillers, boxmakers and printers. He pays more than half-a-million pounds in annual wages. His 18 factories with their 30 acres of floorage produce 14,000 tons of chocolate and confectionery yearly—14,000 tons! Eleven hundred different varieties of sweets are made. And they are sweets.

Mac. Robertson is as self-contained as the Victorian Railways. He manufactures all his own machinery. He does all his own printing. He makes



*The poetry of confectionery. The fruit and flowers were made entirely of sugar at Mac. Robertson's factory.*

all his own waxpaper, all his own tin-ware, all his own plain and fancy boxes. Around his sweets—or around some of them—are wrapped 450 tons of waxpaper. Altogether, 2,000 tons of plain and fancy paper are used annually. Maxmints alone take 20,000 miles of waxpaper in a year. More than 2,000 tons of cardboard is used for confectionery boxes annually.

Consequently Mac. Robertson is one of the biggest individual rail customers in the State. Not only from the sweet business does he turn revenue into the departmental coffers. To make his works quite independent he has established subsidiary concerns of which he is the sole or part proprietor. Industrial offshoots like the Maize Pro-

ducts and the Federal Cask Proprietaries at Footscray, and the Federal Timber and the Timber Products Proprietaries at Warburton furnish further substantial quantities of rail freight.

Mac. Robertson himself guides one through the factory with characteristic briskness. He tots up a six miles an hour gait, scales steps two at a time, and generally moves with amazing celerity for a man who is supposed to be 66. The dazed sightseers labour clumsily in the rear, pant heavily on the hustling guide's heels, record colourful but hasty impressions of their surroundings . . . . .

Impressions of lofty, white-painted workrooms, of white benches, of white-clothed girls and men . . . . .

Impressions of trays loaded with chocolates and caramels and confectionery of every kind; of cairns of labelled and tinfoiled boxes, lined with brilliant crimsons and blues and pinks; of heaps of satin and silken finished sweets, tinted with all the hues of the rainbow . . . . .

Impressions of dark cakes of mellow chocolate, of round chocolates, of square chocolates, of oblong chocolates, of diamond-shaped chocolates, of golden wrappers, of sweet Dolly Vardens, of immaculate Beau Brummels, of dainty Lady Gays . . . . . Impressions of huge, ponderous-moving machinery . . . . .

Impressions . . . . . A colossal industry and a flapper's paradise!

**Biggest in Australia**

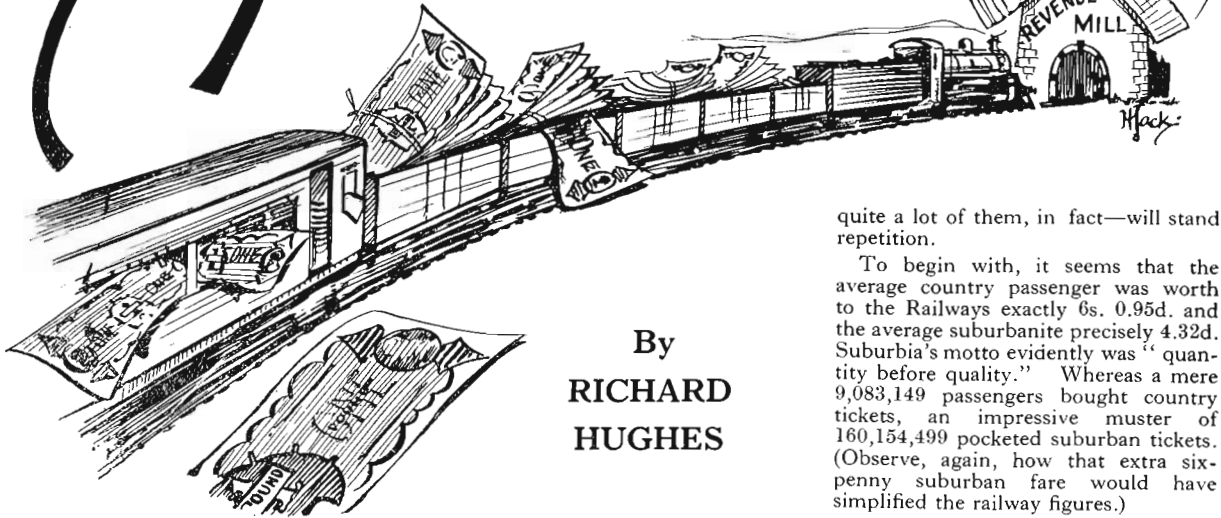
In two strides Mac. Robertson springs up six steps on to a platform and surveys one of his machine rooms.

"That machine there," he says pointing to a slumbering mass of metal on the left, "is the biggest chocolate-making machine in Australia. Probably the biggest in the world." It can



*Making "Max-mints" by the ton.*

# A Year's Grist



By  
**RICHARD  
HUGHES**

**B**OBBIING up for air after a plunge into the ocean of figures in the Victorian Railways last Annual Report brings not so much physical relief as mental disillusion. To emerge pop-eyed from those unplumbed fathoms of statistics, and to sniff in an atmosphere which has less ha'pence about it than the other element had millions, is to appreciate dimly Lucifer's mixed feelings when he was shooed out of Paradise.

For a space you have been immersed in soaring millions. Now, with a jerk, you are back to hum-drum conditions which insist that you ease up on cigarettes for the rest of the week if you want a new tie before pay day. The change from imaginary fortune to prosaic actuality is abrupt—much too abrupt. It would be a pity, all the same, if the revulsion of feeling at the sudden shock induced you to shake off all recollection of your buffeting with the waves in that sea of statistics. Bucketsful of information are really worth recalling.

## One More Passenger

For instance, there was the failure of that solitary, close-fisted passenger to make just one extra trip to, say, St. Kilda and back, during the year. If one more humble sixpence had been added to the Department's credit, the gross revenue would have blossomed forth in round compact millions of pounds, without any odd shillings and

**I**F you dislike figures, avoid this article.

But if you like a few statistics in season, if you have more than a passing interest in the source of last year's railway revenue, if you want to know which Victorian station earned most money, or which station earned least, or whether New South Wales sent more traffic over the border than South Australia, or whether railway passenger business was worth more than goods business—well, then, you needn't avoid this article.

pence. As it was, the total ran awkwardly to £13,760,788 19s. 6d. To this amount, the railway contributed £13,689,965 3s. 7d., and the electric tramway £70,803 15s. 11d. Working expenses totted up to £10,521,032 7s. 9d., leaving a net revenue of £3,239,736 11s. 9d. Interest charges and expenses dragged in a third miserable ninepence at the tail end of £3,287,276.

Briefly, that was the substance of the Annual Report. But around those solid millions lapped figures relating to assets and averages, and mile-ages and tonnages, and costs and maintenance charges, and units and fluctuations, and percentages and all the rest of the abstruse calculations of the modern accountant. Some of them—

quite a lot of them, in fact—will stand repetition.

To begin with, it seems that the average country passenger was worth to the Railways exactly 6s. 0.95d. and the average suburban precisely 4.32d. Suburbia's motto evidently was "quantity before quality." Whereas a mere 9,083,149 passengers bought country tickets, an impressive muster of 160,154,499 pocketed suburban tickets. (Observe, again, how that extra six-penny suburban fare would have simplified the railway figures.)

Each rural traveller was hauled an average distance of 56.91 miles, and each suburbanite 5.99 miles. Country passenger traffic returned, in all £2,760,915; Suburban, £2,880,117.

## Melbourne Yields Biggest Amount

The station which shot the biggest individual amount of cash into the passenger chest was, of course, Melbourne (as represented by Spencer-street, Flinders-street, Tourist Bureau and Princes Bridge). Its country total was £1,238,712; its suburban total, £388,637. Ballarat was runner-up with £79,935. Footscray scrambled into a reasonably close third place, seven thousand behind. Geelong's bookings were £66,290. Then, in a bunch, came Essendon (£56,522), Elsternwick (£54,363) and Sandringham (£53,746).

From goods traffic the respectable income of £5,694,352 15s. 2d. was squeezed. The number of tons was 8,648,488. Every ton that the railway carted earned 13s. 8.87d. Every ton-mile earned 1.72d.

Some surprises appear in the official record of go-getters in the goods traffic. Spencer-street naturally finished first with £1,342,969, but was the only popular fancy to run true to form. Spotswood, an outsider which lasted well, ran into second place with £129,305. The other place was filled by Fyansford, which scraped together £101,944 for 140,321 tons of outwards goods, besides registering an inwards tonnage of nearly 90,000.

These were the only stations to pass the hundred-thousand mark. Footscray (consistency personified) collected £90,058 and Yarraville £82,134. Bendigo (£65,348) just beat Ballarat (£64,358) for sixth place. Geelong had a greater tonnage than Ballarat and Bendigo combined, but the revenue did not reach £56,000. The State Coal Mine pushed in a welcome wad of £57,868.

In the live stock line, the State leaned heavily on the North-Eastern district. Newmarket's motley 14,607 head of outgoing cattle, horses, sheep and pigs paid £47,816 in freight. With this notable exception, the bulk of the stock travelled from the north-east. Wodonga's meed was £84,449 and Tocumwal's £43,697. Cudgewa earned only £17,331 from all sources, but the particular source which furnished an effective orchestra of bleats, grunts, neighs and bellows, provided £13,397 of that total. On the other side of the map was Deniliquin (£22,712) and Bendigo (£15,583).

**£650,000 from Live Stock**

Herded together in a restless, tossing, noisy mob, the year's live stock traffic represented 22,372 head of calves, 36,265 head of horses, 438,327 head of pigs, 479,513 head of cattle, and 8,116,945 head of sheep. It also represented roughly £650,000 in freight.

The two metropolitan stations grabbed most of the parcels revenue, monopolised the business between them, in fact. Spencer-street scooped £184,633 and Flinders-street accumulated £86,408. As usual, Footscray showed the way home to the rest of the suburban stations, the local staff scribbling figures on parcels' waybills to a value of £2,755, compared with Richmond's £2,188, Prahran's £2,172 and Sunshine's £2,062.

Ballarat avenged its defeat in the goods traffic aggregate by scoring £11,901 to the Bendigo total of £7,619. Geelong came next with £6,645, but the rest of the field tailed off into the three-thousands and two-thousands. Warragul and Darnum brought Gippsland into the picture for the first time with £3,796 and £3,652 each. Camperdown raked



One more return ticket to St. Kilda would have made round compact millions in revenue and another complete hundred in suburban passengers

in £3,366. Caldermeade (£2,910), Cranbourne (£2,597), Trafalgar (£2,504), Yarragon (£2,177) and Bacchus Marsh (£2,167) were also glimpsed. In toto, the complete parcels business for the State realised £532,898.

**Refreshment Revenue**

Eats and drinks were a paying proposition. The Refreshment Room Services came to light with £448,153 and the dining cars with just on £28,500. The pints of railway perspiration which were spilt over the ubiquitous mailbag were converted into 85,194 crisp pound notes. Some additional sacksful of accepted grist were trundled along from extraneous railroad activities. Advertising netted £43,778, book-stalls £81,840 and electric power supply £58,157

A multitude of sovereigns, too, was covered by the caption "various" in the credit entries on the balance sheet. It embraced £288,186, in traffic derived from New South Wales stations; £230,480, South Australia's quota; £15,313 from Queensland; £9,447 from

Western Australia, and £1,468 from the Commonwealth system.

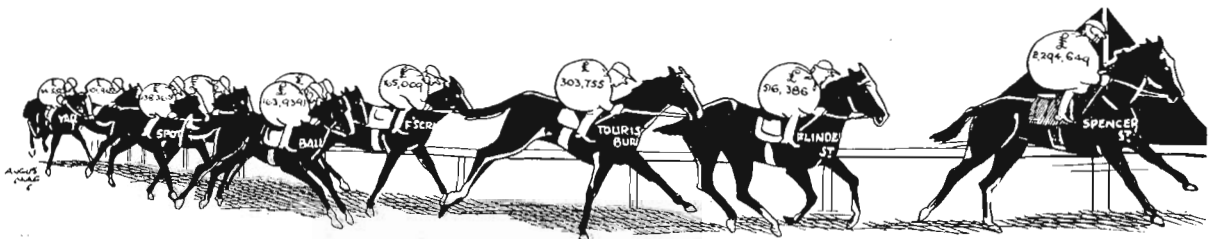
**Station Revenue Race**

By shovelling into one comprehensive heap the entire outwards traffic at every station—passenger, goods, live-stock, parcels and h.c. and d. (miscellaneous horses, carriages and dogs)—the most efficient grafters in the service are revealed. Here are the 10 foremost hustlers:—

Spencer-street	£2,294,649
Flinders-street	516,386
Tourist Bureau	303,755
Footscray	165,009
Ballarat	163,939
Bendigo	156,547
Spotswood	138,365
Geelong	130,114
Yarraville	114,550
Fyansford	101,945

To drop from hundreds of thousands of pounds to paltry shillings requires a bit of an effort, but it would be a mistake to run away with the idea that

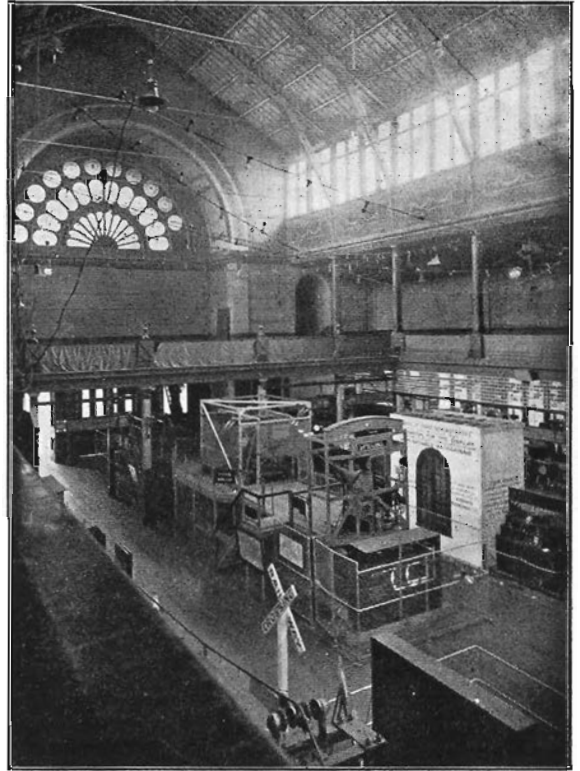
(Concluded on page 58)



The finish of the station revenue race

# Railway Exhibits at the Electrical Exposition

By  
R. S. CONNOLLY



**T**HE teeming multitudes who daily throng the ramps of Flinders-street Station in this, the year of our Lord 1927, see but little connection between its busy platforms and the quiet gardens of Hampton Court in the year 1586 A.D.

Yet the two are inseparably linked by a bond which, regarded almost as a manifestation of the Black Art in those early days, is now looked upon with indifference if not altogether with tolerant contempt in this materialistic age.

In the gardens of Hampton Court in 1586, Dr. John Gilbert demonstrated before the court of Queen Elizabeth, the presence of a mysterious power, known as electricity, which apparently possessed magic properties. By means of glass rods and small pieces of straw he carried out several interesting experiments, completely mystifying the spectators and earning for himself the reputation of Devil's Disciple. If report be true, the learned doctor narrowly missed burning at the stake, the likely reward for the scientific inventor and investigator in those far off days.

## Little Done for 300 years

Nearly three hundred years passed with practically no attempt to develop the discoveries of Gilbert until the invention of the incandescent lamp

**A** few weeks back Melbourne flocked to see the All-Electric Exposition of which the Victorian Railways' section excited a considerable amount of interest and curiosity.

Mr. Connolly, Assistant Engineer, Electrical Engineering Branch, who was associated with the Department's various exhibits here explains the usage of some of them in everyday railway life.

gave a distinct fillip to the cause of electricity.

Since that date discovery and invention followed closely upon each other's heels until electricity has now become so much a part of our daily life that we cease to give it more than a passing thought, even though we use it so frequently travelling to and from the city.

Yet, consider the chaos if some malign power suddenly removed the hidden source of electric generation. No telegraphs, telephone, electric lights or electric trains, no motor cars, no wireless, no X-rays—in a word, none of the comforts that we now enjoy. It needs a volume to set out even in skeleton form the multiplicity of uses to which

electricity may be applied.

With so much done there seems little left to do; yet electricity is even in this advanced age performing less than a tithe of the work it may be called upon to accomplish. No other power is so universal, so suitable for performing the wearisome tasks of life; no power so clean, so convenient and if ordinary precautions are adopted, so safe. But in order that it may be employed to the best advantage, it must be understood by everybody.

The various stalls provided in the Electrical Exposition held in Melbourne recently, enabled interested spectators to obtain first hand information of the various household appliances available, while various Government and municipal bodies demonstrated the inner workings of several of the more interesting public utilities.

## Three Branches Represented

The Railways Department lived up to its reputation and installed an exhibit which attracted widespread attention, and was visited by some thousands of people. The complete exhibit included working exhibits illustrating the activities of the Signal and Telegraph Branch, the Rolling Stock Branch and the Electrical Engineering Branch.

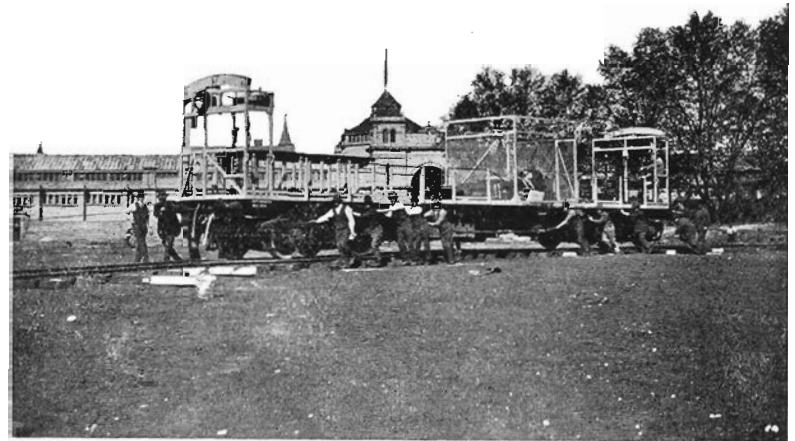
On a short section of standard railway track the Signal and Telegraph

Branch provided an interesting and educational exhibit illustrating some of its various activities. It is now well known that over the greater part of the suburban area, manually operated signals have been replaced by power signals, and that at busy junctions and station yards, power points or switches have been installed to operate in conjunction with the electric signals. A complete power-operated signal section comprising electric signal, electrically operated points, and interlocking frame, installed in connection with the track previously referred to, enabled visitors to become closely acquainted with the inner mysteries of electric signalling.

Probably no section of railway operation has excited so much comment as the protection of level crossings. Where railways are constructed primarily to open up new country, capital cost must be reasonably low. Expensive overhead or underground crossings are dispensed with and level crossings result. In areas carrying dense road traffic, gated crossings are effective; but in isolated country districts where trains may be few and far between and road traffic light, gates are not warranted. For the most part the familiar "Railway Crossing" sign erected at every crossing is considered to provide adequate warning; but at certain places where special circumstances require it, further protection has been deemed advisable.

#### The Wig-wag at Work

One of the most effective devices in use, and one that has been well tried out in other countries, is the wig-wag signal. A swinging disc by day, and a swinging red light by night, accompanied in both cases by a loud ringing bell, give adequate warning of a train's approach. The apparatus is entirely automatic in operation, and has com-



*Electric car working model, stripped of coachwork, which was at the Exposition*

pletely proved its reliability. As employed at the Exhibition to protect an actual level crossing, the wig-wag attracted as much interest as any other device in operation.

Demonstrations of the track signal apparatus, and of the wig-wag were given at frequent intervals, and it is not too much to hope that the public who witnessed the operations are now more conversant with the protection given to both train traveller and road user than was formerly the case.

Throughout the year over 160 million passengers use the electric trains, but prior to the exhibition comparatively few possessed any knowledge of the working of the equipment. Realising that the public are always anxious to obtain first hand information, a standard motor-coach, lacking its body work only

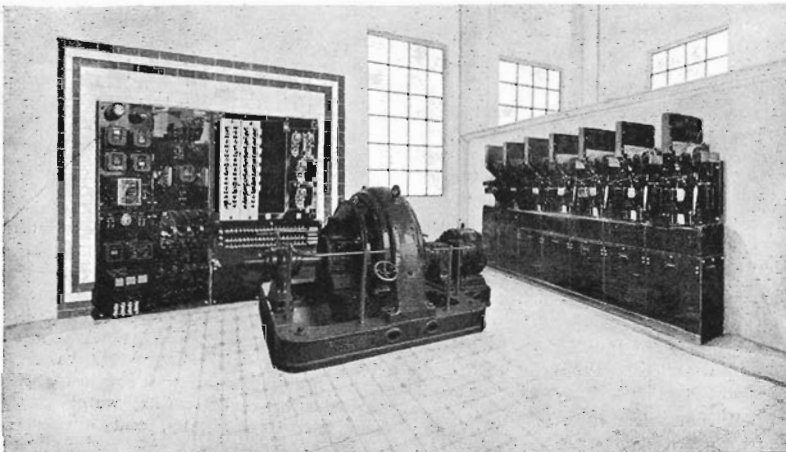
but otherwise complete in every detail, was installed. By the aid of glass covers over the main driving motors, and well arranged mirrors underneath the car, visitors were enabled to follow all the operations incidental to the starting and stopping of a standard electric train. Demonstrations were given every few minutes, and instructive lectures delivered by the Officer-in-charge. Special interest centered in the various protective and safety devices installed in the car, and operations of the "dead-man's" handle and pilot valve were followed with great keenness. The car frame was well arranged to provide spectators with a close view of all the essential parts, and at the same time to conform to the principles of Safety First which are now so much a feature of railway operation.

#### Already Travelled 350,000 Miles

As a point of interest it may be noted that the car before being taken to the Exhibition had travelled over 350,000 miles. From a close inspection it appears good for about ten times as much service.

When the great majority of buildings in the Metropolitan area are lighted by electricity it is not surprising to find that the same source of illumination is provided on up-to-date trains. The lighting of the suburban carriages offers little difficulty as power is obtained from the overhead line, but other means must be provided for supplying steam trains with an efficient system.

The Victorian Railways have adopted the Stone lighting system, and a large number of country cars have been provided with this equipment. The lamps are fed from a double storage-battery, which in turn is supplied from a small axle-driven generator located underneath the car. This arrangement is



*Supervisory and automatic control equipment at Elwood. The rotary converter is in the foreground.*

necessary to smooth out fluctuations due to change of speed and to provide light when the car is stopped at a station. Ingenious automatic switches enable the batteries to be connected to the lights in turn so as to prevent over-charging or over-discharging.

A complete installation consisting of axle-driven generator, storage batteries, automatic switches, and protective devices, was maintained in continuous operation during the course of the Exhibition. Various types of electric light fittings used in the cars and manufactured in Departmental Workshops, were also on exhibit, as was the Pyle locomotive headlight and its turbo-generator.

An important section of the electrified suburban railway service comprises the chain of sub-stations used for converting the high tension current generated at the Newport Power Station into 1500 volt direct current suitable for electric traction. In the inner suburban area the larger sub-stations are under the supervision of manual operators, while in the more outlying districts, automatic control is used in the newer sub-stations to replace the operators.

#### RAILWAY HELP APPRECIATED

ON behalf of the Committee of Control, I would like to record its sincerest appreciation of the generous assistance rendered in connection with the recent Exhibition.

The Exhibition was an unqualified success, and this was in no small measure due to the whole-hearted co-operation of your body. Again thanking you.

—Mr. Walter Richards, Secretary, All Electrical Exhibition, 191 Queen-street, Melbourne, writing to the Secretary for Railways.

Automatic control has been so successfully applied that several of the older sub-stations are now in course of conversion, and following its progressive policy the Railways Department has taken advantage of the latest developments in electrical engineering practice.

Elwood sub-station, now in progress of conversion, is being equipped with an improved type of apparatus known as the Supervisory and Automatic Control, which has several outstanding advantages over the older type. The complete installation was erected at the Exhibition, and visitors had the privilege of seeing the first installation of the type in Australia, under actual operating conditions.

In the older automatic sub-stations the equipment is started and stopped on "load demand" and although functioning in a satisfactory manner, the disability exists, that faulty operation of the machinery cannot be ascertained directly without a visit to the sub-station concerned. (Concl'd. on page 60)

# Representative Railr

By R. H. JUNIOR  
Caricature by Angus Mac

"Money is like  
you will have

PINTS of ink have been spilt on the subject. Square yards of paper have been covered with more or less concise commentary by the world's nib-flourishers. Byron called it "beautifier of the dead," "adorner of the ruin," and "corrector where our judgments err." Byron always was a trifle effusive. Franklin, in an expansive mood, declared that it was "the stuff life is made of." The legal profession says it is "the soul of business." Sophocles thought it was "a gentle deity." Burke described it as "a grand instructor," and wrote about "its silent touches." Newman said it had "a taming hand," and Shakespeare, after calling it "a whirligig" in one place and "a nurse and breeder of all good" in another, said it had "a lazy foot." Bacon observed obscurely that it was "the greatest innovation" and "author of authors." Tennyson had something to say about its "forward flowing tide," and Wordsworth about its "unimaginable touch."

On the other hand, Bert Rachinger hasn't got much to say about it at all. Not that Bert is ever garrulous about anything. But Time plays such an important part in his life, and receives so much respect and even veneration at his hands, that you would naturally expect him to have a word or two to say on the topic.

Still, Bert has always preferred to exercise his right wrist instead of his lower jaw. Quiet, unassuming and ultra-modest, he acts first and talks afterwards—if he can't avoid it. Anyway, his silence has very effectively silenced the railway clock. No matter whether the freight behind him be Commissioners or cattle, governors or goods trucks, his engine has the happy facility of consistently tying with the remorseless minute hand of the station timepiece.

Time may not wait for Bert Rachinger, but neither does Bert Rachinger wait for Time.

It was this reliability and punctuality which, more than anything else, helped him to step on to the footplate of the Commissioners' engine. He started cleaning engines in 1910, and diminutive Tommy Elder pushed him his engine-driver's licence in 1919.

Inside another eight years he had succeeded Ted Burnell, and had made the acquaintance of the cream paint, polished brasswork, subdued electric light and incredible telephone of the Commissioners' locomotive—the aristocratic Dd718.

Most engine drivers would have lost their zest for the footplate once they had experienced the luxury of controlling the rail motor sedan which Rachinger drove during its first two years of existence. Bert tooled Lord Stradbroke, Lord Somers, the Commissioners and other notabilities around the State in the rail limousine; but even when his boots weren't on the footplate his heart always was. Your true enginemans is born, not made.

And he is born with hands of the steadiest, head of the soundest, and temper of the coolest. Bert Rachinger could watch his four kings beaten by four aces without turning a hair.

He talks quietly on the engine. He moves deliberately. He sits immovable. He stares steadfastly through the front window. He takes everything unconcernedly, colourlessly, efficiently. He is not always expecting trouble. Nothing flurries or excites him. Nothing *could* flurry or excite him. Easy-going, tolerant and helpful, the fireman doesn't live who wouldn't get on well with him.

He fired for a long time with cheery Pat MacMahon, now at Bacchus Marsh, and says that Patrick taught him more about driving than anybody else.

That other well-known driver whose name never appears on the official railway rolls—Driver Experience—taught him a lot, too. Bert inhaled coal dust on the suburban lines before electrification came, and has seen miles of the Wimmera and Mallee from the window of an engine cab. He knows North Melbourne loco. depot as well as he knows the Westinghouse brake on his beloved 718Dd. He has run banking engines and pilot engines, goods trains and mixed trains, water trains and live stock trains, and, more recently, Reso trains.

But actually the driver to whom he owes most of his success is Driver Bert Rachinger.

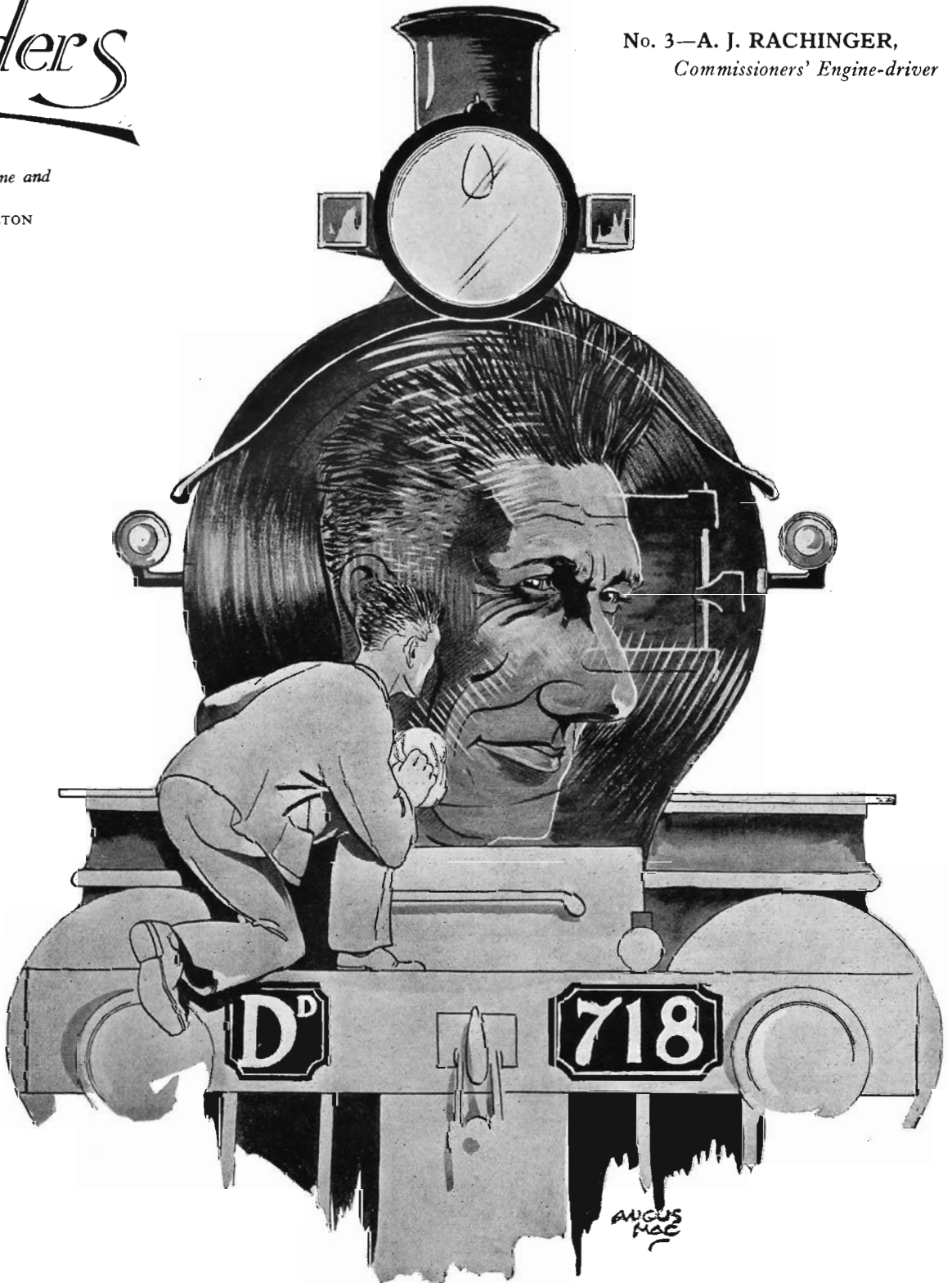


# oaders

ame—lose none and  
olenty.”

PIERRE GASTON

No. 3—A. J. RACHINGER,  
*Commissioners' Engine-driver*



# Railway Beautification

By  
J. D. MICHIE



*Railway Garden at North Melbourne*

**M**UCH that is modern is by no means beautiful. Machinery has done much to make life convenient and comfortable, but, in many instances the price paid has been heavy. According to Ruskin, England was turned by industrialism into a cinder heap; and havoc played by those who made that beautiful land the Workshop of the world is regrettable.

Australia has escaped the worst of the ugly scars that have destroyed so much of England's natural beauty, and there is hope in the fact that in our day and country a strong feeling of reverence for the beautiful has grown up.

Railways are first of all useful as lines of communication. They minister to man's basic needs, they carry the fruits of the earth from place to place; they enable the tired city man to seek rest and recuperation away from the turmoil of commerce. But a railway, although a means of quick access to natural beauty spots, is not in itself beautiful; it is essentially utilitarian.

**T**WENTY-three years ago the Victorian Railways Commissioners embarked on a scheme for beautifying waste pieces of railway property, adjoining stations and other buildings.

To-day, where eyesores comparable to rubbish tips existed, are cameos of the landscape gardener's art; cuttings which once scarred the earth are transformed into banks of bloom. Trees have been planted and flower beds laid out. The departmental Nursery at Flemington Bridge despatches 40,000 trees annually, apart from plants, to every part of the rail system, and prizes are given each year for tree planting station decorations and the maintenance of railway gardens.

Man's urge towards the beautiful, however, has prompted him to soften even such hard utilitarian things as railways with nature's own brush and palette, and his unerring instinct for form and color. For Victoria some of the efforts gained are particularly happy.

It is now some 23 years ago that the Railways Commissioners entered upon the work of beautifying the waste pieces of railway landed property, contiguous to stations and other buildings by means of gardens. The contrast between those days and ours will occur to those old enough to recollect what eyesores existed where now are little cameo gems of the landscape gardener's art.

At Richmond station, for instance, where the neck of land which severs the Box Hill, Healesville and Gippsland tracks, served as a kind of rubbish tip, littered with accumulations of dirty bits of paper blown from all points of the compass, together with other debris, now features beautiful velvety lawns, shrubs, and a variety

of colorful decorative plants, all a pleasure to look upon. Another instance of a desert-like section of land running parallel to railway tracks, but, which now blossoms like the rose, is that situated on the west side of the North Melbourne station, and extending beyond Coburg Junction. It looks more like a fairy bower today, studded as it is with palms, shrubs, and flowers that display a wealth of colors so pleasing in their effects that one can almost sense a mute appeal to travel by train, even for the sake of looking upon so much beauty.

#### Begun by Sir Thomas Tait

Another stretch of tranquil beauty runs parallel to the track all the way from North Melbourne to Dudley-street. In parts, both flowers and shrubs creep close to the rails. The work of beautification was started by Mr. (now Sir Thomas) Tait, a former Chairman of Railways Commissioners, whose aim in this respect was to introduce beauty where ugliness existed, and so make travelling by rail more pleasurable.

Even where the local conditions were unfavorable, such as at Toorak, Armadale and Malvern, good results have been achieved by means of a careful selection of plants. In most, if not in all, of the outer suburban areas, the stations are surrounded by gardens which are not only beautifully laid out, but are kept in fine order by constant care and attention.

Among these, Mentone is a notable instance, showing what can be done by combining natural advantages with the



*A glimpse of nature at Richmond Junction*

gardener's craft and a pride in a garden for its own sake. As Bacon well said, "God Almighty first planted a garden; and indeed it is the purest of human pleasures."

After two years of gardening experience it was decided to start a nursery for the supply of plants. This enterprise is still being carried out

successfully. Today some 40,000 trees are sent out yearly, besides annuals and herbaceous plants. Located at Flemington Bridge, the situation is an ideal one for a nursery. Nestled against the high railway embankment, natural protection is afforded the more tender growths of plants and flowers. The Nursery consists of a modern conservatory, fernery and shade houses, where ferns, palms, flowers and other plants are raised, so that they may be available when required. The range of the work carried out is most extensive, and is well worthy of inspection.

Mr. Alex. Hutt is in charge, and is well known as a keen nurseryman. Enthusiastic to a degree, he is a delighted man when, by experimenting, he evolves some new plants or flowers. In this phase of the business, success has attended his efforts in producing some wonderfully fine results in growing, and multiplying a wide range of new forms of plants and flowers.

#### Yearly Prizes are Offered

When the plants are forwarded to station-masters, gangers, gatekeepers and others, they are enjoined to use them to the best advantage by forming gardens, planting shelter breaks, and also to plant trees on vacant railway land. For this work two sets of prizes are awarded every year to the seven railway districts for tree planting and station decoration, and the maintenance of existing gardens. The prizes are



*Transplanting cypresses at the Railway Nursery*

the source of wide and keen competition, and the results achieved well warrant the moderate expense incurred.

Mr. George Allan, head landscape gardener, awards these prizes, and during the course of his peregrinations each year around and about the railways system, he travels some 4,000 miles. Mr. Allan speaks in the most glowing terms of the enthusiasm of the women caretakers of stations, gatekeepers, as well as of those living in departmental residences who have for the past 20 years taken a keen and intelligent interest in the work of the beautification of their homes and gardens. Also of the number of station-masters (they are legion) who take a deep interest in this work, and whose tastes in setting out and maintaining beautiful garden plots on station platforms, as well as at their residences, are in evidence everywhere.

At this season of the year, the potent beauty lent to any scene by palm, cypress, pine or fern trees casts its spell upon the most prosaic beholder. From

a carriage window they appeal strongly to the aesthetic eye.

Along many of the suburban lines at present, the embankments are gay with color. The gorgeous ice plant with its blooms of rose and gold, its deep watery green stems, beautifies whatever it touches, and transforms the naked ugly face of a cutting into a picture.

The eye never wearies of these effects which, even over a cinder heap or a scar on the bosom of the earth, nature with a little encouragement, produces. Truly wrote the poet:—

*A touch of the sun for pardon,  
The song of the bird for mirth;  
We are nearer God's heart in the garden  
Than anywhere else on the earth.*

As this work of beautification proceeds apace, it is easy to imagine what a wonderfully ennobling influence it will have. It will develop the taste of those whose love of the beautiful tends to be submerged in the struggle for daily bread, surrounded by so much which is sordid and ugly in our mechanical civilisation.

## TO GRANDMA'S TOWN.

The great big train it knows the way  
To Grandma's town so far away.  
You get a ticket from the man;  
Just stand on toes as tall's you can.

On long, long trips my doll goes too,  
To leave her home would never do.  
She likes the journey, same as me,  
And loves to watch the scenery.

My daddy takes us both out back  
Where we can watch and watch the  
track,  
And hear the train go click, clack-clack,  
Click-clack, click-clack, click-clack,  
click-clack.

The big black engine bright and clean,  
Now puffs and blows its nice white  
steam.

We hear its chug; the smoke sails high,  
We feel its tug; we're off! Good-bye!

Keep the brain young. That way  
lies success. Practically all great men  
who are self made, are just big boys.



*A corner of the fernery at the Department Nursery at Flemington Bridge*

Where To Spend A Holiday

# The Haunt of The Lyre Bird

By N. A. R. ARNOLD



*Bird life in the Upper Murray district. The left-hand photograph shows the lyre bird performing his "dance on the mound."*

**I**N the great valley of the Upper Murray where the melting snows of Kosciusko hurry down to swell the mighty Nile of Australia, there will the nature student and bird lover find inspiration and unlimited opportunity for intimate observation.

The knight of the gun will enthuse in the prolificacy of game around the broad lagoons and billabongs, while for disciples of the late lamented Mr. Izaak Walton, crystal snow-fed streams overhung by fragrant wattle and eucalypt will provide material for many a yarn to while away the long monotonous office hours.

Hidden far from the disturbing influences of civilisation, and visited but rarely by that type of city "sport" whose very presence despoils and desecrates, the region remains today even as it was in the beginning, a veritable wonderland paradise.

### Sanctuary for Birds

Visited recently by a party of Ornithologists, great surprise was expressed at the variety of life encountered. Many forms of bird life long vanished from more settled districts have found sanctuary on this great land of rock and river.

To stand at dawn on the hilltop and listen for a moment to the wondrous babel of glorious mellow song wafted

**W**HERE the melting snows of Kosciusko hurry along the picturesque valleys of the Upper Murray, where the devotees of rod and gun find ample material for after-dinner yarns back in the city, where the naturalist and ornithologist can watch that most elusive creature, the Lyre Bird, performing his wonderful "dance on the mound." There next to nature in her most fascinating garb is the setting for an ideal holiday.

up through the still crystal air from the gully far below is an experience which amply compensates one for his somewhat arduous journey.

The quaint hilarious laugh of the kookaburra heralding the coming of another day, the rich ventriloquial notes of the shrike thrush, the coachwhip and the whistler, combine in delightful chorus with the twittering, squeaking and chirping of the lesser feathered folk.

Of these tiny folk, myriad in number, beautiful of plumage and unsurpassed in the intrinsic clarity of their melody, I will say but little, and instead allow my feeble pen to paint a faint pen picture of one even more glorious,

unique and melodious form.

In the dense tangle of fern gully, that most wonderful of Australia's many wonderful forms, the lyre bird, has found sanctuary; and here one may, if one will but exercise the necessary caution in intruding into his domain, observe the stately male perform his gyration display, note his wealth of wonderful plumage and, if one is indeed in luck, listen in to Mr. Lyre Tail's broadcasting of the countless forest noises, bird calls and animal cries. An effort of mimicry unexcelled by any feathered performer in the world.

### Lyre Bird's Repertoire

In the course of one short hour the party of Ornithologists noted a round dozen of mimic calls, ranging in intonation from the blithe twitter of the tiny blue wren to the rich ringing "currawong" call of the bell magpie. Included in the repertoire one distinguished an unmistakable attempt at the barking of a dog and the raucous twang twang of a crosscut saw.

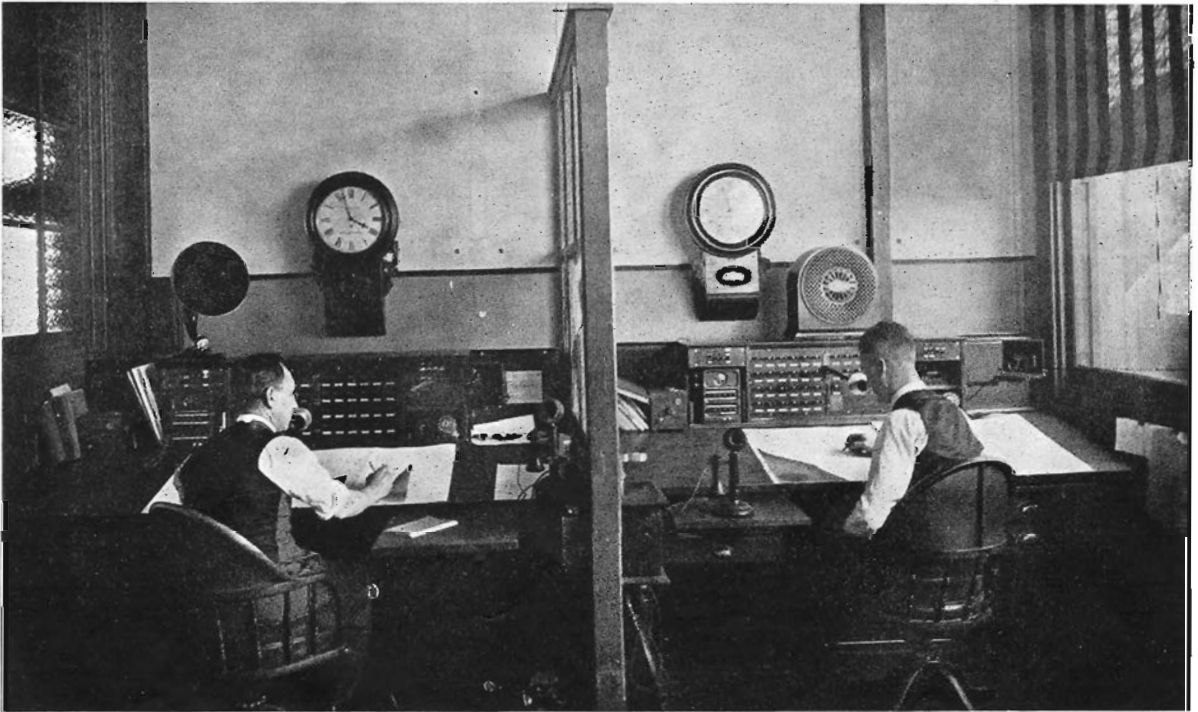
The concert was accompanied by a quaint pompous dance, the gorgeous tail spread fanwise, the wings drooping till they brushed the ground. From a tangle of fish bone fern Mrs. Menuira looked coyly on, to all appearances awed to silence by the grandeur of her mate.

