

The V.R. News Letter

January, 1933

Issue No. 28

Good Players and Good Payers Too How English Cricketers Travel by Rail

WE got a little curious the other day about the way in which the English cricketers pay their when travelling by rail in Vic-

We never believed that "Plum" went up to the booking-window Spencer-street, with the team up behind him, asked for 20 berth tickets to Adelaide or wherever the team was going, and then over the fare, checked his change, and then the tickets to the players and then on to the station.

that we didn't know just how things were fixed up.

—being persistent as well as —we made a few inquiries.

* * *

It seems that the team's baggage- looks into Spencer-street head some time before the rail journey picks up a bundle of tickets for the team which some obliging person all ready for him.

Subsequently a cheque for the fares, issued by Messrs. Warner and Palairet announced something like a rhyme "Ballarat"), comes fluttering more often than not before the travels.

Each player holds his own ticket for the journey and presents it for the amount of snipping as a non-C.C. traveller does.

Charges for any refreshment-room are included in the cheque.

The whole party, incidentally, is appreciative of Australian railway service in general and Victorian particular. The other day, co- Palairet, referring to the railway arrangements, de- glowingly, "Everything's going beautifully."

* * *

ON arrival in Perth, the cricketers sorted themselves into pairs for travel in the two-berth sleeping- throughout Australia.

Warner and Palairet bunk together ; his companion is Pataudi ; Voice and Larwood are together and no doubt "leg-theory" tactics all night ;

and Leyland's travelling part- ship would have seemed a good England's opening partnership the beginning of the tour ; Duck- with Ames and the pair are

to shout " 'Owzat ? " to each in their sleep ; Verity and Bowes to their hearts' content about relative merits of immaculate length bowling and short-pitched bump-

ers ; and the other pairs are Hammond-Brown, Mitchell-Paynter and Allen-Wyatt.

The genial Tate, following his belated arrival in Melbourne, is in with Ferguson the baggage-man and, according to unreliable reports, sleeps in the upper berth so that he can hang his feet over the side.

Very Low Rail Grant

The amount authorised by the Railways Loan Application Bill, which was passed by the Legislative Assembly last month, was £254,500—the lowest for 34 years.

THE amount included £19,500 for railway construction funds.

The largest items were : £65,000, for automatic couplers ; £50,000, for additions and improvements to various lines ; £20,000, for additions and improvements to power house, substations, overhead equipment and electric lines ; £15,000, for bridges, including additions and improvements ; £13,000 for carriages and vans and improvements to existing stock ; £13,000, for locomotives ; £12,000, for installation of power signalling.

Busy Day for Warragul

A RECORD was created by the Warragul refreshment room staff on the recent Sunday when a special train was run to Yallourn for the unveiling of the Monash memorial.

On this occasion, no fewer than 219 three-course dining room meals were served at the one sitting. At the same time, a heavy business was attended to at the counter, the bar and the fruit stall.

The special train was arranged at the request of the State Electricity Commission, and members of the Commission's staff, numbering 613 in all, joined the train. The revenue earned was £225.

Spring-cleaning at Chalet

So popular has Mt. Buffalo National Park become with holiday-makers that, several weeks before Christmas, every available room was booked out for the Christmas-New Year fortnight.

Visitors will find The Chalet spick-and-span, as spring cleaning has recently been completed and the last traces of winter's storms removed by a thorough renovation and painting of the building.

THIS IS A SNIFTER

1929.—Air sniffers on superheated locomotives, use of.

—Item on agenda paper of recent Australian Railways Commissioners' Conference in Sydney.

ASK any schoolboy what a "Snifter" is and he will almost certainly interpret the term as meaning the superlative degree of excellence.

But ask a railwayman—and more particularly a locomotive man—and he will wax technical about a simple valve fitted to locomotive cylinders. This valve is more generally known as the vacuum valve, and its function is to admit air to the cylinder when the steam is shut off while the locomotive is still moving.

Without this valve, the resulting vacuum in the cylinder would suck in grit through the exhaust passage, damaging the cylinder wall.

The term "snifter" is an officially accepted colloquialism, probably derived from the "sniffing" sound made as the air is sucked into the cylinder.

Railmen's "Safe" Record

OF the 46 motor 'bus and truck drivers entered by the Department in the "Freedom from Accidents" competition conducted by the National Safety Council of Australia, no fewer than 37 obtained diploma certificates and, of these, 28 were receiving certificates for the second year.

To qualify for the certificate, the driver must have completed twelve months' regular driving without being involved in any accident for which he was in any way blameworthy. The excellent result obtained by the railway drivers is, therefore, a tribute to their care and driving skill.

On completing five successive years without accident, the driver receives a silver medal ; for 10 successive years of freedom from accident, a gold medal is awarded.

Displays Push Fruit Sales

In addition to the selling of berry fruit through the agency of station-masters in all parts of the State, sales are also being pushed by special displays at railway fruit stalls.

The value of this assistance to the grower is evidenced by the fact that in the autumn, more than 47,000 cartons of fresh grapes were sold in six weeks.

Commissioners' New Year Message

The Commissioners have issued the following special message to the staff:

IN taking their full share of the widespread sacrifices which necessary curtailment of expenditure has forced upon the whole community, Victorian railwaymen have preserved their morale and maintained the excellence of their service during the year just closed in a manner highly creditable both to themselves and to the reputation of the huge transport system in which they are employed.

THE Commissioners desire to express their keen personal appreciation of this loyal co-operation by the staff and, in voicing the sincere hope that 1933 may bring brighter days for everybody, they extend cordial Christmas greetings and all good wishes for the coming year to every member of our railway family.

Charles W. Clapp

W. W. Shannon

H. Holman

How Suggestions Pay

SINCE the suggestions scheme was re-introduced on the same basis as in 1930, the number of ideas submitted to the Betterment and Publicity Board for consideration has rapidly increased. More suggestions are now being received each week than were previously received in a month.

THE value to the Department of incorporating in the suggestions system some real incentive to employees to submit their ideas is strikingly illustrated by the fact that, from the inception of the scheme in April, 1921, until December, 1930, when the payments of awards ceased, the direct savings and benefits to the Department arising from adopted suggestions are conservatively estimated to have been not less than £50,000 per annum.

Conversely, the value of the scheme to the staff is emphasised by the fact that since the payment of awards for adopted suggestions was re-introduced recently, approximately £200 has already been paid as awards in amounts ranging from 10/6d. to £54.

Railway Scrapbook

Oddities and Strange Facts from the World of Railways

Ocean Moves Gippsland Station

Because of the serious erosion of the sea-cliff on which it was built, Kilcunda station platform became unsafe, and in 1924 was transferred to the opposite side of the line fronting the goods siding, which was promoted to main line working. Another move was later made to a new platform originally built to serve the Kilcunda picnic grounds, about three-quarters of a mile from the old Kilcunda station.

Trains standing in the old Kilcunda yard on windy days have been showered with spray from the ocean rollers.

Believe It or Not—

In Chicago on a recent afternoon, a south-bound elevated train struck Charles Mead and tossed him over to the north-bound tracks, where a north-bound train lifted him back to the south-bound tracks just in time to meet a third train which tipped him off the elevated structure to the ground.

His worst injury was a broken leg.

Loco. Wheels Without Flanges

Not all the wheels of all Victorian locomotives are flanged.

Narrow-gauge locomotives in Victoria (except the Garratt's) and the "T" class locomotives operating over the curved track to the Newport power house have the intermediate driving wheels flangeless.

This gives increased lateral movement on curved rails and so facilitates progress around sharp curves.

A Railway that Disappeared

The Rumanian government discovered an incredible theft a few years ago.

During the war a railway was constructed from Cluj (Transylvania) to Jacobeni (Rumania) at a cost of about £200,000. The entire railroad—rails, sleepers, spikes, even rolling stock and signal system—disappeared.

Apparently it was dismantled piecemeal and the parts sold separately without exciting suspicion.

Victorian railwaymen are invited to submit contributions to this column, relating particularly to Victorian railway working.

Contributions must be short, sharp and very much to the point, and there must be no doubt of their claims either to "oddy" or "strangeness."

1,800 Men on the Job

Some 1,800 men are now employed on the reconditioning of suburban and country lines, under the unemployment relief scheme.

Bright Prospects In Goods Business

RELECTING the excellent conditions experienced in country districts throughout the year, railway loadings of primary produce are particularly satisfactory and the outlook for a continuation of these improved loadings appear bright.

NEW season's wheat is now moving freely, heavy consignments being trucked to the seaboard as well as to suburban and country mills. For the first week in December, fewer than 174,372 bags were loaded at country stations, compared with 162,635 bags loaded for the corresponding period last year.

Similar improvement was shown in butter and cheese loading. Consignments railed to Melbourne during November, 1932, aggregated 8,077 tons compared with 7,469 tons for November, 1931. Indications are that this season's increased production will continue throughout the summer, increased loading of approximately 200 tons per week being expected. Incidentally, cheese factory managers are making greater use of refrigerator trucks.

A busy season for louvre and refrigerator trucks is also anticipated as prolific crops of fruit are certain to require the various orcharding districts.

Reports of outwards loading from the Melbourne goods sheds are equally encouraging. The number of trucks loaded each day at the time of going to press was approximately 50 per cent more than in 1931.

Heavy Holiday Traffic

"The best Christmas holiday figures for two years" was the optimistic report of the Great Tourist Bureau manager as the last sheaf of "News Letter" copy went to the printer last month.

HEAVY tourist bookings had been recorded at all holiday resorts, seaside, hills and the bush.

The Chalet, Mt. Buffalo National Park, was fully booked some weeks before Christmas, and Lorne, Corbarra and Portsea were also popular.

About 40 people booked for a de luxe tour of the Christmas Holiday Train through north-eastern Victoria, and another 20 for the Bureau's 1933 mountain hike over the North-eastern highlands.

More Electric Headlights

Early in the New Year, the installation of electric headlights on electric trains running on the Deering, Frankston, Ferntree Gully and Lilydale lines will be completed.

All told, 50 headlights will be installed.

January Cheap Excursions

The usual series of cheap excursions between Melbourne and country stations will be conducted between January 23-28.

The Year's Work in Retrospect

Big Advance in Automatic Coupler Conversion

WHILE capital works and maintenance were drastically curtailed during the past year, the operations of the Victorian railways in 1932 included important progress with automatic coupler equipment, the construction of a new sub-station at Coburg, and sustained efforts to increase rail traffic.

One of the most important operations was the reconditioning and strengthening of tracks under employment relief scheme. These are still proceeding. Additional ballast and ballast are being provided in the suburban area and the drainage tracks between platforms at suburban stations is being improved. In both suburban and country the department is supplying material required, the labor cost met from the relief funds.

Maintenance Figures

The supplies of ballast and new used for strengthening and maintenance purposes were substantially greater than for 1931. The were strengthened by 54,480 sleepers, 6,850 cubic yards of bluestone ballast and 35,000 cubic of gravel ballast; 371,030 were renewed, and 39,000 cubic of bluestone ballast and 7,580 yards of gravel ballast were used for maintenance; 22 miles of track and 43 miles of fencing rebuilt.

Work in maintenance, both of rolling stock, and smoother comfortable travel for passengers were achieved by thermiting of rail joints of 100 lb. rails in the metropolitan area. The St. line was completed and a commitment has been made with the Williamstown line. rails are welded into 225 ft. lengths. Work is also being made with the rolling stock workshops, the maintenance operations, was the equipping of locomotives and trucks with automatic couplers. During the year, 3,800 vehicles were fitted.

Achievement worthy of special mention was the conversion of the sheep trucks to automatic couplers—1224 in all: work was so organized that the use of slack transition couplers on trains composed wholly of sheep trucks was avoided and stock traffic was not interrupted. Most of the cattle trucks have also been converted.

Attention was taken of this concern to increase the size of sheep trucks from Wodonga to New. Trains carrying up to 7,700 lbs. in 72 trucks weighing 1,139 lbs. were worked through in one train, maximum weight over grade on this line being 680

Automatic couplers were largely responsible for increasing the loads for various classes of locomotives over a number of other sections. Increases from 950 to 1538 tons from Ouyen to Woomelang and from 1107 to 1332 tons from State Mine to Nyora are typical.

Coburg substation, a brick structure, was completed by the Way and Works branch, siding accommodation was provided, and a 25-ton gantry crane was erected inside the building. Suitable electrical equipment was installed by the electrical engineers, and the substation is now operating satisfactorily. Concurrently with this installation, a transmission line between the new substation and those at

Naming V.R. Stations

No. 20: PORTLAND.

THE town of Portland took its name from Portland Bay. The bay was named in honor of the Duke of Portland by Lieut. James Grant of the ship "Lady Nelson" in December, 1800.

The native name for the locality was "Lya Whollot"—meaning "long grass."

North Fitzroy and Arden Street was erected, necessitating alterations and extensions to 109 existing traction structures and the erection of 13 new ones.

An outstanding performance in the handling of passengers was the despatch of nine cheap excursion specials and four ordinary express trains to Sydney in two days to convey travellers to the harbor bridge opening. Additional passenger revenue was also secured by the regular running of "mystery" hiking excursions.

Fare concessions to stations on certain tourist lines and reductions in the prices of all-lines tickets were granted and concessions in freight rates were granted to certain districts to combat unregulated competition. To make these fare concessions and other facilities better known, wireless advertising was undertaken both from metropolitan and country stations and, also, from the mobile broadcasting station which transferred from road motors to a specially fitted railway car during the latter part of the year.

Important changes were effected in the accountancy organisation by the establishment of local accounting staffs at certain district centres.

Station-to-station telephone facilities were extended by the equipping

Record of the Revenue

AGGREGATE railway earnings at December 14 had overtaken and passed last year's figures by more than £8,000.

From July 1 to December 14, last financial year, revenue totalled £4,059,141; over a corresponding period, this financial year, the total was £4,067,593.

Passenger receipts had risen by more than £18,000 to £1,577,265, but goods and live stock receipts, aggregating £2,024,684, were down nearly £7,000 on last year's figures.