It is a wonderful holiday.

# TRAIN CONTROL

## *What It Is and Does*

By W. T. McCONNELL, Chief Train Controller, Victorian Railways



*Train controllers at work at Spencer-street Head Office*

ONE of the most interesting developments, of modern times, in the working of the Victorian Railway system is the introduction of special telephone communication in train working and supervision.

It has introduced a new set of circumstances into the methods of our train operation.

It has given a much greater power of control over the manipulation of trains on the various sections; it has enabled the administrative staff to supervise train running, concurrently with actual working, instead of reviewing results obtained a month previously.

This definitely makes for greater efficiency in getting goods trains more expeditiously over the respective lines,

**G**REATER efficiency, better time-keeping, and increased confidence in train running are all proved products of Victoria's new train control system, a system which compares with any of its kind in the world.

Best of all, it has stimulated the spirit of team work, without which most of the other railway virtues are ineffectual.

and the up-to-date method of communication places the supervisor and operating staff in constant personal touch, the effect of which we are already beginning to realise.

I am referring to the system intro-

duced only recently, and known as the train control.

Train Control offices are located in Melbourne, Bendigo, Dandenong and Seymour, and each is connected by a special installation of telephone circuits, with every signal box, station, goods and locomotive yard on the section, and these circuits, which are reserved exclusively for train operating business, are inaccessible to any but the operating staff and trainmen.

By what is known as the selector system, a call from the control office does not ring the bell at each location, but enables the Controller to communicate direct with whichever station he requires. There is, however, a special calling device by which a general call may be made in case of

emergency.

The controller sits at a table specially designed to give a maximum of facility for freedom of operation. The table was completely designed by the Railways Signal Engineer, and fitted up at Newport Workshops.

At many similar railroad control systems overseas, the Controller wears a head receiver—somewhat like a head 'phone used by radio enthusiasts—and a chest transmitter which allows him to receive and transmit telephone messages while leaving both hands free. This method has, however, been improved in our operations, the Controller speaking into a transmitter fixed centrally on the table. The head receiver has also been superseded by a loud speaker and amplifier, which permit of much more freedom in actual operation.

The front of the Controller is a cabinet fitted with a number of keys and switches, each of which is associated with one of the signal boxes or stations.

#### Every Movement Recorded

As each train—Passenger, Freight or Live Stock, as the case may be—enters the controlled area, its movement is immediately recorded by the Controller on a train working diagram or graph sheet. Subsequent movements from point to point, especially with goods trains, are directed by the Controller, who is kept promptly advised by wayside stations, and by this means a complete progressive picture of all train working operations for the controlled section, is always right before the Controller's eye, which enables him effectively to direct all traffic. With the co-operation of all members of the train operating divisions—they are all in it—station-master, signaller, driver, fireman and guard—good results have been ob-



Mr. McConnell at his desk.

tained, and we are on the upward track to still better service. The Control system is being extended, but the following lines are now being operated:—

Melbourne-Geelong, Melbourne-Bendigo Melbourne-Seymour.

From Dandenong headquarters—Dandenong-Korumburra-State Mine, Dandenong-Warragul-Traralgon.

From Seymour headquarters—Seymour-Numurkah, Seymour-Albury, Seymour-Echuca.

From Bendigo headquarters—Bendigo-Echuca, Bendigo-Kerang.

These comprise some 600 miles of track in all, and the Commissioners have authorised the extension to many other sections of line in the northern and western area, where at present the machinery provided for the supervision of train operations is not so complete.

Train control is a system under which, by a centralised and correctly co-ordinated system of telephones, the whole supervision of the train working is administered from a central point, and the duties are performed concurrently with the actual operations on the line at the time.

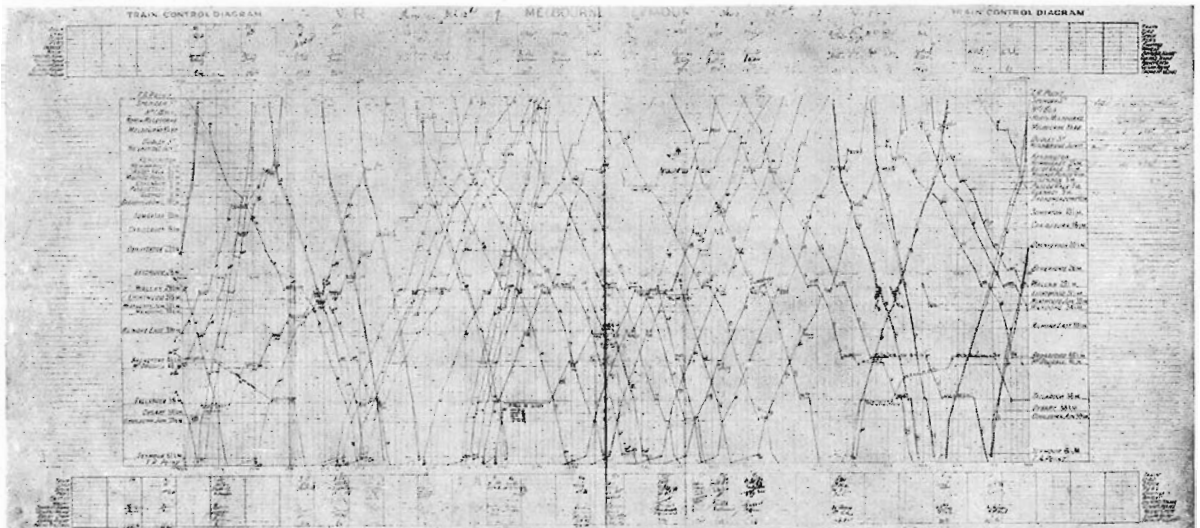
Wherever this system is operating, it has effected a remarkable economic revolution in improving the time-keeping of passenger train services, and also in increasing the receipts per train mile from the goods traffic.

The aims of the system are to move the traffic from point to point as expeditiously as possible at the times required by the forwarding and receiving freight yards; to secure the biggest workable loads and prevent line congestion by regulating traffic on converging lines, or by suitably apportioning the work at wayside stations; to avoid detentions to trains which may be following at closely timed intervals...

I think it would be well for us to cast our minds back to primeval days when human units, practically unassisted by mechanical and physical appliances, necessarily worked in a sphere very limited.

#### Man's Mechanical Advance

With the process of evolution, man's power of reasoning was largely developed, and advancing step by step—if anything in increasing ratio—mechanical appliances were introduced and improved. Hand operated tools have been superseded by machinery of the most delicate and intricate construction, steam engines of that primitive type which caused such a revolution of thought and conflict of opinion amongst leading engineers and statesmen of one hundred years ago, have in the march of progress been very



A train control graph.

intensely developed. Again we have the development of traction and the introduction of the electric system to supersede steam as the motive power for metropolitan and suburban railways.

The modern train control apparatus was evolved in the same way, and it represents one of the most advanced steps in the application, for human service, of a complex apparatus which combines mechanical arrangements, steam power, and electric current.

### Co-ordination Essential

Our railway system is a machine, the largest machine in the State. Its capacity for the creation of wealth is almost beyond the bounds of human assessment. The goods carried thereon represent wealth, and are transported to the various cities, towns and provincial centres for the definite purpose of creating more wealth represented in wheat, wool and other commodities. These in turn are again transported to shipping ports, and thence distributed to the world's markets—all factors in wealth production.

To exercise effective control of such a machine with our many engines and large transport plant, to ensure quick movement of rolling stock, to obtain

even a hundred or more members at his particular station. His permanent function is the efficient control of the movement of trains in the area for which he is held responsible. He exercises his control through subordinate members—yard supervisors for internal working, and signal staff for the safe movement of trains to and from that area. It is through his signal staff that the station-master at the largest stations functions in the train control system; at the smaller stations the station-master is really the signalman.

### How System was Received

How does the train control system affect this unit? Imagine a signalman at a wayside station with a goods train working in his yards. A message comes from the Control to the effect that the shunting time has appeared much longer than usual, and details are required. The effect of that cross examination would, of course, vary according to the temperament and character of the individual.

During the initial stages of introduction when the workings of the train control system were not so well understood, the attitude taken up in one or two instances was one of

station concerned seeking explanation for the delay.

Today under train control the supervising authority makes his inquiries concurrently with the detention. Comparison between the two methods suggests that with the old system not only was the stable door locked after the horse had gone, but after the horse had gone some time.

The station-master or signal worker, prior to the introduction of train control, exercised his judgment as to where opposing trains should meet, or where a train should be side-tracked to make way for a superior train. It will be conceded, I am sure, that a Controller located at some central point is in the better position to determine these movements. The position of every train passing over the controlled lines is known to the Controller, and he is thus enabled to give an accurate direction on the phases of operation mentioned.

Trains run out of course, and the experience in the past has been that the signalman was not in a position readily to obtain that necessary information, and, as a result, many opportunities for advancing trains were lost.

### Same Responsibility

It may be said that if decisions are taken from the Train Controller in this way by station staffs (instead of being made by them in the signal box or office, as the case may be) they tend to bring about a reduction of the signalman's responsibility.

His mental worry and anxiety are undoubtedly reduced, but his responsibility is not affected. He still exercises his position in regard to the operation of the train.

Train control does not in any way interfere with the functions of a station-master or signal staff, except in directing the movement of trains.

It brings the station staffs and train men in personal touch with the Train Controller, and, as the system extends, will foster greater consultation between them. By such consultation, everybody concerned obtains a very much wider and more accurate knowledge of the positions of trains, and of the circumstances which enable each to formulate a right decision as to what preference should be given to any train which may be at, or approaching a station. A decision to let a train move forward is taken with much greater knowledge than before, because it is the joint decision made by the station-master or signalman and the Train Controller in consultation.

The enginemen are not so directly affected. They, however, are affected in this way: a complete train telephone control system tends to make train running more punctual and effective all round, and the percentage of the

(Concluded on page 60)



*The Train Control Staff at Head Office.*

the economical distribution of available loco. power, and the maximum amount of use, particularly of higher powered engines, and the ordering and controlling of the actual movement of each train, having regard to its relation with other trains moving between the same terminal stations, some means of co-ordination was essential, and the Commissioners approved of the introduction of the train control system which has been adopted by overseas railway companies, and provided these results.

Does train control destroy initiative or lessen the responsibility of the operating staff?

The station-master may have control of a staff of from one to fifty, or

query as to the new authority and supervision being exercised over him, and the suggestion that the individual concerned should be regarded as quite competent to manage his station affairs as hitherto.

Happily this proved to be of a temporary character only, and one which might have been anticipated during the transition period of inter-station control to centralised control. Just think a moment what the procedure would have been under the former method of train working supervision. After a week or a fortnight the working of the particular train would come up for review, and the detention would form the subject of inquiry followed by the issue of a memorandum to the





# My FIRST TRIP

by T.V.W.

**T**O the small boy watching the giant locomotives hauling their loads of cars or trucks, the engine driver and fireman are supermen, whose jobs are the most fascinating jobs in the world.

But what are the feelings of those who are about to become "supermen" in reality; what are the impressions of the young cleaner making his first trip as a fireman. T.V.W. here describes them.

I HAD always looked forward to it, ever since the day when I was called in to do my first day's service as an engine cleaner.

It had, in fact, been in my mind since the time when, as a boy, I was wont to sit on the fence and watch the engines pulling the trains out to some country centre. To ride on the footplate, what small boy has not had the same ambition? And so, even though I had reached man's estate, the prospect was no less alluring.

But perhaps it would be as well if I were to give some idea of the work which I had to do before I was qualified to leave the running sheds as a fireman. I joined the service on November 9th, 1926, and after a period of engine cleaning I was examined by the depot foreman to see if I had garnered enough knowledge of the intricacies of a locomotive boiler to be permitted to perform the important duties of lighting-up and washing-out. Then followed more cleaning at Stawell and Dimboola sheds, and on March 3rd, 1927, I was told to report at the breakdown van in the Melbourne Yards for an examination in the first half of the "Red Book"—the engine cleaner's bible.

### Three Hours' Exam.

After a gruelling 3 hours' examination, I returned to the shed as a cleaner qualified to fire, which simply meant that I had satisfied the examiner that I possessed the necessary knowledge of engine working, Westinghouse brake and rules and regulations to enable me to take my place on the footplate.

Up to this time the buzzer at the shed had not held any special attraction for me except at the commencement and completion of my shifts, but now it had a curious fascination, for I was waiting anxiously for the time

when a short buzz would mean that I was wanted for firing. But days passed without that happening, and it seemed to me that everyone else in the shed was getting jobs and I alone was being neglected.

And then it came; I could hardly believe my ears. Hastily dropping the patch I had been using, I wiped my hands on a clean piece of waste and proceeded to the control office. The controller was busy writing when I arrived, and without looking up, he asked, "what name?" I told him, and he replied, "Go on the 12.25 Windsor."

### A Fleeting Hour

I walked out of the office in a daze, and round to the board where is posted the number of the engine to be used on each train. Mine was a Dd. This was something to be thankful for. It would have been a bit of a snag to have had a C class on my first job.

Rushing to the store I procured the necessary oils and kerosene, seized my kit and went to the engine. The driver was already there when I arrived. I thought of the advice which other experienced men had given me, and decided to act on it. "Good night," I said, "this is my first trip as a fireman, so you had better keep an eye on me." His reply was encouraging. "Right ho! you'll be all right." I filled my can with oil and proceeded to oil the bearings. One hour is allowed to prepare an engine, and I think that was the shortest hour I have ever experienced. At any rate, it only seemed about five minutes when the turntable was waiting to turn us out of the shed.

Leaving the shed, we steamed over to the Spion Kop where our train awaited us. We were coupled up, and after a short interval we moved

silently off over the maze of lines and points that constitute the Melbourne Yards, and were on our way to Spencer-street. "Don't fire too heavy. Watch your steam and water. Break your coal up small." This was the advice tendered to me by the driver, while I was balancing precariously on the footplate, doing my best to carry it out. On through Flinders-street, Richmond and South Yarra we went, I watching the pressure gauge and water gauge glasses with an anxious eye, and the driver doing the same to me.

### "Look Out for Hand Signals!"

Windsor at last, and we steamed through the gates and stopped alongside the platform. "Look out for hand signals on your side," came from the driver; and all I had ever learnt about such things rushed through my mind. Did a white light up and down mean move forward or back? I could not remember. I told the driver, who told me to tell him what I saw, and he would know what to do. I felt sure then that he had not forgotten his first trip. However, we finished the shunting and got a train of empty trucks made up for the return journey. We then proceeded light engine to Rippon-lee for the purpose of crossing from the down line to the up. Returning to Windsor, we coupled up and I was advised to "boil up" while the driver examined the train. I did so, and after a short period we commenced the return journey.

I was just getting accustomed to the erratic motion of the footplate when we arrived back in the Melbourne Yards, and I was thinking of the job of taking the engine over the pit when a voice out of the darkness said, "Take those empties down to Sunshine." That was the sweetest sound I had ever

(Concluded on page 60)

# RAILWAYMEN

## of the MONTH



### Farewell Appearance

SANDRINGHAM and Caulfield lengths were temporarily deserted a week or so back when a little function, characterised by a perfect orgy of hand shaking, was staged in the Electrical Fitters' depot at South Yarra. Ganger Frank Major was making a very definite farewell appearance after 41 years behind the railway scenes. While the audience applauded, Electrical Fitter Coulter produced a travelling rug and a morocco leather hand bag, intended respectively for Frank and Mrs. Frank, and fairly drenched with good wishes. Frank had long service around Nhill, Serviceton and Castlemaine, and an immaculate official record unblemished by one solitary black mark.

### Slapped Santel



GIGANTIC Bert Potts set a new fashion in referees last month when he controlled the much limelighted wrestling match at the Exhibition between Ad. Santel, one of the two "light heavy-weight champions of the world," and Count Zarynoff, the spectacular

Russian grappler. A referee ought to be a small man who skips agilely from one side of the ring to another, and jumps through the ropes without bending. Bert, of course, has to duck his head when he enters the Railways Head Office lift, and looks all shoulders when he strides purposefully down the corridors. Anyhow, in the Santel match he demonstrated that ability and inches go together, and he slapped Santel on the back when he pinned Zarynoff as confidently as though he had been "refing" for years. Bert wrestles with pen and ink in the Signal and Telegraph Branch, and off duty assists Australian Champion Billy Meeske to tutor railway wrestlers at the Institute.

### Like Father, Like—

YOUNG Mat, or Audit Inspector A. E. Matthews, to be strictly official, has checked his last station book. He has had 45 years on the job, and Acting Auditor of Receipts Falconer registered regret at the impossibility of another 45 ensuing when he handed Young Mat a box of cutlery on behalf of the branch, and wished him good luck a week or so ago. Messrs. Moore, Daniell and Christie put in a word or two before the massed gathering broke into three hearty British cheers. Young Mat has been an Inspector for 22 years. His famous dad, old Mat, had eight years longer to his credit.



### A Good Sport

CARPENTER Bill Cubbins, of Way and Works Branch, who coached and captained Warrnambool Football Club to the premiership of the Western District Football League for season 1927, has made himself very popular in Warrnambool and surrounding districts, both as a sportsman and railwayman. At the conclusion of the present football season, Bill was presented with a gold watch by Mr. H. S. Bailey, M.L.A., Minister for Lands, on behalf of Warrnambool Football Club, while some of his most intimate friends gave him a fine travelling rug. Before his departure from Warrnambool the Mayor, on behalf of Western District Football League, presented Bill with the football with which the final match against Terang was played. The ball bore a shield with the names of players participating in the game. On the eve of his transfer to Arden-street, Warrnambool railmen presented Bill with a



set of gold sleeve links, and wished him the best of luck.

### "J.S." Back Again

FOR seven weeks genial General President J. S. Rees of the Institute has been laid aside with severe illness. Now he's back at his Chief Clerk's desk at Spencer-street, quite fit again, and ready to supply that intangible but very real something that has been sadly missing from Institute meetings and so on during the aforesaid seven weeks. "J.S.," by the way, has just been reappointed by the Railways Commissioners General President for the sixth year in succession.



### Wise Man from the East

FIRST railwayman to boss the Maryborough Council is affable Jack Roberts, who flourishes the pen of Chief Clerk in the District Superintendent's Office. Jack donned the Mayoral rabbit-skins at the beginning of this session, after a long term as councillor. He has always been to the fore in public matters, and is a Water Trust Commissioner, representative of the Victorian Wheelmen's League, and office bearer of the League football and other district sporting bodies. He is the third member of the famous railway trio, known irreverently to the local staff as The Three Wise Men from the East. The others are Engine-driver Sam Poole and Car-builder Alf Barnes, who also sit on the Council and act as Water Trust Commissioners. Jack, by the way, had the distinctive job the other day of according a civic reception to the Railways Commissioners, who in the course of an inspectional tour lighted on Maryborough. The function was a huge success. "It is a great honor to be welcomed by a railwayman as the Mayor," declared Mr. Clapp, in the course of his speech. "It speaks volumes for the faith of the Maryborough people in Councillor Roberts

as a citizen and as a railwayman." Whereat everybody present signified in the usual manner—and meant it.

### Handy

THE sturdy hands of Bill Cavanagh have tugged the shining levers in the Geelong signal box for 27 years, and have collected railway pay for 47 years. Now they will regularly fasten on to superannuation payment for—let's hope—another 47 years. As soon as they had released the levers for the last time, however, and before they had the opportunity of grasping the payments for the first time, Station-master Lysaght burdened them with a wallet of notes, presented by the Geelong station staff. The hands of the big crowd of spectators met noisily when the handsome gift was handed over. And Block and Signal Inspector Ted Hoare wired his best wishes from Melbourne, regretting that he was not on hand personally to shake hands with Bill.

### Regulation Bill Retires

KINDLY old "Regulation Bill" Hayes, the benevolent, white-haired railwayman who has laid aside his green flag after two score years on the job, was not so much an Ararat Guard as an Ararat institution. He has been a borough Councillor, a president of the Ararat Sub-branch of the A.R.U., and of the local branch, and district council of the A.L.P., member of the Ararat sports ground committee, and chairman of the Institute country centre area committee. No one hustled more to get an Institute branch building for the local railwaymen than Bill. He ruled the preliminary board that set out in search for a building in 1922, and he called "Order!" at the big function which marked the opening of the duly discovered edifice in 1926. A good railroader, a good unionist, a good citizen, and a good fellow, he deserved better luck than the ill-health which has forced him into early retirement.

### Son Carries On

THE railway printing world has lost a good compositor in Jack Jobson, who has been type-setting for timetables, circulars, pamphlets and weekly notices in the basement printing office for close on 30 years, and has now retired. The staff rallied around before he went, good-lucked him and weighted him with some presents to remind him of his old pals in the inky atmosphere. Son Leonard in the Accountancy Branch will keep the family flag flying at Spencer-street.

### Knows his Timetables

NOW that the tally-ho season has ended and the huntsman has stuffed mothballs into the pockets of his scarlet riding coat, Dave Hanna, of Room 2, eases up a trifle on the timetable scheduling business. Dave has been drafting times for hunt specials for 12 years, and always plots the running of the caravans hired by the Melbourne Hunt Club. Before coming to Room 2 he went through the mill as goods, passenger and parcels clerk, had a term as S.M.'s clerk at Flinders-street, and put in a couple of years with the Superintendent of Goods Train Service. Of course, he is now one of the veterans in the passenger train world. He has been 15 years in the domain of the railway timetable and has plenty to do besides look after Melbourne's huntsmen. He arranges the annual multitude of cheap excursions throughout the State, sees that there is accommodation for the punters who journey hopefully to the weekly metropolitan race meetings (solitary Flemington is outside his purview), whisks the country fire brigades to their yearly demonstrations at Ballarat, Bendigo, Geelong and Warrnambool, and tools along any special trains required for football matches, races, pig and poultry shows, and similar local activities in North-Eastern Victoria and Gippsland. And he does it all with a pen which should have perpetuated its excellence in a school copybook.

### Fitz Hands in his Pliers

"IF ever a job was wanted in a hurry, old Fitz was the man to carry it through to time." Thus Jim O'Connell the other day when the Signal and Telegraph Branch said good-bye to Line Sub-foreman Jim Fitzgerald, who was handing in his pliers after 43 years in the Telegraph Line section. Foreman Alf. Langton was in reminiscent mood, and recalled some of the days of '88 when he and Fitz scaled poles in company. Old Fitz was very proud of the comprehensive records which he kept of his pole line work. "I saw tears in his eyes," declared Alf, without any in

his, "the day the official instruction came through to destroy all books and records more than three years old." Aub. Henshaw, Jack Satchell (for the 'Phone Maintenance depot), and Dave Higginbotham (for the Melbourne Yard) also piled their good wishes on to the travelling rug, gold watch and coffee set, which were presented to Fitz for himself and his wife.

### Likes Newport

THAT tall, grey haired, restlessly energetic foreman, Wally Grimshaw, is just at present relieving as Assistant Manager of the Newport Workshops, while Manager Arthur snatches a brief holiday. Wally would be quite lost away from the clang of Newport's hammers. He started at the Shops as a lad laborer in 1898, and served his apprenticeship there as fitter and turner. Regretfully he turned his back on the noisy place in 1905 to take a turn at the running sheds. Then he relieved at country depots for a spell, was senior leading hand at Bendigo when the local workshops were opened, and went to the Car and Wagon Shops, North Melbourne, as sub-foreman in 1917. Ex-Superintendent of Loco. Running Lorimer, caged him for 12 months in the Head Office, but he managed to escape and hurry back to his beloved Newport, where he has since successfully resisted all attempts to dislodge him. That is, if you don't count the six months he was away with Sub-foreman James in America, looking into railroad practice on the other side. Perhaps the Newport spirit is hereditary. Wally's father was foreman boilermaker there years ago.

### Unanimous

THERE wasn't one local activity unrepresented at the Town Hall some few nights ago when Horsham said good-bye to Station-master Bill Price, who has gone on promotion to Benalla. The Mayor was there, the president of the Progress Association, the president of the Traders Association, the secretary of the Local Football Club, and a mixed assortment of local councillors and business heads. Varied their interests certainly were, but on

(Continued on page 58)





Conducted by EILEEN, to whom all communications for this feature should be sent

## EARLY SUMMER FASHIONS

**S**UMMER coats are still as popular as ever, and many pretty designs in silk and satin are to be seen in the windows.

The most prominent details of the spring frocks are bows and yokes. Bows can be seen in every possible place on the frocks, although strange to

**E**VERYBODY is wondering what is to be worn during the early summer. The shops are full of spring frocks, race frocks and the latest hats. What are we going to buy?

neither high crowns nor floppy brims. In fact they may be called skull-shape hats.

There is a distinct change in the shoes that are being worn. A high heeled lace-up shoe has taken the place of the strap or court shoes. These shoes are really lovely, being laced with a silk braid.

Calf skin flowers worn in the coat is the newest fad.



*This is a very smart frock of silk morocain, particularly suitable for the racing season now in full swing. It is smart without being over-elaborate, and is suitable for almost any occasion.*

say they still have the severe tailor line.

Square yokes are the newest trimming for the spring frocks. These are often made of silk, satin, or of a contrasting color in the same material. The small yokes that really act only as the binding round a square collar end in a bow at the side. Wide use of the yoke is equally as popular. Sometimes they are not put in the back of the frock, only in the front. The use of the yoke is used for evening wear with the help of lace let in as a V shape at the back of the frock. A transparent material often takes the place of the lace in this V shape yoke.

Satin has won first place for all occasions. It will be worn for day as well as for evening. Perhaps I should say that a shiny satin is not suitable for the day. Dull satins are far more becoming, and wear ever so much better. These satin frocks have a new idea in trimming; that is, an open-work embroidery. Pastel tonings are the best for such frocks.

Voiles and silks are still very popular for the young girl, and are particularly suitable for holiday wear.

Black lace is seen in the dance hall once again. The prettiest way to wear this is over a slip of pink satin. The lace must be used in such a way as to give the graceful flowing effects. Spotted net is used in the same way. This is becoming very popular among the younger girls.

Fringe is still a very popular trimming for evening frocks. Square necks have taken the place of the usual round neck.

Sparkling beaded and sequined frocks have been thrown aside and plain unadorned georgette frocks have taken their place. Strange to say, these somehow look better than those beautifully colored beaded frocks.

Although floppy brims and high crowned hats are expected this summer, the millinery worn at present has



*A smart frock of figured chiffon georgette, very dainty for the warm weather now coming on. It incorporates the latest tiered effect.*



Miss Irma Hughson, here pictured, who has just been engaged by J. C. Williamson Ltd., is the talented daughter of Railway Guard L. Hughson. Her unbroken run of musical successes includes the 1927 championship solo at the V.R. Institute competitions, and the contralto solo (under 18) first prize. At these competitions she has carried off the contralto solo for four years in succession, and the duet, with her sister Phyllis, for the last three years. She has won no fewer than 300 prizes at the South Street, A.N.A. and other contests.

**DON'T DELAY**

IT is bad enough to try to buy Christmas presents the last day before Christmas, or even during the last week, but when it comes to tissue paper, ribbon and tinsel cords, cards and stickers, the thing is very nearly hopeless. Every single shopper pressed up against those counters knows exactly what he or she wants, and there she stays, seemingly forever.

The wise shopper will get those necessities first of all—get them even a month before Christmas, and get them in sufficient quantity so that there will not need to be a last-minute agony in trying to purchase just one more spool of tinsel cord, just one more packet of cards or stickers. Thousands of shoppers each year waste pounds worth of time and energy trying to buy a few shillings worth of ribbons. Don't be a last minute Christmas shopper. Christmas is such a happy time if one doesn't get too exhausted doing the pleasant tasks of shopping, wrapping and sending off.

**For Burns.**—It is almost impossible to avoid burns when cooking, so keep the following mixture ready to hand in the kitchen. Into a small jar of vaselene put some bicarbonate of soda. Apply this instantly to a burn and cover with a bandage. It will immediately ease the pain and prevent blistering.



Mrs. Free, of the Railway Head Office staff, recently represented "Safety First" at two Suburban Fancy Dress Balls, winning a first prize in one and receiving special mention in the other.

**To Clean Jewellery.**—For cleaning jewellery there is nothing better than ammonia and water. If dull and dirty, rub a little soap on a soft brush, and brush the pieces in this wash. Rinse in clean water and polish with chamois-skin.

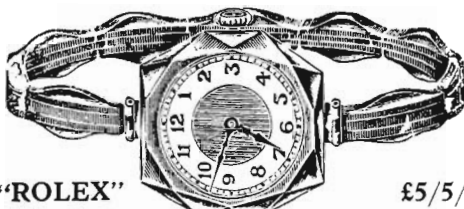


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Our price - - - - - £3/10/-  
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Five years' guarantee - - - - - £5/5/-

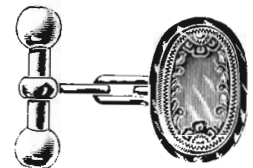
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### NO CRITIC

The Poet: "Dash it—I can't find that sonnet anywhere. Eustace must have thrown it into the fire."

His wife: "Don't be absurd, Algernon. The child can't read."

### HE NEVER ERRS

"Are you sure that I shall recover?" an anxious patient once asked a physician. "I've heard that doctors sometimes give a wrong diagnosis and have treated patients for pneumonia who afterwards died of typhoid fever."

"You've been woefully misinformed," replied the medico, indignantly. "If I treat a man for pneumonia he dies of pneumonia."

### A MODERN MIRACLE

Tillie: "What would you call a man who hid behind a woman's skirts?"

Willie: "A magician."

Inquisitive: "And what are you digging for, my good man?"

Digger: "Money."

Inquisitive: "You don't say so! And when do you expect to find it?"

Digger: "Saturday night."

"My dear young lady," said the clergyman, in grieved tones as he listened to an extremely modern young woman tear off some of the very latest jazz on the piano, "have you ever heard of the Ten Commandments?"

"Whistle a few bars," said the young lady, "and I think I can follow you."

At a railway siding a man asked the foreman if there was a vacancy. "What can you do?" asked the foreman.

"Anything," asked the man.

"All right," answered the foreman, "take this oil can and oil the points and crossings up the line."

After an absence of three days the foreman received a telegram, which read: "Dear sir: Arrived at Seymour. Please forward more oil."

"Do you sleep with your window open?"

"Naw, just my mouth."

### MORE OPPRESSION

"I 'ear Bill 'Awkins is suin' the company fer damages."

"Why, wot 'ave they done to 'im?"

"They blew the quittin' whistle when 'e was carryin' a 'eavy bit o' wood an' 'e dropped it on 'is foot."

### AS YE SHOW SO SHALL WE PEEP

Wife: "Did you see those men staring at that flapper as she boarded the car?"

Husband: "What men?"



Master Plumber: "I've never see'd a bloke take so long over a job in my life. That lad 'll go far!"

"You look worn out, Ned. Didn't you sleep well?"

"No! My room-mate and I suffer from alternate insomnia."

"Alternate insomnia? What's that?"

"Why, whichever of us gets to sleep first keeps the other awake."

There were just as many careless drivers in the old days, but, you see, the horses had sense.

There is a story told of a Scottish preacher who was noted for his difficulty in coming to an end. A parishioner who had not been to church, as he passed the door, saw a worshipper coming out. He asked the escaping culprit if the minister were done?

"Aye," said the man vindictively "he's done, but he winna stop."

### TOO BUSY

Sonny: "Mother, are we going to heaven some day?"

Mother: "Indeed, I hope so, my dear."

Son: "Well, I wish Daddy could go too."

Mother: "Why, sonny dear, what makes you think Daddy will not be able to go?"

Sonny: "Oh, no, Mother, he couldn't get away from the office."

### SCULPTURE

There was an old sculptor named Phidias,

Whose knowledge of art was invidious.

He carved Aphrodite

Without any nightie—

Which startled the purely fastidious.

### FORCE OF HABIT

"There must be a lot of golfers in our building."

"Why so?"

"The other morning I was standing in the rear of the elevator and called 'Four,' and everybody in the elevator ducked."

They sat at the table, he and she, and gazed into each other's eyes, as he mechanically consumed the food which was set before him.

"Ah," she said, "I am glad you like it. Mother says that there are only two things I can make properly—potato salad, and marmalade tart."

"Indeed," he said, "and which is this?"

Jones: "So you have taught your wife poker?"

Brown: "Yes. It's a great scheme. Last Saturday night I won back nearly ten shillings of my salary!"

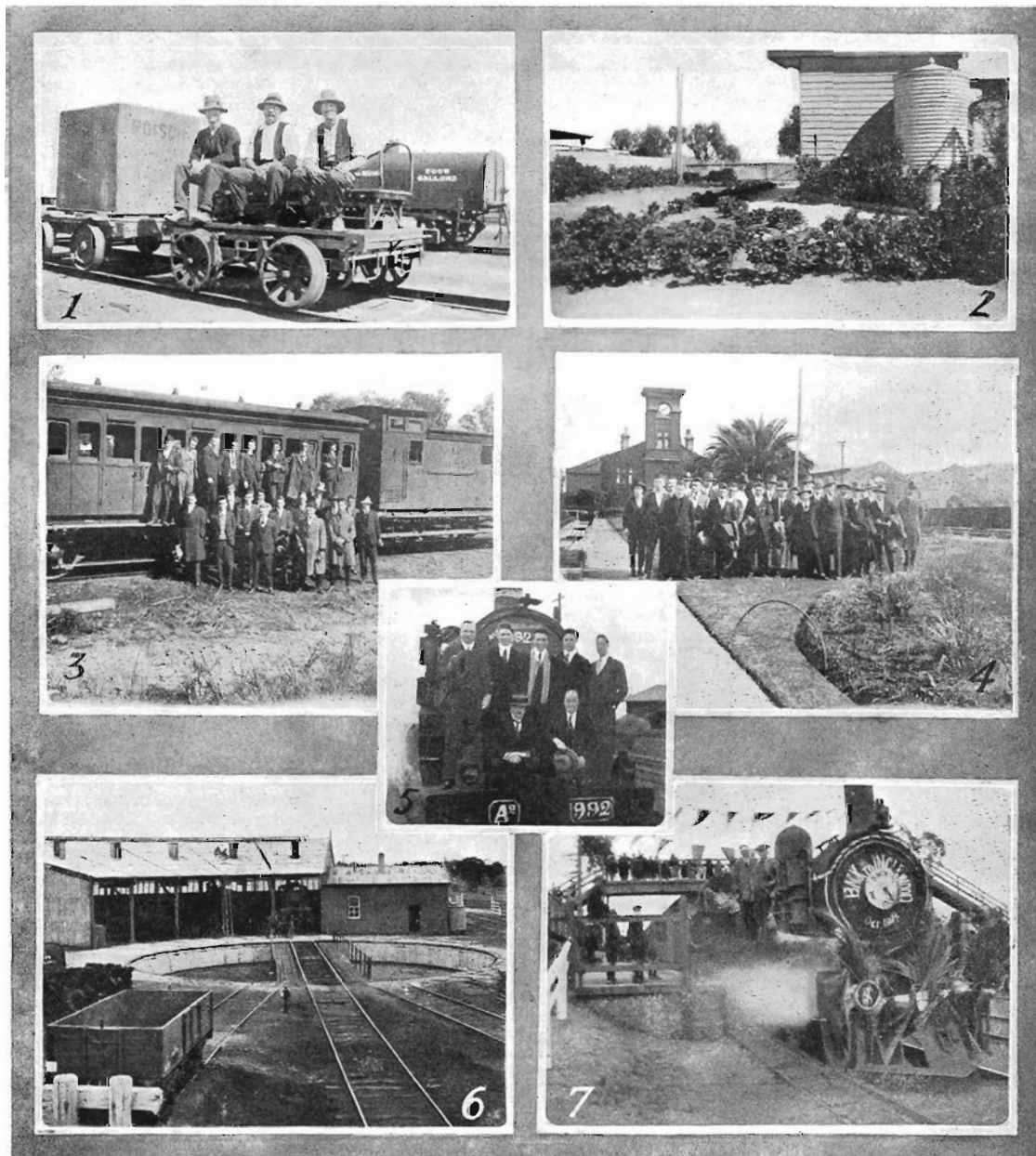
Little girl (to grandfather): "Grandpa, why don't you grow hair on your head?"

Grandpa: "Well, why doesn't grass grow on a busy street?"

Little Girl: "Oh, I see; it can't get up through the wood blocks."

# Snaps Round The System

SENT IN BY CONTRIBUTORS



1. Off for a weed-poisoning trip. Ganger O'Brien (centre) and his gang at Meatian.
2. Driver R. G. Dugan's departmental residence garden which has twice gained first prize in the Maryborough section.
3. N.S.W. railway apprentices at Herne's Oak on the way to Yallourn, during their recent visit to Victoria.
4. Another snap of the N.S.W. apprentices at Newport.
5. Railway members of the Maryborough Football Club (minor premiers in the Ballarat League) on the engine which headed the team's train to Ballarat on the occasion of South Ballarat's defeat by Maryborough.
6. Engine shed, Woomelang.
7. The "Back to Inglewood" train at its destination, last month. Driver H. Watson, an Inglewood boy of 60 years ago, was in charge of the engine.



By AERIO

# THE OSCILLATING CRYSTAL

**T**HE oscillating crystal opens up a fascinating field in interest and possibilities for the ordinary amateur, particularly in view of the fact that no expensive apparatus is required, and high prices are offering for particularly good specimens of oscillating crystal which may be discovered.

**F**OLLOWING the early experiments of Dr. Eccles some years previously, the production of oscillations and amplification by means of crystals was developed by a Russian, Mr. O. V. Lossev, in 1924, and later further worked out and actually tested with success by M. Vinogradov, a radio engineer of Belgium and friend of Lossev, who declared it a practical proposition with a promising future.

About the same time a patent (No. 236648) was granted to Captain Round, Chief Research Engineer of the Marconi Co., and Mr. Noel M. Rust, for a regenerative crystal circuit capable of actually amplifying the strength of received signals.

In his home town, co-workers with

Mr. Lossev have succeeded in using his crystal circuits not only for long range reception but also for transmission over short distances up to a mile. In the latter case the same crystal serves both as transmitter and receiver, giving a complete duplex or two-way set at a comparatively insignificant cost.

Captain Round claims that when the crystal circuit shown in Fig. 2 is adjusted so as to generate sustained oscillations—by suitably reducing the value of the resistance R—he is able to obtain super-regenerative effects similar to that of the well known Armstrong circuits, and to receive over considerable distances.

The theory of self-oscillation has since been advanced from time to time by various amateur experimenters as

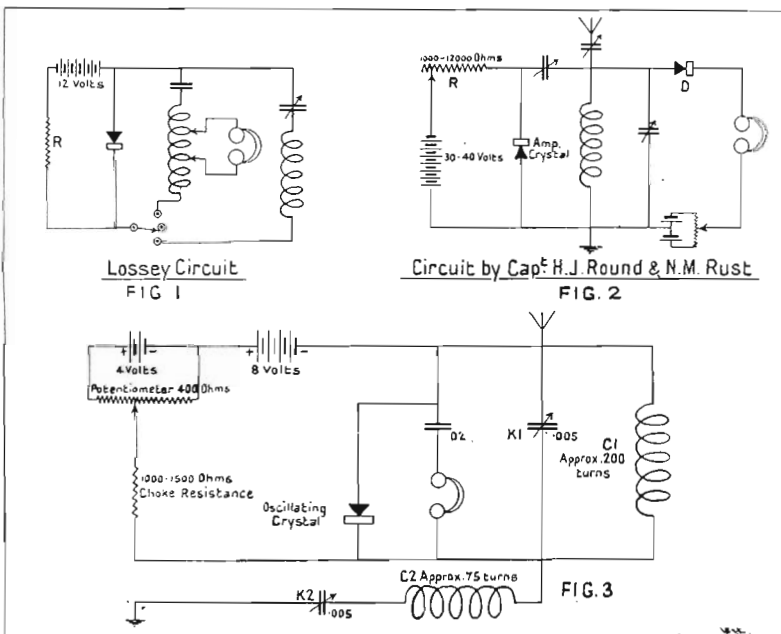
an explanation of well-authenticated instances where C. W. signals have been received on a bare crystal in the absence of any apparent heterodyne generator. It has also been held to account for freak reception by crystals over extraordinary ranges, where no re-radiating aerials have been present; the generated oscillations in this case serving to boost or amplify the incoming waves.

The subject is admittedly still in the experimental stage, and while research has now reached a point where there is no longer any difficulty in making a selected specimen oscillate and keep on doing so for hours, or even days, comparatively few amateur crystal enthusiasts have exhibited the patience and perseverance necessary to find a suitable crystal and acquire the knack of getting it to oscillate. All of which is very unfortunate, because there is a tremendous amount of interest to be had from a few successful experiments with crystal oscillators.

### The Crystal

A considerable variety of metallic and semi-metallic rectifying contacts will give rise to oscillatory currents when arranged in suitable circuits; but for practical usage in the hands of the amateur no better crystal oscillation generator has been obtained than a contact between a piece of steel wire and a good zincite crystal.

Selected specimens of untreated zincite will do; but it is found that the crystal may be greatly improved by fusing in an arc in the presence of manganese dioxide. For the ordinary amateur who does not possess the facilities to do this, the following hint will prove useful. Place the zincite in a tin lid, sprinkle with a little manganese dioxide and place in a hot fire until the crystal is white hot, then withdraw and allow to cool. Crystals obtained by this means have given stable oscillations for days at a time.





**Choosing Likely Specimens**

There seems to be no connection between the properties necessary for rectification and those for oscillation. A large proportion of the zincite on the market at the present day is utterly useless for oscillation purposes. Zincite which is coke-like in appearance may or may not rectify; but for crystal oscillator experiments the zincite used must possess an appearance similar to a very deep ruby-red piece of glass. Such crystals examined by reflected light appear almost black, and their surfaces are perfectly smooth.

Ten per cent. of crystals conforming to these specifications and treated with manganese dioxide can be induced to oscillate.

**A Testing Circuit**

A suggested oscillatory circuit, suitable for testing out the capabilities of different specimens of crystals, and which may also be used with the selected specimens for long range reception, is shown at Fig. 3. This unit is used without aerial or earth and with Coil C2 removed when testing; and with the usual aerial and earth, but with Coil C1 removed and Coil C2 replaced for reception with oscillating crystals. More selective circuits have been developed, but this one was chosen as being suitable for both testing and receiving.

The detector should be a good one, capable of micrometer adjustments and fitted with a steel catwhisker which may consist of a needle or watch spring.

The point of the catwhisker should be slightly rounded off by rubbing it a few times over a sheet of sandpaper. The resistance R must not be less than 1,000 ohms and should be inductively wound in order that it may act as a choke in preventing the oscillations generated by the crystal from flowing through the battery circuit. An ordinary choke-coil may be used, and it will be of interest to try the effect of using choke-coils of varying resistances on the ease with which the oscillations are generated. The battery may consist of flash lamp cells. P is a potentiometer (400 ohms) connected across the last cell in the battery.

**Testing Specimens**

First adjust the crystal contact so that the catwhisker makes a light contact with the zincite. Then switch on the battery to such an extent that about 3-5 volts pass through the crystal. Adjust the condenser K1 so that about half its maximum capacity is included in the circuit. If audible oscillations are generated by the crystal contact a steady hum will be heard in the phones. Assuming, however, that the result of the above operations is a mere silence, the next thing to do is to manipulate the crystal contact adjustment and to see if this makes any difference in the results. If a frigid silence still greets these endeavours, leave the crystal lightly adjusted, and suddenly turn on the full voltage of the battery. Here is a point that is worthy of attention, for it often happens that the sudden

turning on of the full E.M.F. of the battery is sufficient to start the crystal oscillating.

As the oscillations depend upon the amount of capacity and inductance in the circuit as well as the E.M.F. of the applied current; a slightly larger or slightly smaller coil (C1) may be tried.

**Using the Oscillating Crystal**

With condenser K1 set at zero a signal is tuned in with condenser K2 as with an ordinary crystal. K1 is then turned to its full capacity, while a search is made for a likely oscillation point on the crystal. A promising spot will give loud clicks on contact, and a sensitive area will give loud clanging noises in the phones when the catwhisker is moved. A spot should be found which will give a continuous swishing noise or "mush" in the phones. Valve users will notice the similarity with the "rush" of a furiously oscillating H.F. valve. A moist finger tapped on the aerial terminal will give the clicks familiar to valve users.

Condenser K1 is then turned slowly back until the characteristic whistle of a carrier wave is heard. K1 and K2 are then adjusted for best results.

With the crystal oscillating C.W. stations are very easy to tune in, the note being remarkably steady and clear. When used as an amplifier for receiving telephony, the crystal should be just off the oscillation point for clear

*(Continued on page 61)*



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### OUR TEDDY BEARS

By CHARLES BARRETT, C.M.Z.S.

EVERY nature lover deplors the massacre of Koalas, or native "bears," that has taken place in Queensland. For "Teddy" is a quaint and harmless animal, makes a jolly little pet, and is a true Australian.

We protect the Koala in Victoria, but it has gone from most of its old haunts. In the past hundreds of thousands of "bears" were killed for the sake of their skins in this State. Now, "Teddy" is rare, as a Victorian, excepting in such sanctuaries as the National Park, Wilson's Promontory, and on Phillip Island.

Of course, you know that the Koala is a pouched animal, a marsupial, and not even distantly related to the bear family. But he certainly is the "living image" of a big toy Teddy Bear.

The three Koalas, photographed with their owner, on a Queensland farm, have been pets for several years. They are as tame as you please; and quite happy in their master's arms.

### SECOND STORY COMPE- TITION RESULT

DEAR Nieces and Nephews.—Niece Hazel Carroll of Jeparit, is the winner of the first prize in our story competition for this month. Ivy Hulett, Moonee Ponds, wins the second prize; and Nephew Reg. McPherson, Essendon, receives honorable mention. By the way, Reg., yours is a good little story, but treats of a subject just hardly suitable for this page.

Niece Emily Bird, Burwood Road, Upper Hawthorn, is highly complimented on her good little story. Uncle Ben would like Niece Emily to write to him regularly each month; he feels certain that she could supply chatty news for this page—little happenings that would interest all nieces and nephews.

The following are the names of those who were so good as to send in nice little stories, and for which Uncle Ben sends his compliments and thanks: Thelma Gardiner, Kilmany; the sisters Kathleen and Nolla McCaffrey, Rokeby-street, Collingwood; Rae Boyd, Green-street, Wangaratta. Two of the best of these little stories are printed on page 58.

Thelma Gardner, Kilmany.—Delighted to learn all about the good times you have had, Thelma. The concert must have been nice, but what

a pity the rain didn't just keep off for another hour until you had returned home. I consider it was clever work by your team to win the minor premiership at basket-ball. Mirie Russell often refers to the letters and news that pass between you both. She says she

likes to get your letters.

Ronald Dyer, Largs Bay, South Australia.—Yes Ronald, I had just begun to wonder what was the reason for your lengthy silence, when, along came your letter telling me that you

(Concluded on page 58)



Pet "Teddy Bears" on a Queensland farm. —Photo. C. Barrett



## Railways Lose Wednesday League Premiership But Win Interstate Boxing and Wrestling

### LOST BY 12 POINTS

**A**FTER going through the season without a defeat the Wharfies went under to Railways in the final match. The game throughout was very strenuous, but Railways excelled in the open play and ran out comfortable winners.

The grand final for the Wednesday League Premiership, however, turned the tables. It was played at the M.C.C. on Wednesday, September 28th, and a record crowd of 8,000 watched the proceedings.

From the bounce, the umpire was exceedingly strict in his interpretation of the rules, and to some extent his watchfulness checked the too vigorous methods of the players. Several times fights threatened, but both field and boundary umpires were alive to their responsibilities, and were quick to jump between unruly players.

The Watersiders started off confidently, and their fast open play rattled the Railways. For three-quarters of the game, they were definitely in the ascendant, although at no stage of the proceedings was their path an easy one.

The Railwaymen plugged along, and keeping up the pressure gradually wore the Wharfies down. Their last quarter rally had the crowd on its toes, as bit by bit they overhauled their opponents.

During the last few minutes it was anybody's game, but the experience of some of the older hands in the Wharfies Team proved invaluable, and great work by Cazaly, Brookes, Devenport and Reville enabled the Wharfies eventually to run out winners by 12 points.

The final scores were—

Waterside Workers—9 goals 8 behinds, 62 points.

Railways—7 goals 8 behinds, 50 points.

Although completely outplayed in the last quarter, the Wharfies thoroughly deserved their win.

Their best players were, besides the above mentioned, Perritt and Davis. For Railways, Coulsell stood out for

consistently fine work all day, and he was well supported by Forsyth, Lovett and Kidd.

### BOXING AND WRESTLING RESULTS

**A**S the Journal was going to press, a telegram from Brisbane conveyed the news that the Victorian team had secured the Interstate Championship.

The Victorians did well—their wrestlers were good, winning the featherweight, lightweight, middleweight and heavyweight sections of the competitions. They also won four boxing Championships. Details:—

Boxing—8 st. 2 lb. Division—J. W. Haines (Vic.) knocked out O. Guard (Q.); 9 st. Division—R. Miller (N.S.W.) won in first round on a foul from C. Edgar (Q.); 10 st. Division—R. O'Haire (Vic.) outpointed T. L. Wilcox after a vigorous bout; 10 st. 9 lb. Division—J. J. Delaney (Vic.) won from A. L. Chinn (N.S.W.) on points; 11 st. 4 lb. Division—A. S. Bennett (N.S.W.) knocked out A. C. Barr (Vic.) in the first round.

The selected team under the management of Mr. D. P. Ryan, left Spencer-street on October 8th, fully determined to retain the title of Champion State for Victoria.

The official party, which was accompanied by Mr. A. Galbraith, General Secretary of the Institute, was as follows:—

**BOXING**—Bantam, J. W. Haines; Feather, J. H. McGrath; Light, R. O'Haire; Welter, J. Delaney; Middle, L. Stephens; Heavy, D. M. McDonald; Emergency, A. C. Barr.

**WRESTLING**—Feather, A. Hammet; Light, C. Angelo; Middle, T. P. Bolger; Heavy, S. Todd; Emergency, V. Zaremba.

**COMMITTEE**—D. P. Ryan (Manager), G. Dowsett (Chairman), J. Stewart, R. A. Guyot, H. Wilson, C. G. Walker.

**TRAINERS**—W. Meeske, L. Copeland and B. Potts.

### TENNIS AT SEYMOUR

**T**HE opening of the Seymour Centre Tennis Club took place on October 8th.

The President, Mr. Moore, welcomed the visitors, apologising for the absence of members of several clubs, who were not represented. He told the gathering of the hopes entertained by the club that next year's opening would take place on concrete courts alongside the new Institute buildings.

After declaring the courts open, the President called on Miss Finch to serve the first ball, Miss Bassett being the striker.

It was an ideal day for tennis, and many interesting games were played. Afternoon tea, provided by the ladies, was later enjoyed by all.

### BOWLERS GET BUSY

**R**AILWAY bowlers have just elected their office-bearers for the 1927-28 season. General Superintendent Canny has been again ushered into the president's chair, and S. C. Jones will continue to wield an able secretarial pen. Vice-presidents are R. McClelland, H. Beulke, W. Ellis and W. T. May. W. R. Hohmuth looks after the money, and H. O. Close is auditor. Committeemen are W. A. Crawford, A. J. Ninnas, A. H. Rogerson, J. J. Turner and A. Wotherspoon. H. Beulke, R. McClelland and S. C. Jones will select the Association's teams for the big matches.

Electric light matches have been arranged for the season as follows:—

November 9th v. Toorak at Toorak.  
November 30th v. Hawthorn City at Hawthorn City.

December 20th v. Kew at Kew  
January 12th (1928) v. Port Melbourne at Port Melbourne

February 14th v. Kew at Kew  
February 29th v. Hawthorn City at Hawthorn City

March 14th v. Toorak at Toorak.  
March 29th v. Port Melbourne at Port Melbourne.

### CRICKETERS MEET

**T**HE Annual Meeting of the V.R. Cricket Association was held in the Institute Rooms on Thursday, October 6th, when the following officers were elected for the ensuing year. President, Mr. W. McDonald; Vice-

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Reviewed by J. D. MICHIE

**A Novelist's Tour of the World.**—A fascinating book of travel and description, dealing with India and the Far East.

**The Bacchante and the Nun.**—A volume that will repay close reading.

**The Sower of the Wind.**—By Richard Dehan. Full of thrilling incidents charmingly narrated.

**The Fighting Wades.**—A book which features a romance of the Cow Country in Western U.S.A.

**Green Seas,** by Oliver Madox Hueffer.—A thrilling tale of a great freebooter, interwoven with which is a charming romance.

**Sarati the Terrible.**—A novel which presents a fine sense of climax. The scene is laid in Algiers.

**A** NOVELIST'S Tour of the World," by Vicente Blasco Ibanez (Thornton and Butterworth). This is a travel book by an artist who sees all things with the eye of the poet. The author of "The Four Horsemen of the Apocalypse" has been on a tour round the world, and in this delightful volume he gives us his impressions of the peoples and places he has seen. Of India, China, Egypt, Japan, Hawaii, he writes with all the force and charm for which he is famous; of Oahu, "the enchanted Isle," of Miyajima, the Japanese Arcady, "the land where nobody is born and nobody dies," of the great Buddha at Kamakara, of Mount Everest, "the top of the world," of the tomb of Tut-ankh-Amen, does he tell us, intermingling prosaic facts with all the color and glamour of the East.

**"THE** Bacchante and the Nun," by Robert Hichens (Methuen and Co., Ltd.) This is a novel of the London stage; the story of a young actress, of her struggles for success, her attainment of success and what follows. She is a woman with two fighting strains in her, and not all of a piece, not a being designed only for stage life and its glories.

There are times when she loves the stage, but there are times when she hates it, and so, as she herself says to the dramatist who loves her, her life is full of disharmonies. Her career is brilliant, but it is brief, not because the public tires of her, but because of something within herself.

There is a voice that calls her, and she has to follow. Many of the scenes take place in a London theatre; but there are brief excursions to Upper Egypt and to Monte Carlo.

**"THE** Sower of the Wind," by Richard Dehan (Thornton Butterworth). Love came into the life of Gaspar Barboas, a pearler

of Western Australia, in the strangest and most romantic fashion. It came in the person of Safra, a beautiful Australian aboriginal of the great Arunta race, who had received European culture. Barboas is under a curse, for in order to dislodge some poor aborigines whose encampment obstructs his plans of development, he has drawn off the water from their well-heads, and in retaliation, they plant in his garden a "devil-post" inscribed with the words "May Cuggal claim you for its own!"

Two mishaps befall Bargoas, and then Cuggal, in the shape of an octopus so named, would literally have seized its victim had not Safra, in a scene of tensest excitement, come to his rescue. From this point onward the story rises to an amazingly tragic and terrible climax.

**"THE** Fighting Wades," by John H. Hamlin (Hodder and Staughton). Widow Wade never forgave the butterfly girl who took her son out of Long Shadow Valley in the cow country and left her lonely and embittered for twenty long years. So when she heard that Tanchon, the offspring of that unhappy marriage, was coming to Spur Tracks Range, the grim old woman prepared a reception for her granddaughter, well calculated to overawe a mere child. Fanchon arrives . . .

**"GREEN** Seas," by Oliver Madox Hueffer (Thornton Butterworth). Most of us cherish a sneaking affection for pirates, and react pleasantly to the name of Captain Kidd. In "Green Seas" this great freebooter stands out as a lovable and cruelly wronged man, the scapegoat victim of William III. and his Minister. Round this sympathetic figure is written a thrilling romance in which Sir Rafe Gardiner, a young English emigrant to

New York, relates his seafaring adventures with Kidd and others, his devotion to the pirate's charming stepdaughter, and his exciting experiences on his return to England in a chivalrous effort to save the Captain's life.

Mr. Madox Hueffer has produced an enthralling and delightful romance, told with exactly the right old-world flavor of late seventeenth-century life in England, in the New World and on the High Seas, while of far more than passing interest is its living portrait of the dauntless and ill-starred Kidd.

**"SARATI** the Terrible," by Jean Vignaud. (Translation by Joyce Davis). Black Algiers, the Algiers of the wharf, of porters, coal-porters, dockers, Kabyle women, negroes and Mohammedans, is the scene of this vigorous story. Against this motley and unfamiliar background is set the commanding figure of Cesar Sarati, whose strength and brutality have won him the sobriquet. The Terrible. Terrible in his love and his hate, it is ironical that his tempestuous passion should be thwarted by Rose, the young orphan whom he has educated.

Rose has given her heart to Gilbert de Kerradec, a young French aristocrat whose adverse circumstances have brought him down to the job of porter on the wharf. Cesar's consent to the nuptials of the lovers brings despair to this primitive man, from whom all the vices of his type cannot wholly alienate our sympathies. Sarati dominates the book, but the minor characters are equally well drawn.

Truth of characterisation, together with the fidelity of the local color, constitute the true distinction of a story that is admirably planned and of sustained interest.

# Garden Notes for November

## WHAT TO SOW AND PLANT

French Beans. Lima Beans. Waxpod or Butter Beans. Beet, Red. Cabbage (main crop and late sorts). Carrot. Cauliflower (extra early Eclipse). Celery, Corn, Sweet or Table. Cress. Lettuce (Iceberg, New York, Neapolitan). Mustard. 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

THE present month is always a busy and most important one in this department. Vigilance must be the motto, as the first stress of hot weather will quickly show the weak places. And after the favorable Spring, the growth of plants, trees and shrubs, necessarily somewhat soft, will suffer. Lawns also will go off color, and if the hoe has been allowed to rust the weeds will exhaust the soil, and leave a fine crop of seed for future trouble. In new gardens buffalo grass may still be planted to advantage.

Dahlias must have attention—time is the essence of success with these. Most frequently they are planted too early. Tubers sprouted, possibly make a lot of growth. Cut it all back and divide the tubers, selecting for preference just one tuber with a growth: these are the best for planting in mixed borders. For show purposes the green plants, or those struck from cuttings, are best, and the new varieties can only be obtained in this way. Prepare the ground for these by forking in the manure and turning the soil over two or three times, and don't plant till the end of this month, or the first part of next.

Perennial phlox, delphiniums, carnations, may still be planted. The American carnations are particularly robust and fine.

Petunias make glorious beds, and stand the mid-summer sun. Planted now, they will bloom till nearly mid-winter. Seedlings are obtainable now.

Colosis, the plume variety, also amaranthus tricolor, new giant marigold, mammoth cosmos, miniature sunflower, are all tall growing, and are most suitable and effective planted in the background or among shrubs.

The Japanese iris is another beautiful genus, long misunderstood, as requiring artificial running water courses on ponds. They will do amazingly well in a deeply trenched enriched bed, with plenty of water applied, the same way as for dahlias. Some fine displays will soon be seen in the public gardens,

and our readers should note them for next season.

Any shrubs that can be obtained in pots can be safely planted, also our native trees—wattles, gums, callistemones, etc. Bougainvilleas, snail creepers, tasconias, passion flowers and passion fruit all do best planted at this season, given a little attention if weather prove dry.

## VEGETABLE GARDEN

This month is one in which continuous sowings of the different vegetable seeds can be made to supplement the lighter planting of last month.

French beans, now that there is a prospect of fine weather, may be put out in great numbers, but a reserve plot should be preserved for December sowing. Those who have a small space about a fence will be well advised to try a few of a climbing variety. A stake or two from the fence to the ground, across which string may be interlaced to provide a support for the climbing growths, is all that is necessary. Many of these varieties are prolific bearers.

All stakes which have been used in previous seasons to support beans or peas should first be dipped into boiling water before being again brought into service. In this way, eggs of the red spider, or of other objectionable pests may be destroyed.

Beans are perhaps the most useful of all vegetables to grow, for they give readier return than almost anything else. At the same time variety must be had, and a good sowing of peas, if well looked after, will make rapid headway this month. A good sowing of beetroot for use about April should go in now. Blood-red is probably the most satisfactory for growing in the kitchen garden.

Late varieties of carrots may still be sown, and a few lettuces and radishes should go in to help keep up the supply of salad materials.

Now that all fear of frosts is over, tomatoes may go out without shading.

It is easier to pick up a dozen or so plants on the way home of an evening than go to the trouble of looking after them in hot and cool frames. This also applies, so far as sowing seed is concerned, to the small quantities of cabbages and lettuces required in the average garden. For threepence, quite a number of nice plants can be purchased, and supplies in this manner may easily be regulated.

There are many who prefer to purchase marrows, pumpkins and squashes in pots for transplanting direct into the garden, though from long experience of these vegetables, it is generally conceded that there is nothing more satisfactory than seed sowing. Put out from four to six seeds in a raised position, and from those which germinate select two or three to provide the vines required. The bush marrows do not cover much ground, and are to be recommended for general planting. Likewise, set out a hill or two of Turk's cap, and a few seeds of the ironbark pumpkins. Both are good varieties and store well.

It is a good plan to keep all marrows, pumpkins, squashes, melons, and the like as much together as possible. This will help in securing a good setting of vegetables, for, when planted singly, the blossoms often fail to fertilise.

Where young seedlings of celery are on hand, they should be picked out, or a sowing may be made in the open. This vegetable likes a rich soil, and does well at this time, when set out in rows with the plants about six inches apart.

## GET A TRANSFER

- If you are on the gloomy line,  
Get a transfer.
- If you're inclined to fret and pine,  
Get a transfer.
- Get off the track of doubt and gloom,  
Get on the Sunshine train, there's room.  
Get a transfer.
- If you are on the worry train,  
Get a transfer.
- You must not stay there and complain,  
Get a transfer.
- The cheerful cars are passing through  
And there's lots of room for you.  
Get a transfer.
- If you are on the grouchy track,  
Get a transfer.
- Just take a happy special back,  
Get a transfer.
- Step on the train and pull the rope  
That lands you at the station Hope.  
Get a transfer.

—W. F. PEACOCK.

# Railway Users Say —

## TRANSPORT OF CHICKENS.

AS our chicken season, which has been a record one, is drawing to a close, we feel it only right that we should let you know that this year we are more than pleased with the manner in which the Victorian Railway staff, especially your staff at Cheltenham, have handled not only our chickens but also eggs and birds.

One might say that although this season we have despatched over your rails nearly double the chickens, etc., it has indeed been a record and a pleasure as the staff at Cheltenham have done all in their power to facilitate the handling of same, which often has meant early consignments for Up country lines being despatched at 5.30 a.m. and 6 a.m., so we sincerely trust that you will convey to your staff our best thanks and appreciation, as too often they hear our complaints only.

—Mr. J. C. Mickelborough, Proprietor, "All Varieties" Stud Poultry Farm, Cheltenham, writing to the Chairman of Commissioners.

## HEALTH CONFERENCE TOURS

NOW that the First Commonwealth Conference on Public Health Engineering has been concluded, I desire to express my appreciation of the facilities given by your Department for the arrangements of excursions, both by road and rail, to various places of interest to delegates.

The visitors were keenly appreciative of the arrangements made for their comfort and convenience.

Special mention should be made of the courtesy and assistance received from Messrs. Maher, Robert and Walker.

—Dr. J. H. L. Cumpston, Director-General of Health, writing to the Chairman of Commissioners.

## SHOW LIVE STOCK TRAFFIC

RE handling of live stock at the Show Siding, we consider your staff did excellent work again this year, and their despatching of such a large number of exhibits and sold stock on the Friday night needs special mention. We have had no complaints from our numerous clients, so presume their stock arrived in good order and condition.

—Mr. Edward Lynott, Adamson Strettle and Co. Pty. Ltd., 482-4 Bourke-street, Melbourne, writing to the Chairman of Commissioners.

## FRUIT ON RAILWAY STALLS

KINDLY allow me to express my appreciation of your consideration and enterprise in placing such excellent fruit at the disposal of the public. I recently purchased table raisins at Princes Bridge Station, which surpass other samples of such fruit that I have ever been able to procure.

I am sure both the public and the producer owe you a debt of gratitude for acting in this direction.

—Miss Grace Vowell, Notting Hill, writing to the Chairman of Commissioners.

## FURNITURE CAREFULLY HANDLED

I MUST write and thank you and your staff for the care they took in sending my furniture to Aura Railway Station, which though not covered or packed in any way, arrived in perfect order, and I am sure could not have

arrived in better order. It was consigned from Melbourne to Aura.

—Mr. E. J. Watson, Menzies Creek P.O., writing to the Stationmaster, Ferntree Gully.

I WISH to express my thanks and appreciation, for the safe and efficient transport of my furniture from Moreland to Geelong. My truck was ordered promptly by S.M., Moreland, and was despatched from Moreland on Wednesday morning and arrived at Geelong, placed on siding ready for discharge at 4.20 p.m. the same day.

The contents of truck were in good order, and were not in any way damaged. I would like to express, through the Magazine, my thanks to Mr. Brophy, S.M., Moreland, Mr. Foster, Train Control Officer, Spencer-street, and to Mr. Tom Hannan, Yard Supervisor at Geelong, for their courtesy and service in connection with my truck movements. The railways are good enough for me.

—Mr. H. J. Burgess, "A" Box, Geelong, writing to the Editor.

I WOULD like to bring under your notice how much I appreciate the kindness shown to me by the S.M. and his assistants at the Bet Bet Station.

Owing to their efforts, my furniture came through a journey of over 300 miles practically unscratched.

I cannot speak, or write, too highly of their conduct.

—Mr. G. A. Olney, S.S. 3526, Red Bluff, via Huon, writing to the Secretary for Railways.

## COURTESY OFFSETS INCONVENIENCE.

I WISH to acknowledge the receipt of £1 compensation for the breakage of a bowl on the railways—with thanks. It was unfortunate; but no great harm was done as I was able to replace it with a similar one. Any inconvenience that was caused was compensated by the courtesy I received from every one with whom I had any dealings in connection with the matter.

—Miss Mollie Dare, Eradlyn, Victoria-street, Elsternwick, writing to the General Passenger and Freight Agent.

## SCOTCH COLLEGIANS' APPRECIATION.

AS you are aware, I have recently had the pleasure of conducting a tour of the Scotch College Dramatic Society and a visit of 42 Scotch Collegians to The Chalet, Mt. Buffalo.

The arrangements made for our travel left nothing to be desired, and I feel that I cannot refrain from expressing my appreciation of the efforts of all concerned.

I shall be obliged if you can arrange to have copies of this letter forwarded to the departments concerned.

1. Tourist Bureau.—(a) "In making all the arrangements for the tours it was a pleasure to have to deal with Mr. Wotherspoon, a very courteous and attentive officer. In him one feels complete confidence. (b) Mr. Anglim, who accompanied the party to Mt. Buffalo proved a very important factor in making our stay there so enjoyable. He took us for walks, organised snow sports, and spent many hours controlling the instrument which provided the music for

dancing. We thank him for his efficient efforts on our behalf.

2. The Chalet.—(a) "Our time spent at this excellent holiday resort was far more enjoyable than those who had not been there before expected. We who were making a second visit knew what to expect, and found that, as previously, everything possible was provided for our comfort and entertainment. Without doubt Mr. Baker is the right man for his position, and you are fortunate in having such a splendid officer. (b) In this connection I should like to place on record my appreciation of the attention paid the boys by the lady in charge of the dining room. As I left breakfast one morning she told me that the waitress had reported on the small meal eaten by two of the smallest boys, and she feared they were sick. The consumption of several cakes of chocolate before the meal proved to be the reason for the lack of appetite; but the incident serves to show how efficient is the service at The Chalet.

3. Mr. Frencham, steward on dining car.—"The Dramatic Society Section of the party at Buffalo went on to Albury instead of returning to town with the others. Hence in travelling to Melbourne on Thursday (8th) by the Express, the short stops at refreshment stations prevented the meal coupons being used. A word to the Conductor (who also was very obliging) brought Mr. Frencham to my compartment. The difficulty was explained and the steward offered to provide light refreshments, which, as we had had little or no breakfast, we all thoroughly enjoyed. This little affair speaks "service" very definitely. Once again your department is to be congratulated on having such an officer, ready to attend to the needs of the travelling public."

—Mr. V. R. Hill, Scotch College, Hawthorn writing to the Secretary for Railways.

## "EVERY COURTESY AND ATTENTION."

I HAVE been instructed by my Association to write you to express our appreciation of the services rendered to us last year. The service was all that could be desired, and I must also say that the local staff gave us every courtesy and attention, and also request the same service for the coming year.

—Mr. Herbert H. Carter, Secretary Marong District Tomato Growers' Association, writing to the District Superintendent, Bendigo.

## "EXCELLENT EFFICIENCY."

I WISH to thank your officials at the station next to St. Kilda for their courtesy to-day in recovering a handbag for me which I left behind on the St. Kilda Platform.

The clerk not only phoned St. Kilda Station for them to send it on by next train, but the boy collecting tickets from whom I first enquired refused a 2s. tip, and the guard on the train would not hand it over to me until bag was signed for.

The whole procedure struck me as an example of excellent efficiency, especially as I valued the bag, and was very glad to get it back again so quickly.

—"An Adelaide Visitor," writing to the Commissioners.

## FOOTBALLERS' THANKS

I AM directed by my Association to forward their hearty appreciation and thanks for the kindness, tact, and willingness shown to members of my Association by the station staffs, conductors, guards, porters and engine drivers of the Victorian Railways, at all times through this, the closing football season.

Our job is strenuous and exacting, and the members feel that the sympathy shown by your staffs should thus be commended.

The boon of reserved compartments on certain lines is also appreciated, for it enables an umpire to arrive at his destination in a condition fit to carry out his duties for the afternoon.

We trust that you will see your way clear to convey these words of appreciation to those concerned.

Throughout the whole season there has not been one complaint made against the Victorian Railways officials, which in itself is remarkable, seeing that our members travel the whole State, north, south, east and west, with a maximum travelling number each week of 60 umpires, and an average mileage weekly of 3000 miles.

—Mr. Thos. R. Clinnick, Secretary Umpires' Association, writing to the Chairman of Commissioners.

AT the meeting of my committee, last evening, I was directed to write expressing appreciation and thanks for your efforts in arranging for a separate carriage in connection with the visit of members of this club to Mildura on 13th inst. I can assure you that the fact of our being able to all keep together and be free from intrusion by other passengers, helped considerably towards relieving the tedium of such a long train journey.

—Mr. R. A. Freeman, Hon. Sec. Essendon Football Club, 61 Eglinton-street, Moonee Ponds, writing to the Stationmaster, Essendon.

AT the termination of our season, it gives me great pleasure on behalf of the Association to tender through you, sir, our sincere thanks to the transportation and loco. staffs for their good services and hearty co-operation during the season.

The cordial relationship and courtesy extended to us is deeply appreciated.

—Mr. M. Minogue, Secretary North Eastern Football Association, Seymour, writing to the District Superintendent, Seymour.

## BABY CAMEL SAFELY TRANSPORTED.

IN connection with the safe arrival of a baby camel, donated by Mr. E. Jones of Underbool, to lend both interest and profit to our carnival, I am requested by our executive to convey to you, and all other railway officials concerned, our best thanks for aid and appreciation of your and their good offices in ensuring a safe, comfortable and speedy delivery of the camel to Ballarat. It is doing well under the care of our Zoo officials.

—Mr. R. C. Hall, organiser, 'Travellers' and Bankers' Charity Carnival, Camp-street, Ballarat, writing to the District Supt., Maryborough.

## ADVANCING WITH THE TIMES.

ON behalf of the staff and students of the Engineering Department, I wish to congratulate you on your exhibit at the All-Electrical Exposition.

Our many thanks are due to Mr James and his staff for making the visit so instructive and interesting.

After comparing your new automatic substation equipment with others we have seen, it has made us realise how you are advancing with the times in modernising your equipment.

I feel certain that the students will greatly benefit by what they saw, and very much appreciate what you have done for them.

—Mr. G. R. King, Principal, Gordon Institute of Technology, Geelong, writing to the Chairman of Commissioners.

## "UNFAILING COURTESY."

MAY I, prior to my departure from Warburton at the end of this month, tender to yourself and staff my sincerest thanks for the unfailing courtesy which I have always received at the hands of those employed in the Railways Department. We hear a good deal, sometimes, about discourtesy, etc.; personally I have never experienced anything but goodwill and cheerful attention. Best wishes to all.

—Mr. E. A. Straker, Warburton, writing to the Stationmaster, Warburton.

## "NOTHING WAS A TROUBLE."

I WAS one of the Reso party that left Melbourne on 5th September, and was unfortunate enough to be laid aside with lumbago on the first day of the tour, and was unable to leave bed for two days. I had decided to return home, but Mr. Bromilow with his usual thought and consideration brought Dr. Desailly who was on the train to see me, and I was advised to stay.

I desire to express my thanks to the whole of the staff for their extreme kindness to me while I was indisposed. Had I been in a private hospital I could not have received more attention than that given me; in fact, nothing was a trouble.

—Mr. Robert Morris, 370 Montague-street, Albert Park, writing to the Chairman of Commissioners.

## CONDUCTOR'S COURTESY

I FEEL I would like to write you expressing my gratitude for the exceptional courtesy and kindness shown by you to me during my journey from Adelaide, and the trouble you took to ascertain the quickest way for me to reach my destination, thanks to which I was enabled to arrive in Geelong in time for my brother's funeral.

It is very acceptable when travelling under sad circumstances to meet with such kindness.

—Miss Edna Hore, 62 Anglesea street, Hobart, Tas., writing to Conductor W. Stanley.

## EVENING TOUR TO MT. BUFFALO.

WE, the members of the party of the conducted tour at Mt. Buffalo, feel we cannot allow the present opportunity to pass without expressing our hearty appreciation of the untiring efforts of our Conductor Mr. Jones, towards our enjoyment.

His never-failing good humour, his courtesy, and his thoughtfulness for the slightest wishes of every member of his party, made us at once regard him as much as an intimate friend as our guide.

We feel that the enjoyment of our visit to The Chalet was made complete by his companionship, and he leaves us with our hearty good wishes not untiring by a feeling of regret.

—Letter to the Chairman of Commissioners, signed by 61 members of an escorted tour to Mt. Buffalo National Park, per Miss E. Urquhart, 47 Queen-street, Melbourne.



The Yallourn Special leaving Flinders-street on the Thursday of Show Week

## YALLOURN TRIP APPRECIATED

of Commissioners.

AS one being fortunate to undertake the recent trip to Yallourn organised by the Victorian Railways and S.E.C., I desire to express appreciation in some small measure for the excellent travelling facilities and service en route, and for the courtesy and attention meted out by your entire staff in co-operating to make a most pleasant and memorable trip.

An impression of efficiency by which our Railways are characterised—this I feel would be attesting the experience of the whole party.

—Mr. John W. Atkinson, 20 Grosvenor-street, Middle Brighton, writing to the Chairman

WE desire to congratulate you on the achievements of the special tour to Yallourn on Show Day. The efficiency of all your officers and of those at Yallourn all combined to make an enjoyable and instructive outing. In the running of this tour we have been given an example of the possibilities of efficient management, and we trust it will be the forerunner of many more.

—Messrs. S. Waddingham, E. Waddingham and G. R. Love, Canterbury-road, Canterbury writing to the Chairman of Commissioners.

# Jottings from the Institute



## ANNUAL MEETING

MR. J. CONLAN (Senior General Vice-President) presided at the Institute Annual Meeting last month in the absence through ill health of Mr. J. S. Rees (General President). After an excellent concert programme by members of the Institute Musical Society Mr. Conlan drew attention to the seventeenth annual report and balance sheet. The Treasurer (Mr. Falloon) moved their adoption, and in doing so said that the Council was gratified at the steady progress that had been made during the past year. Membership now aggregated 12,482, an increase of 937 for the period. The aim of the Institute, however, he said was to have every railwayman and railwaywoman a member.

The Balance Sheet showed an excess of income over expenditure of £1800 1s. 5d. The accounts were prepared on an income and expenditure basis, and did not show capital expenditure such as equipment of country centre area Institute buildings, new books for library, etc., for which amounts appeared in the balance sheet. If figures were shown on a receipts and expenditure basis, the actual cash surplus of £323 would be disclosed.

The Chairman, in reply, said the position as set out by the treasurer, might be regarded as satisfactory, but he did not consider the increase in membership of 937 to be a very special cause for congratulation. There were 29,000 Railway employes, and the Institute membership should be very much greater than 12,000 considering the extraordinary facilities that are offered educationally, socially and physically.

The Report and Balance Sheet were adopted.

The result of the election for seventeen Councillors was as follows:—

Stewart, J. F., 3,877 votes; Miller, J. L., 3,678; Donald, W. J. S., 3,633; Wilson, H. W., 3,633; Ramsay, T., 3,550; Eddy, H. D., 3,507; McCartney, J., 3,405; Arnold, P. L., 3,383; Falloon, B. E., 3,202; Walker, C. G., 3,164; Classen, E. A., 3,145; Deveney, B. B., 3,053; Balmer, R., 3,052; McDonald, N. T., 3,028; Dowsett, G. R., 2,980; Ryan, D. P., 2,979; Guyot, R. A., 2,865; Gallagher, D., 2,819; Jameson, J. A., 2,761; McFarlane, M. S., 2,509; Asker, A. W., 2,501; Mayne, E. J., 2,484;

Brian, J. I., 2,331; Nielsen, J. A., 2,141; Cain, D., 1,919.

Commissioners' Representatives on the Council will be—

Honorary President, Mr. T. F. Brennan, Chief Accountant. Honorary Vice-President, Mr. E. H. Ballard, Chief Engineer Way and Works; Mr. A. E. Smith, Chief Mechanical Engineer; Mr. D. H. Falconer, Acting Auditor of Receipts. Trustees, Mr. H. P. Colwell, Chief Electrical Engineer; Mr. C. W. J. Coleman, Chief Storekeeper; Mr. W. E. Keast, General Passenger and Freight Agent. General President, Mr. J. S. Rees, Chief Clerk. General Vice-Presidents, Mr. J. Conlan, Outdoor Superintendent; Mr. E. W. Arthur, Manager Workshops, Newport; Mr. J. Gault, Motorman, Jolimont. Councillors, Mr. S. H. Evans, Manager Signal and Telegraph; Mr. H. W. Clark, Superintendent Goods Train Service; Mr. D. Cameron, Chairman Staff Board; Mr. W. Watson, Inspector of Ironwork; Mr. H. W. L. Forster, Electrical Engineer; Mr. C. H. Holmes, Chairman Betterment Board; Mr. E. Richard, District Engineer.

The result of the voting for the proposed amendments of the Constitution was:—

Item 1. Ex-Supernumerary employes of the Victorian Railways Institute or of the Railway Construction Branch who have retired from the Service in consequence of having reached the Departmental retiring age, who at the date of such retirement are and for the preceding twelve months have been financial members of the Institute and are desirous of continuing such membership. Rate of subscription to be five shillings per annum.

For the Amendment as above	4,129
Against Amendment	133
Majority in favor	3,996

Item 2. Any widow of a deceased member enrolling as an associate member of the Institute. Rate of subscription to be five shillings per annum.

For the Amendment as above	4,156
Against Amendment	106
Majority in favor	4,050

## EXAMS. SOON

THE annual examinations of the Victorian Railways Institute Educational classes will be held at Melbourne and Country Centres during the week ending November 26.

Students who intend to sit for examination should advise their instructor as soon as possible so that the necessary accommodation may be provided.

The prizes available to Institute students are:—Harold W. Clapp prize under three divisions. Arthur E. Hyland prize. J. C. Rolland prize.

The last named is a special prize to the value of £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.

The following prizes are awarded as first prizes in all subjects:—T. H. Woodroffe, prize (presented by Mr. T. H. Woodroffe, late Chief Mechanical Engineer); Peter Alexander Memorial prize; W. R. Brown Memorial prize, and Council prizes. In addition 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.

## NEW CONDITIONS FOR SPECIAL PRIZES

NEW conditions governing the award of the Harold W. Clapp and Arthur E. Hyland special prizes are now in force. Briefly, they are:—

1. The Prizeman must be an employe of the Victorian Railways Department at the date of examination.

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 examinations held by the Council in the subjects prescribed.

3. The prizes 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 Institute Council.

4. In the event of the prizes being allotted for competition within the Institute Educational Class Field, they shall not be awarded to any candidate who has not attended the class or classes at the Institute for 45 per cent. of the class meetings for at least three terms in the subject or subjects of the examinations for such prize.

5. The prizes shall not be awarded to any candidate who receives less than 70 per cent. of the total marks obtainable in the subject at the examination for such prize.

6. The Harold W. Clapp prize shall take such form as may be decided by the Council. The winner of the Arthur E. Hyland prize may accept either a cheque for £5 5s. or its value in any other form.

7. In the event of the prizes not being awarded owing to non-compliance with conditions set out for the government of the examinations, the Council will allot the prizes in whatever manner it deems best in 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 prizes for 1927 in general accordance with the foregoing conditions, will be as follow:—

The Harold W. Clapp prize shall be divided and awarded to the most successful student of each of the three following divisions:—

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

The competitive examination will be held at the end of the class session in 1927, and the prize shall be presented to the best all-round student attending the following classes:—

- Mechanical Drawing, Electricity and Magnetism, Building Construction
- Station Accounts and Management
- Engine Working and Westinghouse Brake, Safeworking—Signalling Duties, Safe Working—Train Running, Guard's Duties.

Students who take mechanical drawing, electricity and magnetism, or building construction as the main subject, shall undergo an examination in English, arithmetic and Algebra. Students who take station accounts and management, engine working and Westinghouse brake, or safeworking-signalling duties, train running, guard's duties as the main subject

Recitation (Humorous), non-prizewinners, Institute.—K. Metcalf, 1; Verna Stuart, 2.

Recitation (Humorous), open, Institute.—Mrs. E. Townsend, 1; Edna Addison, 2.

Recital, Open, Institute.—T. B. Lambie, 1; Edna Addison, 2.

Recital (Australian Subject or Sentiment), open.—Edna Addison, 1; Kathleen Metcalf, 2.

Recitation (Character), open, Institute.—Albert Watkins, 1; Ivy Broadlev, 2.

Recital (Shakespearean), open, all comers.—Elvie Allen and Mabel Thompson (equal), 1.

Recitation (Character), all comers.—Maurice Latimer, 1; G. L. Cameron, 2.

Recital (Champion), all comers.—Mabel Thompson, 1; Colin Binks, 2.

Recitation (Humorous Champion), all comers.—G. L. Cameron, 1; Douglas Caddy, 2.

Musical Monologue (assisted by Accompanist) all comers.—T. B. Lambie, 1; Elaine Townsend, 2.

Musical Monologue (Humorous, assisted by Accompanist). Elaine Townsend, 1; T. B. Lambie, 2.

Dialogue (Humorous), open, Institute.—T. B. Lambie and Lola Martin, 1; Ruby Whitehill and Partner, 2.

Dialogue (Humorous), open, all comers.—May Stott and Douglas Caddy, 1; Doreen Falloon and Una Green, 2.

Arthur Knight, 1; Ruby Deans, 2.

Solo, all voices, under 18 years, all comers.—

Irma Hughson 1; Allan Sanders, 2.

Soprano Solo, all comers.—Hazel Nissen, 1;

Florence Barber, 2.

Baritone or Bass Solo, open, all comers.—

A. N. MacLean, 1; V. L. McGraw, 2.

Solo Champion, all voices, all comers.—

Irma Hughson, 1.

On Wednesday evening, November 16th, a special Concert will be given at the Institute by selected prizewinners at the recent Musical and Elocutionary Competitions. A first class programme has been arranged, and members are assured an enjoyable evening.

## WONDERFUL.

“The marvels of electricity have set me thinking.”

“Yes; isn't it wonderful what electricity can do?”

## WHAT THE INSTITUTE HAS DONE FOR ME

WHEN I was a lad porter at Neerim South in 1924 I struck a Station-master who coached me in staff and ticket working, and knocked me into shape for a job as operating porter. I went out eventually as an operating porter, but before I left, the Station-master told me that I ought to join the Institute and try for my A.S.M. and S.M. certificates. It didn't seem a bad idea at all, but as I was more or less a bird of passage at the moment, I let the matter drop for a while.

Then at the beginning of 1926 I started in with the Station Accounts and Management Class at the Victorian Railways Institute. I was away up north when I had my name marked on the rolls, but, whether my location was Berriwillock or Balranald, the

### No. 5.—Potential S.M. at 22



heavy envelopes of questions and explanations from the Institute instructor landed on the station table with unerring regularity.

Incidentally that instructor had just been appointed, and, very appropriately, he was no other than my old S.M. of Neerim South.

Anyhow, my A.S.M. certificate was pushed into my hands a year after I had started on the ABC of S.M.'s work, and three months later I collared my S.M.'s diploma. As I was only 22 at the time, I think the Institute can claim a victory. Its instructor converted me from a raw hand into a potential Station-master a bare year after I was first allowed to take the front door key with me when I went out in the evening.

R. C. HEBBARD, *Assist. Stationmaster*

shall undergo an examination in English and Arithmetic.

The Arthur E. Hyland prize shall be awarded to the student who obtains the highest marks in the following:—

1927—Bookkeeping

1928—The aggregate number of marks in shorthand (speed) and type-writing

## COMPETITION WINNERS

THE following are the winners in the various sections of the recent Musical and Elocutionary Competitions held by the V.R. Institute.

Recital, under 13 years, all comers.—Nancy Griffiths, 1; Vola Hine, 2.

Recitation (Humorous), under 13 years, all comers.—Valma Clarke, 1; Marie Deans, 2.

Recital under 16 years, all comers.—Beryl Walker, 1; Lorna Ivey, 2.

Recitation (Humorous), under 16 years, all comers.—Lorna Ivey, 1; Beryl Walker, 2.

Recital (Australian Subject or Sentiment), under 16 years, all comers.—Melva McMillan, 1; Nancy Thirwell, 2.

Recital, non-prizewinners, Institute.—T. B. Lambie, 1; P. J. O'Brien, 2.

Pianoforte Solo, under 14 years, Institute.—Ruth Beaumont, 1; Valda Purvis, 2.

Pianoforte Solo, under 18 years, Institute.—Jean Beddoe, 1; Evelyn R. Brown, 2.

Pianoforte Solo, under 14 years, Institute.—N. E. Blackler, 1; Lorna Vesper, 2.

Pianoforte Solo, open, all comers.—Vera Shepherd, 1; Leah Finkelstein and Evelyn R. Brown (equal), 2.

Pianoforte Duet, open, all comers.—Aileen Bowey and Evelyn Brown, 1; Wilnot Croskell and Dulcie Logan, 2.

Violin Solo, under 14 years, Institute.—Stanley Hughes, 1.

Violin Solo, under 18 years, all comers.—Robert Johnstone, 1; Linda Liebenritt, 2.