Refreshment room and dining car receipts increased by more than £6,500 to £127,558.

of a further 71 miles of line; the selector telephone system was also extended to embrace the Dimboola-Serviceton section of 63 miles, while the equipping of the 32½ miles between Donald and Birchip is almost completed.

Briefly Summarised

Other matters of interest occurring during 1932 included the amalgamation of the Ballarat and Maryborough districts; the transfer of a number of clerical officers to other State departments and of other employees to the police force as constables; the acquisition of a half-share in a dynamometer car built by the South Australian railways; the appointment of a committee to review the capitalisation of the railway system; the introduction of a Fordson rail tractor on the Kerang-Murrabit line to test the possibility of further reducing operating expenses on non-paying lines; the re-introduction of the payment of awards for adopted suggestions and of the fuel conservation movement; the experimental handling of wheat in bulk from the Oaklands line; the discontinuance of the running of travelling post offices on country passenger trains; the conversion of the "Goulburn" car to replace the "Avon" car (since scrapped) for "Reso" and other special tours; the installation on a number of locomotives of lubricating devices to minimise wear of tyre flanges and rails when rounding curves; and the erection of the new standard crossing warning signals, flashing light type, at Moorabbin-road, Mentone, and at Ballarat-rd., Bungaree.

Appreciation

The following letter was received last month by the Manager of the Government Tourist Bureau from Mr. L. L. Threlfall of Hindmarsh (S.A.):

DURING the recent tour of college boys from this State to Mt. Buffalo, my son, one of the party, had the misfortune to break a bone in his leg. I wish to express my appreciation of the attention he received and the facilities afforded by your officers for his safe and careful transport home.

"When one is assured that our boys are in such capable hands and receive the excellent treatment as meted out to him during the tour and after he received his injury, it gives confidence to parents in placing their sons under the care of your efficient Department."

Personal Postscript

Holidays and Hard Work

THIS is Stationmaster J. C. Johnston's 11th experience of supervising holiday traffic to and from Melbourne. He was at Flinders-street from 1922 until 1929, when he transferred to Spencer-street, where he is now senior s.m. He started as an operator in the old Telegraph branch in 1886, transferring to the Transportation branch as clerk two years later. He has been stationmaster since 1907 and, apart from a few years of relieving, had been stationed at Tongala, Sea Lake, Maroona, Woomelang, Mildura and Korong Vale before going to Flinders-street in 1922. —"Weet."

Saint Again

S.T. KILDA football club members have elected Jack Lord, clerk in the General Superintendent's office, secretary of the club for the coming season. Some years ago he played with this club as follower. He has also thrown his weight about for Melbourne and Footscray in the League and Williamstown and Prahran in the Association. He has been prominent in interstate railway cricket. —P.W.

Bendigo Identity

AFTER a decade in charge of the Bendigo telegraph office, Mr. W. T. Roberts has been appointed asst. supervising telegraphist at Spencer-street. He had a wide and varied range of interests in Bendigo, wielding the secretarial pen for the central school and for the school committees' association. He was also a past president of the Bendigo section of the A.R.U. and a councillor of the V.R. Institute for nine years (he was president of the local branch this year). Dist. Supt. Tredinnick presented him with a set of pipes on behalf of the staff. —J.W.R.C.

January Birthdays

TELEGRAPHIST J. E. Hosking of Seymour, on the second; Walter Bunker of the State Relief Committee and Water Supply Engineer H. Willett, on the third; W. and W. Engineer Geo. Luttrell, on the fourth; Chief Clerk Chas. Dunstan of Ballarat Goods, on the sixth; Asst. Chief Electrical Engineer C. G. McDonald, on the seventh; J. Fetherstonhaugh, Secretary to Commissioner Shannon, Driver C. E. Murllett of Jolimont and Repairer J. E. Williams of Rosedale, on the eighth; Commercial Agent W. Middleton, Lands Officer A. H. Rogerson of the Estate Office and Signalman T. Barton of Flinders-street, on the ninth; Supervisor of Road Transport Cecil Walker, Shunter A. E. Coles of Warragul and Driver J. T. Hayes of Murchison East on the 12th; Fireman J. O'Farrell of Numurkah, on the 14th; Ldg. Shunter J. Palmer of Hamilton, Workshops Manager W. J. Thornton of the Car and Wagon Shops and Stationmaster E. W. Procter of Flinders-street, on the 15th; Fireman J. E. Floyd of Warranbool, on the 16th; District Engineer Tom Coakley of

Bendigo, on the 17th; Yard Foreman A. H. Sleeth of Melbourne Yard and Optg. Porter N. V. Tooper of Wahgunyah, on the 18th; Goods Foreman W. Ellis of Bendigo and Fireman A. E. Bridson of North Melbourne Loco., on the 19th; Train Examiner E. McIntosh of Traralgon, on the 20th; Bonding Supervisor W. W. Tunn of Flinders-street, on the 21st; R.S.M. Alf. Giles, on the 22nd; Signals Engineer E. F. McIver, Fireman J. Pollock of Bendigo, Asst. Stationmaster J. A. Crack of Reservoir and Signalman E. W. Smith of Burnley, on the 23rd; Electrical Supt. Alec McLean and Cleaner J. T. Taylor of Dimboola, on the 25th; Lance Bromilow of the Betterment Board and Ticket Maker George Oakley, on the 28th; Ldg. Shunter C. O'Halloran of Melbourne Yard, Fireman R. Sampson of Bendigo, Enginemen's Instructor W. H. Hillis of Geelong and Clerk W. J. B. Goad of Spencer-street, on the 29th; and Driver W. Busbridge of Geelong, on the 31st. —A.L.

Public Presentation

ON the eve of his retirement last month, Stationmaster R. H. Southorn of Glenhuntingly was invited to attend a gathering of representative local people and asked to accept a substantial wallet of notes for himself and a crystal reading lamp for Mrs. Southorn. During his 42 years as a railwayman, he has served as messenger, number taker, porter, operating porter, guard and stationmaster, his first station being Beech Forest in 1911. Next move was to the suburban area where he served at Macleod, Blackburn, Kew and Mont Albert as well as on the relieving staff. Morwell was his home from 1920 until the end of 1922 when he transferred to Glenhuntingly. He was exceptionally popular wherever he went. —M.

Goods Sheds Veteran

FEW railwaymen have a more comprehensive knowledge of goods traffic than John Bailey Claringbold, who is just retiring from the Melbourne Goods Sheds where he has been senior clerk for five years. His railway life extends over 43 years, of which the past 24 have been spent at the Goods. He answered millions of questions during the period in which he ruled the inquiry office at the sheds. —K.M.

In Brief

MR. J. ROBERTS of the Truck Records room at head office was recently appointed J.P. During his long term at Maryborough as chief clerk in the dist. supt.'s office, he was a prominent figure in civic life, securing election as mayor. —T.F.

Stationmaster H. Harries of Frankston was farewelled by the staff on the occasion of his recent promotion and transfer to Ultima. —C.

Popular Paddy Quirk, goods guard of the Melbourne Yard, has retired. He had 44 years service all round the State. With Guards E. Cronk, O'Brien and O'Connell, also retiring,

To the Fore in Sport

STATIONMASTER D. R. Rees of Orbost submits another "honorable mention" for the list of railwaymen actively engaged in sports administration in Victoria.

Optg. Porter H. D. McDonald is to the fore in both summer and winter games. He is his record over recent periods:—

Tennis, 1931-32—Captain and secretary of St. Joseph's tennis club, premiers that year; 1932-33—Captain and secretary of St. Joseph's also vice-president of the Orbost Tennis Association; Football, 1932—Captain, coach and secretary of this year's premiers team in the Gippsland Football Assoc.

In addition, he found time a few weeks ago to get married.

And here is a "last-minute" nomination from Bendigo:

Jim Keating of the Bendigo Workshops is president of the V.R.I. club in the 1st grade matting association, president of the local cycling club, president of the Bendigo East swimming club, committee-man of the Bendigo Easter carnival, organiser of the Bendigo East Amateur Charity carnival, and member of the inter-branch carpet bowls association.

He was also president of the Warragul Cricket Club during the years in which that club won the premierships twice in succession and was runner-up once.

Before going to Bendigo some six or seven years ago, Jim was a well-known umpire in Melbourne, and actively associated with many sporting bodies in the metropolis.

He was farewelled by his railway colleagues. The combined departmental service of four guards aggregated 176 years. —M.

After 24 years at Chillingollah, Stationmaster Blackall has been transferred to Geelong. He and his wife were both very popular in the district, the s.m. being a leading artist in a local dramatic company and secretary of a football team. A presentation was made to him.

A presentation of a set of crystal was made to Stationmaster L. Wadleton of Warragul on the occasion of his promotion and transfer to Echuca. —C.

Last Mile Post

MAURICE DRINAN

THE death, at the advanced age of 67, of Mr. M. Drinan severs a link with the railway history of the State.

Mr. Drinan saw service as guard at the Bendigo and Spencer-street in the early days of running the Adelaide express for many years. When the present King visited Australia, Duke of York, Mr. Drinan was selected as guard for the Royal train, and during the subsequent years of his railway career, he was familiarly known as "the Royal guard."

WILLIAM TREGURTHA

ANOTHER old pioneer, Mr. W. Tregurtha passed away last month.

He retired as stationmaster at Geelong 26 years ago, and had previously been in charge at Newmarket, Warragul and other stations.

FRANCIS MAYBURY

MR. F. MAYBURY, who retired from the railways 10 years ago from the position of inspector in the Special Inquiry office, recently.

He joined the railways as porter in 1888, became a special inquiry officer in 1908, and later. For the remainder of his career he was attached to that division.

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February, 1933

Issue No. 29

CHELTENHAM EVICTION

SPRING-CLEANING at Cheltenham station recently, a works gang probed the hidden mysteries of the unoccupied space between ceiling and roof and discovered that sparrows and other small birds of heaven had converted the enclosed surroundings into a verminous tenement area.

Sufficient grass, twigs, leaves and other debris were removed to fill no fewer than 20 chaff bags.

A remarkable point is that all this dray-load of debris had been carried by the birds through one opening hardly $1\frac{1}{2}$ inches in diameter, that being the solitary exit-entrance to the condemned tenement area.

It is understood, however, that the works gang did not use this opening as a less dramatic appearance through the manhole.

More Snifters

OUR reference last month to "air snifters," alias vacuum valves, and their use on loco. cylinders, might as a courteous, erudite and well-typewritten amplification from an interested reader, to wit:

SNIFTERS were often used on water-pumping plants long before piston valves and their attendant snifters were used on loco-

On a pumping scheme a snifter is used to admit a controllable quantity of air on the suction side of a reciprocating pump; we have such in

When a reciprocating pump, usually the single-cylinder type, is working against a considerable head of water, the reversal of stroke is sometimes accompanied by a severe knock; a little air admitted by the snifter on the suction side can reduce the knock to an insignificant amount."

Longest Consignment Yet

THE longest consignment ever carried by the Victorian Railways left Rokeby last month for Williamstown Pier.

It was a 120 ft. pile, selected from the towering eucalypts of central Victoria, and tapered from 22 inches in diameter to about 10 inches.

The "Q" trucks, fitted with special bolsters, and a "K" safety truck were used to carry the huge consignment, but no difficulties were encountered during its progress by rail.

Victorian Railwayman as Test Batsman

For the first time since the War, a Victorian railwayman has won his way into an Australian Test team.

LEO O'BRIEN, who has been a railwayman for seven years, is the Richmond Club's outstanding batsman and, following some fine batting displays with the Victorian Sheffield Shield team, he had his Test match blooding in the sensational Melbourne game.

Although he did not get amongst the runs, he shaped confidently in both innings and looked set for a big score before each dismissal. He was most unluckily run out in his first innings and it is unanimously agreed that the low fizzer from Larwood which skittled him in his second hand would have penetrated the defence of any batsman.

He fielded keenly and well and took two excellent catches in England's

disastrous second innings. Hammond was one of his victims.

Good judges recognise that O'Brien's temporary relegation to the position of 12th man for the Adelaide game is not going to keep him out of active international cricket for very long and his name is already being freely mentioned as a member of the next Australian team that goes to England.

O'Brien joined the railways as a junior clerk in 1925 and was stationed at Aspendale, Mentone, Carrum, Albert Park and the Melbourne Goods for varying periods until last year when he was transferred on loan to the Taxation Department.

Two other Victorian railwaymen who have won enduring fame as Test cricketers were Jimmy Matthews, who went to England with the 1912 Test team, and J. V. Saunders, Australia's greatest left-hand bowler.

One New Locomotive in Twelve Months!

ALTHOUGH easily capable of manufacturing 2000 locomotives yearly, the three American railway locomotive companies—Baldwin Locomotive Works, American Locomotive Co. and Lima Locomotive Works—

received among them precisely one order for a new locomotive last year, and that was from a Brazilian cement company.

The order was filled by the Montreal plant of the American Locomotive Co.

Oaklands Border Traffic

IN anticipation of the official transfer to the Victorian Railways of the 38-mile Yarrowonga - Oaklands border railway, "through" rates have now been substituted for local rates, over Victorian and New South Wales mileages, on consignments railed to Victorian stations. Wool and wheat, the two principal products of this section of the Riverina, will be railed through to Melbourne from Oaklands for 73/9d. a ton and 13/7d. a ton respectively instead of 78/9d. and 14/8d. under the old arrangement.

THE fact that Oaklands is only 200 miles from Melbourne, as compared with 417 miles from Sydney, should result in a welcome addition to Victorian goods revenue.

Construction of the Oaklands line was begun on November 28, 1927, but the actual track-laying was delayed while the bridge over the Murray at Yarrowonga was being built. Of a total length of 1,476 feet, this bridge comprises two 36-ft. spans, three 100-ft. spans and two 36-ft. spans over the main stream and 32 spans of 26 ft. 6 in. and four of 36 ft. over the area subject to floods on the New South Wales side.

The new line passes through fertile country very suitable for wheat.

More Power Signals

WORK is steadily proceeding with the installation of power signalling equipment at Caulfield, which includes the extension of the automatic signalling area to Glenhuntly and Carnegie.