Violin Solo, non-prizewinners, all comers.—Edwin Chapman, 1; Stanley James, 2.

Violin Solo, open, all comers.—Robert Johnstone, 1; Valda Tasker, 2.

Violin Duet, Pianoforte Accompaniment, all comers.—Stanley James and Valda Tasker, 1; Valda Tasker and Sheila Hunt, 2.

Trombone Solo, all comers.—A. E. Thorne, 1; C. J. Ring, 2.

Brass Quartette, all comers.—Collingwood Citizens Band, 1.

Tenor Horn Solo, all comers.—J. Lacy, 1; H. Goltz, 2.

Solo, under 14 years, all comers.—Arthur Knight, 1; Molly Stahmer, 2.

Solo, all voices, under 16 years, all comers.—

He: “Your mother told me you were very much interested in art.”

She: “Art who?”

## TO CORRESPONDENTS.

H. V. Smith.—Your appreciative letter is very gratifying. Thanks! The S.A.R. and H. Magazine comes to us regularly through the Exchanges. Ours goes to S.A. and to most of the railroad organisations in England and America.

C. H. Griffin.—Safety First verses not quite suitable.

R.U.—Not quite what's wanted. Too disjointed. Might use Broadmeadows matter later.

Quintrill.—Verses are rather labored and lack punch.

## Railwaymen of the Month

(Cont. from page 43)

three points they registered emphatic unanimity: agreement as to Bill Price's unfailing courtesy and good service, regret at his departure, and best wishes for the future of himself and Mrs. Price. The meeting came to light with a silver tea service and a silver-mounted oak tray. In addition, the local staff and traders doing business at the station put up a special effort of their own and passed over an inscribed gold watch to the S.M.

## Children's Page

(Cont. from page 50)

had been fully occupied with your lessons, in order to sit for your school examination. You do not say whether or not you passed. I hope you did. It is quite interesting to hear what you say about the Magazine, and the pictures in it, particularly the one of the model farm at the Show. We should much like to see those eleven pure white leghorn chickens of yours. I join with you in your wish, that they will all turn out to be pullets.

Mirie Russell, 11 Rice-street, Balarat East.—Yours is a most interesting letter, Mirie. What a grand time you must have spent in Adelaide; no wonder you haven't space to tell all the news, together with a description of what you saw during the many trips you took to different parts—Woodville, Largs Bay, the Semaphore, Waterfall Gully, Mount Lofty and the Zoo. Well Mirie, you certainly did have a grand time. Tell us more about it in your next, won't you?

Every Niece and Nephew will be charmed with Mr. Barrett's fine picture of those dear little native bears, which appears on page 50, your own page, but will be sorry to read about the treatment their family receives. What have you to say about it? Please write and tell Uncle Ben.

Yours sincerely,  
UNCLE BEN.

## THE WINNING STORIES

### THE LEGEND OF THE WARATAH.

LONG, long ago when Australia was only inhabited by blacks the Queen of the Australian fairies decided to give a ball. She wrote the invitations on the petals of the "Flannel Flowers" and gave them to the Kookaburra named Waratah to deliver.

However, she forgot one fairy, who was so offended at not being invited that, when Waratah was returning home from the Queen's ball, he took his spear and killed the poor bird.

The fairies then banished Blackthorn the wicked fairy; and on Waratah's grave grew a beautiful, blood-red flower which the fairies

## A Year's Grist (Continued from page 29)

every station turns over a large revenue. Victoria's service, like all railroads, has its Cinderellas. Actually there were 13 stations (or, more accurately, stopping points) which, from July 1, 1926, to June 30, 1927, earned less than five pounds. And four of these failed to lay hands on as much as ten bob apiece.

Miakite, on the Casterton line, was content with two passengers and 6s. 8d. for the year; Bandiana, on the Tallangatta line, with 10 passengers and 9s. 6d.; Stopping Place No. 3, near Orbost, with three passengers and 5s. 3d.; and Tanks Siding, between Selby and Aura on the Gembrook narrow gauge track, with five passengers and the bumper revenue of two shillings and one penny.

The places which managed to clear ten bob but sagged at the knees before reaching five pounds were Sunnyclyffs, near Mildura, 11s.; Berambong, on the Balranald line, £1 5s. 4d.; Bonegilla, on the Tallangatta line, £4 15s. 2d.; Hendersyde, between Toolamba and Echuca, £3 15s. 5d.; Barwo, on the Picola line, £2 6s. 3d.; Targoora and Lacey, on the Whitfield line, £1 10s. 6d. and £1 14s.; and Gooding and Thomson, on the Waihalla line, £1 9s. 2d. and £1 1s. 1d.

Weighed in the scale against these laggards were very considerable offerings by many obscure sidings, born to blush, more or less, unseen, and, possibly, to waste their sweetness on the desert air. The homely sounding Federal Manure Siding, as a case in

point, amassed £7,507. Similarly, La La Extension (out from Warburton) transacted rail business to the tune of £16,155, while the Portland Freezing Company's Siding froze on to £11,765. The Albion Stone Siding unearthed more than £24,000, and the Oil Refineries Siding dumped a good £31,000 between the wolf and the door.

Then the station staff at the pretty bay-side town of Seaford, generally regarded as a holiday resort, pure and simple, handled 250,269 tons of goods and nearly £50,000 in cash. And the miscellany of 19 sidings between Newport and Sunshine, comprising such little known localities as Angliss's Quarry, the Prahran City Council's Siding, Little Brooklyn Siding and the Commonweath Quarries, consigned a total of 266,017 tons of goods by rail and tipped £47,383 14s. 6d. into the railway coffers; in addition, that is, to an inwards traffic of 400 trucks of pigs, 1,863 trucks of sheep, 33 trucks of cattle and 16,453 tons of goods.

Perhaps most surprising of all, however, was the revenue which accrued from apparently insignificant items like haulage, storage, demurrage, quayage, tarpaulin hire, unloading and weighing. It provided no less than £100,225.

And, amounting as it does to a direct encouragement to thrift, it provides also a very gratifying moral for the conclusion of this article. Even a dreary statistical article ought to point a moral.

named Waratah, after their dear friend the Kookaburra.

HAZEL CARROLL.

### A LUCKY ACCIDENT.

TIRA—LIRA—LIRA! Cynthia spun around and around the drawing room. Crash! She had knocked over her aunt's precious old Satsuma Vase. It lay in a hundred pieces before her.

Cynthia had no parents, she lived with her aunt who was a widow. She had been very happy until her uncle died, then she became very unhappy. Her uncle's will had never been found, which displeased her aunt very much.

When her aunt heard the crash she came down the stairs into the dining room. "Oh, Cynthia you horrible—ungrateful!" but she stopped in the middle of her sentence, and gasped "what's that?" It was a piece of pinky yellow paper which her husband had been using before he died. "Cynthia, Cynthia, if—it—is—your uncle's will. Oh if it is!" "Auntie it is, listen—The will of James Patterson." "Show me," and she snatched it out of Cynthia's hand. "Listen and I will read it to you" (for she had already torn open the envelope). "I leave all that was mine to my wife and quarter to my niece. The money is hidden in a stone cellar under the kitchen."

As soon as Cynthia's aunt read that she immediately sent for a man to find the box in which the money was hidden. When the box was at length brought to light it proved to be full of bank notes.

Cynthia was never scolded for breaking the vase; in fact her aunt said: "I will have a gold medal made for breaking the vase." She really did, and it was made of pure gold, with a little chain.

IVY HULETT.

## Sport (Cont. from page 51)

Presidents, Messrs. Lewis and O'Sullivan; Hon. Secretary, D. Elliston; Asst. Secretary, G. Cole; Treasurer, W. Treadwell; Press Correspondent, R. M. Kydd.

The Committee will be elected at next meeting.

Although the Association found itself without a ground at the commencement of last season, the competition was carried on and brought to a successful conclusion, the Commissioners' Cup and Premiership going to the Way and Works team. This season the ground problem has again arisen, and up to the present no turf ground has been secured. Nevertheless the competition will proceed, and, for the present, matches will be played on the Jolimont Shops ground on an asphalt wicket. Ten teams have entered the competition this year, comprising, Way and Works, Signalmen, Coburg, Flinders-street, Telegraph, North Loco., Jolimont Yard, Jolimont Shunters, Newport and Melbourne Yard. The season commenced on October 17th, and judging by the enthusiasm shown at the Annual Meeting, another enjoyable one is anticipated.

## Equipping Newport's New Boiler Shop

(Continued from page 20)

is made of Mr. V. L. Hyndman, Engineer, and Mr. E. H. Brownbill, Assistant Engineer, who jointly worked on the whole scheme. The smoothness and punctuality with which the numerous intricate operations dovetailed into each other is sufficient testimony to the excellent planning of the work. A great deal of electrical work which necessarily harmonised with the installation of equipment, was carried out under the supervision of Messrs. Lethlean and Holford.

The Victorian Railways Department has now, in full operation, one of the finest locomotive boiler shops in the world. So far as can be foreseen, it provides for considerable growth in both number and size of boilers, but provision is made in the plans for the development of Newport Workshops for a 75 per cent. expansion, if necessary, of the new shop.



*The gang of fitters and fitters' assistants under Mr. Goodyear, who did such excellent work in installing the equipment of the Boiler Shop*

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## Railway Electrical Exhibits

(Continued from page 32)

The supervisory and automatic control system has been designed to remove such limitations, and by the aid of three small pilot wires only, all operations can be checked from any suitable "supervisory point."

The Elwood sub-station is now equipped with three rotary converters supplying current to the St. Kilda-Brighton Street Railway. The installation of the Supervisory and Automatic Control will enable the manual operators to be withdrawn, and the converters to be started and stopped from Jolimont sub-station, six miles away. A small control board located at Jolimont allows all operations to be performed, and at the same time provides means by which, on the completion of the operation, an "all right" signal is sent back to the supervisor. Faults, whether occurring during starting operations or during ordinary working periods, are signalled back in the same way, so that the supervisor is enabled to keep a close check on operating conditions.

As it was not possible to shift a large rotary converter to the Exhibition Buildings, a small motor generator was pressed into the service, but apart from this slight modification the installation was complete in every detail. Operations of the various actuating relays and signal lamps could be closely followed as the motor generator was

started and stopped, all the equipment being mounted in full view of visitors.

Taken as a whole the Railways exhibit attracted considerable attention and excited much favourable comment. It is hardly too much to hope that when delays occur, and inconveniences are felt, the public having a better understanding of the difficulties to be overcome will have some slight patience with the staff in their endeavours to give Service.

## My First Trip

(Continued from page 41)

heard, for I was enjoying my job to the full, and I did not want it to end too soon. We ran down to Sunshine and returned light engine, and so, like all things must, my first trip came to an end.

We had signed off and were walking over the bridge towards North Melbourne station. I turned to my erstwhile mate and asked, "How did I go?"

"Well," he said, "if you had not told me, I would have thought you had been firing for years." And with the gullibility of youth, I believed him. But not for long. For 15 hours later, I was trying to keep 200 lbs. pressure in a big A2 over the Riddell bank, and the driver was muttering about "sending mugs out before they know the first thing about the job."

## Train Control

(Continued from page 40)

trains on time stands to the credit of enginemen.

More confidence in their ability to run to schedule time is engendered as a result of the feeling that the whole train working machine is more efficient, just in the same way that automatic and block signals tend to give drivers more confidence.

In emergency cases, the train control telephone provides a means for an engineman getting into personal touch with the Train Controller should it be necessary to report engine failure; and, whenever desired, signalmen are permitted to communicate direct to their responsible foreman, should his advice be sought, respecting a mechanical failure of perhaps an intricate nature.

Similarly the new system provides a means of ready communication for the ordering and arranging of relief crews, so as to avoid long hours for trainmen; and, while this has not yet been established as a definite responsibility of the Train Controller, the oversight of control has already been the means of placing this phase of working on a much improved footing.

The train control system is being administered not in a mechanical way, but with a human touch that fosters the team spirit.

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GENT'S Haircutting - 1/6 - - - LADIES' Shingle Trim - 2/-

602 COLLINS-ST. (near Spencer-st.)

Only Expert tradesmen employed

### Max Millions

(Continued from page 27)

handle six tons of chocolate in one operation. Yes, six tons."

He leaps down the steps again, points proudly to the label on the machine "Pattern made and machine built by Mac. Robertson's, Fitzroy," dives around a table covered with tempting maraschino cherries, and leads the chase further afield.

Men are threading long sausage rolls of cloth-encased pepper-mint through compact little machines, with spools of wax paper revolving beside them. The peppermint is fed in one end. Insatiably the machine bites off mouthful after mouthful. The bitten chunks cover their nudity in the revolving ribbon of paper. Wrapped and ready for tin and carton, they slip into a tray beneath the machine.

### Super-Sweets

There is one section, though, through which all Mac. Robertson's efficient speed cannot hasten the visitor. In his showroom, inside handsome plate-glass display cases, are some of the special super-creations of the chocolatier. Dainty sugary rosebuds, exquisite chocolate baskets, tinfoiled chocolate fruits, sugared bananas and apples—Nature herself would be deceived.

Confectionery box lids from an Art Gallery, chocolate shells, chocolate trinkets, delectably coloured slabs of preserved fruit, bijou cameos of every size, shape and tint, with mother-of-pearl effects, chocolate portraiture—here is the poetry of confectionery.

And here, too, is the prose of confectionery. Here is a lifelike saccharine corpse—a red sugar crayfish, here is a bundle of labelled frankfurts, a pork pie, a string or two of sausages.

Mac. Robertson has succeeded where even Shakespeare would have failed.

Mac. Robertson has brought the frankfurt and the rosebud together . . .

This Arabian Nights' cavern, where a magician's wand converts unlovely bags of sugar and dingy sacks of cocoa beans into confections, which Heine must have had in mind when he said "there are some foods which should be taken kneeling," this Arabian Night's cavern is the centre of Mac. Robertson's life. Never was man more wrapped up in work than he. Work is his hobby. Work is his recreation. Work is his lifelong holiday. To be sure, he had a conventional holiday a couple of years back. It was his first in 34 years.

### Everything Was Wrong

They tell a typical story of the man on that rare holiday. He was leaning over the stern of the boat, staring dejectedly towards vanishing Melbourne.

"Anything wrong?" asked another passenger, hovering near.

"Yes, everything," was the immediate and disgruntled reply. "I'm away from my work."

"Don't you think you're entitled to some recreation?" pursued the passenger.

"Yes," said Mac. Robertson grimly. "I certainly do feel that I am entitled to some recreation. That's why I'm kicking at being here. My recreation is doing my job, and I don't feel that I'm doing my job unless I am back at Fitzroy with my own people."

Which is Mac. Robertson in a nutshell.

It was inevitable that this industrial sketch should develop into a semi-biography. To attempt a description of the Fitzroy concern untouched by the shadow of its controlling influence would be the height of futility. That white city of 18 factories hides behind the white-clad figure of its founder.

It is not Mac. Robertson's. It is Mac. Robertson.

### Wireless—(Continued from page 49)

speech, the potential from the battery being so adjusted that on turning back condenser K1, oscillations are on the point of ceasing when the carrier wave is tuned in.

The use of the oscillating crystal is by no means limited to the circuits illustrating this article, a variety of interesting circuits having been developed for both high and low frequency amplification. Considerable skill in manipulating the crystals is required, however, with the more complicated circuits, although results will justify the perseverance necessary in acquiring the knack of keeping several crystals oscillating at one time.

Further articles on the subject will be published from time to time, provided a sufficient number of readers express the desire for such information.

Any correspondence should be directed to "Aerio," care Victorian Railways Institute, Flinders-street, Melbourne.

NOTE.—Variable condensers shown as '005 in Fig. 3 should be '0005.

### CHALLENGE TO V.R.I. 3-ITES

WHO CAN BEAT THIS ?

Maryborough

Dear Aerio,

I have given the V.R.I. 3 a good test and am very pleased with it. I have logged 32 stations and the following stations come in at loud speaker strength:—5CL, 4QG, 3LO, 3AR, 2FC, 2 BL, 2BE, 2GB, 2KY, 2UE. Sometimes the following will come in on loud speaker 5DN, 3DB, 7ZL, 2YA, 3BY, 3RI, 3FA, 3KA, 3CH. I have got JOAK several times on the phones, and 2YA comes in on the phones and a good many Victorian and N.S.W. amateur stations. I was wondering if it would be possible to add a valve or two to this set as I think it would be capable of anything and stand alone as a 5 valver. I can often get the Interstate stations on phones in the day time and at loud speaker strength at 6.30 p.m.—Yours faithfully, A. C. JENNINGS

# Conway Stewart

Compare the Value  
of these Fountain  
Pens with any other  
make on the market

Obtainable all  
Stationers and  
Jewellers

## The Birth of Gippsland's Railway (Continued from page 22)

train chuffed from Sale to Morwell in 1877. The three Crabtree brothers, John, James and Jephtha, took out the tiny, awkward-funnelled engine with its one second class car and two dummy buffered ballast trucks. In the absence of a van, Guard H. Walker squeezed himself into the end compartment.

An interested group on the primitive Sale platform included Station-master J. O'Connor, Assistant Traffic Manager John Anderson, Accountant Lavater, Manager Sweeney of Cobb and Co., and Cr. Guthridge, Mayor of Sale. Three other stations were open for business at the time—Rose-dale, Traralgon and Morwell. The bearded, bell-bottom-trousered S.M.s. were Duncan Bremner, F. Hardware and T. Hayes.

Warragul's first Station-master was the hard-headed MacTaggart. Zebiner Lane was another railway member of Warragul's old firm, the same Lane who afterwards held down a big engineering job in Western Australia. Another interesting point regarding the local staff is that, for some time, the drivers of the two trains meeting daily at Warragul were Berry and Bindon, one being the son of Sir Graham Berry, and the other of Judge Bindon.

### Debt to the Railway

Incidentally, Warragul only stands where it does today because of the railway. The preliminary survey line ran four miles south of the present locality. Had it not been switched northwards, Warragul would have settled down, over the hills and far way from the Warragul of 1927.

The district has not forgotten its debt to the railroad. Nineteen-twenty-seven Warragul will halt this month and look back half-a-century. And old 1877 Warragul will don seven-league boots and march forward 50 years.

On November 28th, the Warragul Progress Association will celebrate, in a local hall, the jubilee of the opening of the line. Invitations are being extended to Federal and State members, to the Railways Commissioners, to ex-P.M.G. Wise, who proposed the toast of "The Agricultural and Pastoral Industries" at that historic banquet in the Sale schoolroom, to all district notabilities, and to all old railwaymen with whom the Progress Association can get in touch.

And surely, back from the shadows, uninvited and unseen, will drift the ghosts of those long-gone railroaders who gave Gippsland its first railway, but did not live to see the results of their pioneering labours.

## Home Purchase—A Spare Time Money Maker

**M**OST people buy a house to live in; only the comparatively few purchase for investment. Yet the man with moderate salary or wages can, under the modern system of rent-purchase, considerably increase his income as the following article points out.

By N.H.B.

**I**T would seem that this very important aspect of home-purchase has not appealed to any great extent to the average wage-earner, possibly because his main idea in purchasing a house is to live in it, and also because he has been apt to regard purchasing for investment as the prerogative of the moneyed class only.

That this latter idea is quite wrong has been proved by at least one wage-earner, to the knowledge of the writer. This farseeing man reasoned that there was no reason why he should not participate in the profits available from what may be termed dabbling in real property.

He set out some 10 to 15 years ago, and put a deposit down on a small home of his own, and made a big effort to pay a large proportion of this off in the succeeding five years. He found that the rent-instalments he required to pay were far less than he had been paying previously, and he immediately set about saving this spare cash. When he had sufficient, he placed it as a deposit on a small cottage in a good part, which he let to a tenant, and so covered his interest and principal in the secure knowledge that, ultimately, and without any further worry to him, the house would become his property.

He has followed this method in the

years following, and has made a hobby of investing his spare cash in the best houses offering, until now when he is just 45 years of age, he is in the position of having approximately £10 per week income in rents from his purchasers. He therefore is quite independent of his daily work which, however, he continues.

There being no exceptional circumstances in this case, other than the farsightedness of the man, it should be an object lesson to the average wage-earner.

Of course the first objective of every man should be to obtain his own home, but the moral of the story set out is that, once he has got well ahead with the purchase of his own home, there is no reason why he should not proceed to invest his spare-earnings in other properties as in this case.

It will be found that the little game of house-purchase can become a very engrossing and profitable pastime, much more so than the laying out of spare cash in backing racehorses or on other gambles; and, now that the purchase and paying off of houses has been made so easy by reputable building concerns, there is no reason why the wage-earner should not have his little bit of the profit following the development of this city of ours.

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	Date of Appointment	Length of Service
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W. B. Jones, Ganger, Moc	1887	40 years
F. H. Major, Ganger, Windsor	1887	40 years
W. Macguiness, Laborer, Flinders-street	1888	39 years
W. E. Yates, Ganger, Preston	1888	39 years
J. Liston, Gatekeeper, California Gully	1888	39 years
R. Rogers, Gatekeeper, Coburg	1888	39 years
E. Shanahan, Ganger, Spring Vale	1889	38 years
R. H. West, Engine Driver, Geelong	1889	38 years
C. W. McClure, Ganger, Seymour	1890	37 years
G. W. Moore, Foreman, Signals and Telegraphs, Spencer-street	1891	36 years
B. Dyson, Boilermaker, Newport Workshops	1897	30 years
B. Bradley, Engine Driver, North Melbourne	1900	27 years
T. C. Boudge, Fitter, Newport Workshops	1900	27 years
T. C. Hardiman, Clerk, Storehouse, Spotswood	1906	21 years
W. McVeigh, Train Examiner, Jolimont Shops	1906	21 years
A. B. Russell, Fitter, Signal Shops, Newport	1908	19 years
T. Bryce, S. Cleaner, Jolimont Workshops	1910	17 years
J. J. Foster, Fencer's Assistant, East Malvern	1912	15 years
E. W. Smith, Skilled Laborer, W. and W., Footscray	1912	15 years
G. Hutchison, Fencer, Bendigo	1913	14 years
J. W. Kidd, S. Car Cleaner, Metro. C and W. Shops	1913	14 years



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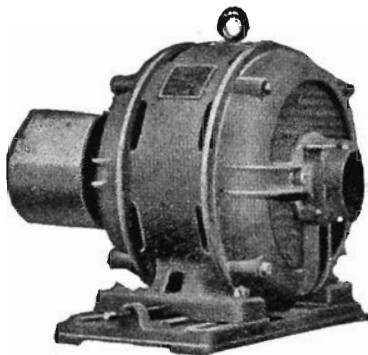
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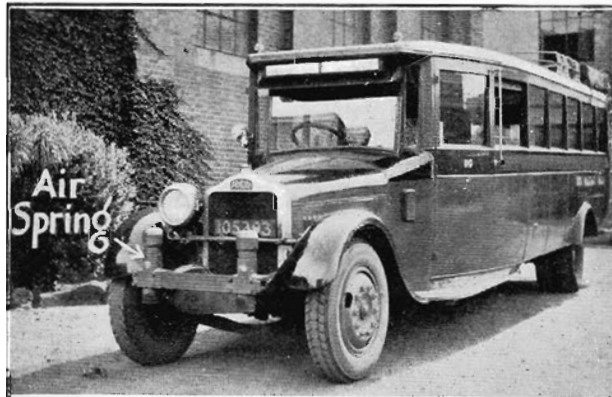
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## LIVING THE GOLDEN RULE

By A. V. STENNING

WE can best live the Golden Rule by practising it towards our fellow men. There are many times when we are tempted to injure a workmate, not necessarily by violence, but by word or indirect deed; and if we would only stop to think and put ourselves in his place, we would save ourselves from something which we would afterwards regret.

We would also make many more friends. If you are tempted to hurt another man, ask yourself how you would like it. If you are tempted to condemn or criticise someone, ask yourself how you would like to be the one condemned. If you have a person in your power because his or her daily bread depends upon the employment you offer, ask yourself how you would like your own methods if the position were turned on you. If you are tempted to loaf on your job or to waste machinery by throwing a monkey wrench into its cog wheels, or by sheer carelessness, ask yourself how you would like it if the business were yours and you were responsible for making a living by it. In every situation when you are tempted to hurt another's good name, to break up the peace of his home, or to crush an effort he is making to carry on some honest enterprise, ask yourself how you would like it. You would not like it at all. Your whole soul would rebel against the meanness of it. Then let your soul rise up and forbid such action in advance. Do unto others that which you would have them do unto you if the conditions were reversed.

### Spirit of Giving

We can also live the Golden Rule by cultivating a spirit of giving. If you look round you will find that the leaders of our community are the liberal givers, the people who give cheerfully to every honorable institution that needs it. We cannot all give money, but we *can* give goodwill, sympathy and consideration. If we give sympathy when others need it,

we shall receive sympathy when we need it. I am reminded of an example of two trees. Let us imagine ourselves out in a green meadow on a hot lazy summer day. Over here to the left is a beautiful live tree. Its branches are covered with green foliage which casts a cool inviting shade. In its branches are many birds, singing and flitting around, and under them many sheep are lying peacefully, sheltering from the hot rays of the sun. On the right there is another tree; but it is dead. Its brown barren branches are in sharp contrast to the well-covered branches of the live tree. There are no birds in its branches, and under this tree there are no sheep. Now, can't you see the live tree is giving something to the sheep and birds, and, as a result, they are drawn to it and rely upon it, while the dead tree, which gives nothing, stands solitary and forlorn. The people who are continually giving to their fellow men are those who get the most out of life.

### The Two Seas

Let me give a further example. Over in Palestine are two seas—the Dead Sea and the Sea of Galilee—which, though supplied by the same river—the Jordan—are totally different. The Sea of Galilee is in the northern part of Palestine, and the River Jordan flows into the north end of it and out of the southern end, down through the Jordan Valley and into the Dead Sea far below sea level. The waters of the Dead Sea are salt and stagnant. There are no living creatures in them. Very few ships sail these waters, and very few people live around them. The barren, waste land surrounding the sea and the atmosphere there, so I am told, gives one a feeling of intense loneliness. The Sea of Galilee, however, is very different. Its waters are fresh and pure, and one may see the sails of many fishing vessels there. Many people live around the sea, and on one side there is a thriving little city. The

country around the sea is very green and fresh and abounds with life.

As I have stated: both seas are supplied by the same river; but there is a great difference. The Jordan flows into the Sea of Galilee, but the sea gives it out again. The Jordan also flows into the Dead Sea, but the Dead Sea keeps it. The Sea of Galilee is giving as well as receiving, and thus it is fresh and pure and serving a useful purpose. The Dead Sea only receives, and therefore it is stagnant. This is symbolic of human life. People who give are those who get the most out of life.

Let us not be selfish in our ideals. Christmastide is almost upon us. Most of us have been in constant work during the previous twelve months and have received our wages regularly. There are hundreds of children in our midst who will not receive any Christmas gifts because their parents are too poor to buy them. Here lies opportunity. Resolve to make a happy Christmas for some poor and lonely child by sending a small gift, and you will find that your thoughtfulness has helped to gladden the heart and life of somebody, and you yourself will have been living the Golden Rule.



### HAPPINESS

“What is happiness?” It is the thing we begin to seek from the time we are born until the time we die.

What are the fundamentals of happiness? It is nearly all dependent upon freedom from sorrow, suffering and pain. Given a strong arm, a keen eye, a good digestive apparatus and food to eat, clothing to wear, and a shelter over your head, and you have 98 per cent. of the whole of happiness; because when you get all the other stuff, if you have an aching leg or a broken arm or a disarranged function of the body, life to you is a miserable existence.

**SAFETY HINTS FOR HOLIDAY MAKERS AT SEASIDE OR RIVER**

Ducking, while you are bathing, may be great fun; but you may unintentionally drown the other fellow.

Keep away from the edge of cliffs. An overhanging cliff may break away with your weight.

Look before you leap. In other words, don't dive into any water unless you are sure the water is deep enough to prevent you striking the bottom.

At the seaside, the tides are constantly rising and falling, but they do not rise and fall at the same time every day. If there are sand banks when you are bathing, don't stay out too long.

If you can't swim, don't go into the water unless you are quite sure of its depth. There are often holes and channels in the sea and snags and holes in rivers.

Unknown currents sometimes exist. If you are caught in one do not try to swim back to your starting place against it. Swim diagonally across and land further down.

Water holes, clay pits, underground snags and rocks are all dangerous. Don't go near them unless necessary.

Bathing after heavy eating is unsafe. You may be attacked by cramp or illness in the water.

You are safer when bathing with others. If an accident happen to you assistance is handier, and you cannot disappear unseen.

Life buoys and surf reels are provided for use when accidents occur, and should be used only by those who understand them. They are not playthings, and should be left ready for immediate action.

If you want to change places while in a small rowing boat, pull into the shore first to avoid the danger of overbalancing.

If you are in difficulties in the water try to remember that if you keep quiet and fill your lungs with air you will float on the surface. Don't wave both arms; one is enough.

If you are in difficulties, don't grab your rescuer. Lie quietly and he or she will get you out without any trouble.

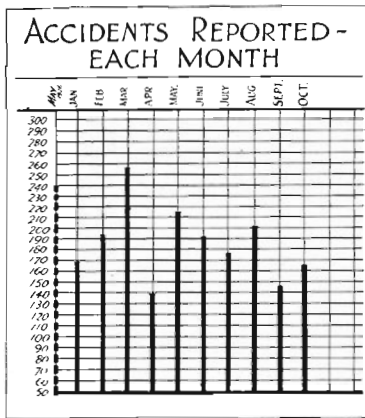
Danger signals, either on the sea shore or the river front mean that danger exists in their vicinity. Don't ignore their warning.



**CHARACTER**

"Human life is character building; for remember, character means exactly what we are, while reputation is only what other people think we are. Every man builds his own character."

*S. Cuyler.*



**FRESH AIR**

If you are blue, try fresh air.

If you are sick, try more fresh air.

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Fresh air enters the lungs when life begins, and life ends when it departs.

Two lungs full of fresh air taken 16 times a minute is the best medicine on earth.

Disease germs do not like fresh air. Don't blame them. Nobody likes that which kills him.

The fresh air treatment keeps the fires of life a-burning, and is all that stands between you and eternity.

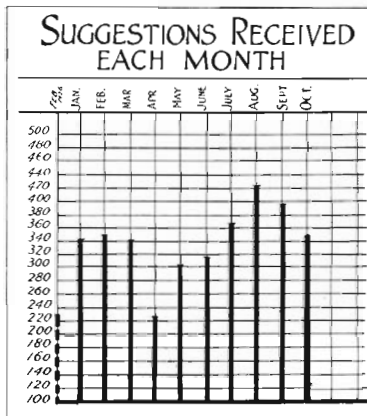


**DECEMBER SUGGESTION DRIVE**

The subject chosen for the fourth Suggestion Drive, which will be held during December, is:—

**Improvements to and Maintenance of Departmental Buildings and Dwellings**

Suggestions should be submitted to the Betterment and Publicity Board in the usual way.



**BENEFIT BY YOUR IDEAS**

The following awards were made during October for adopted suggestions:—

Total Amount ... £78  
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**AT THE RAILWAY CROSSING**

ONE would naturally expect that the large number of accidents at railway crossings during recent years would serve as a warning to drivers of motor cars to use every care in approaching crossings.

Nobody can read the daily accounts of fatal accidents without the thought that the means of prevention lie entirely in the hands of the person at the steering wheel.

Granted that there are a few crossings where the view of approaching trains is at times partly obscured, it does not excuse a driver who gets into difficulties in such places. A great deal of care should be exercised at any railway crossing.

In a majority of cases the driver has somebody else in the car with him whose life it is his duty to protect, and no matter whether the outing in the car be devoted to some business errand or simply a pleasure excursion, it is likely that one or more railway crossings will have to be passed over.

Every time a crossing is reached it should be the particular business of the driver for the moment to play safe. Isn't it absurd, when you stop to think of it, that it is necessary to have to beg people to do that?

When you are ill and have to visit the doctor, you pull a long face and look sad and feel dismal at the thoughts of dying a natural death. If we could only make folk fearful of dying suddenly at the railway crossing, and get that thought into the heads of all motor car drivers, and make it stick there, we would soon find people using a safe, sane, orderly and careful method of driving across railway tracks; and the level crossing casualty list would then sink almost to the vanishing point.

During the forthcoming Christmas and New Year holidays, thousands of motorists will pass over hundreds of railway crossings, and because of this enginedrivers and motormen will require to exercise every precaution to avoid accidents.

In other respects, the lives of thousands of holidaymakers will be entrusted to the care of railwaymen in journeying to the various resorts, and here lies a wonderful opportunity for us to demonstrate the safe and efficient manner in which our railways are operated. Don't allow yourself to be the weak link in the safety chain. Heed warnings and set an example by exercising the utmost care yourself at all railway crossings!



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A FEW shillings a week paid regularly into a **SPECIAL HOLIDAY ACCOUNT** at the State Savings Bank (on which 4 per cent. interest is allowed) will ensure a delightful week or fortnight at a mountain, bush, lake, or seaside resort

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*Apologies to J. Howard Payne*

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Vol. 4.—No. 12

MELBOURNE, DECEMBER, 1927

Published monthly  
Price: SIXPENCE

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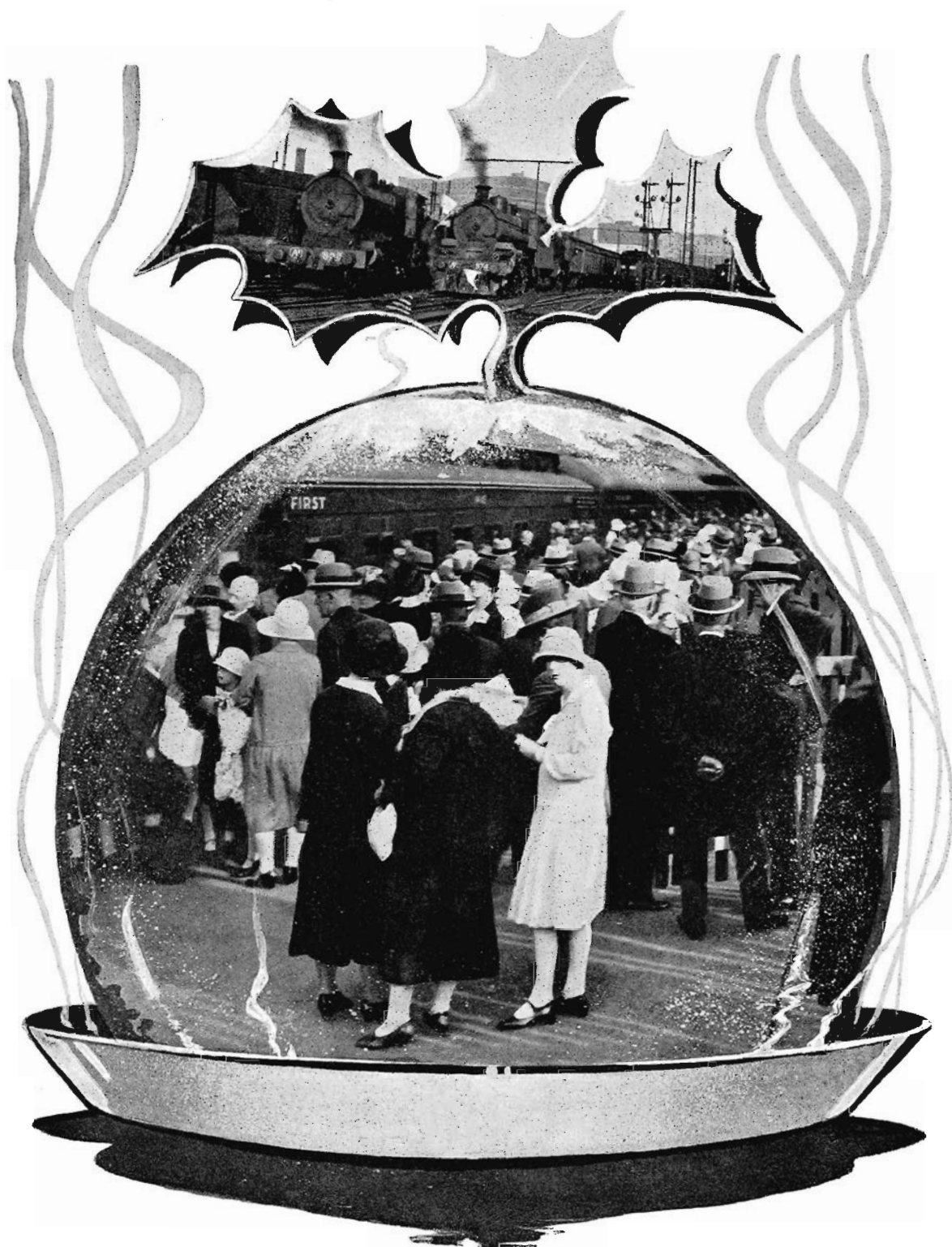
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# Railway Christmas Fare





## Christmas

THE Christmas season again draws near. The drab, workaday world brightens, and the pursuit of selfish interests slackens. It is the annual housecleaning time when the dust and dirt, which egotism accumulates, are swept out. And we feel all the better for it. It is the time of giving rather than of getting.



IT is a time, too, to review all those hasty little things we did and said during the year, all the missed opportunities for helping each other, all the little courtesies which would have smoothed the bumps of life, but which, lacking, didn't. And we resolve to make up for it at Christmas—and, let us hope, afterwards.



TO railwaymen, Christmas is a time of peak endeavor. We give our best in service in the season's spirit of smiling goodwill which, we believe, begets the answering smile from our thousands of customers. That is the crystallisation of our wish that our Christmas together—railwaymen and railway patrons—will be a time of happiness.

*David W. Clapp* Chairman

*W. M. Shannon* Commissioner

*H. Holman* Commissioner

# Right Away for Christmas!



By

J. D. MICHIE

A LITTLE more than a hundred years ago, the stage-coach, wagon, canal boat and sailing ship were a common means of transport. Such, however, probably answered all the Christmas requirements of the people at that period, particularly in Britain, as well as any other countries similarly affected with cold winter conditions, which favored the home gathering under the parental roof of all the members of a family.

Here in Australia the weather at Christmas is quite the reverse in character to that which usually prevails in the far north beyond the equator. Bright sunshine, with its claimant urge to get out of doors, is the dominant note everywhere. Thus, custom has decreed that it is a beckoning voice, and, under such circumstances the Christmas and New Year season accentuates the throbbing pulse of life anew.

Today the iron horse speeds along steel tracks laid to every accessible part of the country. Little wonder then that the big railway stations should be invaded by a continuous stream of holiday makers keenly intent on getting to the district of their particular fancy. Most of us know something of the hurry and excitement that attend the despatch of a train from one of our busy metropolitan stations—the active porter with his hand truck piled with luggage; the eagerness of the ticket checkers to be sure that every passenger is in his right carriage, and that all of them have paid their fares; the guard anxious that nothing shall delay the starting of the train; passengers eagerly walking up and down the length of the train looking for a compartment to their liking; friends saying good-bye.

## Tens of Thousands of Passengers

Such is the scene throughout the year, before the departure of the ordinary interstate expresses from Spencer-street. But it is intensified an hundredfold during the busy Christmas season when passengers have to be reckoned with by their tens of thousands; not only from Melbourne but from the country centres. Train

LAST Christmas Eve, no fewer than 122 additional trains were signalled in and out of Spencer-street. Probably the same thing will happen again this year. When you realise that the ordinary daily schedule provides for 760 trains, you will probably begin to wonder how it's all done—how the Christmas holidaymaker in his or her thousands is carried safely through that maze of tracks past the Franklin-street Junction Signal-box.

In this article, Mr. Michie turns the spotlight on some phases of the system which takes precious freights and speeds them with an inexorable efficiency, and with a safety greater than that of the open road, to their destinations.

follows train in succession, each carriage carrying its full complement of holiday-seeking travellers.

Special arrangements, of course, are made by the department to provide for the abnormally large traffic which is always common at this season, so that judgment, skill and experience are necessary in drawing up accurate time tables for the running of extra trains.

Let us for a moment glance at the importance of the work involved. Besides the extra trains, the ordinary passenger, goods and live stock trains must be clearly indicated, showing at what stations, hour and minute they shall meet and pass where engines shall be replenished, where to exchange the electric staff, etc., etc.

## The Magnitude of the Job

So precisely are all these matters set down that the special publication might very well be designated the railwaymen's *Vade Mecum*, particularly the concern of those in the running branches, Transportation and Rolling Stock alike, who doubtless, apply it as a kind of template in carrying out their duties. The magnitude of the operations in thus setting in motion so many trains more than the ordinary every day number may to some extent be gauged when it is considered that, on Christmas Eve last year, 122 additional trains to and from various parts of the State were signalled past Franklin-street Junction Special Signal Box, in the Melbourne Yard.

The volume of traffic passing that



Fig. 1. Interior of Franklin-street Junction Special Signal Cabin

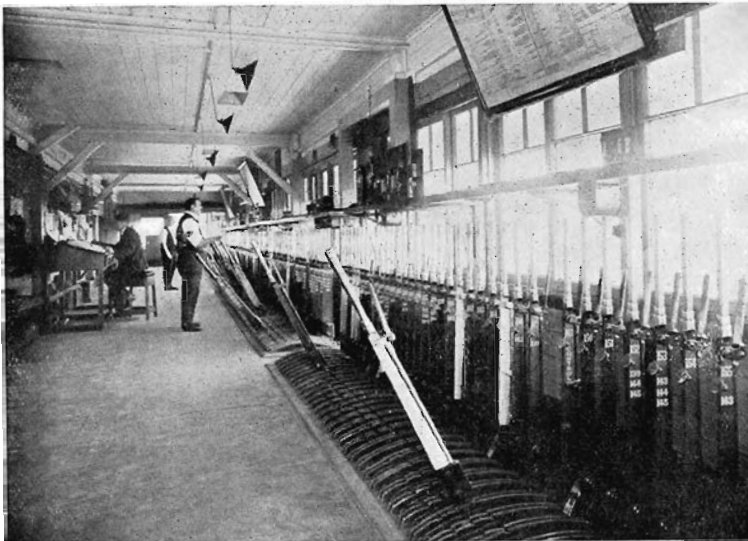


Fig. 2. Interior of No. 1 Signal Box, Melbourne Yard

point was further augmented during the day and night (Christmas Eve) by the passage of 127 engines (singly) proceeding from the locomotive sheds at North Melbourne, each to be attached to its allotted train at the departure passenger platforms at Spencer-street and Flinders-street Stations. The track of the engine either way to and from the sheds, diagonally intersects no fewer than 15 main running lines—Figure 3 shows the track with an engine in the distance.

All this suggests the complexity of the duties involved in keeping the trains running to their scheduled times, so that crossings shall be kept clear, thus permitting all train movements to fit in exactly with arrangements.

### Electric Signalling

At such a season (as indeed at all seasons) the Signalmen, particularly those in the busier boxes, play a very important part. Figure 1 depicts the interior of the Franklin-street Junction Signal Cabin, which is replete with the latest devices and general equipment in electric power signalling apparatus. This also applies to the outside sections connected to the cabin, and under the control of the men seen standing in front of the signalling frame, scanning the illuminated train-route diagram which is applicable to the whole area of lines, signals, points and crossings under their jurisdiction.

The frame contains 72 tiny levers, 5 inches long, very light and easy to manipulate. The train signal recorder may be seen sitting in the far right-hand corner engaged in entering in the train register book, each signal as it is received and acknowledged on the instrument.

Figure 2 showing the interior of No. 1 Signal-box, Melbourne Yard, with its 194 levers, all of which are

manually operated, offers a contrast with the newer method of signalling. The visitor looks at the rows of levers and other equipment, and tries to decipher something intelligent out of all the clanging of bells, which, of course convey a definite message to the Signaller from a co-Signaller in an adjoining section of the track.