ALREADY the main outside wiring has been completed, the majority of the signals have been erected, and a new signal box, which will house an 80-lever electric interlocking machine with relays, has been built. The equipment to be installed will provide the most up-to-date safeguards, and will enable the two mechanically operated signal boxes at present in use to be abolished.

The modernisation of the signalling arrangements at Caulfield is the first conversion to be undertaken since the four miles of double track between Sunshine and St. Albans were equipped with light signals and brought into use on August 1, 1930.

In all, automatic signals are now in use over $127\frac{1}{2}$ route miles of the Victorian system; semaphore signals are installed over 39 miles of double track and $4\frac{1}{2}$ miles of single track, the corresponding figures for light signals being $47\frac{1}{2}$ miles and $36\frac{1}{2}$ miles.

The Month's Topic

Appointment of Transport Board...

THE legislation recently passed authorising the appointment of a Transport Regulation Board is a first step towards the belated and much needed co-ordination of transport in Victoria.

The Board will comprise five members—a representative of the Railways Commissioners, a representative of motor interests, a primary producer, a person "engaged in commercial pursuits" and an independent chairman appointed by the Government.

Its duties will be to inquire into the existing transport position in Victoria and to submit reports and recommendations for "the better and more economic co-ordination, or the better regulation and control of railway, tramway, motor, sea and air transport."

The act directs that the Board shall submit a first report before June 1 and a further report before December 1 this year.

Railwaymen will hope that swift action will follow the investigation and reports of the advisory Board and that this first move towards transport co-ordination will hasten the appointment of the essential controlling body, empowered to provide a wisely co-ordinated scheme of transportation for the State in the best interests of the people as a whole.

Better Holiday Traffic

DESPITE the counter-attractions of big cricket, booking returns from Flinders-street, Spencer-street and the Government Tourist Bureau, for the Christmas-New Year holidays, show that more people travelled by train from Melbourne to country districts in that period than for the similar period last year.

Increases were shown in every district except the group comprising the Healesville, Warburton and other nearer tourist resorts.

In the aggregate, there were approximately 1,600 more passengers this year than last, cheap excursion tickets accounting for more than 400 of the increase.

Details of the passenger bookings from Melbourne to the various country districts are set out in the following table:—

Districts	1931	1932
North and Midland	13,547	15,382
North-Western	8,663	9,162
South-Western	10,093	11,346
North-Eastern	9,652	9,817
Eastern	10,866	11,843
Various	20,121	17,184
Interstate	7,756	7,552
Totals	80,698	82,286

Railway Scrapbook

Mule and Train

Near Walla Walla, Washington, U.S.A., one, A. Snyder, Northern Pacific Railway Company locomotive driver, recently saw a mule standing on the track, ears laid back, eyes wide, legs braced.

The brakes squealed, the mule stiffened, was catapulted off the track against a point lever.

The switch broke, the train ran off the rails, wrecking two cars.

The mule trotted off, ate grass.

Moving a Factory by Rail

A complete factory, in full production, has been moved by rail from London to Chippenham (94 miles)—750 tons of machinery, the household effects of 36 families and over 100 persons.

The removal was so arranged that machinery at work in London one day was dismantled, loaded in containers, conveyed to Paddington station for despatch by rail to Chippenham and re-erected in the new factory in time for immediate use the next morning.

River Ice Made Rail Bridges

In constructing the Trans-Siberian Railway, it was necessary to build massive bridges to span the great rivers, but the engineers did not wait for the bridges to be completed before pushing on.

When the rivers froze in winter, rails were laid across the ice and materials transported for track construction farther along while the bridges behind were still being built.

Steam Locomotive in Oil Refinery

Llandarcy Oil Refinery in South Wales has a fireless steam locomotive which operates in the refinery without danger.

The boiler is constructed on the thermos flask principle and is charged, at intervals, with steam at very high pressure from supplies well away from the oil works.

Electric and ordinary steam locomotives would be impossibly dangerous in the explosive atmosphere of the refinery.

* * *

Victorian railwaymen are invited to submit contributions to this column, relating particularly to Victorian railway working.

Contributions must be short, sharp and very much to the point, and there must be no doubt of their claims either to "oddity" or "strangeness."

Freight Revenue Rise

HEAVY loadings of new season's wheat are largely responsible for the gratifying increase in the revenue from goods traffic of recent weeks. Nearly per cent. more wheat had been loaded this year up to the time of going to press than for the corresponding period last year, the figures being 4,075,949 bags 3,442,015 bags.

Of this year's wheat, 1,222,734 bags have been shipped, China and Japan being principal buyers.

Flour exports, until the middle January, however, dropped from 66,000 bags last year to a little more than 10,000 bags this year.

WILLIAMSTOWN Pier 632,000 bags exported Geelong with 517,000 bags were the most important export channels, but 46,000 bags had been loaded at Victoria Dock and 28,000 bags at Port Melbourne. There were 550,000 bags in stacks at Geelong, 671,000 bags at Williamstown, and 4,930,000 bags stacked at country stations awaiting loading. Shortage of cargo space on overseas vessels was responsible for the wheat banking up to some extent. Some 94,000 bags of New South Wales wheat were transferred to Victorian trucks at Tocumwal.

In addition to the heavier wheat figures, butter loadings were 250 per cent. a week better than 1932 during the first two weeks of January, and traffic in apricots and peaches was heavy, much of the fruit being routed to Sydney.

Satisfactory fruit crops were responsible for heavy consignments of sugar being railed to Shepparton, Kyabram and other canneries. Sugar loading was particularly heavy in January to meet orders which had been held up awaiting the reduction in price.

Following the serious increase in the number of rabbits in many country areas, the volume of this class of load railed to Melbourne has grown considerably. Mildura, Ouyen, Swan Hill and Sea Lake were the most important rabbit loading districts.

Science Helps Railway

Wheat-breeding activities at the Werribee research farm of the Department of Agriculture have resulted in an improvement of £800,000 a year in the growers' income and of £55,000 a year in revenue for wheat hauled by rail.

THE connection between wheat breeding and railway transport may not be immediately apparent but the key is furnished by the fact that Werribee wheats yield 40 to 50 per cent. more grain per acre than was produced by the varieties which they displaced.

Last season, 2,116,599 acres, or 66 per cent. of the wheat area in Victoria, was sown with varieties which originated at the Werribee research farm. The most popular variety, "Free Gallipoli," responsible for 39 per cent. of last season's plantings,

Ingenious New Track Relay Tester

A VERY big advance on anything that has previously been available" is the glowing opinion of experts who have seen the ingenious apparatus for testing track relays, recently developed by a young Victorian railwayman under the direction of the Signals Testing Engineer.

The significance of the apparatus is here described in non-technical language.

The new apparatus provides this accurate test.

As electrical signalling was developed to its present high standard of efficiency principally in America, American practice has been largely followed in Victoria. A very high degree of relay operating efficiency has been set by the American Railway Association, but the testing methods advocated were far from ideal for field work and, even for laboratory use, involved certain compensations in the readings. This system relied largely upon visual "inspection" and was therefore indefinite and unsatisfactory.

About two years ago, Mr. George F. Woolley of the Signals division of the Way and Works branch, while engaged on this testing work, was commissioned to develop apparatus to enable positive tests to be made. By a process of trial and elimination, he finally developed an idea suggested to him by the Signals Testing Engineer into a specialised circuit which met all requirements and which has since proved to be thoroughly reliable, eliminating any need for the old "compensating" allowances.

The outstanding feature of the circuit is that it is positive in its indications making it possible to detect even minor mechanical defects which might develop in the relay after it has been in operation for some time and which could not be detected by inspection.

Mr. Woolley is a product of the Victorian apprentice training system. He commenced his apprenticeship at Newport signal shops in 1922 and, at the end of 1924, won the Commissioners' first cash prize at Newport Technical College, just missing a scholarship. Transferring later to the Signal and Telegraph drawing office in head office, he was appointed engineering assistant in 1928. Concurrently, he had completed the evening course in electrical engineering at the Footscray Technical College.

How Relay Works

The track relay is highly specialised design and very delicate in construction. It controls the indications of the signal in accordance with the position of trains over the section to which it is connected. The signal indicates "proceed" indication while the section is unoccupied and will not do so until connection is made between the two running rails through the wheels and axle of a vehicle which has passed the point where the rails are connected to the relay. The connection of the rails through the wheels acts as a short circuit until the vehicle has passed beyond the point where the current is fed to the rails from the next section of track. As soon as the power is cut off from the track relay, the relay coils are de-energised, the local circuit is broken, and the signal automatically displays "stop" indication. The vital importance of the relay is therefore

two types of track relay—the "Phase" and the "Vane" are in use on the Victorian Railways; the replacement of these relays in many cases takes more time than is available for express trains, and it would obviously be a great advantage if means of accurately testing the condition of the relays were available, thus extending the time between replacements.

Our Share of 2nd Test

DURING the four days of the second Test match at the M.C.C., some 70,000 cricket enthusiasts alighted at Richmond and Jolimont railway stations. On the Friday, 12,600 alighted at Richmond and 10,500 at Jolimont; Saturday, 8,000 and 5,000; Monday (New Year's Day), 15,000 and 12,000; Tuesday, 5,000 and 3,000.

To strengthen the regular suburban services, 44 special trains were run, all but five of these being required for the return traffic which was, of course, concentrated into a brief period after play ceased each day.

Traffic was so heavy on Monday, when five specials were run on the "Up," that before 11 a.m. Brighton line trains scheduled to run only to Elsternwick were being extended to Sandringham for the convenience of the returning crowds of disappointed people who were unable to get inside the ground.

No fewer than 6,000 luncheon cartons (recently reduced in price from 1/- to 10d.) were sold at railway refreshment room counters to cricket enthusiasts on their way to the great game. Flinders-street sold 1,300, Spencer-street 1,500 and Princes-bridge 3,200. Revenue, £250.

—and 3rd

TWO special trains were run from Melbourne to Adelaide for the third Test, at the low fares of 70/-, first, and 50/-, second return. More than 700 passengers travelled by these specials on Wednesday, January 11.

Holiday excursion fares were also on issue, and altogether some 2,000 travellers left Melbourne by rail for Adelaide during the week in which the game started. The 4.30 p.m. express was run in two divisions on the Tuesday, Wednesday and Thursday.

—and 5th ?

AS we go to press, it is announced that a special train will leave Melbourne for Sydney on February 21 for the 5th Test, commencing on February 23.

Remarkably low fares will be charged—£4/-/- and £2/15/-, first and second class return, available for return for one month by express trains.

Revenue Challenge From the North

STATIONMASTER E. Cassel of Balranald throws down the gage to eighth-class stations in Victoria. Can any of them, he asks, show revenue figures to beat Balranald's proud record during the past 12 months.

Balranald's total revenue for 1932 was £26,854, or more than £10,000 ahead of 1931's total of £16,797.

The figures for each of the 12

months are higher than those for each corresponding month of 1931.

The best month in 1932 was August—£5,514 (an increase of £2,465); the leanest, February—£854 (an increase of £243).

Does any eighth-class station accept the challenge? Or would any other station of any class like to start a similar argument amongst stations of its own weight.

Personal Postscript

First Ambulance Officer

FREDERICK W. KAISER, ambulance officer to the Victorian Railways for the past 24 years, retires this month. His interest in first aid became apparent in 1890, when he won his first certificate two years after he joined the service as porter at Maryborough. Safeworking qualifications were also won, and experience as guard and stationmaster preceded his appointment as stationmaster's clerk at Flinders-street. Then the visit of the American fleet in 1908 marked the turning point in his career. Civil Ambulance forces were too small to meet all calls for their services during the peak traffic and F.W.K. led a band of volunteer railway first-aiders to their assistance. He was given the big task of creating a comprehensive ambulance organisation for the railway system next year. He is a councillor of the St. John Ambulance and was for 16 years a V.R. Institute Councillor.—S.C.W.

Wireless Expert

KEITH MCCARTHY, who works with the equipment examiners at Flinders-street, is so keen a wireless enthusiast that he has recently been granted a licence for the experimental amateur station, 3FX, which he is now operating at Hampton. He has been in the service for three years, during which time he has been stationed at Jolimont Workshops as lad laborer.—C.V.

"Mallee King"

RETIRED at Ballarat with more than two score years of service to his credit, Dinny McClelland will be best remembered as the first guard on the Mildura-Donald section. He was called the "Mallee King" and was renowned for the philanthropic interest he took in the welfare of the works gang scattered along the lonely route—in those days there was no station between Woomelang and Mildura. Dinny fluttered a green flag in every corner of Victoria.—H.E.C.

J. J. Goes

JOHN J. GILCHRIST, station and general J service engineer in the Way and Works branch for the past decade, will retire this month. He has had a thorough railway engineering training since his appointment in 1884, as junior clerk and draughtsman. Experience as draughtsman and as engineering assistant paved the way to promotion to engineer in 1912, and to his present position in 1922.—M.T.W.

Best of 63

From a field of 63, Porter G. T. Graham of Mordialloc won the Maryborough £100 Gift. Starting favorite, he won by six inches. He has been running in sprint races for about 18 months, and ran third in the Ararat Christmas Gift. He is trained solely by his friend and fellow-railwayman Clerk R. T. Cumming, also of Mordialloc. Porter Graham combines running with football, being a member of the

Mentone club. He is also one of the organisers of the Mentone sporting club. Since he joined the railways, he has been stationed at Hampton, Ivanhoe, Darebin, Melbourne Goods and Mordialloc.—M.A.W.

S.M. of Many Parts

FEW railwaymen have been transferred to more widely separated stations than has Stationmaster John Hutton, who retires from Traralgon shortly. Since he was appointed stationmaster at the turn of the century, he served at such widely removed towns as Koo-Wee-Rup, Minyip, Illowa, Traralgon, North Geelong, Woomelang, Swan Hill, Sale and a few others before going to Traralgon in 1925. Prior to his becoming stationmaster, he had served 13 years as porter and assistant stationmaster.—K.M.

February Birthdays

STATIONMASTER H. O'HAGAN of Darnum, on the first; Fireman J. Pilkington of Traralgon, on the second; Yard Foreman P. White of Melbourne Yard, on the third; Driver G. Padgett of Benalla, Guard R. McKee of Warragul, Enginemens' Instructor W. L. Hosking of Flinders-street, Train Examiner

Naming V.R. Stations

No. 21: DIGGER'S REST

THIS was a favorite resting or camping place for diggers going to or from the gold-diggings in the 'fifties.

Shelter sheds were erected there by the charitable Mrs. Chisholm. Hence the name.

C. McKenzie of Geelong, Repairer W. J. McKay of Kerang and Driver E. J. Corbett of Ararat, on the fourth; Boilermaker's Help W. F. Mayne of Traralgon, on the fifth; Clerk H. V. Hardy of Geelong on the seventh; Signalman R. Fawcett of Waubra Junction, on the eighth; Guards O. C. Healey and A. P. Clarke, both of Dimboola, on the 9th; Ganger T. Skermer of Dalyston and Plumber W. Sharman of Ballarat, on the 10th; Workshops Manager George Curtis and Road Foreman W. Cashen, both of Bendigo, Ganger W. T. Reid of Pakenham and Operating Porter R. J. Simpson of Bruthen, on the 11th; Dave Little, secretary of the Railways M.O., and Alf Gilmore, secretary to the C.M.E., on the 12th; W. and W. Engineer W. Bromby on the 15th; Estate Officer R. A. Rankin and Leading Hand Upholsterer E. L. Stainer of Dudley-street, on the 16th; Railways M.O. John Gordon, Driver V. A. Collins of Bendigo and Cleaner A. J. Sheppard of Warragul, on the 18th; Commissioners' Driver Bert Rachinger, Shedman A. Bolitho of Bendigo and Signalman F. Cook of Benalla, on the 19th; G.P. and F.A. James McClelland and Road Foreman F. H. Kerr of Oakleigh, on the 20th; Dist. R.S. Supt. John McLeod of Bendigo and Leading Hand W. H. Fewster

Record of the Revenue

REPRESENTING an average daily increase of £481 over last year's figures, the rail revenue at January 14 had aggregated £4,983,660, or £95,292 more than the corresponding aggregate of the financial year.

of Newport Signal Shops, on the 2nd; Roadmaster A. Abbott of North Melbourne and Leading Shunter E. J. Green of Darnong, on the 24th; W. and W. Chief Clerk R. W. Easterby, on the 25th; Repairer J. Sullivan of Guildford, on the 26th; Chief Train Despatcher W. R. Price, Ganger Gaylard of Toorak, Boilermaker H. P. White of Newport and Road Foreman J. O'Loughlin of Seymour, on the 27th; Chief Electrical Engineer H. P. Colwell, on the 28th.—A.L.

In Brief

SOME well-known Transportation branch identities have retired recently. To include Signalman T. Conroy of Maryborough, Parcels Porter A. C. Walker of Flinders-street, Cloak-room Porter J. Parker of Spencer-street and Electric suburban Guard W. J. Sharp of Flinders-street. Next month, Stationmaster J. J. Kirby of Camberwell and Conductor P. J. Sheehan go out.—A.E.W.

While Clerk H. Swires, recently retired from the Metro. Supt.'s office, was on leave at Healesville, some of his friends installed a wireless set in his home as a surprise farewell presentation. The presentation ceremony, complete with speeches, took place on his return.—A.E.C.

Last Mile Post

WILLIAM GEORGE WOTHERSPOON THE sudden death of Mr. W. G. Wotherpoons of the office of the Superintendent of Goods Train Service caused profound regret throughout the service last month.

A slight heart strain, brought about by a heavy article some months ago, caused a temporary set back, but Mr. Wotherpoons was progressing favorably and his death was unexpected.

Widespread sympathy is felt for his wife and two sons, also his brothers in the service, Reg. and Alex.

JAMES BANNON

THE death occurred recently of Mr. J. Bannon, one of the old identities of the signalling world.

He had long service and retired at Ballarat some three years ago.

GEORGE DOWRICK

OAKLEIGH'S stationmaster, Mr. G. Dowrick, died a few weeks ago.

He started his railway career as a clerk, night officer at Ararat for many years and in charge of Footscray and Murtoa before coming to Oakleigh.

MICHAEL McNAMARA

MR. MICHAEL McNAMARA, who came from South Yarra signal box three years ago, died recently.

His railway service dated from 1889 when he joined up as porter. Twelve months later he was made signalman, in which capacity he spent the rest of his railway life, the last years at South Yarra.

LESLIE CROWLE

SENIOR Bookstall assistant L. Crowle of Flinders-street, died last month.

He joined the railways about seven years ago, shortly after the bookstalls were taken over by the Department, and his unassuming cheerfulness and courtesy made him a popular figure at the Flinders-street box.

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The V.R. News Letter

March, 1933

Issue No. 30

GA OF JERRY DOWN

THIS is the story of Jerry Down who is now one of the principal attractions along the scenic narrow-gauge railway between Upper Gully and Gembrook.

Jerry is a railway enthusiast although officially on the railway staff, and regularly accompanies the narrow-gauge train to Gembrook and back, seldom actually travels by it. He has been known to sleep on the engine and on the few occasions when he takes a ride portion of the way, he places himself on the edge of the engine in a position which enables him to admire the scenery without interfering with the activity of his Fireman Dick Down.

Jerry is only a small curly-haired black dog, built on the lines of a undersized kelpie. But he is a dog of endurance. He runs behind the train throughout its 18-mile journey even though he sometimes lags behind a hundred yards or so, he comes bounding at each station stop.

When he arrived at Gembrook, he spends an interval until the return journey commences either sleeping or rabbiting. Whether a marathon performance then or one with more frequent short cuts to compensate for the slightly faster pace on the down hill run.

During the past five months, he has been making the run three and a half days a week.

* * *

STORIES are now building up around this vigorous little dog.

The latest perpetuates a recent morning day's performance when, after a "hot dog," he heralded his arrival at Aura by leaping straight into the bucket hanging on its hook. "A good "cooler," he calmly quipped his thirst from the adjoining bucket, proving that he doesn't believe in drinking his bathwater.

Naturally, keen interest is shown by passengers in the dog's progress, and interest which is maintained by the constant twisting of the line, enabling the dog to track behind the guard's van to see it kept in view for most of the journey. The dog trots along between the rails, up and down, through cuttings and across bridges, sometimes almost under the train and at others a hundred yards or more farther back. Interest is, of course, when the train begins to be gaining and the appearance of Jerry negotiating a sharp curve is always hailed with excited cries of "There he is!"

Who knows? Jerry may already be contributing the revenue from tourist travel on this line.

Personnel of Victoria's New Transport Board

ANNOUNCEMENT of the personnel of the Transport Regulation Board, last month, marked a further step in the move to secure transport co-ordination in Victoria.

Board members are:—

CHAS. A. NORRIS, general secretary of the National Mutual Life Association—chairman;

BURT KELLY, chairman of the Betterment and Publicity Board, representing the Railways Commissioners;

H. J. WERTHEIM of Hugo Wertheim Pty. Ltd., representing general business interests;

G. A. STREET, grazier of Lismore, representing primary producers;

L. A. SCHUMER, manager of Yellow Express Carriers Ltd., representing road motor interests.

The Board, which has been appointed for one year, will make periodic reports with recommendations to the Governor-in-Council. It must submit its first report by June 1 and a further report by December 31.

Rail Representative

MR. BURT KELLY, the railway representative on the Board, has specialised on the economics of transport competition, and in departmental propaganda has put the case for effective co-ordination of all services with lucidity, vigor and scrupulous fairness.

In his 31 years of railroading, Mr. Kelly has had wide experience in both the Transportation and Secretary's branches. He began as a junior at Wangaratta, and worked in the Melbourne goods sheds, head office and district superintendent's office throughout the State before eventually becoming secretary of the Classification Board, member of the Staff Board and Commissioners' special officer.

He has been chairman of the Betterment and Publicity Board since 1929.

End of Wheat Harvest

REFLECTING the heavier harvest for the 1932-33 season, the railway wheat loadings since December 1 are now approximately 1,300,000 bags in excess of those for the corresponding period last year. This season's harvest is estimated at about 45,000,000 bushels, and already 7½ million bags have been carried.

Williamstown shipments total 1½ million bags, Geelong's 1¼ million, Victoria Dock's 80,000, and Port Melbourne's 50,000 bags.

Wheat stacks at country stations contain 6,400,000 bags, most of which it is anticipated, will be railed prior to the end of this month.

72 Special Trains Run for School Picnics

SCHOOL picnics are always a reliable source of railway revenue during the early part of the year, the beaches in particular proving an irresistible attraction to country children. At the time of going to press, 72 special picnic trains had either been run or were scheduled to be run before the middle of March. Many additional parties were accommodated on the regular trains.

NO fewer than 54 of these special trains were listed for seaside destinations, St. Kilda, with 14 trains being the most popular. Williamstown Beach and Mordialloc filled second and third places. Portland attracted six train-loads of picnickers and Port Fairy three from south-western towns. Sandringham and Brighton Beach were also favored, and a couple of trains were run to Port Melbourne for bay steamer picnics.

The Zoological Gardens at Royal Park were selected by 13 of the 18 picnic parties which resisted the lure of the beaches. Country picnics, of course, are much more popular during the spring months than they are at this time of the year.

All districts contributed their quota of trains, some of the longer journeys to the metropolis being from Cobram, Echuca, Thorpdale, Carisbrook and Alvie.

Changes at Spencer-st. Modern Booking Office

SPENCER-STREET'S main booking office is at present undergoing a complete architectural "face-lifting" to enable the work of the office to be carried out more efficiently in modernised surroundings. It is anticipated that the work will be completed by the end of this month.

A MODERN mountain ash counter with two-ft. Florentine-finished ornamental bronze grille of the bank type will replace the existing counter and massive wire grille which reaches up towards the ceiling. Mountain ash panelling to a height of about nine ft. will partition off this section of the office.

Renovations also include the erection of a new lining of fibro-plaster sheets.

Sleeping berth and reserved seat diagrams will be kept on slides under the counter, coupon tickets will be stored in special drawers, and suitable cabinets are being provided for other tickets. The only equipment normally on the counter will be telephones and dating press.

The counter weighs approximately one ton and was built at the Spotswood Workshops. The 28 ft. top is in one piece.

The Month's Topic

Keep the Wheels Moving . . .

AT the present time, heavy wheat and fruit traffic urgently necessitates the prompt loading, handling and discharge of all goods and louvre trucks. The demands of the export fruit traffic have, in fact, placed such a high value on louvre trucks that an instruction has been issued that these vehicles are not to be used for general traffic without special permission.

Railwaymen are urged to eliminate all truck delays—both for loaded and empty vehicles—and to make every truck earn revenue.

Trucks should never be ordered in excess of requirements or before they are required. All inwards trucks should be promptly loaded and all empty trucks placed promptly at the disposal of the depot station. Yard checks and truck record books should be carefully scrutinised to keep all overtime trucks under review.

In a word, everything possible should be done that is calculated to give trucks the biggest loads and to keep them moving. For trucks well used mean money saved.

Heavy Fruit Loading

VERY prolific crops of apples and pears have made railway fruit loadings particularly heavy of recent weeks, and full shipments of export fruit will be made by every available vessel right up to the end of May.

Shipping accommodation will be heavily taxed to meet adequately the export fruit requirements.

The soft fruit season is now practically over.

Freight Traffic Increases

PROMISING indications of a definite and sustained improvement in railway freight traffic include an increase of 1,500 tons in the quantity of manures handled since January 1, compared with last year's corresponding figures, the carriage of heavy consignments of export flour destined for North China ports, and an improvement in the loadings of timber, lime, cement and general merchandise.

Seven Test Specials

LOW fares and special trains attracted big crowds to Sydney by rail for the Fifth Test.

More than 2,600 booked by the seven specials which were run on the Monday and Tuesday before the start of the match.

The first and second-class return fares were only £4 and £2/15/- (plus seat-booking fee).

A Railway Scrapbook

"Queer things done
Where railways run."

Ashes to Ashes

"At the close of the day, as the sun is going down in the west," the ashes of Charles M. Smith, Pennsylvania locomotive driver, are to be scattered along the railway track that carries the locomotive which he once drove.

The late driver left full instructions to this effect in his will, just probated at Chicago.

Railway Station Built of Salt

Probably the strangest railway station in the world is the central station in the salt mine situated under the town of Wieliczka (pronounced Vyalitchka) in Galicia, Poland.

This is perhaps the largest salt mine in the world and the workings are served by a comprehensive system of small railways employing several hundred horses for motive power.

These "locomotives" never again see the light of day when once they enter the mine. Their stables and stalls are hewn out of the salt.

The central station has big platforms and spacious refreshment rooms just as an ordinary depot station—but all constructed of salt.

Easter Holiday Tour

AS the Christmas Holiday Tour, conducted through the north-eastern district, proved very successful, a similar tour is now being organised for the Easter holidays. The south-western district will be visited and bookings are already being made at the Government Tourist Bureau.

Leaving Melbourne on Good Friday morning, the party will be away for four days, sightseeing around Colac, Camperdown, Warrnambool and Port Fairy. From each of these centres, a sightseeing motor excursion will be made, the one from Colac embracing portion of the Otway Forest, and the one from Warrnambool including Port Campbell and Peterborough.

First-class rail transport, hotel accommodation, meals *en route*, motor excursions and entertainment are all included in the fare of £5-19-6.

Portland as Wheat Port

PORTLAND will become a wheat shipping port early this month when the "King Lud" loads a consignment of 7,200 tons (86,000 bags) of grain. The wheat will be drawn from the Dimboola-Serviceton and Dimboola-Jeparit lines.

It is probable that this boat will be followed by one or more additional ships, also loading wheat for overseas ports.

Butter Loadings Still Ahead of Last Year's

WEEKLY butter loadings which have been consistently in excess of the figures for last season are now showing a slight decline due to the usual seasonal conditions, but this class of loading is still well above last year's figures.