Notwithstanding the heavy list of extra trains usually placed into running at this season, the signalling operations at Franklin-street are carried out without additional staff, because the electric power signalling-frame is so compact and complete in itself, that the normal staffing copes with any increase in the ordinary daily number of trains, which is 760, besides, the

available room at the frame under ordinary traffic conditions is fully occupied.

The men naturally are kept much busier every minute of their hours of shift duty. A Block and Signal Inspector attends during Christmas and New Year week to supervise the movements of the light engines to and from the Sheds, so as to avoid hitch or delay in crossing and recrossing them with other trains, and ensure strict adherence to the time tables. The clock-like precision with which the myriad movements in the huge operations fit in one with the other without a hitch is remarkable.

### Safer than the Road

Fortunately fatal railway accidents are far less common in this country than in any other in the world. It is well-known that the risk to life on the railways is very much smaller than it is on the roads, where almost every week-end several people are killed in motor accidents. It is an accepted fact too, that the Victorian Railway standard of track maintenance, the quality of its rolling-stock, the care that is taken to protect those who use them, and the efficiency of guards, engine-drivers, porters, signalmen, and all the other members of this vast organisation are second to none.

It can be and is accepted as a certificate that so far as anything can be guaranteed in this fallible world, the travelling public may take its seat in any train with perfect confidence that it will arrive safely at its journey's end.

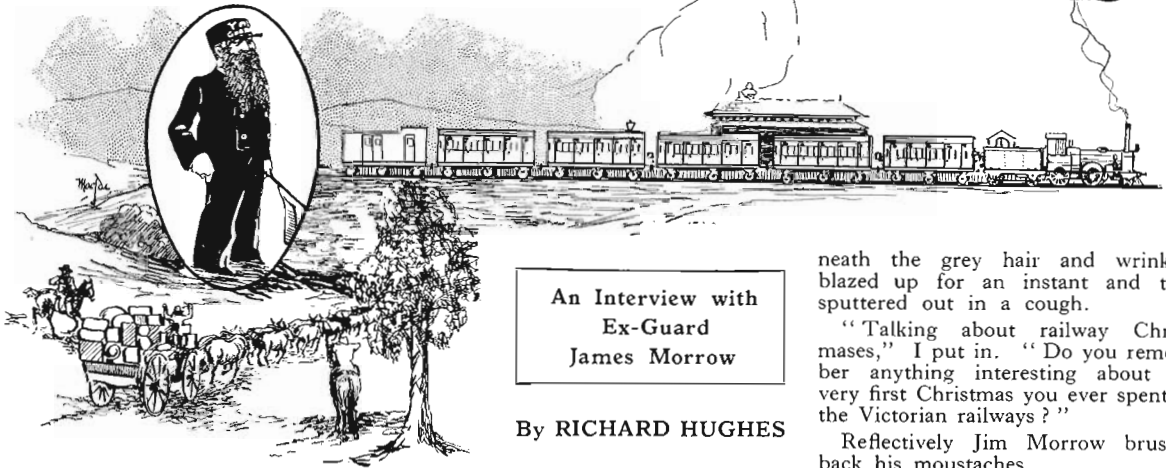


Convicted of automobile stealing, three Dayton, Ohio, youths were recently sentenced to attend church regularly for the next five years.



Fig. 3. The diagonal track taken by engines from the Loco. Shed to the Spencer-street platforms. A locomotive is seen in the distance

# CHRISTMAS IN THE 'SIXTIES



An Interview with  
Ex-Guard  
James Morrow

By RICHARD HUGHES

SOMEWHERE outside an electric train roared by.

The white-bearded old man sitting opposite me raised a tremulous hand. With his big shoulders hunched he leaned forward and listened to the echoes of the speeding wheels die away. The clock ticked placidly over the mantelpiece.

"Changed. Changed. Everything's changed." The old head was shaken and the gnarled hand sought the white beard. "Hear those electric trains. That place used to be all wattles once. Wattles and she-oak. We had a farm here in Brighton. Yes, a farm. It was all rough bush country, rough roads, huts and faint tracks. Why, I was stuck up once by a bushranger when I was driving a bullock wagon past where All Saints' Church stands now in Chapel-street, Windsor." The old man chuckled and turned his still undimmed eyes on me. "Don't I remember that! I had a five-pound note with me, and I had heard there were bushrangers on the track 'twixt Melbourne and East Brighton. So where d'ye think I hid that note afore I started out? Eh, where d'ye think?"

I didn't know. I said so.

## Secure Hiding Place

"I tied it under the tail of one of the bullocks. That's where I put it! That bushranger poked a revolver at me and made me turn out my pockets. And he looked all over the wagon and at last he puts his revolver back and he swears at me and gallops away. And there was my bullock switching his tail all the time with the five-pound note tied in it.

"But now things are all changed. Electric trams are the only things stuck up in Windsor these days.

DOWN in the bayside suburb of North Brighton, in a quiet little home close to the rails along which heavy electric trains thunder to and from the city all day long, lives James Morrow, an ex-Guard of the Victorian Railways, with service dating back to the end of 1868.

In this interview he has wandered back along the years to his first Christmas in the railway service and his first Christmas in Victoria, reviving at every step a host of interesting reminiscences.

There was a time, too, when Jim Morrow's name was as well known in the Victorian Railways as Mr. Clapp's is today. Nowadays no one would recognise me. All my old friends are dead. I never see anyone. My wife's gone. My brother and sisters are all dead. And here am I waiting. Waiting after ninety years. Just waiting."

"Candidly now," I said, "Do you think it's been worth while?"

The old pioneer straightened himself.

"Of course it has!" he cried, fiercely almost. "This Christmas 'll be my 80th in Victoria. I'll be 90 years old. And I've lived every day of it. I've been a shepherd and a bullock-driver, and a gold-digger, and a gentleman of leisure. I made a fortune at the Ararat diggings. And I lost it all. And I was a railway guard for thirty years. I've had my day and I'm satisfied.

"Of course it's been worth while!"

The lingering spirit of Jim Morrow the young and vigorous blazed up be-

neath the grey hair and wrinkles, blazed up for an instant and then sputtered out in a cough.

"Talking about railway Christmases," I put in. "Do you remember anything interesting about the very first Christmas you ever spent on the Victorian railways?"

Reflectively Jim Morrow brushed back his moustaches.

"Aye. I do that," he replied earnestly. "I worked double shifts. I remember that all right. I had no Christmas dinner. I had some bread and cheese.

"I was a porter at Flinders-street. The year was—let me see now. Yes, it was 1868. Just on sixty years ago this Christmas. There was only four of us porters on duty. An' the station-master. Altogether we had three station-masters. There was old Jones and—wait a bit. My memory's not what it used to be. I disremember names." The veteran brooded for a few moments. "There was Jones. I said him, though. That's one. And yes—there was John Griffin. Fat old John Griffin. And"—triumphantly—"the third one was Griffiths. Griffiths! I knew I'd remember him.

"Flinders-street station was only one platform in those days. Where they have the big building now was the fishmarket. There weren't many people travelling on that Christmas day in '68. We sent out a train to Sandridge once every two hours.

## Not What It Used To Be

"And the heat! We don't get heat now like what it used to be. There weren't any hoses on the platform. Nor taps neither. We had to keep the platform cool by watering it with a watering-can. We drank water out of a watering-can too. Dipped pannikins into it. I don't say 'twas always water in the can. I won't say that I never saw one of the porters going over to Hosie's pub, which had just been built with a watering can in his hand any time."

Chuckles broke out afresh.

"Thirty years was a long time to act as guard," I hazarded. "Didn't you ever want another railway job?"



"Never," replied Jim Morrow stoutly. "I knew my job in the van. Nobody could teach me anything about it. Old Johnny Anderson—he was the Traffic Manager and the straightest railwayman I ever knew—he wanted me to be an inspector. But I said no. 'No,' I said, 'the van for me.' I stopped there 30 years. I was the first guard in Victoria to be clothed in a frock coat. And—now, here's something for you—I was the first railwayman in all Victoria to wear a beard. I'm the man who introduced beards on the Victorian railways!"

I pricked up my ears. I besought James Morrow to unfold himself on the subject. He did so. With painstaking attention to detail.

It appeared that up to the late 'sixties there was a regulation of some description in force which insisted on shaven chins for railwaymen. Shortly after Morrow joined the service he contracted a bad attack of quinsy. The doctors warned him on his recovery that he would be unable to regular attacks of the malady if he neglected a few simple precautions. One of these precautions was the immediate cultivation of a luxuriant growth of hair as a protection for his throat. Accordingly porter Morrow reported to S.M. Jones at Flinders-street and acquainted his superior officer with the dilemma in which medical opinion had placed him.

"I suppose I'll have to hand in my resignation, sir," said Morrow.

"Be damned!" observed the S.M. heartily. "Grow your beard and stop on."

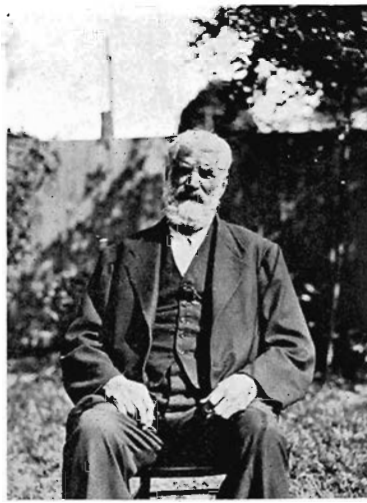
### Like Aaron's Beard

Porter Morrow did as he was told. His beard grew and flourished. So did the envy of the staff. Furtively the station-master and porters began to study the appearance of the bearded one, to admire the dignity which flowing curls lent to the contour of the masculine chin.

And then one bright sunny morning S.M. Jones came on duty at Flinders-street with a chin palpably untouched by the razor, and a fierce gleam in his eye which forbade comment or flippant questioning. The tonsorial fashion spread like a bush fire. The entire staff passed through the several regrettable stages of scrubbiness associated with whiskers in the embryo, and blossomed forth proudly in beards of more or less imposing dimensions.

An emotion closely akin to reverence tinged my manner towards the old fashion leader as he dispassionately concluded his account of how beards came to the Victorian railways. I felt that I was in the presence of a maker of history. I gazed with an accession of respect at his white beard.

Suddenly a monstrous thought occurred to me. This gigantic upheaval—had it been all for naught? I put my question to Jim Morrow.



*Ex-Guard James Morrow*

"No," said Jim Morrow. "I never got quinsy any more". . . .

Eighteen-fifty-four instead of 1868 might have been Jim's first railway Christmas, if Castlemaine provision dealers had not been willing to pay as much as £150 a ton for goods delivered by bullock waggon from Melbourne.

"You see," Jim said, "I was a bullocky before I made my pile at the diggins."

"While I'm talking and while I think of it, there's another thing I might tell you about. It's about me retirement. Maybe I'll forget it again tomorrow." Jim looked at me moodily. "My memory's not as good as it used to be. I disremember names. Sometimes I can think of things quite clearly, other times—but here I am rambling off again. Where was I now?"

"Something you were going to tell me about your retirement," I reminded him.

"Oh, yes. I was going to tell you that it was really me who was responsible for getting authority for Victorian railwaymen to work on till they were sixty-five, provided they were physically fit. I didn't work past sixty my-



*A Guard's kit in the 'Sixties*

self, but if it hadn't been for me—well, listen and I'll tell you.

"A couple of days after I had retired, having turned sixty, I was walking down the street when I saw Commissioner Mathieson coming towards me. 'Good-day Morrow,' he said. 'What shift are you working today?'"

"None," I said. 'I've retired. I'm turned sixty.' 'What, man!' he burst out. 'Why, you're as fit as a man of forty. Here, come with me!' He grabbed me by the arm, pulled me into a cab and we rattled off to Parliament House. Mathieson dragged me in to see old Tommy Bent himself.

"Look at this man you're throwing out," he said to Bent. 'A good experienced official, as fit as a man of forty, and we've got to lose him just because he happens to be sixty.' I've been a pretty big man in my day. Tommy Bent had a good look at me and then he drafted his bill straight-away, allowing railwaymen to stop on to sixty-five."

Slowly Jim Morrow filed his pipe.

"It was the end of 1848 when our family came out to Melbourne from Ireland." He fumbled his tobacco tin back into his pocket.

### A Hard Christmas

"There was my father and mother and we two boys and our six sisters. I was ten—the youngest. And we had a hard Christmas here for our first in Australia. They buried mother at sea just before we reached the Heads. It was hard on us all. Very hard. Then we were beating outside the Heads for a month before we got into Port Phillip. We spent our first Australian Christmas at sea. In 1848."

Jim Morrow had forgotten to light his pipe. It dropped listlessly from his hand.

"We got in at last. We took lodgings in a four-roomed house in Lonsdale-street. Two pound a week they charged us. Things weren't cheap. A loaf of bread cost a shilling.

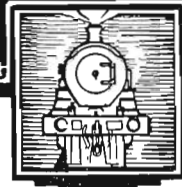
"Melbourne was a little place then. There weren't any buildings higher than two stories. No flash shops, all big stores they were. You bought your sugar by the bag and your tea by the box and your kerosene by the case. Queen-street was the principal street. Elizabeth-street was no more than a gutter.

"We lived for six months in Lonsdale-street. I remember seeing Batman. I saw his funeral too. I was only a boy at the time. I saw all the prominent men of the colony. But I forget the names. My memory's not as good as it used to be. I saw Burke and Wills leave on their expedition. Everybody was in Melbourne to see them go.

"First of all, my father bought a farm at Brighton. We went there to

*(Concluded on page 44)*

# Things we are talking about



**T**HE goose is fattening, confectioners are working at top, shop windows are a-blossom with seasonable fallals, innumerable Santa Clauses, perspiring through grease paint into dank, crepe-hair beards, are struggling manfully to keep up the youngsters' **CHRISTMAS** illusions. Railwaymen are grappling with tremendous time tables and preparing to school the rush of jostling, carefree holiday-seekers into the orderly, steadily-flowing channels that irrigate the guest-house and hotel trade of bush, seaside and mountain resort at this time of year. The festive season—someone has called it the restive season—is a wonderful reviver for trade in the doldrums.



**W**E badly need that reviver. The wheat failure scare which some people have been inclined to over-stress seems to have obscured our sense of optimism. Moreover, Jonahs have arisen with persistent and gloomy forebodings of impending financial disaster, or something approaching it, further to complicate our astigmatism and dilute our confidence in things.

**NECESSARY PERMISSION** As results, business turnovers have contracted, rail revenue has dropped, and the corners of people's mouths have followed the prevailing trend which is quite unnecessary. Mr. Lee Neil, of Myer's, struck the right note the other day when he declared that bad times were the times to launch out and create new business, or words to that effect.

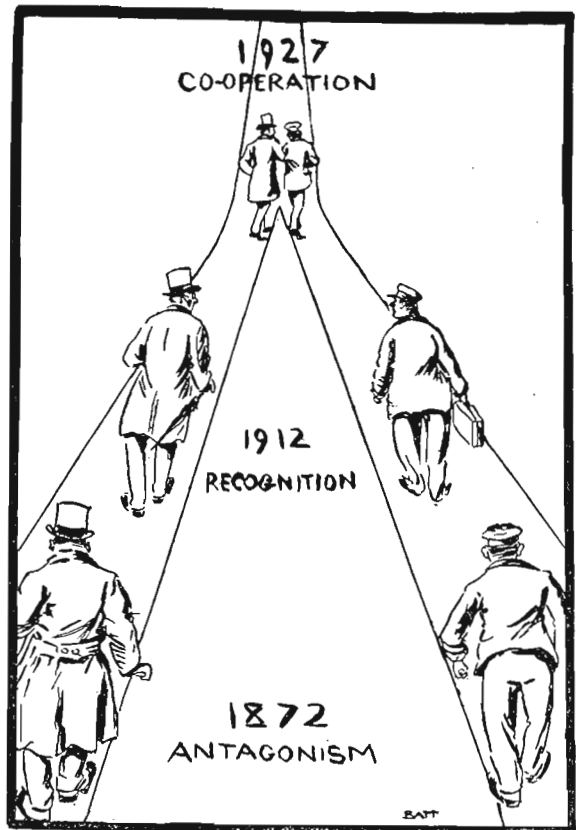


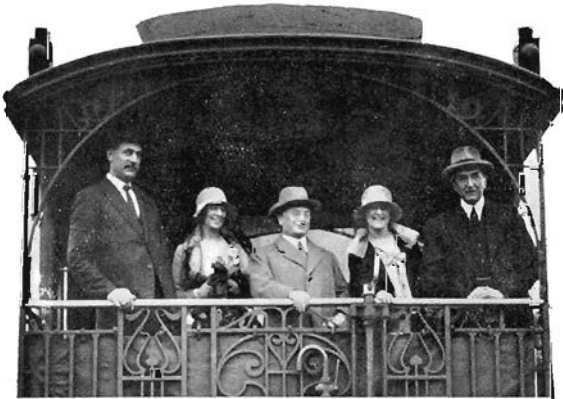
**I**N any case, a poor wheat season isn't going to send Victoria or Australia into the insolvency court, even coupled with heavy borrowing and its concomitant, an adverse trade balance. There are always compensating factors. Our wool clip, after all, a moderately good one, is selling in a hardening market, and there is every prospect of disposing of what promises to be an excellent fruit crop to advantage. Our egg export business is developing. Mining and the meat trade aren't as good as they might be, but Great Britain, fully aroused to the trade-within-the-Empire movement, is showing more disposition to buy generally from Australia. Moreover, big British manufacturers are coming out to start factories. All of which means development and wealth production, to which there is no limit here. Admittedly, we have borrowed heavily, but most of the money is going into reproductive schemes, and nobody yet has suggested that the country is over-capitalised. We can hardly file a petition with millions untapped, provided we can keep our tails up and our pessimism down.



**O**PTIMISM, of course, shines best, and does most as a collective virtue. For that matter, nothing gets very far if people are pulling two ways at it. The

success of Christmas as a nineteen-hundred-year-old-and-still-going-strong institution is largely due to people forgetting their petty squabbles and travelling together, for a week each year, along the Goodwill Road. They do get somewhere. And it does both them and their collective sense of optimism a world of good. Mr. J. H. Thomas, the well-known English labor leader, has recently been urging railwaymen to adopt this co-operative spirit of Christmas a little more than in the past, and, it follows, not merely at Christmas time. "A great change," he writes in his published appeal to fellow members of the National Union of Railwaymen, "has occurred during recent years, until to-day we find that there is scarcely a single question arising in the course of railway employment which may not freely be discussed with the management and the representatives of the men." He refers to the London Midland and Scottish Railway conferences with representative employes, and advises all concerned to show a keen interest, and offer every possible help to the





*Mr. Amery's arrival in Melbourne*

*Left to right : The Premier (Mr. Hogan), Mrs. Amery, Mr. Amery, Mrs. Bruce, the Prime Minister (Mr. Bruce)*

company's officers in the endeavor to establish a prosperous and efficient railway service. "Such co-operation is common sense," says Mr. Thomas, "because railwaymen depend on the railway industry for their livelihood, and it is not inconsistent with sound union principles." That, of course is the idea behind the Victorian Railways Fuel Conservation, Safety and other Conferences—an idea which has field for expansion in still further directions, if the spirit of Christmas goodwill is there to give it a fillip. That British railwaymen have acquired this spirit is borne out by the cartoon on the previous page, which is reproduced from a recent issue of the Railway Review, the organ of the N.U.R.

**OUR** distinguished recent visitor, Mr. L. C. S. Amery, is a great believer in the co-operative spirit, and he's trying, so far as Australia is concerned, to apply it to matters of immigration and marketing just as rumor hath it, he helped to apply it to smooth away bitter political differences in South Africa. Thus he was able to appreciate the quality of the service that kept the wheels of his special train in Victoria so well oiled. "I have never travelled in greater comfort" he told Mr. Clapp. Thus, too, his spontaneous praise of the Department's efforts to work in with the primary producer took on an added sincerity. The Better Farming Train, which he inspected thoroughly, impressed him greatly. So did the Eat more fruit campaign. "You are doing great work here," he said. Incidentally, both Mr. and Mrs. Amery have become enthusiastic converts to the fruit drink cult. A hot and tiring day at Horsham was the prime cause; a tempting glass of orange juice back in the dining car, the secondary. Mrs. Amery, who, hitherto—as she put it—preferred oranges in the natural state, pronounced it excellent. She persuaded Mr. Amery who capitulated in the same terms. Thereafter orange drinks were served to them, by request, before early morning tea, every day of the trip.

**CEREMONIES** at which official benisons have been showered on railway works, either projected or completed, have been in the fashion lately. Mr. Amery has opened a new bridge across the Murray, at Mildura, which is destined to carry rail traffic before very long; Minister for Railways, Mr. Tunnecliffe, has opened the new Peechelba line; and last, but looming first in Melbourne's estimation, was the driving of the first pile of the Spencer-street bridge by

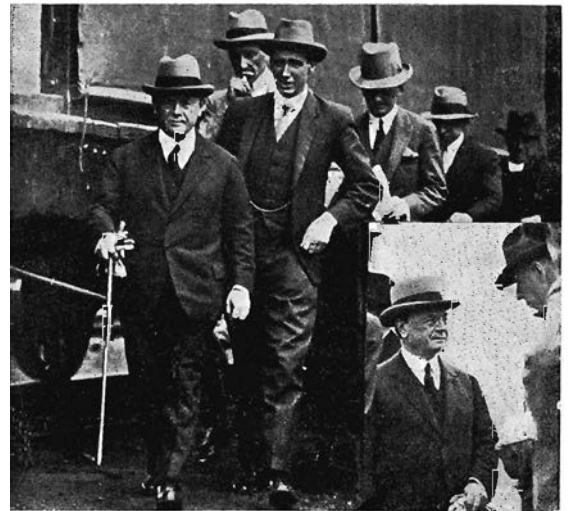
the Minister of Public Works, Mr. Jones—a job that has been hanging fire for considerably more than half a century, and a job that, probably more than anything else, will give the present Government a big name in history. Curiously enough, only a few hundred people attended the ceremony. The idea, of course, as the newspapers would say, had lost its news value. Mr. C. H. Perrin, the Railway Department's Chief Engineer for Construction is now hard at work on specifications and plans which will be carried out under his supervision.

**THE** bridge is to be of fixed steel girder type, comprising three arch spans. Mr. Perrin is collaborating with leading architects on the incorporation of various features. The bridge will carry road and pedestrian traffic only; the railway

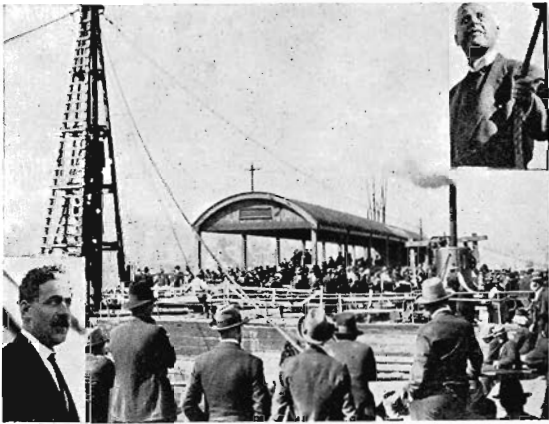
**THREE ARCH SPAN DESIGN** bridge may follow later on. An undertaking has been given in Parliament that the Railway Construction Branch will carry out the sub-aqueous work by day labor, and will submit a confidential tender to be considered along with others for the erection of the superstructure. Mr. W. D. Chapman, M.C.E., Inspecting Engineer of the Construction Branch, will be directly responsible for the work now in hand.

**THE** Save-for-Your-Holidays scheme is, we hear, progressing very well. Every week, new holiday accounts are being opened at various branches of the State Savings Bank, and it seems that a great many people who, in the past, have missed seeing the beauty spots of the State are determined to have a holiday at one or other of them, "next time." The

**SAVING FOR HOLIDAYS** Stores Branch staff of the Railways Department has, by the way, run a holiday club for many years with great success. A committee is appointed annually to manage the club's trust fund account at the State Savings Bank. Voluntary subscriptions of 5s. and upwards are collected each pay day, starting with each new year, and the savings, plus interest, are handed out to members just before Christmas, or they may remain in the fund if the member concerned wishes. In case of need or sickness, his savings can, of course, be withdrawn at any time, exactly as provided for in the big State-wide scheme.



*Mr. Amery inspects the Better Farming Train. Inset : A word with Mr. Clapp*



*The Spencer-street Bridge ceremony. Insets: top right, the Minister for Public Works (Mr. Jones) drives the first pile: bottom left, Mr. Hogan addresses the spectators.*

FOR the second year in succession the coveted Commissioners' Shield for ambulance work hangs in the Ballarat Railway Institute as a result of last month's competitions. Congratulations to the Ballarat West station team which secured it again, by the comfortable margin of 65 points.

**WELL DONE BALLARAT!** The win entitled the team to compete at Adelaide for the Interstate trophy, the result of which will be known before this gets into print. James O'Connor, a member of the team, secured additional honors for Ballarat by winning the individual championship singles against all comers. The team has now taken six firsts, two seconds and one third in the Victorian competitions, a fact which drew Mr. Commissioner Molomby's hearty congratulations, at the little function at Spencer-street, after the competition. The points gained by the first six competing teams were:—Ballarat West 506, Geelong 441, Flinders-street, 440, Seymour 432, Donald 421, Melbourne Goods Sheds 421.

**B**ALLARAT railway folk shine in other directions, too—or is it further in the same direction? In other words, their realisation of the importance of what to do until the doctor comes may possibly have influenced

**HELPING THE HOSPITAL** their work to help the doctor when he does come. Recently, we referred to the formation of an auxiliary hospital committee, representative of all branches of the railway service there. We hear now that the committee has now got going with working bees and various money-making ideas, and that everybody is responding well to the collections, the first of which yielded £23. The committee hopes to hand over £120 a year to the local hospital.

**W**E are in hot water of the Melbourne *Age's* boiling. We have erred grievously in advising our readers through the medium of the Safety, Health, Betterment pages of our November issue, that walking is a remedy for "deceased" bodies. We freely admit and repent the enormity, and, un-

**GLASS HOUSES** protesting, bow our heads meekly to the *Age's* blast of satire. All the same, we doubt not that our critic on his pedestal will agree that proof-readers are not infallible; that mistakes do cunningly conspire to slip past them on occasions. We have but to turn to the open-

ing sentence of his own paragraph which informs us that "Few would expected to see the Railways Magazine" etc., etc. We could suggest that somebody's grammar, if not deceased, is, at least, diseased. But that would, of course, be impolite.

**A**CCORDING to the Clerk of the Weather we are going to have a hot summer, which means that railway business in fruit and fruit drinks is likely to hit new records—all to the benefit of the grower. The first hot day, towards the middle of last month, gave some indication that Melbourne hasn't forgotten the habit it acquired last summer. No fewer than 14,175 fruit drinks were sold at the three city stations. Flinders-street alone accounted for 8,500 odd. It is, by the way, exactly a year since that particular stall was put into commission. Up to the end of October this year, it has dispensed 1,100,000 drinks (including 105,000 hot coffee and cocoa drinks sold during winter), or an average of more than 22,000 a week. The highest number for any one day was 13,000. Sunkist juice extractors have now been installed not only at the station drink bars but in refreshment rooms. There are now 64 of these extractors and the number is being added to. Mr. Bracher who assuages the collective thirst through the stalls and refreshment rooms, expects to use 45,000 cases of oranges and lemons this season. During the 1926-27 year he bought 26,000 cases of oranges and lemons, and 13,000 of apples, to say nothing of other fruits, and paid the growers £37,743. Years ago, quite a lot of that fruit would have lain rotting on the ground because of the lack of a payable market. The moral is obvious and is especially commended to the consideration of those critics who demand to know why the Railway doesn't confine itself to the business of running trains.

**A**PROPOS the government's revival of the question of reopening the Fawkner-Somerton line, a Camperdown correspondent, Mr. C. D. Gavan Duffy, has sent in the interesting photograph we reproduce on the next page of the Broadmeadows-Somerton local train as it appeared in 1899. The snap was taken from the Somerton Signal-box. The train made the trip



*The winning team (Ballarat West) at the recent Railway Ambulance Competition, with the Commissioners' Shield*

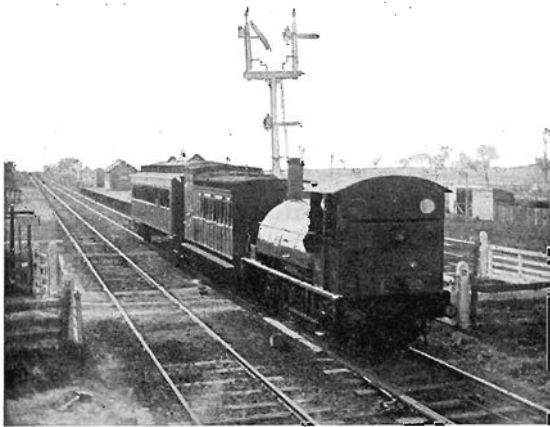
once a day and, judging from its length, didn't cater for a huge volume of passenger business. The old saddle-back "L" engine, now long since disintegrated, cuts a strange squat figure against the modern giants. The type is still in use on the Great Western Railway, in England, for shunting purposes.



**D**ISCUSSION, largely critical, is still going on in the daily press about the necessity for railway ticket checkers, and their sometimes inconvenient attentions to people whose tickets or class of travel are not strictly in accord with regulations.

**WHY CHECKERS ARE NECESSARY**

Since then overwhelming evidence in its favor has found its way to our desk in the shape of the October return for by-law offences, and we feel we must refer to the subject again if only for the sake of quoting the figures. It appears that 311 people travelling first on a second class ticket, 293 with no ticket at all, 213 with out of date tickets, and 98 with tickets not available were detected, besides 86 cases of over-riding destinations, and 78 of children travelling without tickets or on half tickets to which their ages didn't entitle them. Altogether there were 1369 cases of by-law



The Broadmeadows—Somerton Train 28 years ago

infringement, which cost the offenders £154 odd, but the 1079 we have specifically cited show an increase of 236 over similar offences in October, 1926. Cases of people detected travelling first on second class tickets alone show a growth of 151—and this for one short month of the year. Now, who says the Department doesn't need its Flying Gang!



**H**ONORS rest with the railway in one recent phase of the rail versus road conflict. For some time the Sanitarium Health Food Company have been despatching products from their Warburton factory to their metropolitan depot at Windsor per medium of the rubber-tyred road vehicle.

**BACK TO THE RAIL**

As a result of negotiations between the management and the Department, however, the consignments have now reverted to the flange-wheeled truck. The General Passenger and Freight Agent puts it succinctly in his official memorandum to the Commissioners: "The Company have now decided to give us the whole of their business, and arrangements have

been made for the transfer of the goods from the road to the rail route, as soon as notice of the termination of his services has been given the road carrier." The business



Unloading Sanitarium Co. products at Windsor

was worth fighting for. Twenty-ton consignments are sent from Warburton regularly and the additional rail revenue totals more than a thousand pounds a year.



**T**HIS, far from being an isolated instance, is possibly a straw in the wind of popular favor—a wind, now perhaps a mere zephyr, but a wind that may increase to the force it has developed in other countries. Let us

**STRAWS IN THE WIND**

quote, in passing, an extract from a comparatively recent issue of the Tampa (Florida, U.S.A) Times: "The long haul business of the railroads has so increased recently that it has offset the loss on short haul business, and many observers foresee a Back-to-the-Trains movement on the part of those who have been making long automobile journeys, now that the novelty has worn off."



**T**HE spectacle of a uniformed head porter solemnly escorting a bevy of excited kiddies, ranging in years from two to four, along the long country platform at Flinders-street is not a common one. The juvenile tour occurred last month, when 40

**ANTICIPATING CHRISTMAS**

kiddies from the North Melbourne Kindergarten, shepherded by 10 adults, journeyed to Upper Fern-tree Gully for the day. They were guided from the suburban platform to the Gully train at the east end of No. 1, and accommodation was set aside for them in the two trains in which they travelled on both forward and return journey. The outing constituted a sort of surprise Christmas party. And all the railwaymen concerned in the affair certainly acted as very efficient Father Christmases

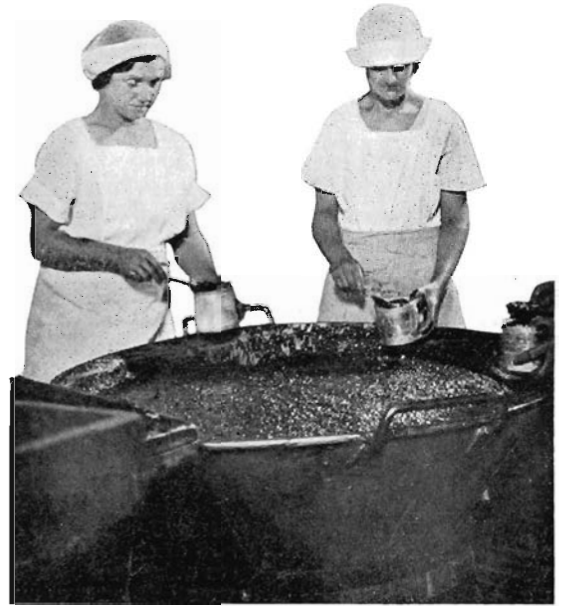


A few of the 40 children who picnicked by train

# Victoria's 500-Ton Plum Pudding



By HUGH RICHARDS



Filling tins of pudding from the mixing dish

A FINE, hearty disregard for nice distinctions lends a refreshing flavor to the columns of the Victorian Railways' "Classification of Goods Book." Within the environs of its immutable classifications, ill-assorted commodities lie side by side in incongruous harmony.

Putty, for instance, is in the same class as peanuts and pianos, pickles and perambulators, flypaper and plum pudding. Which means that you would be charged no more and no less if you consigned a ton of putty 100 miles by rail than if you railed a ton of pickles or a ton of peanuts the same distance.

Sixty-five shillings would be the charge in each case. It would also be the charge for a ton of flypaper. Or a ton of plum pudding.

## Putty and Pudding

That, however, is the official viewpoint. Putty nestles cheek by jowl with plum pudding in the railway classification book, but popular fancy would certainly be inclined to draw a rather wide line of demarcation between the two commodities. Most people develop a plum pudding complex at this time of the year.

Indisputably putty has its uses. But plum pudding possesses an insidious lure which is lacking somehow in a mixture of whiting and linseed oil.

Two million Victorians will probably yield to that insidious lure on the 25th of this month. The extent of their surrender constitutes an interesting mathematical calculation. The great majority of growing boys could absorb two pounds net weight of plum pudding at one sitting, and then hammer

ONE hundred varieties of biscuits, tinned cake, pound cake, wedding cake, wafers, fruit salad and plum pudding are items on the production menu of Swallow and Ariell's factories at Port Melbourne.

And the greatest of these is plum pudding—at this time of the year anyhow.

lustily on the table for more. The normal consumption of plum pudding per head, however, would most likely be somewhere between three-eighths of a pound and half a pound. If half a pound be taken as the average (a providentially simple basis to work on), the discovery is made that close on 500 tons of plum pudding will be required for Victoria's Christmas dinner table.

Already Victorian railwaymen have been carrying (strictly in a transportation sense) substantial portions of that 500 ton pudding. In gaily labelled tins of varying sizes, those portions have travelled to the four corners of the State. From Port Melbourne they have come, from the big factories of Swallow and Ariell, where Australians have been making plum pudding for the best part of 50 years.

## —And Still Going Strong

Born in 1854, Swallow and Ariell's first diminutive factory was established at Sandridge, when the Hobson's Bay preliminary railway line was built. Thomas Swallow founded the firm and, later on, took T. N. Ariell into partnership, bringing the two unusual surnames into an association that has

become a household term. The establishment now covers six acres and employs a staff of 1,500. It is entirely self-contained. Its activities affect essence distillers, wheat growers, millers, fruit growers, tin miners and tin makers, printers, sugar growers, dryers and packers, salesmen and confectioners. And railwaymen.

Under the well-known S. & A. banner, plum pudding making has been lifted to the dignity of a fine art. The recipe for the product is half-a-century old. It has been modified and steadily improved during all those years, and represents the experience and genius of a long line of chefs, who have made a life study of the plum pudding in its native haunts and all its varying moods and caprices.

## Six Different Sizes

Thirty Swallow and Ariell operatives are engaged exclusively and continually on the manufacture of plum puddings. They assemble the puddings in tins of six different sizes. There are normal half-pound helpings, the popular two-pound size, and the one, one-and-a-half-pound, and three-pound varieties. The schoolboy will be interested to learn that 10 pound tins can also be obtained.

In huge ovens—or retorts—hundreds of plum puddings are cooked simultaneously. Pyramids of shiny empty tins are built up beside a long table. At one end, three white-clad girls are gathered around an immense mixing dish, swimming with the mingled ingredients of plum pudding in the embryo, a four-foot-wide dish in which swirl flour and sugar and salt and suet and eggs and spices and raisins and

currants and mixed peel. And rum. All conglomerated into a brown viscid mass, spattered with the black of the raisins, and exhaling a most appetising odor. That rum!

Three spoons dip from mixing dish to lidless tins. The tins cease to be empty. The weight of their contents is checked on scales. They are carefully cleaned. They are removed on trays. Each tin is presented with a lid. Phlegmatically an impassive individual solders the lid neatly into place.

Stacked in serried ranks, the sealed tins are thrust on a rolered tray into the black recesses of the retort. More than 800 plum puddings can be baked in one of these retorts at the one time. The smaller puddings are done to a turn in 60 minutes. Some of the larger ones, though, might take as long as eight hours, a full working day.

An elevator whisks the cooked puddings to the next floor. Here labels are slapped on to the tins and tissue paper is wound round them. Fingers of the labelling girls flash like the digits of Paderewski on a Chopin rendition.

#### The Penultimate Stage

Finally the plum puddings seek the seclusion of wooden cases and sleep restlessly in the store until an order and a railway truck hurry them to their ultimate fate on a white-clothed table.

Thus the cooked pudding is not actually glimpsed in *propria persona* at Swallow and Ariell's. The dough goes into the unsealed tin. The sealed



Labelling and packing

tin goes into the oven. The dough becomes plum pudding under cover, and its privacy is not disturbed until a plate is ready for its reception.

Real Australian plum puddings Swallow and Ariell's are. The wheat, the dairy produce, the fruit and the eggs are all grown or laid in Victoria. The sugar travels from Queensland. The machinery has been manufactured either in Australia or Great Britain. The spices alone are not produced here. They are grown, of course, in the Indies and are imported from Britain or America, where they have been purified.

"Every ingredient is of importance," declares Swallow and Ariell's present plum pudding panjandrum. "The pudding stands or falls, figuratively, not only on the purity and quality of fruit and flour used, but on the purity and quality of every single element introduced into its manufacture. The quantities must be just right. The heat of the oven must be just right. The slightest deficiency this way or the slightest excess that way and the plum pudding would be ruined.

#### Pre-War

"We insist on the finest quality ingredients always. Our puddings will keep indefinitely. I tested one the other day which had been made here in 1913. Before the war. It was as fresh and tasty as the ones we made yesterday."

It is that consistent quality which has built up Swallow and Ariell's reputation in the plum pudding business. It is that consistent quality which will push such a big helping from Swallow and Ariell's into Victoria's 500-ton Christmas pudding this year.



#### RECIPROCITY

The village tailor only received occasional orders from the vicar for such articles as hats, collars or handkerchiefs.

"You see," remarked the reverend gentleman, one day, having called with his usual order, "when I want a suit I go to London. They make them there."

Calling again a few weeks later, the vicar remarked that he had not seen the tailor at church lately.

"No," replied the tailor. "When I want to hear a good sermon I go to London. They preach them there."



One of the retorts being filled

# MY LIFE'S WORK

By J. C. BOYCE

**A**MONG the 29,000 men and women who daily keep the well-oiled wheels of rail transportation moving in Victoria, none is better known or more popular than genial "Tommy" Boyce, the father of the Government Tourist Bureau, who has just retired.

For 45 years he has served the Department and the travelling public truly and well. He helped the Bureau to emerge from the chrysalis of the Spencer-street booking office in 1888, helped it to expand its activities at Princes Bridge in 1894 and later at Swanston-street, and nurtured it into the full virility of usefulness at its present spacious office in Queen's Walk. Throughout, his has been the guiding hand, and little sighs of regret from the thousands he has helped with his advice, his smile, and perhaps a good story or two, will mark the withdrawal of that hand.

Mr. Boyce could fill a book with interesting reminiscences of the people and events that have crowded a full life. But he is content, meanwhile, to occupy a page or two in the V.R. Magazine, which have been specially reserved for him.—*Ed.*



**A**FTER having spent the greater part of a life time in the service of the Victorian Railways Department, it is interesting to look back now that the age of retirement has been reached, and to contrast the system as it was when I joined, with the much greater system of today.

In company with Lewis F. Dallas another country boy, I signed on at the office of the General Traffic Manager at 11 a.m. on April 13, 1882, and after lunch together up town, we were allotted to positions at Spencer-street, at which station we worked for many years. Poor Lew. has "gone west" long since, while I find myself feeling as fit and well as a man could wish as I am preparing to vacate the position of Manager of the Victorian Government Tourist Bureau.

There were, of course, many intervening stages before I reached the present position I am now vacating.

I would ask you first to consider the system as it was at that date with a suburban length of line of thirty to forty miles, and a total of suburban and country lines together of 1355 miles open for traffic. The only

suburban lines then were the Williamstown Pier and Essendon, the Port Melbourne (Sandridge), St. Kilda, Brighton Beach, Mordialloc, Oakleigh and Ringwood lines. The line to Camberwell was opened about a week ahead of my joining. The north suburban lines to Coburg, Fawkner, North Fitzroy, Preston, Reservoir and Heidelberg, were not constructed; there was no rail to Kew, to Altona, Werribee (Suburban), St Albans, Broadmeadows, while the Deepdene, Ashburton and Glen Iris lines were not even thought of.

## Buses in 1882

Bus service then ran from Hawthorn to Kew, and from South Yarra to Toorak Church at about quarter hour intervals in each direction.

The country lines were equally limited, there being no through interstate service, rail connection not having been made between Wodonga and Albury, while the line towards Adelaide had only reached Dimboola, going through Geelong and Ballarat. No line via Bacchus Marsh to Ballarat was yet built. From the line to Dim-

boola there was in the Western district only one branch, that to Portland, and without the later connections from the Portland line to Mt. Gambier, Casterton and Coleraine. The connections between Horsham and Coleraine were creations of later years.

From Geelong ran the trains to Queenscliff, then, as ever since, a watering place high in Victorian favor. The south-western line ran to Colac only, and the intervening country thence to Hamilton was served by the excellent coach services of Cobb & Co, various coaching firms sharing in the accepted title. Many of the old time drivers of these firms are still in the land of the living. I had the great pleasure of meeting and greeting numbers of these splendid reinsmen, pioneers of the fine touring roads of the present day, at dinners given in connection with motor shows held in the Exhibition Building, and spent a couple of nights of unalloyed enjoyment listening to the stories, full of historical interest, told by these early drivers.

North of Ballarat the line ran to Maryborough with a branch to Avoca,



and swerved across to join the Bendigo-Echuca line at Castlemaine, while from Maryborough the line for Mildura, then undreamed of, ran only to Donald. From Sandhurst, as Bendigo was called, trains ran through Ingleswood to Korong Vale, no other branch line being opened, although some were in course of construction. Between Melbourne and Sandhurst were two branch lines, to Lancefield and to Davlesford.

The north-east line terminated on this side of the Murray at Wodonga, and had as branches a line to Beechworth and one to Wahgunyah. The Goulburn Valley line, out from Mangalore, ran to Numurkah with a short spur from Toolamba to Tatura.