DURING the week ended February 11, for instance, 1,061 tons were conveyed this year contrasted with 843 tons for the corresponding week last year. Butter loadings since the beginning of the year now total 7,871 tons; for the similar period last year, 6,329 tons were carried.

The highest weekly figure for the season was 2,040 tons for the week ended November 12—1,651 tons in 1931—which figure represents the greatest quantity of butter ever raised in Victoria in one week.

Corio Beats Balranald

STATIONMASTER E. Cassell challenge to Victorian eight-cent stations to beat Balranald's revenue record for 1932 has been promptly accepted by Stationmaster J. Relph Corio.

Balranald's revenue for 1932 was £26,854; Corio's was £34,200. Balranald's totals were improved over 1931 figures.

Incidentally, Stationmaster H. O'Connell of Darnum, in expressing his congratulatory hope that, "in the centre of merinoes, crossbreds and high temperatures, may Mr. Cassell's wool grow long in staple, be free from burr and keep his revenue on the increase," points out reminiscently that Cudgewa put up some good revenue records in recent years. S.M. O'Hara was in charge there in 1926, 1927, 1928 and 1929, when the revenue was successively £24,000, £27,000, £31,000 and £33,000.

He explains that road competition was practically non-existent, although we did miss one consignment of several bunches of reptiles which two collectors gathered up at Tintara for the Zoo."

Still Longer

IN last month's *News Letter* a 120-ft. pile consigned from Rockdale was given credit as the longest consignment handled by the Victorian Railways. We learn now that the girders for the Spencer-street bridge lifted the pile by 4 ft. 4½ in. Each of the 18 girders was 124 ft. 4½ in. long and had a maximum depth of 9 ft. 0½ in., tapering to 4 ft. 4 in. at one end and 6 ft. 11 in. at the other.

They were all carried by rail to Kelly & Lewis' foundry at Spotswood, thence into the Melbourne Yard siding—now removed—to a site adjacent to the bridge.

New Type of Locomotive Grates

SHAKER grates of the "Rosebud" type, with modifications to suit local conditions, will be fitted to some of the "C" class locomotives shortly after the start in the endeavour to secure economy in coal consumption.

ORIGINATING in America, the Rosebud grate was designed to utilise to the best advantage a high-grade coal mined in the northern States and to reduce to a minimum the losses due to the smaller pieces of coal falling through the grate to the ashpan without being consumed. It is of the table variety, with rectangular-shaped sections capable of being rocked or shaken, and perforated with a number of air holes half-inch or larger diameter.

Shaking the grate, at intervals determined to the experienced engine men, maintains the state of the fire, prevents the grate from fusing, thus maintaining it in the best incandescent condition and preventing the formation of clinker.

Fires on locomotives, particularly those hauling goods trains, require close watching to ensure that the formation of clinker will not interfere with the proper circulation of air through the fire, thereby precluding the proper rate of steam generation.

Experience during the past four years with the "S" and "X" class locomotives, which are fitted exclusively with modified Rosebud grates, has been very satisfactory and, should the fuel economy with the trial "C" class locomotives be sufficiently marked to justify the expense of conversion, all locomotives of that class will gradually be equipped with the new grates. Experiments will probably be conducted, also, with other classes of locomotives.

Incidentally, the importance of securing every possible economy in locomotive fuel consumption is clearly shown by the fact that, during 1931-32, no less than £381,000 was spent by the Victorian Railways for loco. coal, wood and kindlers.

Administrative Changes in Stores Branch

IMPORTANT administrative changes have taken place in the railways during the past few weeks, chief of which are the reorganisation in the Stores branch following the retirement of Comptroller of Stores C. W. J. Coleman. Assistant Chief Comptroller Morgan has been given control of the branch with Outdoor Stores Superintendent H. S. Sergeant as his Assistant.

As STORES branch officer since 1895, Mr. Coleman had occupied every position of importance in the branch before his appointment as Storekeeper in 1915. He had previously had 12 years of transportation experience during which he had served as clerk to District Superintendent W. Fitzpatrick (later to become Chairman of Commissioners), H. W. Morgan and H. W. Hamilton. In 1921, he was a member of the railway delegation which visited U.S.A. to study storekeeping methods. The new storekeeping system throughout the railways resulted from that tour.

New Stores Chief

New Comptroller of Stores W. D. Morgan started with the Stores branch in 1906 as supernumerary messenger at the Newport plant yard, but was promoted as junior clerk on the permanent staff at the beginning of the following year. Experience in all positions of the branch, including a 24-month period as Stores Purchasing Agent, has well equipped him for the current position.

Since his American tour with Mr. Morgan in 1921, Assistant Comptroller H. S. Sergeant has been actively concerned with the actual work of the branch, assisting the new storekeeping methods, not only at the Spotswood Store but also at smaller stores throughout

the country. The reclamation depot has also been under his care. He was in charge of the Spencer-street store, then the main general store, when he was selected to go abroad. He had previously had 24 years of Stores branch experience.

Transportation Student

DONALD LESLIE MACDONALD, engineer with the Electrical Engineering branch, has been selected for special training to fit him for the position of district superintendent.

After a brilliant scholastic career, during which he won his way by scholarships through Wesley College and the Melbourne University to the degree of Bachelor of Electrical Engineering, he was appointed in 1921 as engineering assistant at the overhead depot. He was promoted to asst. electrical engineer and remained at the depot, where he received a sound training in field work.

In 1926, he was granted extended leave to enable him to visit U.S.A. for further experience. For the next two years, he worked with the Pennsylvania Railroad, gaining experience in railway transportation methods and train movements, including both steam and electric services, and with the Illinois Central on both the operating and maintenance sides of the Chicago suburban electrification.

Returning at the end of 1928, he has since been engaged as asst. electrical engineer and electrical engineer both at Newport power house and in other sections of the branch.

Riverina Railway Project

CONVERSION of the New South Wales line from Tocumwal to Narrandera to the Victorian gauge and transfer of the control of the line to the Victorian Railways were urged by a conference held in the Jerilderie town hall recently.

THE Commissioners here, however, take the view that before detailed analysis is made of the financial possibilities of the project, it is essential that Federal legislation be passed to conserve the traffic from the district to the railways.

Road vehicles are already operating to and from Melbourne and this district, carrying wool, merchandise and other high-grade loading. As these vehicles are providing an interstate service, they are free from the control of the N.S.W. Transport Act and, for the same reason, they would also be free from any regulatory legislation passed in Victoria.

In the absence of Federal regulatory legislation, the position would be, therefore, that another non-paying line would be added to Victoria's present group and that Victorian taxpayers would be called upon to bear the burden whereas N.S.W. residents would be reaping the benefits.

The Commissioners consider, further, that another condition which should be attached to any transfer of the line is freedom from municipal taxation. The N.S.W. railways are exempt from this taxation, but the Victorian railways are liable under present legislation in respect of the lines now operated over the border.

This admitted anomaly, the N.S.W. government has declared, cannot be removed without the consent of the municipalities concerned.

Export Lamb Traffic

"The improvement in the condition of Victorian export lambs since the railway campaign for more careful handling has been most pronounced."

THIS was the gratifying comment last month of Chief Veterinary Officer Grant of the Commerce Department, who supervises the export of lambs from this State, when referring to the response by those handling export lambs to the recent appeal by the Victorian Railways for the exercise of greater care in the handling, loading, transport and discharge of the stock.

This publicity campaign by the Department was described in a recent issue of the *News Letter*. A poster was prominently exhibited at railway stations and other suitable places throughout the State, and a printed leaflet was widely distributed. Country banks, wool brokers and others interested in the pastoral industry co-operated in distributing the leaflet to the best advantage.

PERSONAL POSTSCRIPT

Lost Radio Announcer

BILL STANLEY, the well-known and popular sleeping car conductor on the Melbourne-Adelaide run, who has just retired, won his first promotion by the virtues of his deep bass voice. He was a porter at Princes Bridge in 1889, but his sonorous tones and polished diction soon moved him into the position of announcing-porter and would have qualified him for a radio announcer's job had broadcasting been in vogue at the time. He has been a sleeping car conductor for 22 years. —H.C.

Varied Career

THE recent appointment of William Ernest Elliott as understudy to the general secretary of the Victorian Railways Institute marks another interesting step in a varied career. His railway life began with his appointment as patternmaker at Newport Signal Shops in 1914. Three years of war service followed. Returning from the front, he went on the land for a time but abandoned this life to study engineering and draughtsmanship and to resume his old trade of pattern-making. In 1926, he was selected to go to the English firm of Clayton Wagons Ltd. for two years' experience. On his return, he worked as draughtsman until he was appointed supervisor of railway apprentices in 1929. —T.G.L.

Cricket Colt

JOE PLANT of the Accountancy branch is the latest recruit from the Victorian Railways to big cricket. Making his debut in the Sheffield Shield game against South Australia early last month, he played a forceful first innings knock for 43 and followed this success by taking three wickets for 31. Although he was not so successful in the second half of the game, he has shown himself to be one of Victoria's most promising all-rounders. He plays with the Fitzroy club with a fellow railwayman, Bert Lansdown, in district cricket. —M.N.

Telegraph Veteran

TELEPHONE and Telegraph Engineer J. A. Satchell, who will retire shortly, has 44 years of railroading to his credit. He joined as a leading hand in 1889 and was made workshops foreman in 1910. Promotion to the grade of inspecting mechanic followed in 1919, and four years later, he was appointed to his present position. —B.

Bellarat Landmark

SPECIAL Yard Foreman Patrick Henry S Burke, who has spent his lifetime in speeding goods loading on its way, is a landmark at Ballarat, where he has been stationed for the past 24 years. Commencing duty as porter in 1888, he graduated as shunter twelve months later. Promotion to goods guard followed in 1899, to yardsman in 1905, and to his present position in 1909. He will complete his railway service at the end of the month. —C.N.

The Month's Gossip— Understudy to Institute Secretary—Retirements

March Birthdays

FITTER A. T. Twells of Geelong, on the first; Fireman A. E. Dawson of North Loco. and A.S.M. J. J. McDonough of Watchem, on the second; Traffic Inspector Alex McLean of Bendigo, Staff Board Member T. F. Brennan, General Supt. M. J. Canny and Clerk M. Stanistreet of Room 2, on the third; Chief Foreman W. T. Cornish of North Loco., on the fourth; Shunter W. J. Lacy of Melbourne Yard, on the fifth; Block and Signal Inspector J. T. Nolan of Seymour, on the sixth; Driver S. Parker of Colac, Accounts Chief Clerk Norman Lester and Train Examiner P. Gill of North Loco., on the seventh; Rolling Stock Clerk A. J. Paul of Ararat, on the eighth; Guard A. A. White of Geelong and Clerk Bill Conroy of Room 4, on the 10th; Lineman H. Alexander of Dandenong and Road Foreman E. E. Schurer of Ballarat, on the 11th; District Engineer Tom Bye of North Melbourne, Provoked L. C. Brown and Man Power Officer Frank O'Dea of North Loco., on the 13th; Electric Train Driver D. P. Ryan of Jolimont, on the 14th; Fireman G. Mitchell of Bendigo, Asst. Trans.

Naming V.R. Stations

No. 22: NAGAMBIE

THIS is derived from the native name "Nogamby," meaning "lagoon."

In the early days there was a lagoon near the site of the township. When the Goulburn Weir was made, the backwater filled the lagoon and low lying flats, forming what is now known as Lake Nagambie.

Staff Officer Paddy Mearns, Fitter W. J. Lonsdale of Ballarat, Guard C. A. Potter of Traralgon and Fitter W. P. Casey of Benalla, on the 16th; Commissioner T. B. Molomby and Works Foreman E. G. Armstrong of Geelong, on the 17th; Signals Engineer J. A. Malan, on the 20th; Train Examiner W. Dunn of Benalla, on the 21st; Cleaner A. G. Clements of Traralgon, on the 22nd; Guards T. H. Flynn of Melbourne Yards and L. A. Kelly of Benalla, Boilermaker R. Hill and Signal Supervisor N. S. Smyth, both of Ballarat, W. and W. Clerk Jack Norris of Head Office and Asst. Stationmaster G. E. McKemish of Crocydon, on the 23rd; Senior Clerk Jack Roberts of Truck Record Room, on the 24th; Rolling Stock Chief Clerk H. L. Dickinson, on the 26th; Supt. of Loco. Supplies E. Dillon, on the 28th; Foreman J. H. Homersham of Dudley-street shelter shed, on the 29th; Advertising Artist Angus McDonald and Parlor Car Conductor Billy Lynch, on the 30th; and Jack Cordwell of the General Supt.'s office, on the 31st.

Public Farewell

STATIONMASTER J. J. Kirby was the guest of honor at a smoke social tendered him on the eve of his retirement by Camber-

Queensland's "Pacific"

QUEENSLAND'S latest locomotive is a 4-6-2 ("Pacific") type introduced recently to provide increased hauling power and greater speed over its three-feet-six gauge.

It has two cylinders (18½ x 24 stroke) and coupled wheels of 43 in. diameter. Including the superheater, the heating surface totals 1,500 square feet, while the grate area is 1,000 square feet. Boiler pressure is 160 lb. per square inch and, at 80 per cent. the boiler working pressure, a tractive effort of 20,062 lb. is developed.

Roadworthy, the locomotive weighs 89 tons 15 cwt., of which the tender with a capacity of 3,000 gallons of water and 4½ tons of coal, accounts for 33 tons 8 cwt.

well civic authorities, citizens and railway officers. Joining the railways in 1886, Kirby has been stationmaster since 1914. Among the more important stations which he has directed operations are Daylesford, Traralgar, Sunshine, Surrey Hills, Box Hill, and, since 1922, Camberwell. At the close of an enjoyable evening, the Mayor of Camberwell presented him with an electric wrist set as a tribute to the popularity which he has enjoyed both with railwaymen and the public.

Spencer-street Identity

ONE of Spencer-street's oldest identities, pioneer Parlor Car Conductor Pat Shanahan has retired with 44 years of service to his credit. His association with Spencer-street goes back to the times when William Patrick, afterwards a Chairman of Commissioners, was stationmaster. Pat served as porter, train conductor and sleeping car conductor on the Adelaide run before being promoted to the parlor car. He has ministered officially to the wants and creature comforts of many travelling notabilities and prominent personalities. —H.

In Brief

SLOWLY but surely, the ranks of Ballarat rail veterans are being depleted by retirements, the latest being Passenger Guard Cummins, who spent most of his 44 years' active rail-roading at Ballarat. —H.

Popular old Jim Parker has closed 44 years of rail service at Spencer-street, having been located in the goods sheds and for 20 years in the lost property section of the cloaking shed. —A.

Recent Transportation branch retirements include the departure of Stock Porter Reilly of Spencer-street, Goods Foreman Flannery of Melbourne Goods, Signaller Hannaker of Albert Park and Ticket Collector F. Markham of Flinders-street. This list of the following will retire: Shedman McFaggart of Colac, Clerk J. Best of Richmond, Shedman W. T. Emery of Seymour, Cloakroom Porter R. Wilson of Footscray. —A.

Last Mile Post

WILLIAM LETCH has retired after living quietly in retirement at Hampton for 19 years. Mr. W. died last month.

He had long service in the Department as stationmaster at Hampton when he retired. He has one son in the service—now stationmaster at Koo-wee-rupe.

The V.R. News Letter is issued monthly by the Victorian Railways Commissioners to railwaymen in the service. Personal papers and other brief succinct contributions should be addressed to the Editor, Betterment and Publicity Board, Head Office.

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The V.R. News Letter

April, 1933

Issue No. 31

Mr. Harris Is New Commissioner

Engineer Succeeds Engineer



Mr. Shannon—a rail-
man for 52 years

WITH more than half-a-century of keen and active railroading to his credit, Mr. W. M. Shannon, who has been a Commissioner for 14 years, has retired.

Mr. Norman C. Harris, who has been Chief Mechanical Engineer for five years, succeeds him.



Mr. Harris has been
C.M.E. for five years

BOTH the old and the new Commissioner started at the bottom rung of the ladder.

Mr. Shannon began as an apprentice on the Victorian railways in 1881. Mr. Harris, Victorian-born, combined his apprenticeship in the Canadian Railway workshops with an engineering course at the McGill University.

The career of each is an inspiration to young railwaymen.

* * *

AFTER serving seven years as an apprentice fitter, Mr. Shannon transferred to the drawing office and then went abroad seeking wider experience. He spent two years with railway companies and a year with a civil engineering organisation in the U.S.A.

Returning to the Rolling Stock Department office, he was promoted to the main running bureau and later to the District Rolling Stock Superintendent. Asst. Chief Mechanical Engineer and, in 1913, Chief Mechanical Engineer.

Emphasising Cabinet's regret at Mr. Shannon's decision not to seek re-appointment, the Minister for Railways (Mr. Menzies) said, "Mr. Shannon was a man who never sought recognition for his work, but no more loyal officer has ever been in the department. He is entitled to a small measure to credit for the high degree of team work and efficiency which exists in the department."

* * *

MR. HARRIS had a brilliant record at Scotch College before migrating to Canada to don

railway overalls. He became head prefect of the college, won his colors in athletics, rowing, football and cricket and was dux of the school in science and mathematics.

Following his apprenticeship in Canada, he had experience as assistant engineer with a hydro-electric power company in Tasmania, and then joined up with the Victorian Railways Way and Works branch in 1912.

On active service he was awarded the D.S.O. and M.C. and won promotion to the rank of lieutenant-colonel. While abroad, he stayed for a time to study railway engineering practice with the big English companies.

On his return he resumed as an Engineer in the Rolling Stock branch, and became Asst. Chief Mechanical Engineer in 1922, and branch chief six years later. * * *

THERE will be general satisfaction throughout the whole service, not only with the choice of Mr. Harris as a worthy successor of Mr. Shannon, but also with the extension of Mr. T. B. Molomby's term as Commissioner until the end of the year. —♦♦—

Record Wheat Figures

SYMOUR district's wheat deliveries of 2,505,157 bags up to March 16 had already exceeded the previous record of 2,480,017 bags loaded in 1924, and were more than double the 1,200,569 bags delivered by March 16 last year.

Last year's wheat totalled 1,278,063 bags and 329 trucks of bulk grain from the Oaklands line.

Victoria's Longest Train Yet

LIVESTOCK traffic has set a new record. The 73-vehicle sheep trains which were run a few months ago have now been overshadowed by the 79-vehicle cattle train which left Wodonga on March 16 en route to Boorcan and Weerite in the South-Western district.

AUTOMATIC couplers and short-cuts *via* the loop lines between Broadmeadows and Albion and between Sunshine and Newport were the factors which enabled this record train to be hauled throughout its 315-mile journey without being divided and in the satisfactory overall time of 19½ hours.

Leaving Wodonga at 9.50 a.m., this 1144-ton train comprised 78 loaded cattle trucks and a van, and was hauled by two locomotives, a "C" and an "A2," to Seymour. Every vehicle was equipped with automatic couplers which enabled the previous limitation of 75 vehicles to be exceeded.

Arrived at Seymour, a "C" class

ERROR

UNDERGROUND Railway officials (London) are telling a good story about a certain very literal-minded cleric who recently bought a ticket for a suburban journey on the underground. When he arrived at the escalator leading to the platform he saw a notice "Dogs Must Be Carried."

Not having a dog to carry, he returned to the street and travelled by 'bus.

locomotive, specially prepared to run through with the train to Geelong, was attached and an "X" class locomotive assisted over the heavy grades of the Dividing Range to Wallan.

From Broadmeadows, the train was run *via* the two loop lines to Newport and thence to Geelong. The Boorcan trucks were then detached and reached their destination at 5.5 a.m. on March 17, the Weerite consignment completing its journey at 6.15 a.m.

Incidentally, the loop lines between Broadmeadows and Newport have proved of great assistance in working through the Williamstown wheat trains and other loading for the south-western district without passing through the suburban area. Prior to the construction of the loop from Broadmeadows, this loading was brought right into the Melbourne yard where special trains were made up for Williamstown. Heavy yard work is consequently eliminated, and the employment of additional locomotives to haul the wheat to the port is avoided.

The Month's Topic

Career of Opportunity . . .

THERE is more than ordinary interest for all young and ambitious railwaymen in the news of Mr. N. C. Harris's appointment as Commissioner.

Mr. Harris, still a young man, with a brilliant record of rapid progress in the railway engineering world, started his career as an apprentice in Canada. He found no short cuts to promotion. He won his way to the top by ability and determination.

His success demonstrates, once again, that, in a land of opportunity and in an age of opportunity, the railway service is still the career of opportunity.

Mr. Shannon started his long railway career in the humble role of apprentice fitter. Mr. Molomby began his steady march to a Commissionership as a junior clerk. Mr. Clapp himself went through the workshop as an apprentice.

Much the same story can be told of all our present administrative officers. The Secretary for Railways, the General Superintendent, the Comptroller of Stores and the General Passenger and Freight Agent all learnt the ABC of railway work as junior clerks; the Chief Electrical Engineer started as an apprentice and the Chief Engineer of Way and Works as an engineering student.

There is inspiration here for every railway junior, whether clerk, apprentice or lad porter. The highest positions in the service are open to him if he has the ambition and determination to seize his opportunities and the ability to make the most of them.

Heavy Fruit Traffic

Heavy fruit traffic has been keeping Goulburn Valley stations busy of recent months, the loadings being greatly in excess of the fruit handled during the same period last year.

CANNING peaches—Pullar Cling variety—were being handled at the time of going to press and a record crop had been transported up to March 16, on which date 85 trucks were loaded. A further ten days of peak loading was anticipated.

The pear crop, also, was very heavy, as many as 66 trucks being loaded in one day.

Up to March 16, 3139 trucks had been loaded with fruit, compared with last year's 2880 trucks. Iced trucks this year had increased to 98 from 23 last year, and interstate consignments required 552 trucks compared with 532 during the previous season to the same date.

A Railway Scrapbook

"Queer things done
Where railways run."

Queer Consignment Without Owner

In Prairie du Chien, Wis. (U.S.A.), on the railway station platform stands a great box. On its side is painted the address: "Prairie du Chien, Wis."—nothing else, no sender, no addressee.

None of the Prairie du Chien's 3,943 inhabitants has claimed it, all have come to look at it.

The box contains an electric chair, designed for human executions.

This is Really a Mixed Train

Transporting the contents of a 10-roomed farmhouse, together with six horses, 81 cattle, 13 calves, turkeys, chickens and ducks, tumbrels, petrol engine, ploughs, innumerable other farm implements and such equipment as wire netting, hurdles and weighing machines, a special train left Dereham, Norfolk (England), recently for Staines, Middlesex, 140 miles distant.

Altogether nine trucks of implements, four covered wagons, two horse boxes, eight special cattle boxes, two container wagons and six fitted cattle wagons were required to handle the traffic.

And five adults, two children and a dog travelled in a passenger coach on the train.

Honest Traveller

The Stationmaster at Finsbury Park (England) recently received a letter enclosing 5/6, representing payment of a railway fare to Peterborough about the year 1881.

The writer, who was anonymous, referred to the courtesy of the officials at King's Cross, and apologised for the late payment.

The third-class single fare to Peterborough is now 9/7.

Not So Fast

You can travel by train from the Atlantic Ocean to the Pacific Ocean in 100 minutes—provided you travel *via* the Panama Railroad.

The train runs between Panama, on the Pacific coast of the Canal Zone, and Colon, a distance of 48 miles.

TOUR RUSHED

ALL vacancies in the Easter Holiday Tour party were filled more than a month ahead. Because of limitations of hotel accommodation, the size of the party was restricted to 59. It is a tribute to the holiday value of these tours that of this number no fewer than 15 were members of a similar tour at Christmas.

Father of High-Pressure Loco.

Trevithick's Centenary

THIS month is the centenary of the death of Richard Trevithick—the man who had the courage—*it was called "foolhardiness"*—at the time—to use steam pressures approaching 100 lb. to the square inch when normal practice favored only one twentieth this pressure.

THIS bold step was the first and most important of the advances leading to the practical steam locomotive, and of high steam pressure being the direct way to a light and compact machine.

Like many innovators, Trevithick was accorded few honors in his lifetime, but his influence is now felt. He has played a most important part in overcoming the conservatism of early nineteenth century engineers.

He will be honored this year by the erection of memorials at his birthplace (Pen-y-daren) and near Ebury road where he ran locomotives.

Today, incidentally, high pressure locomotives in some parts of the world are working with boiler pressures of more than 400 lb. to the square inch.

Railway Tours for Overseas Visitors

CO-OPERATING with the British shipping companies which are selling round-trip tickets to Australia and return aboard the steamer, the Victorian, New South Wales and Queensland railways are offering inclusive tours between Brisbane and Melbourne, linking in with the sailing schedules of the ships. Pursuers are acting as agents of the railways and are taking bookings for travel from Brisbane to Sydney, Brisbane to Melbourne, or Sydney to Melbourne.

Among the features offered on the through journey, which is made via the North Coast route through New South Wales, are motor transport from Tweed Heads to Murwillumbah, a day at Canberra with sightseeing motor excursion, and three days at Mt. Buffalo National Park with motor travel from Albury *via* Hume River to The Chalet.

The first of the passengers traveling under this arrangement were booked on board the "Otranto" recently.

State-owned Railway

SOVIET Russia, with 47,869 miles, has easily the biggest mileage of State-owned railways in the world. Germany is second with 33,435 miles and India (31,218) beats Australia (26,740) for third place.

Canada has 23,218 miles and there is a big drop to Brazil, with 14,948.

Careers of Old and New S.G.T.S.

IT is a coincidence that both Mr. T. W. J. Cox and Mr. A. G. Fletcher, the old and the new Superintendent of Goods Train Service, changed from good positions in one sphere of railway work to seek promotion in another direction, and that, although they began in different branches, ended in the same responsible position.

MR. COX had 49 years of rail-roading to his credit, his transportation experience being gained in the varied grades of clerk, telegraphist, stationmaster, r.s.m., asst. superintendent of Melbourne Goods, and district superintendent at Ballarat, and district superintendent, which last position he vacated in 1929 to become Superintendent of Goods Train Ser-

vice. The transfer of railway interests took place in 1919 when he was chief clerk in the Printing branch; dissatisfied with his prospects, he asked to transfer back to the relieving staff in the Transportation branch, and his subsequent movements proved the wisdom of his

change which took Mr. Fletcher from the Way and Works to the

Transportation branch was of a more evolutionary character. He became a railwayman in 1913 when he was appointed draftsman. After three years in this grade, he was appointed to engineering assistant and, two years later, to assistant engineer.

His next step was to district engineer in April, 1921, and, with the establishment of district headquarters he was located at Bendigo towards the end of the same year.

Three years later, he was made assistant to the district superintendent in Bendigo, transferring to Geelong early in 1925 to become district superintendent, whence he migrated to the goods train division.

He took up his new duties last month.

Suburban Rail Welding

RAIL welding by means of an oxy-acetylene process, known as the "Lindeweld," is being used on the Sandringham line to improve both the efficiency of the joints and the cost of making

approximately 900 feet of track at the Vase was completed recently by the "Lindeweld," which is an improvement on the ordinary acetylene process.

The work is steadily proceeding with the "Thermit" process between Essendon and Essendon, and both "up" and the "down" tracks completed nearly as far as Ascot at the time of going to press.

Patent Orders New Skis

SKIS made at Wangaratta will be used to carry snow sports enthusiasts around Mr. Buffalo National Park next winter.

An order was recently lodged for 100 pairs of skis similar to the two pairs supplied by the Wangaratta manufacturer last year, and the order was filled with entire satisfaction. The skis are made of imported hickory, and the bindings are made of Australian timbers, which were found to be unsatisfactory.

The skis will be stored at The Wangaratta store attendants at The Wangaratta store, and the necessary bindings and

No Starving Stock

A significant tribute to the satisfactory conditions being experienced throughout Victoria is the fact that there has not been one single head of starving stock carried by the railways.