The line towards Mornington ran only to Frankston, and a line to Sale, without any branches, represented the fine Gippsland system of 1927.

The total revenue for the year's work (1882) was £1,781,078. There were in running 228 engines, 538 passenger vehicles, and 3869 goods vehicles, and the number of passenger journeys made on Suburban and Country lines totalled 22,646,489.

#### Now-a-days—

Compare with these the figures contained in the Annual Report of the Railways Commissioners for the year ending June 30, 1927, and it will be seen how great has been the growth of the system during the intervening 45 years.

The number of miles open for traffic is now 4627. The number of passenger journeys, country and suburban, is 169,237,648, and total revenue for the last year was £13,652,434. The number of the staff is not given in 1882, but it had grown in 1927 to 21,982 permanent, and 7468 supernumerary employes, while 687 engines, 2004 passenger cars and 19,864 trucks are now in use.

I started as offsider in the Main Booking Office to George Washington Robinson and had periods of service in the tiny Spencer-street Suburban



A busy day at the Bureau



The entrance to the Bureau in Queen's Walk

Booking Office, which issued tickets to stations on the two lines only, Williamstown and Essendon. I acquired my knowledge of telegraphy at the Spencer-street Telegraph Office and in the classes of Mr. J. D. Doyle, later chief clerk in the Loco. Branch. I was then transferred to the office of the S.M., Spencer-street, the gentlemen filling the position then being Mr. Walter W. Moule afterwards a District Traffic Superintendent, and Mr. Paul Reade, father of John Reade, who in later years was also S.M. at Spencer-street. The work here was heavy and varied and the hours very long.

#### The '84 Smash

The most vivid recollection of my service in this office is of the head-on collision in April '84 between the 7 p.m. down and 7.10 p.m. up Ballarat passenger trains at a point between Werribee and Little River. I well remember it as a dark wet night through the whole of which I remained on duty helping to arrange for the summoning of doctors and nurses, the collection of a train crew and the despatch of a casualty train and in endeavouring to dispel the fears and soothe the distress of the many friends of expected passengers by whom the office was thronged.

Mr. Reade left for his home before the train with its sad freight of dead and injured returned to Melbourne in the early hours of the morning, as it was necessary to despatch his son, John Reade, R.S.M., to Little River to take over from the suspended S.M., and to arrange for the resumption of traffic on either side of the block. I waited for the arrival at 5.30 a.m. of Mr. Moule, in order to advise him of the position. While I waited I received another wire reporting the blowing up

of the boiler of the 2 a.m. down goods on the Sunbury viaduct, and stating that search was in progress for the bodies of the driver and fireman, while both down and up lines were blocked to traffic. As before a crew was collected and a casualty train sent to the scene and this had not returned before the arrival of Mr. Moule to whom I made my report. I went home to bed at 8 a.m.

The work of the S.M.'s office brought me closely into touch with the travelling public as it was the focussing point for inquiry (personal and by letter) regarding travel on the Railways, and my connection with train running in this State and visits on holidays to the other States gave me a knowledge of the various railway systems which was later to be of great service to me.

#### Nearly Lost My Job

In 1885 a misfortune befel me which threatened to cost me my job in the service, but afterwards proved to be the points which switched me on to the line on which my special work has been done. I lost the use of my right hand through writer's cramp, and for ten years was unable to write with it. Its power was regained in 1895. Asked by Mr. John Anderson, General Traffic Manager, if I could write with my left hand, I said: "No, but I soon will," so he detailed a clerk to write for me while I looked after the inquiry side of the work and other incidental jobs.

In about six weeks' time I was able to tackle writing left handed, and I carried on thus for some time. A year or two later, Mr. W. Fitzpatrick, afterwards Chief Commissioner of the Railways, became S.M. at Spencer-street, and in 1888 just prior to the

(Concluded on page 52)

# Lines from Other Lines

**Famous "Gladstone" Locomotive Goes into Retirement—New York Lines Build New 271-ton Engine—Southern Pacific Co. Inaugurates Flier between Portland and 'Frisco**

## Veteran Engine to be Preserved

THE famous "Gladstone" locomotive, designed and built by Mr. Stroudley, in 1882, for the London, Brighton and South Coast Railway, is to be preserved in the Railway Museum at York, where it was taken a few months back.

Professor R. J. Scott, of Canterbury University, N.Z., who was, in his young days an engineering pupil of Mr. Stroudley, writes interestingly of the design of this engine in a recent issue of the N.Z. Railways Magazine. "Pupils," he says, "were occasionally invited to dine at Preston Park. One night when I was the only guest sitting in the billiardroom after dinner, I, greatly daring, asked Mr. Stroudley



The "Gladstone"

why he adopted a design of engine which most people—at that time—thought to be extremely risky, instead of the more conventional arrangement with leading bogie.

"His answer was—'Locomotives now-a-days are built far too heavy for the power they develop; they are simply fitter's engines—they should be fitter's engines, driver's engines, and above all, engineer's engines. Gooch built broad gauge (7 ft.) express engines in 1851, weighing only 35 tons, and indicating 1,000 h.p., and they are still running the fastest trains in the world. We should at least be able to obtain 25 i.h.p. per ton of engine, but to do this we must utilise the major portion of the weight of the engine for adhesion. We cannot affect the weight of the bogie, and must have leading weight. The centre of gravity must, therefore, be kept well forward, and the engine will run the steadier for it. So the leading wheels must be coupled to the drivers. My engines are, in fact, four wheeled four coupled machines, with a pair of trailing wheels added to ensure steadiness; further, the high pitched boiler necessitated by this arrangement of wheels con-

duces to steadiness. With a high centre of gravity the engine will roll on its springs; with a low centre of gravity it will box and tend to destroy itself and the track.'

"How correct Mr. Stroudley's argument has been shown by the remarkable performance of this class of locomotive. It has never been excelled."

The "Gladstone" ran regularly from London to Brighton, 50½ miles, in the hour.

## New Hudson Engine

New York Lines are now building a new 4-6-7 Hudson type passenger engine, according to Mr. Albert Davies, a Victorian railwayman, now in America. The engine has a four-wheel trailer to give more increase in boiler capacity and in maximum horse power over the present heavy Pacific type, which has 6 coupled driving wheels and single trailer. The consequence is that longer passenger trains are being pulled, which permits of a reduction of sections of trains.

The total weight of the engine and tender is 271 tons. The locomotive develops a maximum rated tractive force of 53,500 lbs., including 10,900 lbs. supplied by the booster. With cylinders 25 in. by 28 in. operating at a normal full stroke cut off, 79 in. driving wheels and a boiler pressure of 225 lbs. per square in., this tractive force is developed with a total weight on drivers of 182,000 lbs., or about an average of 60,000 per pair, the weight on engine truck is 63,500 lbs., and on 4-wheel trailer 97,000 lbs.

In the design of the boiler the additional capacity of the four wheel trailing truck was utilised to increase both the side of the fire-box and boiler capacity. It includes a superheater with 1,965 feet of heating surface, which added to the 4,491 of evaporating surface gives a total of 6,456 sq.

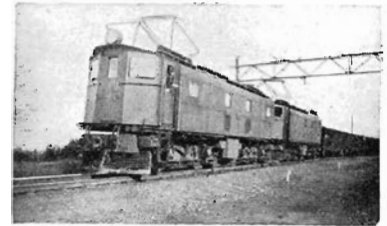


Southern Pacific's New Flier

feet of heat transferring surface. The fire-box has a grate area of 81½ sq. ft.

An Elesco feed water heater is located below the top of the smoke box shell, and is supported on a shelf wedged into the top of the smoke box just at the back of the front end door ring. With the heater in place the opening over the shelf is closed with plates which complete the circle of the smoke box, so that only the end of the heater is exposed beyond the curve of the smoke box shell.

One cross compound compressor is located on the right side below the smoke box, while the feed water pump is similarly located on the left side. This location permits a free flow of water from the tank to the pump, and a short delivery from the pump to the



South African electric locomotives. Two coupled can haul 1000 tons

feed water heater drum.

Care has been taken in the arrangement of cab fittings, all steam pipes and valves, as far as possible, have been kept outside the cab under a turret housing, over the top of the boiler, and in front of the cab. The steam valves in the turret are operated by extension handles which pass through the cab wall, where they are arranged in a neat line across the top of the fire-box on an instrument board, each handle being levelled.

## Southern Pacific's New Flier

THE Southern Pacific system in America has inaugurated a new fast train to run between San Francisco and Portland, over the new line through Klamath Falls. The flier, known as the "Cascade," named after the recently opened route, will make the run between San Francisco and Portland in 23 hours and 30 minutes, reducing the period of transit by three hours and thirty minutes over the fastest time of daily record. The "Cascade" is an extra fare train and carries the finest equipment on the Pacific coast.

# Tunnels and Tunnelling

By J. D. MICHIE



*The South Geelong Tunnel*

IN all ages man has had to confront huge obstacles placed in his way by nature. In his savage state, with a few stone weapons and tools, he did wonders. As necessity gave birth to invention, his powers developed, and he raised mighty monuments, built huge Pyramids, and left behind him tokens of his grim struggles with "the dim brute powers of fact" as Carlyle phrased it. Everywhere he has had to contend with Titanic forces; to reach his goal he has had to cross mountain ranges, bridge rivers, and blaze his track through the primeval forest. From the earliest days of recorded history man has been an engineer, a path finder and road maker. From the days that saw the building of the Pyramids of Egypt, down to our own times, he has left traces of his power to subdue matter and bend it to his will.

## Romans Built First Tunnels

Although tunnels were not unknown among early peoples, tunnel construction is essentially a modern art. The Romans who were capable roadmakers, bridge builders, and engineers, developed the practice of sinking shafts to afford additional digging points. They developed also the fire-setting method, that is, the heating of rock by fire, and sudden chilling with water so as to crack it. Vinegar was often used to cause disintegration by chemical action. The Romans built their tunnels chiefly as part of their wonderful system of conducting water by means of aqueducts, many of which still exist.

A tunnel is any subterranean passage constructed to carry roads, railways, aqueducts and the like through hills or mountains, or under rivers. Structurally it is a shell subjected to ground pressure from all sides, although unequally. The shell or lining must bear those pressures without collapsing or distorting. Depending on the material encountered, there are three characteristic methods of construction: rock tunnelling, soft ground tunnelling, and subaqueous, usually identical with shield tunnelling with compressed air.

Tunnels are built as a means of

**P**OETICALLY, tunnels are monuments to epic struggles wherein engineers, since the time of Julius Caesar's first aqueduct, have prevailed over "the dim, brute powers of Fact." Practically, they are bores drilled or blasted through natural obstructions to allow the passage usually of some very necessary railway.

In this article Mr. Michie outlines some of the work involved in tunnel construction, with special reference to Victoria's seven railway tunnels.

saving the expense of constructing circuitous routes, after engineers have decided that a tunnel is the most economical way of overcoming obstacles. The first step in the construction of a railway tunnel is the preparation of a geological map showing the nature of the ground formation to be penetrated, the probability of encountering water, and other considerations. A guide line for excavating is then established by surveyors. The next step is to ascertain the difference in elevation between the two ends of the tunnel; the shape and interior dimensions are then decided, and the work of excavation begins.

## Open Cuts

Open cut tunnels are often constructed by removing the overlying material (by open excavation if on land, or by dredging if under the water), completing the tunnel structure and then refilling over it. Open cut tunnels are frequently used in constructing subways.

Large tunnels are seldom driven as one big hole; that is, the whole area of a cross section is seldom removed at once. Instead, the cross section is divided into several segments, and these are started one at a time. In this way, it is possible for several gangs to work at the same time. When this mode of tunnel building is adopted, the first

gang to start work is always the one that is farthest along.

The sides and top of a tunnel are usually supported by lining even in hard rock. Temporary lining is always set up when working in soft material, to prevent caving in, and is replaced with permanent lining as the work proceeds. In such cases, the first structure is of timbers and cross timbers. The permanent masonry—brick, stone or concrete—may be from one to five feet thick, the greater thickness being used in such soft heavy material as wet clay and sand. Cast-iron lining is sometimes used, particularly in tunnels considerably below the surface of water. The iron is made in cylindrical sections from two to six feet long, and one or two inches thick. These are bolted together when put in place.

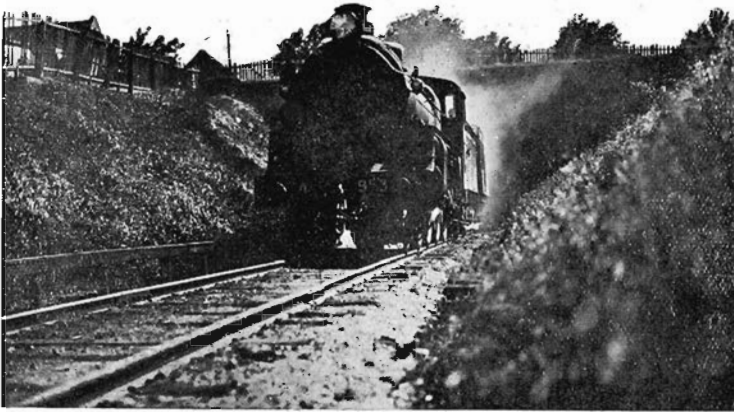
The excavated material is carried out by small tram cars. Often vertical holes or shafts, braced with timber, are sunk from the surface, so as to attack the excavation from additional points, the work being extended both ways from the point where the shaft is sunk. Men, materials and tools are raised and lowered through shafts in lifts, which are usually worked by power.

## Eight Miles Long

One of the most famous of the world's tunnels pierces the Alps for eight miles, and joins France and Italy. This great engineering feat took 13 years to accomplish, and the cost was £3,000,000. The tunnel through the Alps was bored simultaneously from both ends, and the engineering work was so accurate that the two halves joined at the entre almost in perfect alignment.

The St. Gothard tunnel, in the very heart of the Alps, has a length of nine miles and a quarter, and was eight years in building. The cost was over £2,000,000. The railway approaches up the steep mountains at both ends are themselves marvels of construction, the trains passing through a series of 100 tunnels in all, winding about in spirals through the bowels of the Alps.

The third Alpine tunnel, the Simplon, is more than twelve miles



*The "Flier" emerging from the South Geelong Tunnel*

long, and one of the greatest of engineering achievements. Vast difficulties had to be overcome in its construction, including terrific underground heat and floods of subterranean hot and cold springs. The work took seven years to accomplish, and the cost was £3,000,000.

The longest tunnel in North America is the Gunnison, in South Western Colorado. It is six miles long. The Rogers Pass tunnel, in the Selkirks, British Columbia, is five miles long.

The Severn tunnel in England, through which the Great Western trains pass is four miles 624 yards long. There are several tunnels under the Thames, that taking its name from the river being 434 yards long; the Blackwall tunnel is about 1½ miles long; the Rotherhithe tunnel is one mile 440 yards in length, and the Greenwich tunnel 400 yards.

#### **New York Has Most Tunnels**

New York City bears the palm for the number of tunnels and subways which honeycomb its site. More than a dozen great underwater tubes provide communication between Manhattan Island and the neighboring islands and the mainland; and a network of railways link all the principal points throughout the whole metropolitan area.

Hard rock is the easiest material for tunnelling operations, as it is easily broken up by blasting, and the masonry lining as a rule can be completed without much timbering. Submarine tunnelling is more difficult. If the water (which oozes down into the excavation) cannot be kept out by pumping, use must be made of compressed air, or a shield, or both.

Victoria probably has fewer tunnels than most of the railway systems of the world. They are only seven in number, and are comparatively short. Yet they were not easy to construct, and with one exception (the Eltham tunnel) were excavated out of hard rock, by the use of ordinary methods, applied in the most economic manner.

On the Bendigo line there are two tunnels—the Elphinstone, 71 miles from the capital, which is 422 yards in length, and the Ravenswood, 93 miles from Melbourne, 412 yards long. Other tunnels are the South Geelong, 45 miles from the city, which is 462 yards long, the Yea tunnel, 45 miles distant, 220 yards long, and the Healesville tunnel, 36 miles from Melbourne, 93 yards in length. The nearest tunnel to Melbourne is that at Jolimont, which has a length of 160 yards. The Eltham line tunnel, eight miles from the city, is 100 yards long.

To understand the reason why these tunnels were necessary, we may take the case of the Elphinstone tunnel. An examination of the granite there reveals the fact that it has sent sheets into cracks and between the layers of the bedrock. This shows that the granite is the younger of the two rocks. Not only has the granite, in behaving thus, shown that it was quite plastic, but it has had a marked effect upon the bedrock for some distance, say about a quarter of a mile from where the two are in contact.

The plastic or molten granite was intensely hot, and the great heat has altered the slates and sandstones considerably. Apart from changes in their structure, they have been much

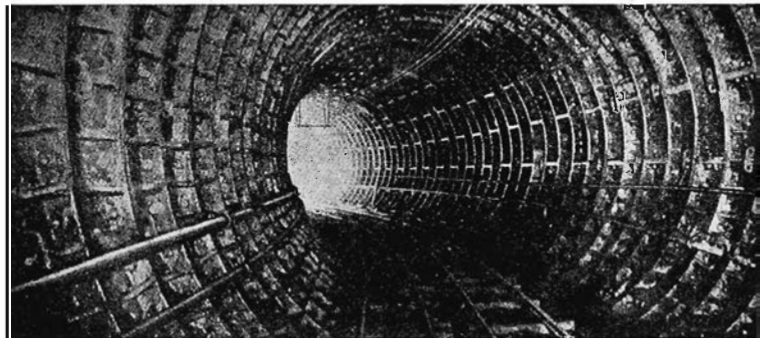
hardened, and have become more resistant to the action of the weathering. The result is that all around the granite area there is a wall-like ring of hard rock standing high above both the unaltered bedrock and the granite, both of which have been more easily removed by both rain and wind. In some places streams, rising on the granite, have cut through the wall, and by following up the stream we can pass easily from the bedrock to the granite. Near Elphinstone the Coliban River has worked along the line of contact of the two rocks and has cut the wall away, so that for some distance the stream flows over a granite bed, and it is not easy to say where the junction of the two rocks is.

We are, it will be remembered, on the granite. If the railway engineer wanted to travel direct to Bendigo, he could have carried the line for many miles without much difficulty. But he had to make a sharp turn to get to Castlemaine, which lies some eight miles to the westward, and he had found it easier to come through Taramulla, because the long strip of bluestone gave him an easier path than he could have found through the rugged ranges to the west.

#### **Piercing Granite Wall**

To get from the granite at Elphinstone on to the bedrock it was found necessary to pierce the hardened wall I have already described, by a tunnel. Passing through the Elphinstone tunnel the railway finds its way to Castlemaine station, which lies 1,000 feet below the saddle by which we crossed the Dividing Range, and is 900 feet above the sea. The railway now turns northwards direct towards Bendigo, and running north from Ravenswood can find no outlet through the hardened wall that rises up as Big Hill and Mount Herbert, except through a tunnel.

Both the Elphinstone and Big Hill tunnels, therefore, owe their existence to the same cause. The bedrock, baked and hardened by the granite, stands up like a wall, while the unaltered softer rock and the more easily decomposed granite have worn away, and through this wall the railway tunnels go,



*A London Tube*

# If I were — SANTA CLAUS



## THE MINISTER FOR RAILWAYS

TO clothe a Member of Parliament in the robes and power of Santa Claus *ought* to be a beneficial arrangement for the community. The cynic will say that it might very likely be a dangerous experiment. But then we shouldn't have any cynics around us at Christmas time. I haven't the slightest doubt myself that any Parliamentarian acting in the role of Santa Claus would be able to turn his position to the advantage of the State in general and — naturally — his constituents in particular. Similarly, every Minister would grope in that wonderful bag for something to foster the interests which his portfolio represented.

In any case, I fear that I would seriously tax the resources of Santa Claus's banking account in my endeavor to hand out Christmas gifts.



There aren't very many areas now in Victoria more than 10 miles away from a railway. I would see that there weren't any at all. I would lay long shining rails to the most remote corners of the State. It would be an easy matter — being Santa Claus, I wouldn't have to worry about interest charges and capital outlay. I would

also leave a cheque in the Government's stocking which would clear our system of every shilling of debt. I would direct the wise old brain of Santa Claus towards our pressing problem of wasteful transport competition, and use it to devise some scheme of co-ordinated control of rail, tram and motor transport, which would work always in the best interests of the State. That scheme, neatly typed on Santa Claus's typewriter, would be discovered by the Premier on his pillow when he woke on Christmas morning.

I was nearly going to add that I would leave reduced fares in the stocking of the suburbanite, reduced freights in the stocking of the primary producer, and increased wages in the stocking of the railwayman. But that would sound too much like an election speech.

*J. Lunncliffe*

## THE CHAIRMAN OF RAILWAYS COMMISSIONERS

THE playing of the part of Santa Claus presents substantially more difficulties than the supervision and administration of a big concern like the Victorian Railways does. The colossal task of fostering the spirit of goodwill and sowing the seeds of happiness, tolerance and good feeling rests solely and absolutely on Santa Claus's unaided shoulders. The effi-

cient conduct of a big organisation, on the other hand, depends just as much on the men who carry out the function of that organisation as on the man who happens to be at the head of it at any one time.

The co-operation which is essential for the success of every undertaking is built upon an atmosphere of goodwill and sympathetic understanding between administrative and operative staffs, and goodwill and sympathetic understanding between all the varied units which are working together with one common end in view—the kind of goodwill and sympathetic understanding which, more than anything else, has helped to make the reputation of the Victorian Railways what it is today.

To increase the scope of that goodwill and to extend its influence would be my endeavor, were I Santa Claus. From that universal goodwill would spring a saner world, a happier world,



a healthier world, a world purged of strife and bitterness, a world which would retain the true spirit of Christmas every day of the year instead of one day only.

*David W. Clapp*

#### THE ASSISTANT GENERAL SUPERINTENDENT

IF I were Santa Claus I should give to the children all those little presents which most appeal to their hearts' desires. Especially should

I remember those children whose lives are not particularly brightened throughout the year. The very noisy presents



I should reserve for the children of wide areas and open spaces.

To the elders, who, after all, are only grown up children, and to whom Santa Claus is not a vivid and arresting personality, but rather the embodiment of that spirit of charity which suffereth long and is kind, I should give either by telepathy or some other less intangible means—perhaps 3 LO—all the thoughts of the Victorian Railways posters, but stressing the one to—

SHOP EARLY AND AVOID THE CRUSH

*Mr. Thomas*

#### THE INSTITUTE GENERAL SECRETARY

UNDOUBTEDLY I would be extremely guarded in my announcement of the policy which I would adopt were there any likelihood of the disturbing powers and obligations of Santa Claus being vested in me for the time being. The contingency being a very remote one, however, I am not disposed to restrict myself to guarded declarations. I will be open, unhesitant and even expansive.

In the first place, be it understood that I lay no charge of incompetency at the door of Santa Claus. The man has a difficult job, an unenviable one. On the whole, he does it well. But he

*(Concluded on page 47)*

# The CHRISTMAS NIGHTMARE TRAIN

WRITTEN & ILLUSTRATED BY 'KAYMAC'

Tired to the soul by a Christmas shift,  
 Wrapped in abysmal sleep,  
 Tom the Guard slept sound and hard  
 In the train of a "Special Sheep."



Far in the north on the sunbaked plains  
 Where sheep are the staple breed,  
 Tom had dined in state with a drover's  
 mate—  
 A man-size Xmas feed.

Over the clackety clack of wheels,  
 Tom's penetrating snore  
 Vibrated the van like the Pipes of Pan,  
 In the shady woods of yore.

Now homeward bound with his long  
 shift done—  
 And his Christmas dinner too—  
 He dreamed of the men who mustered,  
 when  
 The stations were far and few

Faster the clackety-clackety-clack,  
 Louder the roadbed's roar,  
 Quicker the beat of those ghost sheep's  
 feet,  
 With the drovers who drove no  
 more.

"Steam! More Steam!" Tom fair  
 would cry,  
 But his terror held him mute;  
 And nearer along the moonlit rails  
 Came the fearful ghosts' pursuit

Stretched on the floor of the reeling  
 van,  
 Deaf to the roar of the track,  
 Tom's tired brain gave loosened rein  
 To the crazy nightmare hack

Perched on his feet as the miles fall  
 back  
 Was a grinning toothless vamp,  
 With eyes now bright like a Guard's  
 green light,  
 Now red like a danger lamp.

Tom twiddled his feet, and the shape  
 took flight  
 In an odor of steam and sheep,  
 With a hot-box screech that made Tom  
 bleach  
 With fear in his troubled sleep

But now on his chest was a frightful  
 weight,  
 His lungs nigh crushing in,  
 And he saw with fear a cask of beer  
 With a leering maudlin grin



The leader waved a waybill white  
 In a sunbleached bony hand,  
 And unearthly flocks from the gaunt  
 grey box  
 Joined in with his ghostly hand.

Stiff with the chill of the dreadful sight,  
 With fear round his heart a-creep,  
 Tom thought of the fate of the drover's  
 mate  
 Who mustered the devil's sheep.

Nearer and nearer the hue and cry,  
 Though faster the sheep train  
 swayed,  
 And the tail light glared on white  
 teeth bared  
 As they gained on the upward grade.

Up with the van-door level now,  
 Leering with eyes death-bright,  
 With talons grey for their fear-crazed  
 prey,  
 Who covered in helpless fright.

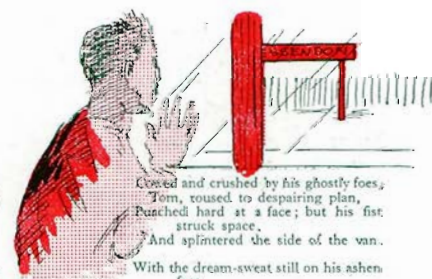


On, on, through the night awayed the  
 nightmare train  
 To the rails' swift clackety-clack,  
 While Tom, with the sweat on his fore-  
 head wet,  
 Gazed out and along the track.

And fast in the dusty sheep train's wake  
 He saw the ghosts pursue—  
 The ghosts of sheep who ne'er could  
 sleep—  
 The wraiths of then drovers, too

Down the grade on Dead Man's Bank,  
 Through the slackening drawbar's  
 din,  
 The ghostly chase increased in pace,  
 Tom could see the leader grin.

Could see the long-dead drover's eyes  
 Like signal lights in fog;  
 Could hear the beat of ten thousand  
 feet  
 And the bark of a ghostly dog



Crushed and crushed by his ghostly foes,  
 Tom, roused to despairing plan,  
 Punched hard at a face; but his fist  
 struck space,  
 And splintered the side of the van.

With the dream-sweat still on his ashen  
 face,  
 He gazed, raw awake, outside:  
 'Twas Essendon in the morning sun,  
 And he'd finished his Christmas ride.

# Representative Railroaders

"We always succeed when we only wish to do well."—Rousseau.

IF the Victorian Railways official nominal roll is to be believed, there are 11 of them in the Transportation Branch. The clan wants just one more to make the exact dozen. One of them is a tram conductor, another is a signalman, two are clerks, two are porters, one is a shunter, one a lad, and one a goods guard.

And the eleventh is the Metropolitan Superintendent.

"Name—Cox, Thomas William James. Departmental No.—1582. Date of birth—6.3.68. Date of entry—1.2.84." The roll has no more than that to say about this. And that could be amplified somewhat without difficulty.

Doyen of Victorian Railway District Superintendents, Cox has bossed the metropolitan area since 1924. This Christmas will see him for the third time ushering Father Christmas on to Flinders-street Station, to shower Christmas gifts *ad lib.* on holiday-makers in the shape of supplemented train services.

A little man with iron-grey hair, big forehead, neatly clipped moustache, rimless pince-nez and restless hands, Metro. Cox certainly isn't as much like Father Christmas as he is unlike him. While Father Christmas drips with benevolence, Metro. Cox exudes efficiency. And although Father Christmas moves slickly behind reindeer, reindeer would need to move slickly to keep behind Metro. Cox.

A bewildered staff officer stared blankly at Tommy Cox, in 1919, when he asked for transfer from Head Office back to the relieving staff. Tommy had scrambled into the position of chief clerk in the Printing Branch, and had been confidential secretary to Commissioner Fitzpatrick.

"I'm getting on all right here," he admitted, "but I'll get on better outside. I'd like to be an R.S.M. again."

"But why, why, why?" cried the staff officer.

"I want to be a superintendent," said Cox. "I'll be a superintendent in two years."

"Ten," corrected the staff officer, gently.

"Two," said Cox, firmly.

"We'll see," said the staff officer.

They did. In 18 months' time Tommy Cox was Assistant Superintendent of the Melbourne Goods. In another six months he was District Superintendent at Ballarat.

Hustle is just another way of spelling Cox.

Testimony to T.W.J.C.'s deep, abstruse, extensive and profound knowledge of rail work is his authorship of two official volumes. One of them is a compendium of railway regulations affecting tickets and luggage and parcels. A fat little 300-page handbook which took 12 months to write, it has become the junior railroader's bible. The other book is his *magnum opus*, his immortal "Book and Form Index," which was two years in the compiling. Commissioner Hudson shouldered the colossal task of classifying, re-numbering and indexing every single return, routine book and domestic form in use in every branch of the service on to Cox. So well was the job done that the book remains the same today as it was more than a score of years ago. That can't be said about Tommy's hair. Those two years prematurely greyed it.

Practical experience, well spiced with variety and seasoned strongly with hard work, has been his departmental diet. His appetite was insatiable. The more he ate, the more he wanted. And sound old railmen like Syder and Cauty and O'Connor and

(Concluded on page 48)

No. 4  
Metropolitan  
Superintendent  
T. W. J. COX

By  
R. H. Junior

Caricature by  
Angus Mac

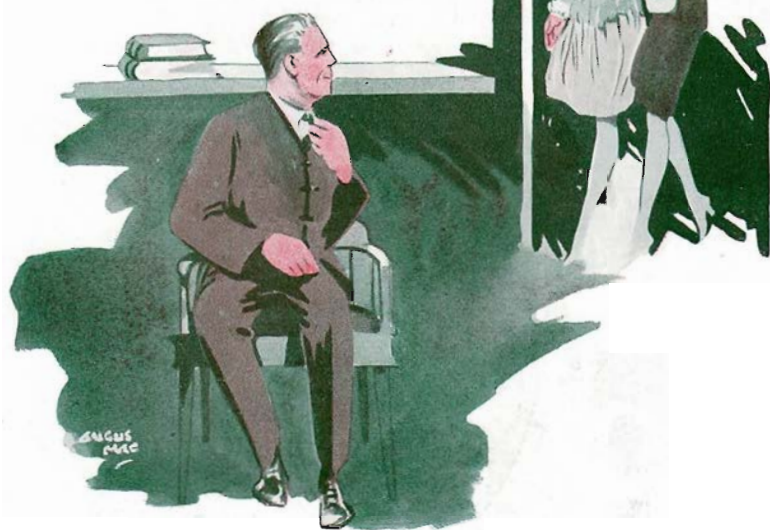




# The PRETTY LADY

A Tale of  
Christmas Eve

BY W. J. M. C.



WILLIAM Walter McIntosh was an R.S.M. at the time of this story and 45 years of age. He was clean shaven, often wore soft brown clothes, owned a manicure set, consumed a large quantity of toilet soap, and never failed to sprinkle his silk handkerchief with perfume. Though he was a bit of a dandy he was earnest in everything he undertook, and performed the duties of station-master most satisfactorily. But there were three things he failed to accomplish.

He was most anxious to become a District Superintendent. The closest he ever got to it was one night when he dreamed he was Metropolitan Superintendent. The second ambition was to win first prize in a well known consultation. He was fond of horse racing, and when stationed in Melbourne spent his spare hours studying

the racing news in the morning paper, and special publications, and enquiring into every tip that was given him. The greatest pleasure he seemed to get from racing was to censure himself every time he lost and every time he won. He would say "If I'd only done so and so," or "why didn't I put ten bob on instead of five."

But his third and loftiest wish was a matter he was more than keen about. He wanted to marry—a natural thing for an R.S.M. to think about. He had been eager in the direction for 20 years; that is to say, at every town where he relieved he met a girl whom he considered would make an ideal wife; and as he had been stationed at all the places of importance in Victoria, we lost count of the number of times he had been engaged. We reached the conclusion long prior to

his retirement from the service, that being engaged was a much happier arrangement for him than being married; and the only possibility of his tying the nuptial knot was his meeting the right girl one day, and marrying her the next.

Cumulative love affairs enable a man of McIntosh's type to acquire much experience; and sooner or later he felt he would settle down. So he strove to abandon bachelor days and enter a life which his pals said was worth while. Apart from being a competent railway man, a man of the world and an unsuccessful punter, he was, as we all knew, a romanticist. He simply could not avoid falling in love in most dramatic circumstances; and we in the Head Telegraph Office were not surprised to learn that he had decided on Christmas Eve for what appears to have been the peak of his love affairs.

IMAGINE yourself at Melville, that important country junction at two o'clock in the morning. It wasn't a bit like Christmas, for it was raining and the cold wind penetrated the offices. Green, the clerk, had been busy booking the first division of the express, for all Melville seemed to have caught the train, and a large pile of notes stood well up in the cash book on the counter. Hastily he compiled his train book and prepared for the rush of passengers by the three following divisions.

McIntosh was in his office warming his toes at the fire. After a little while he regretfully left it and gave correspondence some attention.

The second division arrived and again McIntosh sought the fireside; but he was not allowed to remain there long, for he was disturbed by a female voice.



*McIntosh wasn't sure whether he was on his head or his heels*

"Sir, I want to see the station-master, at once—at once."

"This way, madam," Green said, showing her the way to McIntosh's office. "Mr. McIntosh, two ladies to see you."

"Come in ladies," McIntosh said, straightening his tie. "Mr. Green, another chair please." He placed two seats near the fire. "Will you please sit down?"

But one lady, the leader, and prettier of the pair, declined. She was cross, very cross.

"Sir," she said, "are you the Officer-in-Charge of this station?"

"I am, madam."

"I wish to know why we were permitted to alight here. We wanted to go through to Stanton."

"Is that so?" asked McIntosh in surprised tone. "I was on the plat-

form and the staff distinctly called out the name of this station."

"Do you doubt my word?" She asked, stamping the floor.

"Oh, no, madam," McIntosh hastened, "but perhaps you may have not heard the porter call out."

"I'm not deaf—"

"No—no, of course you're not, but—you know, madam, it is just possible your attention may have been otherwise engaged, and just at the moment——"

"Do you suggest that I—that I am careless. I consider you're very rude. I expected civility from you. I thought—I thought I would receive sympathy—I really, I—I—I." She sank into the chair which McIntosh had in the first place offered, and covering her face with her hands, quietly sobbed. Her companion hurried to her side.

*(Concluded on page 54)*



*Not that his heart throbbed with pain but with rage for that Christmas Day*

# Just a few figures

By RICHARD HUGHES

LAST month the topic of money constituted the basis of an article built up on extracts from the Victorian Railways latest Annual Report. This month our contributor, disregarding the railway money bags, has turned his attention to some of the appendices in the Report. From these he has contrived to squeeze a few additional figures—more than a few, in fact.

THE event is open to all metropolitan stations "which in 1916-1917 had a volume of traffic in excess of 500,000 passenger journeys, or which have since had at least that volume of traffic." The field is a large one, comprising 98 starters, amongst whom are some of the best stayers in the Commonwealth.

Unfortunately, however, the handicapping has been relegated to a singularly incompetent official. The runners are strung out in an attenuated procession, and it is evident that there has been very poor judgment in the allocation of weights.

The most recent progress report of the clerk of the course—as set out in the latest railway Annual Report—discloses that Flinders-street, St. Kilda, Footscray and Ascot Vale were leading the field home in that order at the end of June last. Incidentally, the four pacemakers occupy precisely the same positions which they held in 1916. They have hung together in spite of the ever upward tendency of all suburban passenger traffic since electrification.

### The Rest of the Field

But there has been fluctuations in the field behind them. Elsternwick was fifth in relative order of importance in 1916, but is now feeling the pace and has dropped to sixth, being supplanted by Essendon, which, in a phenomenal burst, has jumped up from 13th position. Moonee Ponds has moved up from 10th to 7th. Malvern has fallen back from seventh to ninth. Caulfield has advanced from 14th to eighth. Spencer-street, putting in a fast run, has swept up on the outside from 31st to close on the heels of Malvern.

Then follow in succession Balaclava, Albert Park, Coburg (once 40th), Princes Bridge, Richmond, South Yarra, Sandringham, Yarraville, Camberwell and Middle Park. The last, by-the-by, was headed by only seven competitors in 1916, but now labors along in the rear of 19.

Whipping in the field is North

Carlton, the 98th and last competitor. Macaulay is 97th, Merri 90th, three-year-old Hughesdale 95th, Spotswood 94th, Middle Footscray 93rd, Dandenong 92nd, Williamstown 91st, and Flemington Bridge 90th.

The pace has been particularly severe on Glenferrie (ninth to 26th), Hawksburn (15th to 40th), Kensington (18th to 30th), Armadale (19th to 43rd) and Toorak (44th to 62nd). That, however, is not surprising. A glance at the records show how remorselessly the pace has been increased over the last 10 years. Below are shown the 12 leading suburban stations. Beside each is its present total of passenger journeys, compared with its 1916-1917 total:—

	1926-'27	1916-'17
Flinders-street	13,405,000	8,955,000
St. Kilda	4,429,000	2,931,000
Footscray	4,137,000	2,743,000
Ascot Vale	3,151,000	2,592,000
Essendon	3,122,000	1,745,000
Elsternwick	3,005,000	2,588,000
Moonee Ponds	2,797,000	1,969,000
Caulfield	2,753,000	1,702,000
Malvern	2,457,000	2,129,000
Spencer-street	2,336,000	1,090,000
Balaclava	2,273,000	1,405,000
Albert Park	2,238,000	2,169,000

### The Stragglers

Compared with the performances of these leaders, the records of the last half-dozen stragglers bear mute testimony to the deplorably lopsided handicapping:—

	1926-'27	1916-'17
Middle Footscray	510,000	286,000
Spotswood	507,000	297,000
Hughesdale	501,000	
(only a three-year-old)		
Merri	479,000	401,000
Macaulay	471,000	142,000
North Carlton	408,000	12,000

This detailed statement by the departmental clerk of the course bears the simple label "Appendix No. 30." Treading hot on its heels, panting figures at every step, is another ex-

haustive appendix which records, in a welter of statistics, the most prolific wheat stations in the State. *Inter alia*, it reveals that the record number of bags of wheat ever loaded at any Victorian station in one season was 359,643. Yarrowonga was the station and 1925 the season. Only one other station has ever stacked bags over the three-hundred-thousand mark. That was Minyip, which registered 321,140 bags in the same year.

Last season Minyip with 241,328 bags was easily first. No other station passed out of the one-hundred-thousands. The Wimmera party certainly swept the poll. After Minyip came Jung (carting 185,335 bags), Brim (169,963 bags), and Wail (164,667 bags). Then Yarrowonga looked in with 157,325 bags, and the Mallee had a couple of prominent representatives in Berriwillock (156,805) and Wyche-proof (151,907). Between them, Mallee and Wimmera shared the remainder of the bigger totals. Donald had 138,593 bags, and Quambatook 132,566; Beulah 130,528, and Banyena 114,294; Litchfield 110,288, and Hopetoun 103,075.

### £44,000,000 worth of Track

Creditors' bills interest Appendix No. 8 to the entire exclusion of wheat bags. Painstakingly this supplement discloses the total construction cost and average cost per mile of every length of line in the service. Correct to two decimal figures, there were 4644.02 miles of shining steel track open for traffic at June 30, 1927. Including another 47.76 miles, dismantled at odd occasions since, that steel track cost £44,112,857 2s. 3d.

The biggest individual contribution to the aggregate came from the 101-mile link between Melbourne and Bendigo. Five million one hundred and nineteen thousand nine hundred and sixteen pounds eight shillings and one penny was the fat total at the foot of the bill. The average cost was £50,748 a mile. That average, however, pales to insignificance almost

beside the price of the three-quarter-mile connection between Flinders-street and Spencer-street. Here the cost was £280,029, a rate which would have cost £368,459 had the distance been a mile!

The 16½ miles of track which the Hobson's Bay Railway Co. built (Flinders-street to Port Melbourne, St. Kilda, Brighton and Hawthorn, and the Port Melbourne Pier) ran to £2,951,945, an average of £177,614 a mile.

### Expensive Suburban Lines

Generally speaking, suburban lines are an expensive proposition. From Princes Bridge to Collingwood, the line cost £91,542 a mile (£203,224 in all); from Collingwood to Heidelberg, £51,002 (another £280,001). Less than 1760 yards separates Kew Junction from Kew, but to cover that distance with a railway separated £76,592 from the public purse. Similarly, for every mile of their respective lengths, the North Melbourne-Coburg line absorbed £46,563; the Essendon-Essendon Junction (including the branch to Flemington Racecourse), £46,233; the Royal Park-Clifton Hill, £76,676; the Hawthorn-Lilydale, £40,257; and the Footscray-Williamstown, £85,569.

One expensive little job was the construction of the Northcote Loop. An infinitesimal 13 of a mile in length, it cost £8,703. For one mile, this would

at £1,534 a mile. There was nothing excessive, either, about the outlay on the 20-mile connection between Ultima and Chillingollah. All told, costs totted up to £35,774 13s. 10d., or £1,776 per mile. Eighteen hundred and seventy-two pounds was the average mileage cost of the Wyche-proof-Sea Lake line; and £1,938 of the Quambatook-Ultima line.

But the absolute depths of economy were plumbed (or the loftiest pinnacles touched—whichever way you look at it) with the construction of the three-mile two-foot-six horse tram line from Welshpool to the jetty. A humble £991 was all that that little track cost per mile. The Whitfield line was another cheap narrow gauge line, costing £44,203 in the aggregate, or £1,450 for every one of its 30 miles.

These costs are, of course, exclusive of rolling stock. No matter how willing an appendix may be, it could not reasonably be expected to carry the burden of rolling stock figures as well as track construction facts. Appendix No. 8 does its job and does it well. But it leaves the task of dilating on Victoria's wheeled rail equipment to Appendix No. 10.

It is from the latter that the diligent student learns that, of electric coaching stock, there were—and presumably still are—385 first class cars, with a total passenger capacity of 34,760; 377 second class vehicles, with a total

locomotives. The total nominal tractive power of the steam locomotives is 14,729,716 lbs., and of the electric locomotives, 43,680 lbs.

Variety as well as quantity characterises the system's goods rolling stock. No fewer than 19,306 vehicles are listed. There are more than 15,000 open goods wagons, 1,200 sheep wagons, 1,000 louvered wagons and 700 cattle wagons. Additional bulky odds and ends are box goods wagons (75), coal wagons (352), refrigerator wagons (417), powder vans (24), and flat wagons and bolster wagons (181).

### Odds and Ends

On second thoughts, it would have been wiser to reserve the unofficial descriptive term "odds and ends" for the amazing collection of wheeled enclosures assembled in a weird miscellany under the official caption "Service Stock." Forty-five casualty or break down vans and trucks, 189 water trucks, 178 ballast wagons, seven gas vehicles, 228 workmen's sleeping cars, 13 "cranes on trucks," and three store vans, motor inspection cars and plough vans—the versatile nature of these identified species of service stock suggests startling possibilities in the mysterious ranks of the remaining unidentified 139 "other vehicles."

Finally, as a cheerful concluding note, it appears that the Department possesses four hearses.



Minyip railed the most wheat, last season, of any Victorian Station. Jung, Brim, and Wail supplied the next largest quotas

have meant £66,946. Then the small branch spur to Fitzroy, barely three-quarters of a mile long, swallowed up £78,081. That would have meant £87,731 for a mile.