Wool-Week Rail Tour

WEAVING, knitting and other methods of using wool for the making of clothing, rugs and similar goods will be featured in the two cars of the Better Farming Train which will tour the western and south-western districts next month.

The tour will be made under the auspices of the Wool Week Committee, and the demonstrations will be arranged by the Country Women's Association who will select experts to accompany the cars.

Travelling by goods and mixed trains between demonstration centres, the lecture cars will be run as far as Warnambool in the south-west, and as far as Kaniva in the west.

Cudgewa Follows Corio

LAST month we recorded the fact that Balranald's challenge to other Victorian eighth-class stations to beat its revenue record of £26,854 for 1932 had been accepted by Corio, whose proud record was £34,200.

Another reply comes to hand from Stationmaster A. E. Fitzgerald of Cudgewa, who can beat Balranald for second place (so far) with a revenue total of £27,777 for the year.

Stationmaster Fitzgerald ends on the further optimistic note that revenue for January this year was more than £200 ahead of the total for January, 1932.

Trains to Queenscliff

Passenger train services will be resumed on the Queenscliff line during the Easter holidays. The service will begin on Thursday, April 13 and conclude on Tuesday, April 18.

Automatic Coupler Conversion

WITH the slackening in seasonal traffic as the winter months approach, an active programme of equipping freight stock with automatic couplers is to be launched.

Last of the "M's"

AT the present time, the last of the "M" cattle trucks, of which there are 693 on the register, are being completed at Newport Workshops. Of these wagons, 100 were fitted with composite wooden and steel underframes and the conversion process necessitated the rebuilding of this portion of the trucks.

In addition, advantage was taken of the conversion to widen the bodies of 60 of the wooden trucks to meet modern traffic requirements.

Refrigerator Trucks

Another group, comprising 191 4-wheeled "T" refrigerator trucks, is also being converted at Newport. These trucks are being dealt with at the rate of 11 each week, and the conversion will be completed by the end of June. The underframes of 130 of these vehicles had to be rebuilt in steel.

Ballarat and Bendigo workshops are each converting 16½ "I" trucks weekly.

After April 8, Newport's conversion schedule each week will be as follows:—

- 11 "I" trucks.
- 11 "T" (4-wheeled) trucks.
- 22 "T" and "U" trucks converted from 6-wheel to 4-wheel and fitted with automatic couplers.
- 16½ Water trucks.

Conversion of the 226 6-wheeled refrigerator trucks and the 506 6-wheeled louvre wagons is the most important section of the programme, and it is proposed to complete this group by the end of November, in time for next season's fruit and butter traffic.

The elimination of the centre pair of wheels of these 6-wheeled trucks will improve their riding qualities and stability. This action involves the fitting of wheels and axles of greater capacity, similar to those in use under the "E" class wagons, in order to accommodate the increased load per axle brought about by the reduction from six to four wheels.

Welding Preferred

Water trucks, 156 of which are on the register, will be converted by the end of the financial year.

Wherever possible, the welding process is being used instead of rivets when making the necessary structural alterations. Experience has shown that this method is eminently satisfactory, while a material saving results in the weight of the structural members of the trucks treated in this fashion.

Personal Postscript

Veteran Ticket Seller

FOR forty years, Dan Matthews has watched the ebb and flow of passengers around Spencer-street's booking windows. He saw the station's passenger revenue grow from £298,000 in 1893-94—which included parcels, mails, etc.—to £833,000, for passengers only, during 1926-27, and he is now retiring from the position of chief booking clerk. He came to the railways from the wilds of Maryborough when the first State-wide call went out for juniors in 1885. Booking clerk at Essendon was his first job and, when the first district superintendents were appointed the following year, he went to Stawell as d.s.'s clerk. The railway through to Serviceton, connecting with the South Australian line to Adelaide, was completed in 1887 and Dan went to Nhill until 1893. His next move was to Spencer-street where he has since remained, with the exception of about 12 months when he was chief booking clerk at Flinders-street. Guns and pointers have been hobbies throughout his life. —C.N.

Tourist Ambassador

CHAS. WEETMAN, of the Betterment and Publicity Board, has just left for New Zealand where he will represent the Australian National Travel Association for three months. Not yet 28 years of age, he thus becomes Australia's youngest tourist ambassador. His literary ability, demonstrated during his association with the "Victorian Railways Magazine" and the "News Letter," combined with his knowledge of the Commonwealth's worthwhile beauty spots derived during his extensive travels, has well equipped him for the job of fostering tourist travel from the sister-Dominion. —D.B.

April Birthdays

DRIVER A. Pevitt and Cleaner A. McMillan, both of Benalla, and Stationmaster I. J. Bradford of Derrinallum, on the first; Frank Coombes of the Live Stock and Bookstalls Manager E. J. Letcher, on the second; Clerk Edward Rosman of the Way and Works and Frank Adams of the Secretary's branch, on the third; Shunter E. Pitcher of Geelong and Works Foreman A. S. Guilfoyle of Dimboola, on the fourth; Manager S. H. Evans of Spotswood workshops and Yard Porter J. F. Coffey of Woodend, on the sixth; Fares Clerk J. H. Reilly and Loco. Running Officer W. E. Maynard of Benalla, on the eighth; Pym Goode of Room 10, on the ninth; Commissioner N. C. Harris on the 10th; Train Lighting Inspector W. A. Chipper, Operating Porter J. W. Leversha of Glenroy and Driver H. C. Madder of Mornington, on the 11th; Train Examiner A. J. Cole of Korumburra, on the 12th; Driver T. Pearce of Geelong, on the 14th; Electric Train Driver John Gault of Jolimont, Inspector of Ironwork W. Watson, Guard R. Roberts of Korumburra and Asst. Stationmaster W. G. Wilson of Officer, on the 15th; Fitter's Asst. J. Thyne of Bendigo, on the 16th; Fitter-in-Charge W.

A. O'Shea of Newport, Officer-in-Charge George Farrelly of the Spotswood Store, Depot Foreman B. P. Cook of Seymour and Clerk R. Stephens of the Trans. staff office, on the 18th; Yard Foreman R. Long of Melbourne Yard, Leading Porter G. L. Tolliday of Warragul, Train Examiner G. E. Harris of Ballarat, Signalman J. M. Davidson of Waubra Junction and Storeman F. J. Cooper of Traralgon, on the 19th; Sales Officer H. D. Agg of the Stores branch and Fitter H. J. Foore of Traralgon, on the 20th; Stationmaster Geo. Johnson of Flinders-street, Comptroller of Stores W. D. Morgan, Clerk W. J. Thompson of Traralgon and Repairer J. McD. Bowden of Waiaia, on the 21st; Yard Supervisor G. Calder of Newport Goods, on the 22nd; Cleaner G. Tweedle of State Mine and Shunter W. McCrorey of Melbourne Yards, on the 23rd; Jack Ramsay of the dining car depot, Train Examiner J. P. Desmond of the Car and Wagon Shops and Guard J. S. Long of Woodonga, on the 25th; Stationmaster E. W. Parker of Crocydon, on the 26th; Train Despatcher G. L. Reid of Maryborough, Acting Chief Engineer of Railway Construction F. W. Box and Signal Adjuster J. H. Mills of Bendigo, on the 27th; Signals Engineer S. P. Jones and Driver F. Bacon of Geelong, on the 28th; and Leading Shunter G. W. Franklin of Maryborough, on the 29th. —A.L.

Figuratively Speaking

FORTY-SEVEN years continuous association with railway figures will stand behind William Williams Ellis, when he retires from the Accountancy branch early this month. Commencing his railway career as junior clerk in the Audit branch early in 1886, he learnt the routine work thoroughly on his way to take control of interstate settlements from the beginning of 1915. Promotion to audit inspector followed 18 months later and, in an acting capacity, to chief clerk in 1927. Since the amalgamation of the Audit and Accountancy branches a couple of years ago, he has been in charge of the statistical division. —Y.Z.

Veteran Cloak-room Man

ANOTHER veteran who began his railway career as lad porter but who followed a different route to the retirement age is Cloak-room Porter Samuel Wilson of Spencer-street. Appointed in 1888, he went to Spencer-street as porter in 1908 and became checking porter there in 1912. After eighteen months, he transferred to the parcels office as parcels porter. Since 1930, the cloak room kept him busy until his retirement last month. —J.M.

Box Hill Identity

ELECTRIC Suburban Guard Donald Armstrong, who has been running trains on the Box Hill line for the past 21 years, is about to retire. His railway service dates back to 1886, when he linked up as lad porter. Since 1909 he has been associated exclusively with suburban trains, three years with headquarters at Flinders-street preceding his transfer to Box Hill. —K.

Uncle Sam Stocktake

PARTICULARS of the operations of the Class 1 railways (those with an annual operating revenue of more than a million dollars) of the United States America for 1931, are just to hand from the Bureau of Railway Economics in Washington. The colossal figures recorded and reckoned here on the normal basis of five dollars to the pound indicate the great importance of the railway industry of the country.

THE property investment, including track, equipment, materials and cash, totalled £5,248,571,224; 242,175.83 miles of railway were operated; operating revenue amounted to £837,668,000 and operating expenses to £644,714,000 representing an operating ratio of 76.97 per cent.

Net operating revenue was £105,125,570, or a return of 2

Grapes by the Ton

No fewer than 10,000 cartons of grapes were sold at metropolitan railway fruit stalls during the first night that they were placed on hand, at the time of going to market, excellent sales were being maintained

cent. on this property investment.

There were 1,258,719 employees. Tons of paying freight cars totalled 1,605,934,171 and passenger aggregated 596,390,924. Goods were hauled an average of 192.66 miles a ton, and the revenue earned averaged 1.051 cents a ton a mile. Passenger journeys averaged 36.71 miles, 2.513 cents was the average revenue per passenger mile.

Rolling stock comprised 55 locomotives, 50,747 passenger and 2,229,845 freight cars, and 102,525 service vehicles. The carrying capacity of all freight cars averaged 47 tons.

Last Mile Post

HENRY DOODT

AFTER 42 years' service as a billposter on the Ballarat line, Harry Doodt is recently.

He first welded a brush for the Australian Advertising Co. in 1890, and in the following year joined the staff of Nathaniel Levi and the lessees of Victorian Railways advertising. When, in 1923, the Railways Advertising Division supplanted the Railways & Gas Company, Billposter H. Doodt was on twenty on the payroll.

In and around Ballarat, he was noted for his charitable disposition, and was Governor of the local Orphanage.

The V.R. News Letter is issued monthly by the Victorian Railways Commissioners to the railwayman in the service. Personal paragraphs and other brief succinct contributions should be addressed to the Editor, Betterment and Publicity Board, Head Office.

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The V.R. News Letter

May, 1933

Issue No. 32

Influence of Automatic Staff Exchanging

FOLLOWING a suggestion submitted at a meeting of the Seymour district fuel conservation committee, tests are now being made of the practicability of performing the automatic staff exchanges of the railway Limited while travelling at 60 miles an hour instead of 40 through Longwood, Euroa and Ballarat.

SATISFACTION with the progress of the experiment is expressed by Rolling Stock and Locomotive engineers who say that both the locomotive and ground apparatus are standing up well to the strain of the accelerated speed for exchanging entails.

With the increased speed for exchanging staff is ultimately adopted, it will be applied to Chiltern, Barnardine and Baddaginnie, or seven stations in all. This is the present maximum number where conditions of a speed of 50 miles per hour are being attained through stations.

It is expected that savings in fuel consumption will result since the engines will be able to maintain a high speed through these stations, so reducing brake applications and the stopping of trains. In addition, the time saved will be of value as a reserve on busy occasions when the expresses are running late.

The overall running time between Melbourne and Albury will not, however, be affected.

Accounting Economies

WITH the establishment of the District Accounting office at Bendigo, where the accountability of much of the northern part of the system will be carried out, the next stage in the country section of the comprehensive scheme of decentralised accounting work has been completed.

District accounting offices are already located at Geelong and Ballarat, in addition to the recently created 10 accounting points situated in the metropolitan area.

The scheme is based on the principle that the entire accounting work of the various districts shall be carried out locally under the jurisdiction of the Controller of Accounts.

It is expected that the introduction of the complete scheme will bring about greater efficiency and more economical working by the elimination of duplicated work which formerly

Writing Off £29,623,000 of Railway Capital

Pith of Special Committee's Report

CAPITAL cost of the Victorian railways at June 30 last was £75,498,032, of which the cost of depreciable assets was calculated to be about £55,000,000.

Estimated Accrued Physical Depreciation

Way & Works branch ...	£12,342,726
Rolling Stock branch ...	8,374,400
Elect. Eng'ing branch ...	1,147,082

Plus various other items not representative of live and productive assets ... £6,647,449

REASONABLE capitalisation of the Department "as a going concern in normal modern circumstances" was reckoned to be £45,875,000, or £29,623,000 less than the capital cost at June 30 last. The committee recommended that this amount be transferred from the Railway Capital Account.

Other Recommendations

£650,000 to be provided each year for depreciation and reserve. . . . Treasury to be relieved of payment for certain losses now allowed . . .

New Automatic Telephone Exchange

AFTER exhaustive investigation, a special committee has recommended that a new railway automatic telephone exchange should be installed in the basement of Head Office.

The existing exchange is 23 years old, and its capacity is severely taxed in present conditions.

ALTHOUGH the introduction of dictographs and other services has reduced the pressure on the main exchange, the calling rate is still very high—48 per line per day. On a Saturday morning, no fewer than 11,000 local calls, excluding calls on central and the Harmonic system, are handled.

On the switchboard there are 500 lines, the number of telephones connected, including extension lines, totalling 980. Other automatic exchanges are located at Jolimont and Geelong, each being of 100-line switchboard capacity.

An integral part of the telephone exchange is the Selector telephone system which is the basis of the wonderful Train Control System. From seven control centres (two in the city and five in the country) 431 stations are linked up, the mileage of lines served being more than 1,700.

There is also an extensive station service telephone system which is a part of the main automatic exchange. Three hundred and fifty-five stations are grouped in the Harmonic system.