Marked contrasts in costs occur out Gippsland way. The seven miles between South Yarra and Oakleigh cost £673,019—£95,059 a mile. But the succeeding 121 miles on from Oakleigh to Sale cost only £1,362,873—a comparatively trifling £11,294 a mile; and the 117 miles from Dandenong to Port Albert no more than £1,082,602—a mere £9,231 a mile.

Another long stretch was the Essendon-Wodonga line (181.99 miles), which had an imposing aggregate of £2,611,849. Mileage average in this case was £14,352.

The cheapest broad gauge line laid down in the State was the level 13-mile run from Murrayville to the South Australian border. Costs worked out

passenger capacity of 30,274; 99 composite caravans, with a total passenger capacity of 9,278; and five parcels vans, with, as might be suspected, a total passenger capacity of nil.

Steam coaching stock includes 319 first class cars, 450 second class cars, 235 composite cars, 68 horse boxes, 19 sleeping cars, six special cars, five dining cars, three mail and 629 luggage vans, a brace each of parlor cars and carriage trucks, and five "other vehicles."

### Capacity for 58,696 Passengers

This stock has a seating, and, with sleepers, a lying capacity of 58,696 passengers. Not counting, of course, the mail vans, luggage vans and horse boxes.

Motor power comes from 651 broad-gauge steam locomotives, 19 narrow-gauges, 63 rail motors, 16 road motor vehicles, 16 single-bogie and 20 double-bogie tram cars, and two electric

"TIME'S UP GIRLS!"

Now the day is over,  
4.30's drawing nigh,  
Many little maidens  
Heave a great big sigh.

Put the work together  
Tidily away,  
"Cover your machines, girls,"  
A little voice doth say.

Sit and think a minute  
Before we homeward dash,  
Now our work is finished  
Have we earned our cash?

Have we done our best girls?  
Whenever called upon;  
Helped to run the Railways,  
We'll soon be riding on?

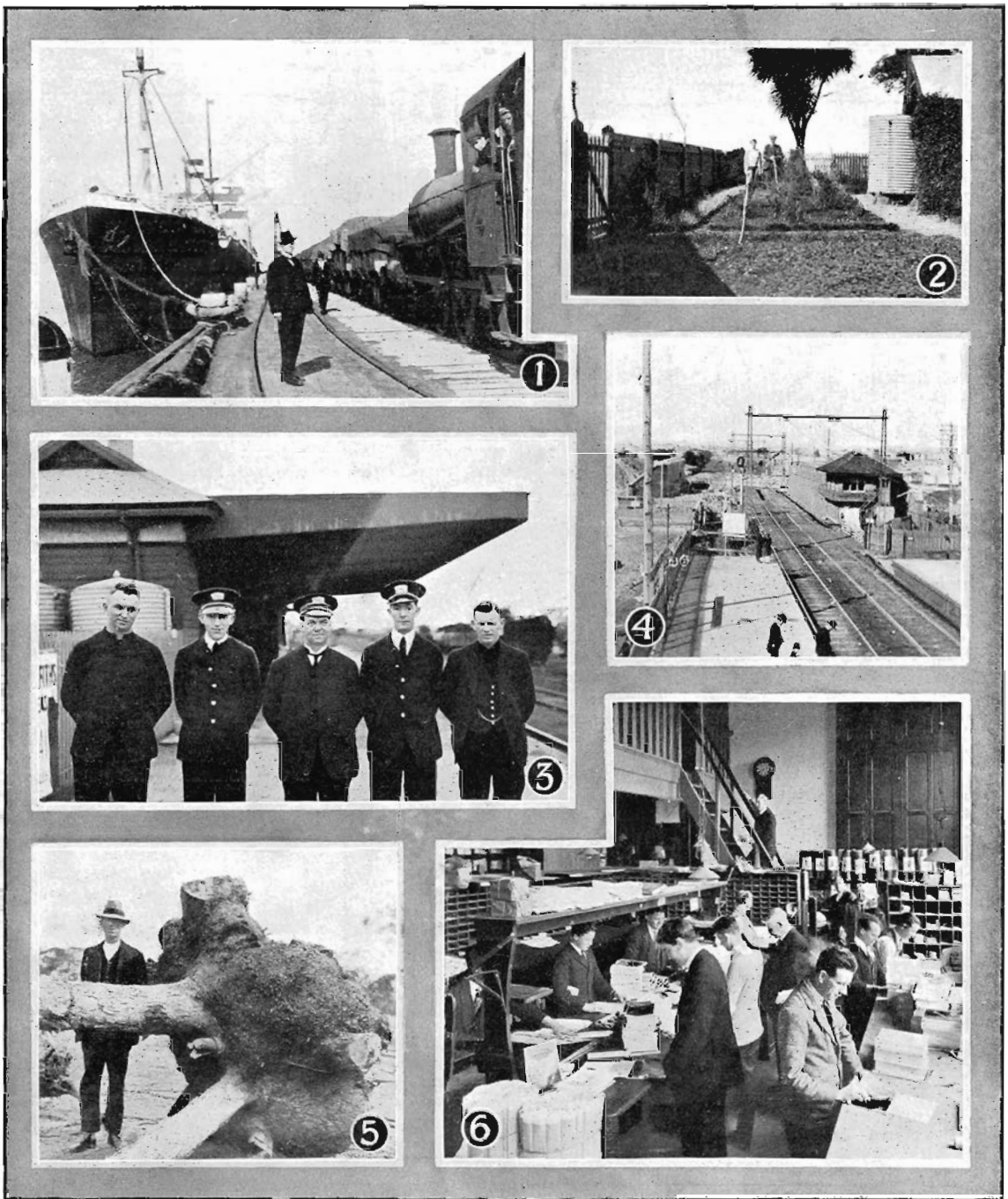
Bright eyed little maidens  
Smile at you and say,  
"Now our work's completed  
We think we've earned our play."

Bright eyed little maidens,  
Typewriters forgot,  
Whirl along till morning  
With one-step and fox-trot.

S.F.B.

# Snaps Round The System

SENT IN BY CONTRIBUTORS



1. Portland Pier. A rake of box timber discharged from an overseas vessel is being removed.
2. A corner of Repairer C. H. Waldron's Departmental Residence garden at Hillside which recently gained a first prize.
3. Woomelang Station Staff. Left to Right—Train-examiner W. Grey, Operating Porter A. E. Elridge, S.M. A. R. Boston, Operating Porter A. Horwood, Shunter W. Burke.
4. Geelong-road, Footscray, showing line reconstruction.
5. An abnormally large Mallee root at Werrimul Station.
6. Despatching the V.R. Magazine at Spencer-street Head Office to the four corners of the State.

# RAILWAYMEN

## of the

# MONTH



### Clean Sheet

“CONDUCT good; a capable and reliable workman.”

This was the endorsement on Ganger Ted Shanahan's discharge sheet when he left Spring Vale station the other day after 38 years' experience in the Way and Works Branch. Ted was a repairer for 22 years, and has been an inner suburban ganger since the middle of 1923. Besides his discharge sheet, he carried away a gold watch, a silver set of studs and sleeve links, and good wishes from the station staffs and track forces around Clayton, Dandenong and Spring Vale.



### Gloom and Gratuities

IF there was one thing more than another which just-retired Tommy Boyce, Victoria's slickest scenery salesman, disliked it was gloom. The Boyce smile is as famous, as infectious and as efficient a dispeller of melancholy in others as the Peacock rafter-ringer. The Tourist Bureau man, as it happens, went to school with the State's ex-Premier and Treasurer. They handed up their exercise books together in the Creswick grammar school. But no one knows whether Sir Alex's laugh inspired Boyce's smile, or whether it was the other way about. Perhaps it was just a coincidence. Besides gloom, there was another word beginning with "g" which Tommy Boyce disliked. Gratuity, it was, or, more simply, tip. Under the lofty white ceiling of the Government Tourist Bureau, gratuities have always been taboo. A well-known Interstate traveller has a vivid recollection of once wheeling around in confusion to meet the gently reproving forefinger of Boyce, who had sprung in uncanny fashion from the floor behind him, and listening to a paternal homily, delivered more in sorrow than in anger, on the demoralising influence of nepotism. Tommy had spotted him from the steps of the bureau, trying to slip a

pound note across the counter to a politely protesting clerk.

### The New Man

K NIGHT of the Inky Way and first V.R. Assistant Publicity Officer, Roy Gollan, has taken over the reins of the Government Tourist Bureau. His career has been a crowded one and he has the happy flair of always getting into the job ahead. He came to the railways in May, 1925, and picked up some of the publicity work of Arthur Hyland, when the former Chairman of the Betterment Board went to



Mr. Boyce handing over to his successor, Mr. Roy Gollan

England to boost Australia's trade. Incidentally, he edited the Magazine during his term as Assistant Publicity Officer. In his pre-railway days, he was political reporter on the Argus, and the late lamented Evening Sun. After a strenuous period in the press gallery, he started blue-pencilling and was sub-editor when the Sun set for the last time. Five years at the front, he rose (as usual) from private to Captain, was awarded the D.S.O. and M.C. for service in France, and was mentioned in despatches three times. He was "Pompey" Elliott's brigade major.

### Keeps a Scrap Book

WHILE we're on the subject of bureaux and tourists' questions, it's worth recalling that Harry Taylor, Spencer-street's impassive inquiry officer, has been mixed up in Christmas holiday rushes for 31 years in succession. This will be his 32nd December behind the counter of the Information Bureau, the 32nd occasion on which he has unflinchingly up-ended himself and dared the barrage of questions from countless hordes of holiday travellers. A methodical individual, Harry keeps a scrap book in which he records some of the remarkable questions put to him. The record makes as interesting and piquant reading as Sherlock Holmes's case book. In it, for instance, one finds an account of the visit to the bureau of the vacant-eyed stranger who wanted to know the rail fare to Tasmania. There is, further, the singular case of the elderly gentleman who asked "What time the 11 a.m. train left Spencer-street." And perhaps most remarkable of the lot, the peremptory demand of the masculine lady who bent a cold eye on the railway officer and rapped out "What is the American dollar paying now?"

### Tom follows Tom

ONE of the youngest Signalmen ever appointed — Tom Edwards — has succeeded Tom Beary as V.R. Safe Working Officer. He was still in his teens when he grabbed the levers in the Scarsdale Junction Signal box, and was only a young man after he had been pulling the wires that waggle the signal arms for 20 solid years. He was in No. 1 Box at Spencer-street when a competitive exam. was conducted for a Block and Signal Inspector. Tom whipped the opposition and landed the job with consummate ease. Then, after four years round the State, he settled down in Head Office as understudy to the late Peter Pettit, and later under Tom Beary. With Tom Beary on special





duty for some time before his retirement, Tom Edwards has virtually acted as Safe Working Officer for three years. He has his Rule Book and Appendix word perfect from cover to cover.

### *Link with Cobb's Days*

THAT Tom Edwards was designed for the Transportation business is obvious. He was born into it. More than half-a-century ago his father started a line of coaches between Ballarat and the outlying districts of Gordon and Mount Egerton. Tom himself appeared on the scene just as a battle royal commenced between his father's coaches and a string of Royal Mails from the rival camp of Cobb and Co. Edwards Senior was a Devon man, and he hung on as stubbornly as a Devon man can. Cobb, in despair, reduced his return charge for passengers between Gordon and Ballarat to 2s., throwing in a coupon for a midday dinner at the old Buck's Head hotel at Ballarat as well. Finally

Edwards agreed to join forces with Cobb and handle all the business in the district for the famous firm. Today Tom Edwards, in his official sanctum, can sniff the mixed odor of leather and varnish, which enveloped his father's stables and coaching quarters, as vividly as he did in the days of the early 'eighties.

### *Started Young*

NOT many engine drivers can say they started firing at 16. Driver Lawrence Fraser of the North Melbourne Loco. Depot can—and did. He stepped straight out of the schoolroom on to the footplate, grabbing a fireman's shovel as soon as he dropped his exercise book. Contractors John Robb & Co., who were building the Moe-Thorpdale railway line in 1887



were his bosses, and the Gippsland youngster began as a cleaner on their plant train. Within a fortnight he was offered the job of fireman on the tiny "T" class engine. He jumped at the offer. But two years later he jumped at the chance to leave the contractors and get into the Railways department at Port Melbourne. Then he settled down to a lifetime on the footplate, having a turn at Sale, Dimboola, Seymour and North Melbourne. He has driven every express engine in the State, and knows the Sydney Limited's track as well as he knows the Overland's, and both of them as well as he knows his own backyard. And of course the new Flier would refuse to unfold its wings for its daily swoop past Geelong, Colac and Camperdown, if the square-shouldered figure of Lawrence Fraser, who piloted it on its historic first flight, were missing from the footplate. Off duty, the speed merchant supplants the shriek of the whistle with the blare of the bagpipes. He has given lots of his spare time, too, to first aid work.

## *Where to Spend a Holiday*

# Beechworth

By J. D. MICHIE

MT. STANLEY, the Buffalo Mount, the Alps, the Strathbogie and Dividing Ranges, the Valleys of the King, Ovens, Snowy and Mitta Mitta Rivers—you can see them all from points of vantage round Beechworth.

And Beechworth itself is a delightful yet go-ahead little town with gardens and shops, beautiful walks, and good accommodation for tourists—everything in fact, that goes to make an ideal Christmas holiday.

TRAVELLING from Melbourne by the 6.30 morning train, and leaving Wangaratta about noon, one is soon in the picturesque hilly district, which commences abruptly this side of Everton. A ten miles' steep climb from that station takes one through some of the prettiest bush-scenery in the State, and then on to the descent right into the station at Beechworth. Here, one is transferred from the workaday world to a town, busy enough but exuding a *dolce far niente* atmosphere.

Beechworth, the principal town of the Ovens district, was formerly known as May Day Hill Station—situated 25 miles north-east of Wangaratta, 171 miles from Melbourne and 1775 feet above sea-level, the climate is ideal even in mid-summer. The air is clear and dry, the temperature rarely exceeds 90 degrees in the shade, and the nights are always cool. For these reasons many people visit the town each year to recuperate.

The town is beautifully laid out in squares, the streets, well planted with English trees, are very wide and are kept scrupulously clean, mud and dust being conspicuously absent. There are numerous public buildings, prominent among which are, the court-house, land office, and Treasury, and among

the municipal structures are the Town Hall, Council Chambers, and public library, containing thousands of books.



Read's Creek

The Bourke Museum is replete with curiosities, and has splendid collec-

tions of Australian birds, shells, and stones. The charitable institutions are the hospital and the benevolent asylum. A feature of many of these institutions is their beautiful gardens.

There are more than six churches, branches of several banks, and many large and well-established places of business.

Hotels are numerous and their charges generally moderate. Excellent accommodation is also available at several boarding houses.

There are various public reserves, notably the Baarmutha Park of 74 acres, in which are held athletic sports meetings, the Queen Victoria Park of 18 acres, and the Town Hall garden, two acres in extent. The two latter are well worth visiting. The town is completely reticulated, and an abundant and pure water supply is derived from Lake Kerferd.

Horseracing, cycling and cricket or football in their respective seasons are freely indulged in. There are also golf links, several tennis clubs, and a fine bowling green. Plenty of hares, a few foxes, and quail and plover in season make sport for the gun.

Among places of interest in the neighbourhood of the town is Mount Stanley, 3,450 feet, and distant 12 miles. As might be expected in a

mountainous district, the tourist is surrounded by a variety of picturesque scenery, and the trip to Mount Stanley may be taken as typical of the rest. For the first part of the journey to the little township of Stanley, six miles out, the road gradually ascends to a height of 600 to 700 feet, and the pretty township itself lies at the foot of the mount, the summit of which, six miles further on, commands a far-reaching outlook over a billowy expanse of wooded hills that stretches on every side to the horizon.

The prospect embraces the Australian

lend an added charm. The views from the Rock afford a delightful contrast between the smiling comfort of the

number of beautiful views, from the Buffalo on the one hand to the Woolshed Creek on the other.

Among many points which should be visited are the Falls and the Sphinx, a walk of a couple of hours, the Flat Rock, distant about three miles, Feeley's Rock, about two miles out, from which a lovely view is obtainable, the Big Hill, 10 miles away, and Mount Pilot, a similar distance out on the Chiltern-road.

Lake Kerferd, the reservoir from which the town is reticulated, is a fine sheet of water, lying about four miles



Town Hall Gardens



Lake Kerford

homes embowered in orchard and garden, and the peaceful stillness and solitude of the bush stretching in the opposite direction.

Reached also by a walk of a few minutes from the Sydney-road is One-tree Hill, the solitary huge gum from



Stanley Road

Alps and the Strathbogie and Dividing Ranges, besides the valleys of the Ovens, King, Snowy and Mitta Mitta Rivers, all combining to present a magnificent panorama. Ingram's Rock situated only 1½ miles from the centre of the town, affords a very pleasant walk, and the route along Ford-street and Sydney-road, shaded with lovely trees, and almost level, is a favorite one with invalids.

The boulders at this spot are surrounded with beautiful ferns, and in their season wild flowers of all varieties



Another view of Read's Creek

which the height derives its name being a conspicuous object for miles around. This hill also commands a

distant from Beechworth, and is reached by a good, although hilly, road. Buckland Gap, four miles from Beechworth, on the road to Myrtleford and Bright, is a show place which every visitor to Beechworth should make a point of seeing.

From the Gap itself, and during the descent thence to the foot of the range, a series of glorious views gradually unfold themselves, embracing the Buffalo Mount, the Whorouly Hills, the Dingle Range, and, in the far distance, the range at the head of the King River away towards Mansfield.

## THIRTY-FIVE YEARS AGO

**E**XTRACTS from the Victorian Railways Gazette of December 1, 1892 :—

The traffic by rail to Caulfield on Cup Day was a little over 10,000 passengers. Arrangements, under the supervision of District Traffic Superintendent Fitzpatrick, were satisfactorily carried out. For the return traffic, 32 trains were despatched between 5 and 6 p.m.

\* \* \*

We contemplate publishing in our next issue a Victorian Railways calendar for 1893, which will be the first of its kind in Australia . . . From it may be found at a glance the day of the week, month and year, as also late and early shifts of duty. The whole will be surmounted by an artistic engraving of chaste design.

\* \* \*

The Acting-Commissioners have decided to extend the use of corridor cars on all country line trains in both the first and second classes.

To the Editor.—Seeing that the mandate of the country was the working of the railways on commercial principles, I beg to submit the suburban system as offering a grand opportunity for reforms, and accordingly I suggest the abolition of all periodical tickets. If the Department restricted its issue to daily tickets, a large amount of money would be saved in the cost of printing tickets and book-keeping, while fraud would be reduced to a minimum.—Yours, etc., Green Light.

\* \* \*

A deputation from the executive of the Traffic Union waited on Traffic Manager Syder last week and asked that the Department grant the use of telegraph and block instruments in the Association rooms for Union members to practice. The Traffic Manager replied that he was pleased to hear that the Union was endeavoring to educate its members in railway work, and if an application were made in writing he would recommend that the request be granted.

Under peculiar circumstances, a serious accident recently happened to a gateman at Waverly-road station. He put a tin of kerosene oil on the fire, under the impression it was water, with the result that it exploded and burned him severely about the face and hands.

\* \* \*

At the second annual conference of the Traffic Union, Mr. T. M. Burke, secretary of the Ararat branch, moved "that branch secretaries be paid a percentage on the gross collection of their branch." Opposition being shown in the subsequent discussion, Mr. Burke withdrew the motion.

\* \* \*

A practice prevails amongst Victorian railwaymen just now of placing their hats or caps crossways on their heads when one of their number is relating a story or incident of doubtful veracity. This expression of incredulity is very effective.



**ALIBI THAT WASN'T.**

An Irishwoman said to her husband : "You told me your work kept you late."

"Yes, my dear."

"Then how is it Mr. Murphy saw you at the football match?"

"Oh, that wasn't me, my dear. I saw that fellow there myself, and I'll admit he looked a lot like me."

**A POSER.**

Traffic Inspector (to professor of mathematics): "So you saw the accident, sir? What was the number of the car that knocked this man down?"

Professor: "I'm afraid I've forgotten it. But I remember noticing that if it were multiplied by fifty, the cube root of the product would be equal to the sum of the digits reversed."

**HABIT.**

The tired business man came home tired after a long day at the office. The family gathered for dinner. The tired business man bowed his head to ask the blessing and all was quiet.

"This is Mr. Jones speaking," he began.

**METAPHORIC**

"She wanted me to 'ave a finger in the pie, but I smelt a rat an' nipped it in the bud."

Cook: "Lor' Mrs. Jones, 'ow you do mix your semaphores!"

Angry Motorist—"Some of you pedestrians walk along just as if you owned the streets."

Irate Pedestrian—"Yes, and some of you motorists drive around as if you owned the car!"

The lady shopper had ordered about everything hauled down from the shelves.

"I don't see just the right thing," she decided at last. "I want to surprise my husband on his birthday."

"Well," suggested the exhausted clerk, "Why don't you hide behind a chair and yell ' Boo !' at him ?"

Professor: "I will use my hat to represent the planet Mars. Are there any questions before I go on?"

Student: "Yes. Is Mars inhabited?"

**HE PAID**

"Saxpence?" said Sandy to an Edinburgh chemist who had charged him that amount for a packet of sulphur; "why, man, I got it for fourpence in Glasgow." "Aye," said the chemist, "an' for a' I care ye can gang tae anither place where ye can get it for naething."

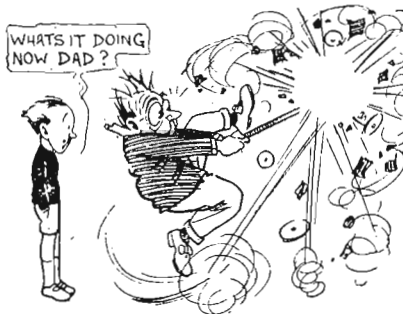
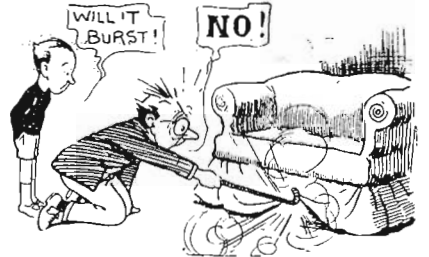
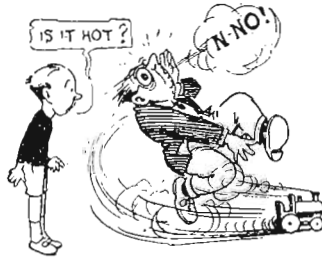
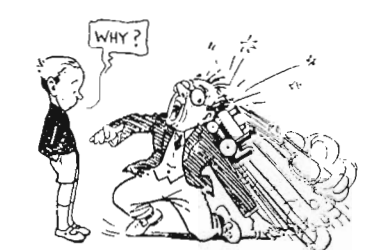
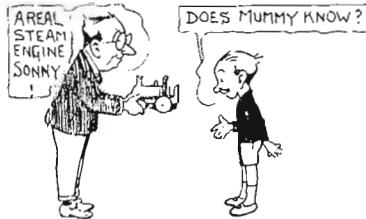
**SUPERFLUOUS.**

"Allow me to present my wife to you."

"Many thanks, but I have one."

Lady (to chemist)—"Have you any Life Buoy?"

Chemist—"Just set the pace, lady."



THE STORY OF A CHRISTMAS PRESENT



Conducted by EILEEN, to whom all communications for this feature must be sent

## What to Give HIM This Christmas

**G**IRL friends, sisters and mothers are easily catered for as far as Christmas presents go, in these days of attractive shop window displays—displays that reduce consideration of the present problem to a minimum. But always the question remains: What shall I give HIM? Here we are on less sure grounds, and some good hard thinking has to be done sometimes.

**I**T is not hard, these days, to choose a suitable present for girl friends, sisters or mothers. Many useful and suitable articles are to be seen in the shop windows, and the prices are, as a rule, reasonable. Then there are so many small gifts we can make ourselves, dainty useful gifts that are welcomed by all. But the burning question among most girls and women is: What shall I give HIM? There are sweethearts, husbands, fathers and brothers to be catered for, and most of us seem to find it difficult to decide on a suitable Christmas box. Perhaps a few suggestions might not be amiss at this time.

Most young men nowadays receive gold sleeve links for their birthday on coming of age; but if he has not received these already, they are a useful and acceptable present. Then there is the wristlet watch, which so many young men prize nowadays. In selecting a watch for a man, it is better to be sure that it is a good timekeeper, that its works are good, rather than select the most elaborate looking watch. Most men prefer a good plain watch.

### Useful Gold Evening Studs

The only other item of jewellery suitable for the mere male seems to be a set of gold evening studs. For the man or boy who is frequently wearing a dinner suit, these sets are very useful. They are being done up in very nice cases and would probably be appreciated by most young men today.

After these items have been considered, silk shirts, silk socks and ties seem to hold pride of place in the list of presents a girl gives her boy, and as a rule these are very useful. The shops this year, however, show many novelties in the way of presents for the male sex. For the smoker there are many quaint and natty designs in smoker's outfits. These are made up to represent all kinds of queer things. Then there is the tobacco bowl, many really beautiful specimens being displayed at the present time. These are always wel-

come and make a good addition to any home, as the majority of them are suitable for ornamental purposes.

Again there are boxes of cigars and cigarettes got up in very neat boxes and packets suitable for giving away. Pipes, cigarette cases and holders also come

under this heading. The tobacconists seem to be making a special effort this year to capture some of the Christmas trade, and we could not do better than visit some of these shops when selecting our gifts. Shaving outfits are always acceptable and many very nice designs are available at present.

There are boxes containing tie and handkerchief to match, sports socks and ties to suit his club colors, sports shirts for his holiday wear, plain good handkerchiefs which are useful, slippers for father, and so on. Many and varied are the presents on show in the shops and departments catering for men, and it should not be a very hard matter for anyone to choose her Christmas present for HIM.

### FASHION'S FANCIES

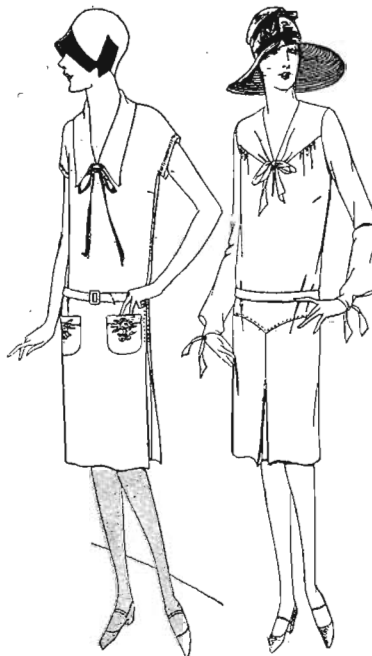


Figure 1 shows a very cool summer frock, particularly suitable for holiday wear. It looks well made in fuji with a figure design on the pockets.

Figure 2 also shows a smart summer frock suitable for any occasion. This can be made in any material, but would look particularly nice in crepe-de-chene or other flimsy material.

**Concerning Woodwork.**—White paint is the housewife's bugbear. If burdened with such, the best cleaner is a few tablespoons' full of paraffin to a pail of nice, hot water. This should be used with a soft cloth and some good, household soap. When the ironwork is dry, go over the paint with a soft dry rag to give a finished surface.

**To make Tea Cakes.**—Ingredients: 2 oz. butter, 1 lb. flour, 1 oz. sugar, 2 teaspoons baking powder, 1 egg,  $\frac{1}{2}$  pint milk,  $\frac{1}{4}$  teaspoonful salt. Rub butter into flour, then mix baking powder, sugar and salt. Make a well in centre, drop in egg and milk, work quickly into a dough, turn on to floured board, divide into cakes, and bake in quick oven.

A rather deaf lady found herself sitting beside a surgeon at dinner. She asked: "Should I call you Dr. T—or Mr. T—?"

"Call me what you like madam," he replied, and added genially: "Some of my friends call me an old fool."

"Ah," she rejoined, not hearing correctly what he said, but anxious to be pleasant, "those are the people who know you so intimately!"

**HOME HINTS**

**Lemon Cheese.**—Try this lemon cheese as a filling for tarts. Take  $\frac{1}{2}$  lb. butter, 1 lb. sugar, 6 eggs, rind of 2 lemons, and juice of 3. Mix together, and put in a jug in a saucepan of boiling water. Stir one way until mixture is a nice thick paste. Cover when cold.

**To Clean Paint.**—A little linseed oil on a flannel is excellent for cleaning varnished paint. Marks made on paint by matches can be removed by rubbing first with a slice of lemon then with whiting, and finally washing well with soap and water.

**Don't Scratch Your Floors.**—Furniture not provided with castors often scratches polished floors when it is moved about. This can be avoided if little discs of felt are glued to the bottoms of the legs of the furniture.

**To Keep Chamois Soft.**—Chamois leather should be washed, when necessary, in soapsuds, and rinsed in soapsuds, not in clean water. Treated thus, it will always keep its original softness.

**DAINTY HANDS**

**T**HERE will be no chance of dainty hands for many women unless suitable preparations are kept handy—and used. A good lotion should be in daily use. At bedtime, the hands must be looked at, and if there be any sign of roughness or redness, a hand cream should be applied.

If they have already become a little red, a cream that is specially prepared to fight that redness, and to conquer it, will be found in the hairdresser's saloon.

Of course, if the redness is due to circulation, it is no use to expect the hairdresser and his cream to work impossibilities. The only local way to overcome this redness is with a touch of vanishing cream and a tinted powder—only a touch, and the tint must carefully match what is the normal tint of the skin.

Those who suffer from chilblains must stock their first aid, no matter how mild the weather is; it will keep, should they be lucky and not need it. An iodine preparation will probably be what they need.

As all fashions do not suit all Eves, neither do all toilet preparations suit all skins. Those who are wise choose carefully under the guidance of their hairdresser, who can advise what will suit both the blonde and the brunette.



*Nancy and Molly, the little daughters of Driver A. Geraghty, Orbst, ready for a "buggy ride"*

**HOPES BLIGHTED**

After he had kissed her and pressed her rosy cheek against his, and patted her soft, round chin, she drew back and asked :

"George, do you shave yourself?"

"Yes," he replied.

"I thought so," she said, "Your face is the roughest I ever—"

Then she stopped; but it was too late, and he went away with a cold, heavy lump in his breast.

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A genuine 15 Jewelled "Election" Lever, fitted to a solid 9ct. gold case on a strong gold expanding bracelet. Five years' written guarantee £4/15/- (Other makes £3, £3/10/-, £4 to £8/10/-)

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A dainty 9ct. gold oval-shaped Wristlet Watch, fitted with a high-grade 15 jewelled Swiss lever movement. Five years' guarantee, complete with a moire ribbon wristlet £3/10/- (Others on ribbons from £1/15/-, £2, £2/10/- to £7/10/-)



By AERIO

## WIRELESS CHRISTMAS PRESENTS

**G**LOVES, slippers and ties wear out ; chocolates get eaten ; tobacco, perfume, soaps—even books—give but passing pleasure ; but the humblest little crystal set ever made gives access to a vast chamber replete with thousands of mystery parcels—one for every day of every year.

**T**HE Christmas present problem is beginning to loom up, and every day it grows bigger and bigger.

Choosing presents is not an easy matter, and considerable tact and careful observation is necessary in order to avoid the evil of duplication. Then again, there is the question of suitability ; and one does like a present to be really appreciated. And this brings me to the *raison d'être* of this article.

We have in the radio stores a vast range of potential gifts, each of which possesses more power of giving pleasure than a whole shopful of anything else.

Where funds are limited and wireless has not arrived, or where a crude home-made crystal set provides but shabby wireless fare, a nice little crystal receiver makes an admirable present, whether it be given to one of the elders or to one of the older kiddies.

Of course it is no use buying a crystal set for anyone residing outside the crystal range of a Broadcasting station. This is one of the little points which must be considered before making the plunge; and, to be on the safe side, 15 to 20 miles might be considered the limit for a cheap crystal set, and 25 to 30 miles for the better class of crystal sets, using several pairs of headphones, although much greater distances than these have been covered with well made sets in the hands of experts.

### The Kind of Crystal Set to Buy

There are dozens of different makes on the market at prices to suit everyone ; and the most useful of these may be graded into the following groups, the first mentioned in each group being the type recommended ; the prices including one pair of headphones, and materials for aerial :—

Group A—Single slider sets, Double slider sets. Ranging in price from 20/-  
Group B—Direct coupled condenser

tuned, Variometer tuned, Tapped variocoupler sets. Ranging in price from 29/-.

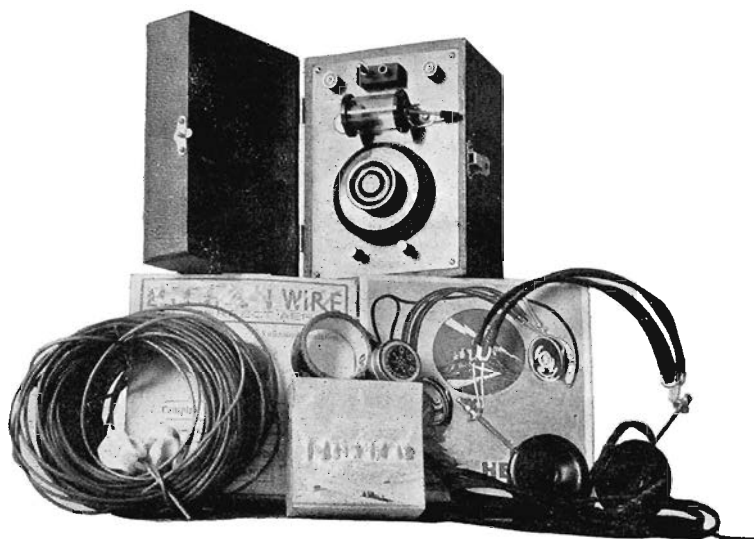
Group C—Aperiodic-coupled Condenser tuned, Loose-coupled condenser tuned sets. Ranging in price from 69/6.

To assist the purchaser in making a suitable selection from these, the following is an indication of the results which may be expected from each group.

**Up to 5 miles from Broadcast Station.**—Any of the cheap sets (Group A) will give good results with indoor or outdoor aerial, but a certain amount of interference between the two main broadcasting stations may occur, depending partly on locality and to some extent on the efficiency of the aerial erected. A little experimenting will, however, reduce interference to a minimum where one station at least may be listened to in comfort. An Aperiodic-coupled condenser tuned set (Group C) with short outdoor aerial will give excellent results in this zone, and will tune in amateur stations too. Group B will give maximum results with indoor aerial.

**Over 5 miles and up to 8 miles from Broadcast Station.**—Provided an outdoor aerial can be erected, this is the cheap set zone. Both A class stations can be received at good strength on Group A sets. If, however, the B Class stations and amateurs are required as well, Group C sets, preferably the Aperiodic-coupled set will give the desired results, with an outdoor aerial. Both A Class stations may be received on a carefully erected indoor aerial at this range with Group B sets.

**Over 8 miles and up to 20 miles.**—An outdoor aerial is necessary, and as the distance increases so should the aerial height be raised. The A Group sets are quite effective although results may vary towards the limit of this range. A good high aerial will, however, enable reliable reception on this type of set. The best type of set to



*A few suggestions for presents*

use over the first half of this range is shown as Group C, and over the latter half Group B, preferably the Direct-coupled condenser-tuned type.

Over 20 miles.—A good, high outdoor aerial is absolutely necessary, together with a direct-coupled condenser-tuned set (Group B). Results will be directly proportionate to the efficiency of the aerial.

### Give Headphones, Too

It must be remembered that to give a crystal set without 'phones to a not over-rich friend or relation is like giving a dog a bone in an iron-barred cage. 'Phones, by the way, can form a most useful and acceptable present, and although he or she may possess two pairs, they will not look askance at a third. There are many makes of 'phones to choose from.

### Other Good Presents for Crystal Fans

Any Crystal fan can find use for a 0.0005 variable condenser. There are numerous brands, all equally efficient in crystal receivers, where they are used for sharp and selective tuning, so that maximum volume without interference is obtained. These condensers cost from 8/6 to 15/- each.

The various types of fixed detectors at from 5/- to 10/-; aerial wire, from 3/6; lightning arresters, 2/6; or the timber for an aerial mast, at about 10/-, would form very acceptable presents.

### Valve Sets

More limitless still is the variety of complete valve receivers, and prices vary enormously with type and make. The question of accessories, too, must be given very careful attention, as these can, in cases, represent a greater financial outlay than the actual set itself. Again, the question of bright and dull emitter valves must be considered, as obviously accumulator charging is in some circumstances a problem difficult to solve. In fact, if a valve set is to be given as a Christmas present, I consider it is almost essential to consult the contemplated recipient. Anyway, having considered all possibilities, including the capabilities of both the set and the human element, one can go ahead and choose the model.

As a rough guide—nothing more can be given within the limits of one article—I will detail just a few of the better known makes and their prices, all of which are more or less safe investments:—

The Elroy 1 valve set complete with aerial equipment, 'phones and handsome cabinet, £4 15/-.

The Crosley 2 valve set, complete with aerial equipment, 'phones, etc., £5 10/-.

The R.C.A. 2 valve set, complete, £6 15/-.

The Astor 3 valve set, complete, £25 10/-.

### Accessories for Valve Sets

Radio accessories, which term in-

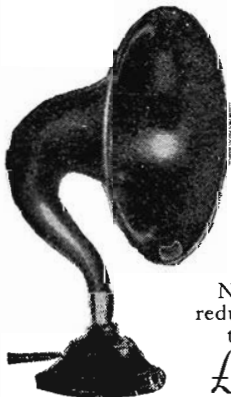
cludes everything radio except the receiving sets themselves, afford an endless choice of suitable gifts for brother wireless amateurs or relatives and friends who already possess installation. For instance, what would delight someone who possesses a set which includes two stages of audio amplification more than a power valve for use in the last stage? In purchasing such a valve, however, details of the valve it is to replace should be available so that the correct type of valve to suit the other valves in the set will be obtained.

Few wireless fans possess a superfluity of L.F. transformers, which after all are generally the most expensive components in that new circuit, or in extending the existing receiver. Here, once more, is provided a really excellent selection of instruments of proved efficiency, including such well known names as Advance, 17/6; Brunet (with 2 years' guarantee) 19/6; Viking, 10/6; Emmco, 13/9, 17/6 and 21/-.

Other handy gadgets are—A 0.01 fixed condenser (Price, 4/3) to place across the loud-speaker terminals, which improves the tone and prevents blasting or rattling.

A 1 Mfd. Fixed condenser (Price, 6/9) to place across the B. Battery for the purpose of reducing "static" noises which occur after the battery has been in use some time, and which assists the battery to deliver a steady voltage

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## A Merry Christmas!

**D**EAR Nieces and Nephews.—First of all, a Merry Christmas and a Happy New Year to you! Isn't it a grand time of the year, and how long it seems coming? And it goes so quickly, doesn't it! Make the most of the season children, and have a good holiday. The two things in the old, old wish are very fine if you think a bit about them. A Merry Christmas—A Happy New Year—what more could one ask?

Nowhere is the Christmas festival celebrated with more observance than in England. In Shakespeare's time the festival lasted until the Twelfth Day after Christmas Day. Work ceased, and all, high and low, old and young, gave themselves over to feasting and merrymaking.

Today the observance of Christmas is well nigh universal throughout the Christian world. Everywhere it is, above all, the children's holiday. In England and America the little folks hang up their stockings in a row before the fireplace, just as you, my nieces, do here in Australia, at least I think you do, and Santa Claus, we are told, rushing down from the north in a sleigh drawn by reindeer, scrambles down the chimneys and fills from the great pack on his back.

In some of the Baltic lands the gifts are supposed to be brought by the Christ Child (Kris Kringle) Himself. In France the children place wooden shoes on the hearth to receive the presents which "Bon homme Noel" (Father Christmas) brings. Norwegian children have a lot of fun hunting their new toys which have been tucked away in unexpected places.

In Italy presents are drawn from the "Urn of Fate"—a custom which originated in the Urn of Fate of the ancient Romans. Some of the parcels are

blanks, and so there is great excitement at the drawing, and disappointment at first for the little folks who do not understand that in the end there will be gifts for all.

Nieces Linda Cook, Mavis Madder, and brothers Nephews Hedley W. and Raymond Swift—your letters will be dealt with in next issue, together with little stories which have just been received from Nieces Linda Harris and Mavis Madder. For which, many thanks.

Yours sincerely,  
UNCLE BEN.



*This is  
Valerie Whaite,  
one of Uncle  
Ben's South  
Australian  
nieces*

### A VISIT FROM SANTA CLAUS

(By MIRIE RUSSELL)

**I**T was a fine bright morning and the children of Brownie's Cottage were laughing and shouting merrily. In fact the very air seemed full of joy. What a happy family they were and how delighted, for good old Santa Claus had been to their home on Xmas Eve and everyone received a gift in their stocking.

Dear little baby Bill just toddling got a long trumpet that he blew, and it made such a noise too, Bob received a drum that he whacked, beat, till his arm ached. Roy was given a mouth organ, and the three boys, young though they were had a real band and marched up and down while the girls who were older, just laughed till they cried at the antics of the boys.

The girls, Betty and Katie, received a fine big ball just what they wanted, and they played

together. Alice who was just twelve received a big story book. Alice was very fond of reading, but she had to put her prize away till another time. Alice had to mind the little ones till mother cooked the Christmas dinner.

Uncle George was bringing his little girl to stay for a week, so that Alice was counting on having a playmate as old as herself. The bells were ringing and the day was perfect. It was Christmas Day and a real Merry Christmas the children were having. The car was now at the gate and they all ran to meet Uncle George and Thelma the little visitor. It was not long before Thelma joined the happy group.

They sat under the big willow tree, and nuts and lollies and fruit they enjoyed till they declared they would want no Xmas dinner. But it was two hours before dinner was ready and everyone was enjoying the beautiful meal. Even baby Bill's appetite was amazing. Alice and Thelma looked after the little ones and Uncle George was pleased with them. He promised to take them out in the car to which they all readily agreed.

And now for the pudding said mother and what a big beauty it was. They were all excited for they knew the little threepenny piece had been included. Indeed Alice had sterilized 8 of the silver coins. Mother wisely forbade two helpings for she knew it was very rich, and to find all the coins would be Roy's intent and mother wanted no sick boys on Christmas Day.

Father served the pudding and mother just covered it with sauce. Thelma found the first coin and just as the excitement was over Bob found one, and the girls, then Uncle George. And poor Roy's pudding was gone. He would have liked more but he remembered what mother said and did not ask; so Uncle George gave him one but not the one he found in the pudding that was a lucky one he said.

Dinner was now over and the girls helped with the dishes. Uncle George went with the boys and father to feed the fowls and horses. Everyone helped with the work.

They were now spinning along in the car enjoying the drive immensely. And still there was a treat for them. A Christmas tree was nicely arranged in the front room and they each received a gift. Even Uncle George had not been forgotten. It was a real surprise for the children. How they clapped when Uncle George and Thelma sang and played the violin. Ray spoke a suitable recitation, and Alice and Betty sang sweetly. Then a nice supper was partaken of.

The children of Brownie's cottage were quite satisfied with their Christmas. Mother and father, Uncle George and Thelma also declared it was a very happy Christmas Day.

## Christmas in the 'Sixties

(Continued from page 13)

live. I wanted to start on my own, though. So I went out as a shepherd on the Keilor plains. That was a windy place for you! Afterwards I went to work for a squatter at Frankston. Then I had my bullocking and my gold-digging and my leisure and my losses and, last of all, my railway work."

"A long life and a hard life to look back on," I commented.

"Aye, you're right. But I'd live it again if I got the chance. I'll be quitting soon. I can't last much longer. I'm lagging behind now. I like to meet someone now and again to talk over the old times. I'm glad you called to see me. If you should happen to meet any other old Victorian railwaymen tell 'em old Jim Morrow sends 'em good luck and best wishes.

We've all done our share. They were all good mates."

I rose to go. The room seemed peopled with ghosts. Ghosts of the old founders of Melbourne and Victoria. Ghosts of the old veterans of the iron road. Ghosts of old Christmas-mases of the long dead past. Ghosts.

A whistle shrieked outside. An electric train thundered past the quiet little house.





Reviewed by J. D. MICHIE

**The Story of the Western Railroads.**—A comprehensive and scholarly history of America's railways.

**Creative Effort.**—A remarkably able and outstanding book.

**No More Poverty.**—This book, by an Australian, is worthy of careful reading.

**The Bride's Prelude.**—A work of thrilling interest.

**Inspector French and The Starvel Tragedy.**—A detective yarn, thrillingly told.

**The Talkers.**—One of Robert W. Chambers's best novels.

"**THE** Story of The Western Railroads," by Robert E. Riegel. Ph. D. (Macmillan, N.Y.). This book supplies an important chapter in America's industrial history. It is a careful and scholarly history of the railroads west of the Mississippi from the beginnings of their construction, and it covers the financial, engineering, and political aspects of their story right up to the present.

The book is outspoken, but fair and impartial in its discussion of various questionable but interesting episodes in the history of American railroads, and its great merit is, perhaps, in its able massing and arranging of the material into a comprehensive and significant survey.

"**C**REATIVE Effort," by Norman Lindsay (Cecil Palmer) through Robertson and Mullens. A special, cheap second edition. The author is well-known as one of Australia's leading artists (if not the leading one). But his book is a great work of art; something that will live long.

For a proper understanding of Norman Lindsay's personality and genius this book must be read. It gives his philosophy, his outlook on life. It carries his artistic scorn for the popular prejudice against his art. It is the man himself defiantly rebellious.

His active, eager mind, taking those themes over which many generations have pondered, illuminates them, unexpectedly bringing new facts into the light. He writes on Evil—Death—Man and God—Decadence—The Creative Stimulus—Truth—Religion—Sex Morality—Literature, etc., and what he has to say, whether it attracts or repels, is always interesting and never dull.

The book is lucidly written, and his analysis of the subject will well repay reading.

"**N**O More Poverty," by Will Craig (the Ruskin Press, Melbourne). The book, which is

illustrated, is an elaborate argument in support of the scheme of a Labor Army to provide the basic needs of all citizens. This idea was expounded in the works of Josef Popper (Popper-Lynkens), and has made some progress in Europe. Following is a synopsis of the contents:—

Introduction by J. M. Alexander; Thirty-nine articles (ethical principles); The Task Before Us; Ills of Poverty; The New Social Contract; Social Reform and Unrest; The Coming Generation; A Sick Civilisation; The Onward Urge; A Planned Society; The Unions and The Future; Practical Politics; The Dismal Science; The Moral Basis of Society; The State and the Citizen; The New Religion; Woman and Labor; An Appeal to the Young.

"**T**HE Bride's Prelude," by Mrs. Alfred Sidgwick (Collins). This is not a detective story, for the reader knows from the beginning who was guilty of the theft. The interest centres in the circumstances that made the theft possible and enabled the thief to terrorise the victim.

The action takes place in quiet English homes, where people have led honorable self-respecting lives for many generations. Fear and trouble enter when one member of these families breaks the spirit of the law, believing, in an unguarded hour, that she can do this without shame and without consequences. She finds that she has been misled by the false prophets of her day, and that the taboos of her faith, her ancestors and her environment still count and are still binding on her.

"**I**NSPECTOR French And The Starvel Tragedy," by Freeman Wills Crofts (Collins). The tragedy which occurred at the lonely old house in Starvel Hollow is, as far

as its outward appearance goes, founded on real life. In the evening the house is standing as usual, everything about it apparently normal. The next morning it is a heap of smouldering ruins from which later on the almost cremated remains of its three inmates are taken.

An inquest is held, a verdict of accidental death returned, and the affair passes from the public mind. So much really happened in south-east England. But at Starvel the matter does not end with the inquest. Some weeks later an incident occurs which makes an astute bank manager suspect something other than accident.

Inspector French is called in, and though himself at first sceptical, he finds that dark and terrible deeds were done in the hollow during that tragic night. Eventually he brings the guilty to justice—after much dogged perseverance and sheer hard work.

"**T**HE Talkers," by Robert W. Chambers (A. L. Burt Company). In this romance of the Paris Latin quarter and of a group of intellectuals in New York, whose energies were expended chiefly in talk, the author traces the dramatic struggle of a young girl to free herself from a spell woven by Sodoul. Even when her soul found relief in death he sought to imprison it, and when life was renewed by a miraculous operation, the girl finds two spirits struggling for possession of her body—her own pure self and an evil stranger.

How the woman fought for the retention of her individuality, finally won the victory and found the love of a worthy young man, make a story of swift and absorbing interest.

Gilda, the heroine, Sodoul, the Villain, Dr. Parkman the Mystic, and Sutton the hero, all brought into the plot, make as gripping and exciting a story as the author has written.

# Railway Users Say —

## SUITCASE PROMPTLY RECOVERED.

I WISH to express my appreciation of the extremely prompt, efficient, and courteous manner in which the S.M. and staff at Mildura recovered my lost suitcase recently, and also to take this opportunity of more publicly thanking that member of the staff, who refused to give his name, for the trouble he took in locating me in the township in order to save me an unnecessary 15-mile journey when news of the suitcase had arrived after I left the station.—Mr. R. E. Beverley, 10 Fallon-street, Caulfield, writing to the Secretary for Railways.

## PERSEVERANCE.

I CONSIDER it but due to mention that Mr. J. L. Miller, the Officer-in-Charge of the Spencer-street Cloak Room, proved today of the greatest service to my relatives and myself in tracing the whereabouts of certain luggage. This luggage was to be entrained on the 5 o'clock Express to Sydney, whither two relatives—an aged invalid lady and her custodian, a married sister—were travelling. In my office at noon, the carrier told me that not having the passengers' tickets, he could not get receipt for payment of the excess luggage. But he was allowed to leave luggage in the excess luggage room till passengers arrived. Being unable to leave office then, I later on, however, inquired at the Luggage Room in name of the invalid passenger, but no such luggage could be found. So I saw Mr. Miller who, on previous occasions, had shown himself especially thorough in instituting searches. He, after taking considerable trouble, making all sorts of inquiries, and checking records, pointed out the luggage to me. It had been addressed not in the invalid's name for whom I had inquired, but, to my intense surprise, in the name of the married sister who had come over from Sydney to travel with her. As I accompanied Mr. Miller during his searching, I can speak in the highest terms of the perseverance and bright bonhomie with which he pursued his successful inquiries.

—Mr. E. Wilson Dobbs, 16 Fulton-street, Armadale, writing to the Chairman of Commissioners.

## HELP IN TROUBLE.

MR. and Mrs. J. James sustained a severe loss last week in the death of their daughter . . . . The bereaved parents

did not know . . . . until they purchased a newspaper at Castlemaine railway station on the way to Melbourne, when they were naturally overwhelmed with grief. . . .

Mr. and Mrs. James have requested me to write to you expressing their heartiest thanks

with them in their great trouble.

—Mr. G. Frost, M.L.A., writing to the Minister for Railways.

## POLO CLUB'S THANKS.

AT the final meeting of the Camperdown Polo Club, I was instructed to write and thank you and your staff for your kindness and courtesy to us during the past season.

I can assure you we appreciated your efforts in supplying trucks at short notice for the ponies that came here and went away, and trust that we did not inconvenience you too much.

—Mr. S. J. Stansmore, Hon. Sec. Camperdown Polo Club, Camperdown, writing to the Stationmaster, Camperdown.

## SCHOOL CHILDREN SAFEGUARDED.

FOR some years arrangements for the reservation of compartments between Daylesford and Melbourne and return, have been made by your officers at least on four occasions during each year, and such arrangements have been very satisfactory to myself, as principal, and to the parents of the children, most of whom are of tender years.

I desire to thank your officers and men, particularly Mr. H. Cooke, Chief Time Tables Officer, the Stationmasters, Spencer-street, Woodend and Daylesford, for their courtesy, care and willingness to do everything possible to ensure the safety and comfort of the girls when travelling to and from school.

I feel that the thanks are well merited, and would be glad of their conveyance to the staff concerned. Wishing your service continued success.

—Rev. Mother M. Sebastian Lardi, Holy Cross Convent, Daylesford, writing to the Chairman of Commissioners.

## QUICK WORK.

AFTER leaving Ararat by the Express on Friday morning last, I discovered I had left my sample case in the Yearly Rack.

On arriving at Ballarat, I notified the cloak room officer, who assured me that on payment of 1s. for a wire my case would be forwarded to South Yarra by Saturday morning.

On arrival at South Yarra cloak room on Saturday at 9.30 a.m., I was promptly informed that my case was there, without even having

(Continued on Page 48)

### FLAWLESS AND FLY-LESS

**YOUR** methods of management are so frequently criticised, that I feel, in justice to yourself, and your officers, if one can write in an appreciative manner such a letter will be welcomed.

On Thursday last, being desirous (in my wife's absence) of enjoying a nice lunch, in a pleasant spot, I motored to—

To commence with, I ordered grilled steak (2s.).

Its arrival was heralded by a bevy of flies, and I was so pestered by them that I dared not risk a second course.

On Friday, I chanced visiting the dining room at Princes Bridge Station, and there, in peace and comfort, I enjoyed a first class meal of three courses (costing only 2s.) splendidly served, under spot-less conditions.

I looked in vain for a fly!

To say more would be "painting the lily."

Will you, therefore, please accept my congratulations, and convey same to those responsible for these ideal conditions.

—Mr. C. E. Stephens, 187 Beaconsfield-parade, Middle Park, writing to the Chairman of Railways Commissioners.

for the kindly and humane treatment meted out to them by the staff at the Castlemaine railway station, also by the train running crew who gave them every facility to communicate with their friends, both in Melbourne and Maryborough, and showed the deepest sympathy



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- SYDNEY -

*If I Were Santa Claus* (Continued from page 26)

makes the mistake often of giving people what he thinks they will like, not what he knows will be good for them. To avoid that error, the gift which I would thrust into the stocking of every Victorian railwayman would be a ticket of membership of the Victorian Railways Institute. Every man would discover after a while that that was the very gift which he had wanted. His only regret would be that Santa Claus hadn't left it for him before, or that he hadn't secured it for himself before. He would like it. And it would be good for him. It would help him to better his job and to increase his service to the State.

The position then becomes rather interesting. I, as Santa Claus, having made every railwayman a member of the Institute, there would be the possibility of every member joining the education classes. That would mean that the whole service would be qualifying for promotion. The problem of filling the subsequent numerous empty positions in the lower ranks would need serious attention. I fancy my Santa Claus could solve it, however. I would slip applications for employment in the railway service into the



stockings of non-railroaders throughout the State.

Simple, isn't it? Ridiculous, did you say? Well, of course it is. But so is the idea of my being Santa Claus.

*A. Cousins*

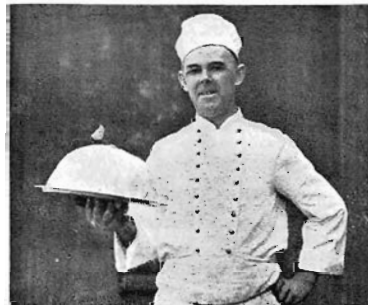
**THE RAILWAY CHEF**

**S**TRICTLY between ourselves, I'm much more comfortable amongst the saucepans than I would be were I hemmed in by toy engines and dogs-that-squeak-when-you-press-them, and dolls and teddy bears. I can wield a soup ladle with anyone, but I modestly yield place to the humblest when it comes to juggling reindeer reins.

All the same, I would be prepared to exchange the duties of railway dining car chef for the responsibilities

of Santa Claus for one Christmas eve. Just one. And on that occasion I flatter myself that I would lift Santa Claus to undreamt of heights of popularity. No inanimate toys would I stuff into limp stockings, no unwelcome "useful" gifts. I would carry an oven instead of a bag of presents. I would visit the dining-room—not the bedroom.

On every table I would spread the material for a Christmas dinner par excellence, the ingredients of a feast for the gods, the wherewithal for a repast that would bring a glitter to the



eyes of the most fastidious gourmet. Here is the menu I would leave:—

- Oyster Cocktail      Cream of Asparagus
- Murray Cod      Alexandria
- Chicken Saute      Mushroom
- Roast Sirloin of Beef, Yorkshire Pudding
- Roast Sucking Pig, Apple Sauce
- Roast Lamb, Mint Sauce
- Roast Duckling, Water Cress
- French Beans      Green Peas
- Roast and Boiled Potatoes
- Plum Pudding      Apple Pie and Cream
- Strawberry Melba      Orange Jelly
- Cheese Souffle
- Fresh Fruit

That is my idea of an ideal Christmas dinner. That is the dinner which I would wish Santa Claus to leave every family in Australia. And that, incidentally, is the quality of the dinner which I serve regularly in the railway dining car.

*A. P. Cousins*

**THE FRUIT JUICE GIRL**

**I** HAVE never even dreamt of being Santa Claus before, much less wondered what I would do supposing I really were. It's a funny idea, I think. Still, I don't see why a girl shouldn't be as good a Santa Claus as a man. She can pick presents just as well as any man. Better than most. And she can always get better bargains than a man.

And of course I'd wear a much



nicer costume than Santa Claus wears. That coat of his is awfully old-fashioned. And I know where I can get a real pet of a red hat that would be the very thing for 'planing. Naturally I'd get a 'plane if I were Santa Claus. And as for presents—well, I'd give everybody exactly what they wanted! I'd give lots and lots of frocks and gloves and hats and motor cars and theatre tickets for all the year round, and chocolates and silk stockings and pearls and—oh, everything! I'd leave plenty of fruit juice as well. Everybody likes that. And some mistletoe would be nice, too, wouldn't it?

*The Fruit Juice Girl*

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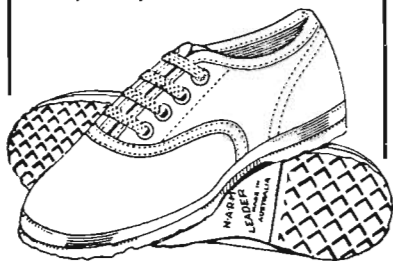
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**B. G. LEWIS, Chemist,**  
BOURDIC'S PHARMACY,  
98 Spencer St. (opp. Station), Melbourne.  
Phone: Central 2475. Established 1886.

### Rail. Users Say—

(Continued from page 46)

time to make an inquiry for it. Wishing to convey my thanks to all concerned for the quick service.

—George G. Major, 71 River-street, South Yarra, writing to the Editor.

I am instructed by the President, Cr. H. S. Schollick, to convey the appreciation of the Council and residents of Windouran Shire on the visit of the Better Farming Train to Deniliquin on 16th inst.

The results will undoubtedly prove beneficial to the district. Great interest was displayed by the crowd which attended. The women's section was particularly well patronised, the opinion being that a tent giving more space was needed to cope with the numbers seeking admission.

Undoubtedly more than one day was needed to satisfy the public in this district.

The visit was a great success from the point of view of the residents, and the lecturers, attendants and all concerned, are to be congratulated.

—Mr. W. H. Salter, Shire Clerk, Windouran Shire, Deniliquin, writing to the Chairman of Commissioners.

### HUMAN SYMPATHY.

I DESIRE to bring under your notice the courteous assistance and very practical sympathy shown by members of the Victorian Railway service to my brother-in-law and myself on the occasion of a recent journey from Wunghnu to Shepparton per motor train.

My brother-in-law and I were taking his son—a very bright and popular young man of 18—seriously ill with pneumonia and pleurisy, to the Mooroopna hospital, as the doctor said the roads were so wet and in such a rough condition it was not safe to take him by motor car.

Our local Stationmaster, Mr. Stubbs, and his wife, helped with getting the ambulance ready and in providing hot water bottles, which are not always available in out of the way places. The motorman on the motor train from Numurkah to Shepparton was just kindness itself—we cannot describe him in any other way. I am sorry we do not know the gentleman personally, but at Wunghnu station and all along the line he did everything possible to give the sick boy plenty of fresh air and comfort.

Our dear lad was placed on the ambulance lent by the Stationmaster at Wunghnu, and the said motorman had it placed across the top of three seats against an open window, as fresh air was of the very greatest necessity.

On arrival at Shepparton we found that the Hospital ambulance had not quite arrived, so the motorman most kindly asked and allowed us to leave the lad in the motor train till the ambulance arrived, and not take him out in the cold waiting room as it was a showery morning. When the ambulance from hospital arrived, it stopped at the opposite end of the long platform, but to save us trouble and our sick one the cold air, if being carried, the motorman con-

siderately backed the motor train to the waiting ambulance.

At the Shepparton station, too much cannot be said in praise and appreciation of the courtesy and help of the officials there, especially Porter Fish who helped us to get a 'phone to Mooroopna to see the cause of the ambulance being late and helped us in other little ways.

I am sorry to say that all the kindness and courtesy (both in word and deed) was unavailing; but while suffering a severe bereavement we shall always look back with heartfelt gratitude to the courteous help and kindly sympathy shown us by the railway staff at both ends of our journey and all along it. To us the memory of that great kindness will abide as a fine ideal of public service finely realised. It appeared to us as if each official were proud of his railway and its system.

Neither of us know any of the officials who were so exceedingly good to us and thoughtful, except our Stationmaster (Mr. Stubbs) who is, in word and action, one of Mr. Clapp's "Help us to Help You" men always.

Trusting you will convey our high sense of grateful appreciation to those members of the railway service who gave us such wonderful help and sympathy.

—Mrs. James Sanders, Taylor-street, Wunghnu, writing to the Commissioners.

### Representative Railroaders—

(Continued from page 28)

Bruce taught him to chew properly.

Probably he has acted as clerk to more superintendents than any other railwayman. He was a clerk and he was a telegraphist. He worked in Room 1, and he worked in the Stores Branch. He worked in the goods sheds, and he worked in the Printing Branch.

What he learned he has never forgotten. Today he finds his shorthand invaluable. He could fill the chair of any telegraphist in the service without notice. When he was D.S. at Ballarat he dotted and dashed regularly for the sake of practice.

Outside the Dimboola telegraph room one day, he overheard a nervous and inexperienced Morseman laboriously tapping a message to a short-tempered receiver down the line. Suddenly the instrument clacked impatiently: "put someone on who can use the dam thing." Cox put himself on. "D.S. this end," he sent flawlessly. "Please be patient. Boy here only a learner." A patient silence smothered the man at the other end like a heavy fall of snow.

Sternly Metro. Cox claims that he is a disciplinarian. Let it be whispered that he is really a sentimentalist. A disciplinarian wouldn't go to the trouble of sending for the father of an erring railway youth and delivering him a homily on the responsibilities of parenthood. That's a Cox habit.

But the Cox obsession is train running. Longfellow's ill-starred tourist never clung more tenaciously to "Excelsior" than Tommy Cox to "On time all the time." The Mohammedan fingers his Koran no more devoutly than the Metropolitan Superintendent his railway timetable.

Out Ballarat way there is a widespread belief that T.W.J.C. stands for Trains Won't Journey Casually.

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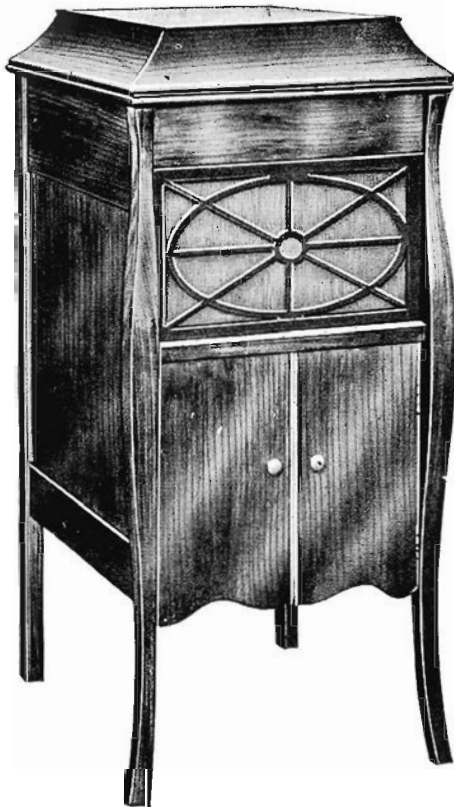
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TERMS ARRANGED WITH PLEASURE

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121 VICTORIA STREET, FOOTSCRAY

# Jottings from the Institute



## INSTITUTE TAKES STOCK

COMPARED with the 3,302 students who received instructions at the Institute, and the 368 railway apprentices who attended the different technical colleges last year, it is anticipated that this year will witness a total of 3,998 students at Institute desks, and 469 apprentices at the technical colleges. Official records of 1926 show that 2,682 railway-

## RETIRED RAILWAYMEN'S CLUB TRIP

A bay trip on the Weeroona to Queensland has been arranged by the Retired Railwaymen's Club for February 2, 1928, to which all railwaymen on leave and all retired railwaymen, wives and families, are cordially invited. Tickets at 3/- each, which include hot water and milk, can be obtained at the Institute.

## BENDIGO SCHOLARSHIP

The Bendigo Branch of the Institute is offering, from the beginning of next year, a scholarship for competition amongst children of qualified members

TO the Western Australian Railways Institute I owe my position in the Victorian Railways service. And to the Victorian Railways Institute I owe my promotion in the Victorian Railways service.

A junior porter in the West, I was among the single men who lost their jobs in post-war retrenchment. I came East looking for work, and the certificates which I had gained at the Western Australian Institute enabled me to secure a precarious foothold in this State's service. (In 1919 I had passed a safeworking exam., obtaining second place in the State, and in 1920 I had secured first place in the Station Accounts exam. with 96 per cent.)

That precarious foothold was represented by a job as casual laborer at the Melbourne Goods—a foothold which the V.R. Institute consolidated.

## What the Institute Has Done For Me

No. 6—*Debt to Two Institutes*



I concentrated on electric staff working and was "passed" by a Block and Signal Inspector, who asked me a whole heap of questions before breakfast one morning. This success pushed me definitely into the Victorian Railways, and I was appointed to the permanent staff in 1924.

Then I tackled the Institute's Station Accounts and Management Class. The staggering length of the course, and the complicated range of subjects which it covered, alarmed me at first. The instructor, however, was relentless in his pursuit, and persevering. I eventually landed my A.S.M.'s certificate in 1925. And now, this year, I have passed as Stationmaster . . . . .

I don't say that a young railwayman ought to join the Institute. I say that he just can't afford to stay out.

E. O. EGAN, Assist. Stationmaster.

men were on the Melbourne instruction rolls. Bendigo Country Centre Area had 107, Ballarat 103, Geelong 83, Seymour 80, and the remaining 11 class centres individual totals ranging from 38 to 11.

Estimated figures for this year are:—  
Melbourne 3141, Ballarat 145, Bendigo 140, Geelong 107, Seymour 106, Stawell 67, Maryborough 55, Benalla 50, Ararat 40, Traralgon 30, Wonthaggi 23, Colac 20, Korumburra 20, Woomelang 20, Hamilton 18, Wodonga 16.

Newport Technical College should have 406 apprentices, compared with 311 last year, Ballarat School of Mines 26, Bendigo School of Mines, 33, and the Workingmen's College 4.

## NEXT YEAR'S CLASSES

INSTITUTE Educational classes for 1928 will—after Xmas vacation—commence on Monday, January 30.

Students who, having complied with the regulations governing the awarding of the "Harold W. Clapp" Prize—obtain 70 per cent. or over in Engine Working, Westinghouse Brake, Safeworking, Mechanical Drawing, Electricity and Magnetism, Building Construction, Station Accounts and Management, at the Annual Institute Examinations held in November, 1927, will be examined in the subsidiary subjects on Thursday, January 19, 1928, at the Institute, Melbourne, as follows:—  
"A" Division commencing 10.30 a.m.;  
"B," 1.30 p.m.; "C," 1.30 p.m.

of the Institute attending schools in the Northern District, extending north from Harcourt to Robinvale, Kulwin, Echuca Cohuna, Yungera, Kilmore and Wedderburn. The scholarship will be tenable under certain conditions for three years at the district school or technical school nearest the place of residence of the successful candidate, and will carry an allowance of £10 per annum. The subjects of examination will be those prescribed for Junior Scholarships.

Kid Brother: "I'll bet if I weren't here Bob would be kissing you now."

Sister: "Tommy, leave this room at once."

# Railwaymen in Sport

## CRICKET IN FULL SWING

The Cricket Association Competition is now in full swing, and present indications point to a most successful season. Ten teams are striving for the Commissioners' Cup and the Premiership of the Metropolitan area of the service, and although early in the season, some very fine performances have been put up. Playing for North Loco., Cahill knocked up 67 not out, and for Jolimont Yard, Ellis secured the fine figures 7 for 29. Already some close and exciting finishes have taken place, as scores below will indicate. All matches are being played on a hard wicket at Jolimont Shops pitch. Results to date:—

Signalmen 144 (Ferguson 23, Bryant 25, Waters 2 for 44), defeated Coburg 125 (Marsland 33, Sullick 23, Ellis 6 for 23).

Jolimont Yard 104 (O'Brien 37, Lynch 3 for 3) v. Telegraph, 7 for 53 (Wishart 18, Ryder 3 for 25, Gordon 3 for 31). Match stopped by rain.

North Loco. 176 (Cahill 67 n.o. Millen 59), defeated Jolimont Shunters 56 (Hindson 18).

Newport 87 (Smith 45, Murphy 6 for 30), defeated Signalmen 82 (Ferguson 29, Ross 3 for 10).

Jolimont Yard 141, defeated Flinders-street 88.

North Loco. 160 (Millen 33, Crozier 32, Cahill 4 for 40), defeated Melbourne Yard 155 (Williams 62).

Newport 97 (Murphy 31), defeated Way and Works 86 (Williams 18, Cousins 16).

Jolimont 197 (O'Brien 54, Lynch 53, Ellis 7 for 29) defeated Signalmen 74 (Swanson 15, Dunkley 4 for 37).

Telegraph 190 (Powell 100, Gordon 30, Lowenthal 4 for 9), defeated North Loco. 82 (Cahill 35, Norman 3 for 51).

## HARRIERS HOPEFUL

The V.R.I. Harriers' Club is now an established entity, and members have hopes—~~quite~~ just at present—of annexing the "C" grade pennant in the inter-club championships.

Under the able guidance of Mr. C. White, assisted by Mr. P. Bristow, budding Nurmis are being gradually moulded into shape, and some promising material is already in evidence. Training is held at the Motordrome on Mondays, Wednesdays and Thursdays at 5 p.m. or thereabouts, and any railwaymen interested are cordially invited to attend.

The V.R.I. have had to strike their colors in their first two engagements

to Glenhuntly, and C.Y.M.S., but prospects are improving daily, and they hope to make their presence felt in future engagements.

## BOXING AND WRESTLING SUCCESSES

Instructors Larry Copeland, Bert Potts and Billy Meeske can look back on the 1927 season with justifiable pride. In the recent Australian Railways Boxing and Wrestling Championships held at Brisbane, eight of their pupils won their respective divisions, and the title of Australian Champion; surely a record to be proud of. The successful Victorians were:—

### Boxing—

Bantam ...	J. W. Haines
Light ...	R. O'Haire
Welter ...	J. Delaney
Middle ...	L. Stephens

### Wrestling—

Feather ...	A. Hammett
Light ...	C. Angelo
Middle ...	T. P. Bolger
Heavy ...	S. Todd

First term for the 1928 season commences Monday, January 9. Intending pupils are requested to enrol at their early convenience.

World's Standard Equipment for Protecting the Eyes of Workmen



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and Economy



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## My Life's Work

(Continued from Page 21)

opening of the Centennial International Exhibition in this city he foresaw that Melbourne would be filled with visitors from the other States and from overseas who would desire to see more of Victoria than its capital and would probably like to visit other States as well. He therefore arranged for the provision of an Inquiry Office at Spencer-street at which travel information should be made available for those requiring it. He asked me if I would like to run it. I jumped at the chance, and the office was opened in August, 1888. It was hailed as a happy innovation and was welcomed by press and public alike. I am happy to know I was able to give acceptable service from the start with the result that it grew continually in favor.

I was called the Man with the Memory, because being so familiar with train times, fares, and so on, I was able to answer offhand any questions put to me.

An article in the *Argus* by my old friend Donald Macdonald entitled: "Guide, Philosopher and Friend, the Inquiry Officer at Spencer-street," did much to establish me in popular favor. During the currency of the Exhibition I was asked by New Zealand representatives if I would consider

an offer to take duty in the N.Z. service but I preferred to remain in Victoria. At another time, in later years, I was asked by Mr. W. R. Brown in the Live Stock Office with Mr. Furniss if I would care to take the next position to him, and if I had accepted it is possible I might have followed him in the position of Live Stock Manager, to which he afterwards attained, but again I decided to stick to the work which was so congenial to me.

In '94 or '95 I forget which, it was decided to open in the city a Central Railway Booking and Inquiry Office at Flinders-street, of which I took charge, and this was moved later to a site on the corner of Flinders-street and Swanston-street, at Princes Bridge. Here I was joined by Mr. Reg. Wotherpoon, who has been with me ever since, and whose services have been invaluable in the building up of the Government Tourist Bureau to which we transferred our activities, in December 1908. This was in the front offices of the Victoria Buildings at the corner of Swanston and Collins-streets, opposite the Town Hall. Mr. H. E. Coffey, who had followed me in the Inquiry Office at Spencer-street, joined up as first lieutenant and remained with the Bureau, a very popular officer, until he retired some three years ago.

In 1923, the premises occupied by

the Bureau became all too small for the work it was doing, so the Bureau was moved to equally central and far more commodious offices in Queen's Walk, between Collins and Swanston-streets, where the work done, thanks to greater and better accommodation, has increased enormously and is still growing.

The work done by the Government Tourist Bureau and its trained expert and courteous staff is too well known to need stressing, but in leaving I would ask that the same ready and willing help I have always received from my comrades in the Railway Department, and the same sympathetic co-operation of the public, during my many years of service may be as freely given to my able and enthusiastic successor, Mr. H. Roy Gollan, and I feel assured the office cannot fail to be one of which the Railway Department and the State of Victoria can feel justly and greatly proud.

### GUILTY

A hotel man tells this one: Gazing at the young woman before him, the judge inquired what the charge was.

The policeman answered, "Running across the street costumed like 'September Morn,' your honor."

"Thirty days hath September," said the judge tersely.

—*Boston Transcript.*

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Design, material, workmanship, are all of the highest order, and the most stringent tests have demonstrated the "VICTOR" Steam Tight Qualities under extreme pressure and super-heat.

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For pressure up to  
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orders received.



The Valve that "lets by" or "blows" means power lost, Efficiency lost, MONEY LOST



# Garden Notes for December

## WHAT TO SOW AND PLANT.

French bean. Butter or waxpod bean. Beet, red. Borecole. Brussels sprout. Carrot. Cauliflower (extra early eclipse). Celery. Corn, sweet or table. Cress. Lettuce (Iceberg, New York, Neapolitan). Mustard. Parsnip. Radish. Peas (Yorkshire Hero, Stratagem). Savoy Cabbage. Spinach (Round and New Zealand). Swede (Laing's Garden). Turnip (Orange Jelly, White Stone).

## FLOWER GARDEN

**A**T this time of the year we have in prospect a long spell of dry weather, and it is generally an important question with those who have gardens how to counteract the ill effects caused by drought.

Watering in the case of annuals and other soft wooded plants is necessary, but as regards established plants, it is better not to begin giving water until it is absolutely necessary.

When watering is commenced, it is essential that it be kept up to obtain the desired result. If water be really required, it must be borne in mind that a thorough soaking given once a week is far more effective than sprinkling a little over the surface every day.

The main crop of dahlias for autumn blooming must be planted out this month, as the dahlias have for many years stood in the front rank of autumn flowering plants. A place should be found in every garden for them.

They are divided into classes, viz., cactus, paeony, decorative, collarette and pompone. The dahlia thrives best in a rich loam, but it may be grown successfully in any soil if enriched with plenty of well decayed manure.

The ground cannot be too rich for this plant, and the soil requires to be deeply worked to grow it to perfection. Thorough drainage is also very essential. Although the plants require a good supply of moisture, they are easily injured by water stagnating at their roots.

As the dahlia is a tall growing plant it requires staking. These should be placed in the ground at time of planting, as the roots are liable to injury if driven in afterwards. As soon as plants begin to grow, all shoots, with the exception of one (the strongest) should be removed. A handful of bonedust or blood manure under each plant will greatly help, but on no

account leave the young plants to come in direct contact. A little light soil just round the roots is best.

Carnations will be flowering freely. Do not let them exhaust themselves. If plants are old, cut them back and water; if younger plants, reduce the flowering wood to conserve for later Autumn blooming. Strong plants may be put out now for Winter bloom.

Make sowings of late flowering annuals, such as zinnias, asters, balsams, marigolds and cockscomb, etc. Recently planted shrubs and trees should be carefully attended to, and as many as possible enriched with well decayed vegetable compost, more especially rhododendrons, azaleas and heaths.

Gladioli for autumn flowering may still be planted. The slipping of edgings and hedges should be attended to. Make every endeavor to keep down insect pests by the use of soapine. Those who have neglected to destroy weeds on garden paths should do so during dry weather by the use of globe weed killer.

It is advisable to top-dress any lawns that are making straggling growth. The best to use for this is a mixture of one-third cicada compost and two-thirds soil. The watering of English grass lawns must not be neglected, for during dry and hot weather, if not sufficiently watered, they are liable to injury by hot winds.

Flowering shrubs, held in pots, should be planted out at once, as all the growth is made directly after blooming. All shrubs that have finished flowering should be pruned into desired shapes.

## VEGETABLE GARDEN

In order to guard against prolonged dry weather, it is advisable to mulch not only cabbages, peas and beans, but as many other crops as possible. As-

paragus should now be allowed to rest, and cutting discontinued. A slight top-dressing of salt should be given.

Make moderate sowings of French beans, both dwarf and tall, in succession. If the ground be dry the drills ought to be watered before sowing.

Celery is a highly desirable plant for autumn and winter salads. It is a moisture-loving plant whilst making its growth, but since it is necessary to place mould round the stems to blanch them, any soils that hold too much moisture in winter are apt to rot the stems. Thus, heavy clay soils should be avoided. Those of a light, rich nature and fairly porous are the best. Good celery may be grown in light, sandy soils. The main point to bear in mind is that the soil must be light and porous for earthing up.

The stopping of cucumbers should be attended to regularly. A further sowing of tomatoes may be made. They should be thinned by removing all imperfect and badly shaped specimens.

Every means should be used for the destruction of noxious insects. In the case of vines, spray with Paris green for the destruction of caterpillars.

Garlic, shallots and early crops of onions may be taken up as soon as the leaves turn yellow. Advancing crops will require attention in thinning, earthing up, and weeding before they get too large, and the surface soil should be frequently stirred.

Make sowings of cauliflower. Provide a well drained loam or any light soil well manured, and plant in rows 18 inches apart, as soon as large enough to do so. Care must be taken not to let plants remain in seed beds too long, so as to become stunted.

## FRUIT GARDEN

As dry weather is likely to prevail for the next few months, it is advisable to mulch, if not already done, as many trees as possible, especially citrus and young trees planted last season. Any rank shoots that make their appearance should be removed, and trees must be kept free of scale by dusting the foliage with powdered lime and painting the trunks with lime sulphur.

Strawberry beds should be well watered, so as to keep plants in bearing condition as long as possible. All runners should be removed unless required for propagation.

# Conway Stewart

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## The Pretty Lady

(Continued from page 32)

and taking her hand affectionately, stroked it.

MCINTOSH was bewildered; he was not sure whether he was on his head or his heels. A pretty woman in tears threw him into a sea of doubt, but having been submerged before in this way, he floated about for a while and regained the shore. He spared for time by counting the numerous pound notes which Green had left for him. Having completed the task he rose and approached the ladies.

"There now madam" he began "please do not distress yourself. I'm indeed pained that through carelessness of my porter you should have been inconvenienced. I shall certainly have him dismissed, and—!"

"Oh, please, please, don't do that. Just think of his people. I'm sure the poor fellow did not mean to neglect his duty," she said quickly rising from the chair and approaching him. She dried her tears and smiled appealingly.

"You know Mr. ———"

"McIntosh."

"You know, Mr. McIntosh, my Daddy is a railway man; he manages a railroad in India. I'm sure he'd be very angry with me if he learned that I was unkind to a railway worker in any part of the world. You won't be hard on him, will you Mr. McIntosh?"

"Well—well—he deserves it," McIntosh said trying hard to frown. "We cannot allow these young fellows to become careless—but—" smiling at her "but now that you have asked I fear I must disregard my duty and spare him this time. It's very good of you, I'm sure."

"That's nice of you Mr. McIntosh." Brightening up she continued: "Tell me what would you suggest I should do? We both are so tired out that really we don't feel equal to continuing our journey just now, yet we would not like to delay too long."

What would he suggest? What could he not suggest to a pretty girl from India? A daughter of a railroad manager at breakfast in the morning would be a delightful arrangement, and there and then he told her how to obtain rooms at the local hotel, and later catch the 2 p.m. Up passenger.

"But," he added, "You must not think of retiring before you have had a cup of tea. Ah! here it is," he said as Green entered with huge tray laden with scones, fresh butter and tea.

"Oh, how nice," she exclaimed, clapping her hands in delight. "I'm just starving for something."

"Do you like milk?" he asked.

"Please, and sugar too. Really Mr. McIntosh you arrange everything as though you were a married man," she said mischievously.

## A Christmas Present to Yourself

By N.H.B.

This is a suggestion to readers to make this year's Xmas Present a red letter one in their lives by making a determined effort to become owners of their own homes.

IT is hoped that the series of articles which have appeared in these pages dealing with home-building have proved of assistance to the great body of railwaymen who have not yet reached what should be the ultimate goal of every couple entering into matrimony.

With the object of putting every angle of this question before readers, it is proposed to commence in the January issue a series of comprehensive articles dealing with every aspect of the matter from the saving of a deposit, right through all the different stages of selection of site, plans, designs, what fittings are necessary, to the finished home.

Everybody should be seized with the necessity of giving this vital question the deepest thought in order to ascertain just what he or she can do to avoid the rent-bogey. Every man realises that rent is money wasted, and that the

rent system places some proportion of a man's hard-earned wages in a landlord's pocket; but I believe that it is lack of knowledge of the ways and means, and a fear that he may be taking up more than he can conveniently carry, that prevents him from joining the envied ranks of home-owners with consequent benefit to himself and the community at large.

It has always been recognised by employers that the man who owns his own home will fight harder to keep that home, and, in doing so, proves a better man. It is noticeable that, in some other countries, employers are actually building homes which their employes purchase on weekly tenancies.

While this country has not reached this stage, there is every incentive to the ordinary man to own his own home; and it is only natural that the employer tends to give preference to men who have shown their confidence in their own earning power and in the future of their country by staking their all in a home.

It is therefore hoped that the series of articles and those that have been published this year will open the road to many more people to home-ownership.\*

"Indeed I'm not," he replied, almost indignantly, "Is your tea right?"

"Grand, thanks. Wouldn't Daddy be annoyed if he could see now," she said meditatively. "My, he would be as cross as two sticks—but the old dear would soon forgive me. He loves me so."

"I'm sure he does," agreed McIntosh enthusiastically. "Ah, there's your cab—but don't hurry, he'll wait."

"YOU know, Green," McIntosh said later in the morning. "I felt very sorry for that little thing. Poor girl, she didn't turn up for breakfast, I suppose she was dead beat; no wonder after being up half the bally night. My word she was plucky. There was nothing silly about her, and innocence was written all over her face."

"Yes, boss, she was nice, but did you notice her maid? Good Lord, she was the most inquisitive girl I've ever struck; she looked at the telegraph set and I wrote her name on the tape for her. Then she spotted the ticket cabinet, and gee! didn't I have a time telling her all about it. I think, boss, we had better ask Devenish to reserve a compartment on 24 for them!"

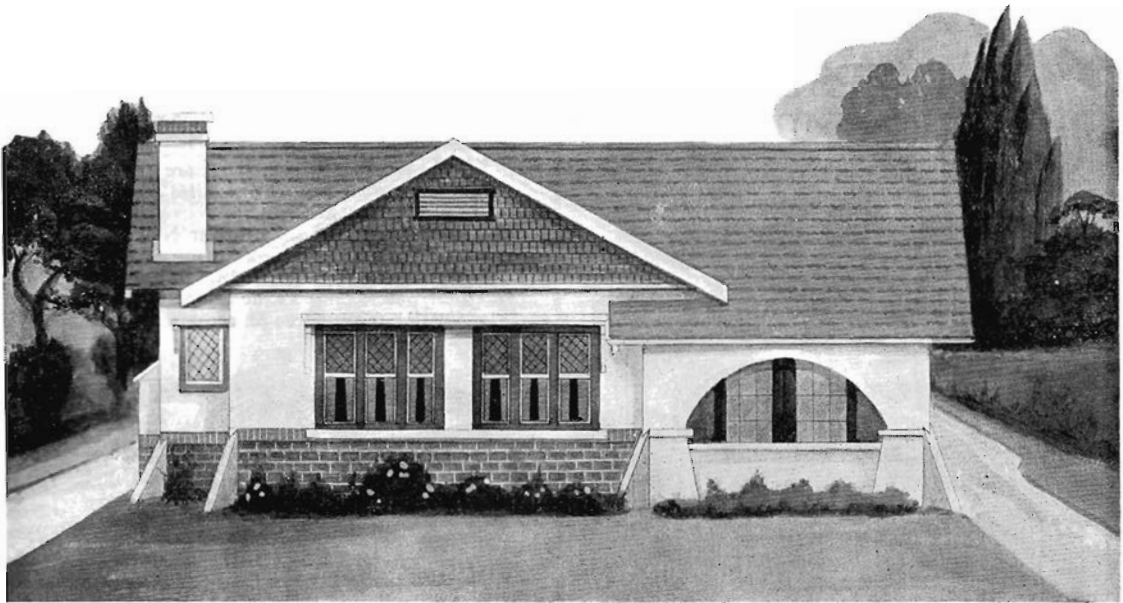
"Yes, yes; good idea. Let's help them. One doesn't mind fussing about people when it's appreciated." And he strolled off whistling.

Worries were banished from Melville that morning, and two lad probationers almost collapsed when McIntosh told them to get away earlier. It was a great day. Christmas Day too.

However disappointed McIntosh may have been at not seeing the pretty lady at breakfast, he had happy thoughts of the agreeable hour he would surely spend at lunch. But it was not to be. She did not arrive, and investigation disclosed that she and the maid had departed early by motor car for Stanton. She regretted she could not wait, she told Jack the cabby, and she sent a message to McIntosh apologising for her haste and for failing to thank him personally for his kindness.

SOME railroaders, like some other men now and again, delight in falling in love at first sight; and in accord with the ways of life are prepared to meet the disappointment which usually follows. Such knocks, however, are occasionally received with grief; others with temporary heart ache. McIntosh's disappointment lasted all his life; not that his heart throbbed with pain, but with rage for that Xmas Day. Not only had he lost for ever the pretty lady, but the cash box and its contents, too, had gone with her.

McIntosh, nevertheless, always remained an ardent futurist unshaken in anything but woman's stability.



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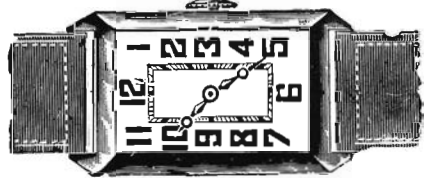
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