THE new equipment which it is proposed to instal for the efficient and economical handling of this tremendous volume of telephone

business comprises an automatic switching plant, consisting of an initial installation of 700 lines of switching power plant, motor generator sets (changing and ringing), secondary batteries, power board, necessary cabling and racks and a main distributing frame for terminating the internal and external cables.

The ultimate capacity of this initial installation is 1,500 lines, the preliminary estimate contemplating that future extensions up to that figure may be carried out in an orderly manner.

As a result of the committee's survey of the telephone services, amalgamation of the two switchboards at the Melbourne goods sheds, with consequential economies, has been effected by the transfer of the 60-line switchboard from the enquiry office to the perishable shed.

Among the other matters engaging the attention of the investigatory committee is the local telephone service at such busy points as the North Melbourne loco. depot, the Melbourne Yard, Flinders-street and the Tourist Bureau, the object being to amalgamate the existing services wherever possible and provide any necessary additional facilities to ensure the more expeditious conduct of telephone business.

The Month's Topic

Grasping the Nettle...

RAILWAYMEN are vitally interested in the recommendations of the special committee which was appointed by the Minister for Railways to inquire into the vexed subject of railway assets, depreciation and over-capitalisation. The committee, which comprised Mr. E. V. Nixon, a well-known public accountant, and Messrs. E. C. Eyers, Secretary for Railways, and T. F. Brennan, Comptroller of Accounts, presented its unanimous views last month for consideration by the Government.

So that the railways capital account may represent live and productive assets only, the committee recommends that £29,623,032 be transferred from the Railway Capital Account, reducing the amount at debit from £75,498,032 (at June 30 last) to £45,875,000.

Extra Million

The amount which it is recommended should be transferred is, roughly, one million pounds more than the estimate of accrued physical depreciation accepted by the committee, but by writing off the increased amount the capital debit of the railways would be reduced to a figure which would enable the railways to pay 4 per cent. in a normal year.

The committee further recommends that an amount of £650,000 should be provided each year for depreciation and for reserve, and that adequate depreciation should be allowed on all assets acquired in future.

The recommendation as to the amount of capital to be transferred is on a basis which makes provision for the Treasury being relieved of payments for the loss on non-paying lines, and for loss as a result of the reduction of 10 per cent. on certain agricultural freight.

Provision for amortising the capital debt transferred to the State's general account, the committee suggests, could be made either by applying any available surplus on operations or out of the general revenue of the State. It considers that the obligations should be assumed by the general taxpayer

and not borne in the shape of increased freights and fares by future users of railway facilities.

A reserve fund of at least £1,000,000 should be built up before any railway surpluses, in excess of the estimated net income of normal years, were applied as contributions to the national debt sinking fund.

A Railway Scrapbook

*"Queer things done
Where railways run."*

This Is Really Two-way Traffic

In Montana (U.S.A.), there is a 30-mile stretch where the tracks of the Northern Pacific and the Milwaukee railroads run side by side, within a few hundred yards of each other, but where trains leaving the same town on the two different roads and heading for the same destination run in exactly opposite directions.

When a west-bound Milwaukee train leaves Lombard, it runs almost due south along the west bank of a creek. A west-bound train on the Northern Pacific, however, moves directly north on the creek's eastern bank.

But both trains arrive at Butte. The answer to the reason for this apparent paradox is "mountains."

Popular with Business-men

From Manhattan (New York), the Florida Year-Round Club's special train runs weekly to Miami with an orchestra, a gymnasium, a miniature pool for pretty girls in bathing suits, a hostess, and a bridge professional.

Passenger Conductor Is "His Excellency"

Thomas J. O'Malley, a passenger train conductor with the Chicago and North-Western Railway Co., U.S.A., has been elected to the office of lieutenant-governor of the State of Wisconsin.

His Excellency the conductor has been a railwayman for 44 years. His term of high office is for two years.

Hotham Heights Under Railway Control

CONTROL of Hotham Heights, a substantial stone building at the summit of Mt. Hotham, has been taken over by the Railways Department, by arrangement with the Country Roads Board. It will be conducted by the Refreshment Services branch in conjunction with The Chalet, Mt. Buffalo National Park and The Bungalow, Mt. Feather-top.

Hotham Heights is situated in the centre of Australia's finest snow sports area. The snow is suitable for skiing for five months of the year, and there

London Ladies Book for Central Australia

THE first bookings for the winter tour to Central and North Australia were completed last week when two ladies from London cabled their acceptance of a 28-day tour from Sydney and return.

BEGINNING their journey in Sydney on July 17, they will travel by rail via Melbourne, Adelaide and Oodnadatta to the rail head at Alice Springs.

From Alice Springs, the tour will be continued northward by motor car paralleling the overland telegraph line as far as Tennant's Creek, 320 miles from Alice Springs. On return to Alice Springs, the party will travel due west to Hermannsburg Mission Station and Palm Valley, one of the show-places of Central Australia.

Altogether, 17 days will be spent in Central and North Australia. The party will sleep out of doors.

The all-inclusive price of the tour from Sydney and return will be £100 and from Melbourne £76. Additional tours listed for the coming winter season will commence from Adelaide to Central Australia on August 3 (£47/10/-) and to Darwin on August 3 (£67).

Morkalla's Challenge

NOW that the claims of eight class stations for victory in the Highest Revenue Stakes have been settled, Travelling Stationmaster H. J. Lennon, of the Morkalla line, prepared to back the performance of his stations last year against the record of any other stations "up to 7 class."

Revenue from the Morkalla stations for 1932 was £61,577. December's earnings were more than £6,000 ahead of that month's total in 1931.

Mr. Lennon points out that he supervises 11 stations scattered along 59 miles of line. On his heaviest day he discharged 19 tons 7 cwt. in goods. "Can recommend this job," he says, "for anyone who wants to get a practical insight into all phases of railroading—and also weight-reducing!"

are some magnificent runs for expressiers—some of them miles in extent. Renovations are in progress at the hospice and it is expected that, under railway administration, Hotham Heights will be developed into a very popular winter resort.

NEW SUBURBAN TIMETABLE

Featuring the many alterations which have been effected in the services in the last issue, the new suburban timetable folder will be available early in the month.

Scheme to Group Rail Storehouses

OTHER important reorganisation schemes are taking place in the Stores Department, the object being to group the principal railway storehouses together in a convenient and readily accessible to the Newport and Spotswood workshops and the Newport power house, which are the principal consumers of departmental stores. The amalgamation at Spotswood of the W. and W. workshops and Newport shops has hastened this develop-

PORTION of the Newport building formerly occupied by the Signals and Telegraph divisions as workshops will, in future, be the new home for the oil, cement and bulk storehouses which were, until recently, housed in Spencer-street at the foot of Lonsdale-street.

The following principal storehouses the Department will then be concentrated within a comparatively small area: Spotswood general storehouse, Spotswood workshops, Newport workshops, the oil, cement and bulk storehouse, Newport power house, Reclamation depot and the permanent way materials depot.

Many advantages will result from the concentration of stores activities.

Workshops storehouses need no longer hold numerous articles of material in stock which were previously required because of the distance between the workshops and other storehouses. Supplies will be available from general storehouses, equipped with all material, almost at a moment's notice, thus

avoiding the duplication of general stock items at several scattered points.

A further advantage will be the practicability of loading trucks for direct despatch to the various country workshops and country depots, eliminating the transfer of these consignments at the Melbourne goods sheds. It will be possible, too, to load a truck partly at, say, Newport and then in an orderly way complete the loading at other storehouses in the vicinity.

In addition, more efficient working will be secured by the installation of modern handling appliances at the new oil, cement and bulk storehouses.

The scheme involves the demolition of one of the earliest railway buildings at Spencer-street—the old general storehouse at the foot of Lonsdale-street.

Although erected more than 50 years ago, this building retains a considerable amount of material which will be serviceable for many more years. Galvanised iron and flooring and bearers, consisting of well-seasoned oregon, kauri and red gum will be pressed into active service elsewhere.

Portion of the timber and iron will be retained for the erection of a receiving depot and electrical depot storehouse, at the rear of the site of the demolished building, where contractors will continue to deliver their goods and materials for subsequent distribution by rail to Spotswood and other important centres.

£1,000,000 Relief Works in Hand

THE recent grant of £320,000 by the Government from unemployed relief funds, the total expenditure on the railway relief works approved in July last now exceeds £1,000,000. Contributions from relief funds total £1,000,000, the balance being found by the Government.

THE approved schemes involve a wide range of essential betterment work in many parts of the country and will afford employment the equivalent of approximately 12 months for 12 months. As the total employment is limited to 12 months in the country and two months in the suburban area, the number of men who will actually be employed will be much greater.

The bulk of the expenditure will be incurred on work in the country and extensive track regrading work has been planned. The balance is being expended in the suburban area on track improvement work and cleaning and draining pits at stations.

The most important individual item is the regrading of the track between Ararat and Glenorchy upon which it is estimated £120,000 will be expended and employment ultimately found for nearly 1,000 men.

On this section, the existing grades over a number of stretches are a hindrance to the economical working of heavy wheat trains from the Wimmera to the seaboard. Loads of 1,000 tons are, under present conditions, hauled by one "A" class locomotive from Murtoa to Glenorchy, where another "A" class locomotive is attached to assist in taking the train as far as Staveland. The double-headed load is then pushed out of Staveland with the assistance of the yard locomotive.

The load is finally taken by the two locomotives to Ararat, where it is increased to 1,130 tons and hauled to Geelong, via Maroona, by one "C" class locomotive.

The completion of the regrading work will eliminate not only the use of double-headed trains and the delays inseparable from the operation of attaching and detaching assisting locomotives, but will enable loads of 1,130 tons to be taken from Murtoa to Geelong by the use of one locomotive—a "C" class—assisted out of Staveland for a short distance by the yard locomotive.

BANANA PROBLEM

THE recent appointment of an additional investigator to the staff of the Council of Industrial and Scientific Research is another step in the long campaign to solve the problems surrounding the transport of bananas which, more than any other fruit, are susceptible to variations in climatic conditions.

ON the long rail journey from Queensland to the southern States, the bananas are apt to deteriorate if any pronounced fluctuations in temperature are experienced.

Experts frequently travel with consignments of bananas noting the reaction of the fruit to the temperature changes en route, while occasionally ingenious instruments, which automatically record the varying temperatures, are placed in the cases of fruit.

Briefly, the trouble is twofold—overheating in summer and chilling in winter. To counteract these influences on the journey from Albury to Melbourne, louvre trucks, permitting of air currents, and "I" trucks, covered with tarpaulins, are specially allotted for banana transport.

More Poster Boards

COUNTRY municipal councils are now being asked to co-operate with the Department by accepting, for exhibition in their offices, posters featuring special and altered train services, fare concessions and similar railway publicity.

This medium of publicity, supplementing as it will the Departmental poster boards at stations, should prove a valuable one, as at many places the railway stations are some distance from the main business centres and consequently the local people are not always fully informed of any special rail-travel matters.

Of the 160 councils who have been approached, more than 100 have, up to the time of going to press, signified their willingness to co-operate.

Negotiations are also in progress with the Postal Department with a view to circulating posters for exhibition at country post offices throughout the State.

"Wool Week" Tour

Itinerary of the two cars of the Better Farming train which will be on tour this month in support of the Wool Week Campaign:

Birregurra May 15, Coiac 16, Camperdown 17, Terang 18, Warrnambool 19, Hamilton 22, Ararat 23, Staveland 24, Murtoa 25, Horsham 26, Dimboola 28, Kaniva 29, Nhill 30 and June 1, Beaufort 3.

Sydney Cheap Excursion

Approximately 500 people travelled to Sydney by the two cheap excursion specials which were run on April 7. Total revenue derived was more than £2,000.

Personal Postscript—

A—Way!

THE news that Staff Clerk Dave Way, of the Way and Works Branch, has retired after 46 years' service will set many thousands of tongues wagging reminiscently between the Murray and the sea, for the genial hearted veteran was one of the best-known railwaymen in the service. He spent all but two years of his long career in the Way and Works branch, transferring after a short term as booking clerk at Stawell. Sixteen years at Flinders-street preceded his 25-year term in the Staff Office, which he joined in 1908. Sixteen years later he was appointed Staff Clerk. Right throughout his career, he was a helper of lame dogs over stiles, and no deserving cause ever lacked his enthusiastic support. Perhaps his most notable charitable work was on behalf of the Lord Mayor's Fund, when he obtained special leave of absence, and toured the country on behalf of the Queen of the Railways. His former associates have tendered him a smoke-night, and later there will be a presentation of a more general character. The women office cleaners in head office could not let him go without arranging a special function in recognition of the kindly consideration which he had always extended to them. His friends say that an added pleasure in his retirement would be the 1933 premiership for Carlton football club of which he is an ardent supporter. —H.D.B.

Decade at Ouyen

THE transfer of Operating Porter Wally Evans to Clyde deprives Ouyen of one of its most popular citizens. He was actively associated with all local social and sporting affairs, and was farewelled at a special function arranged by the district residents, who presented him with a wallet of notes. His departure leaves a vacancy for a captain in the local railway cricket team, the members of which intend giving Wally a memento of his services to the club. He joined the Department in 1923, and spent the whole of the first decade of his service at Ouyen station. —A.H.

May Birthdays

GUARD H. Fisher of Maryborough, on the first; Rolling Stock Accountant W. J. Bustelli, Ganger R. J. James of Warragul and Lighter-up J. Headland of Benalla, on the second; Discipline Board Chairman H. W. Clark and Distribution Engineer W. Steiger, on the third; Jack Barrie and Fred Fewster of the Transportation Despatch, on the fourth; Driver Jack Clarke of Heidelberg, on the fifth; Signalman W. W. Ferguson of Kensington, on the sixth; Chairman of Commissioners Harold W. Clapp and Ganger T. Doran of Bendigo, on the seventh; Shunter A. J. Miller of Melbourne Yard and Fireman J. H. Bagley of Wodonga, on the eighth; S.M. Dick Stanistreet of Maffra, on the ninth; Porter W. P. Byrne of Warrambool, Leading Shunter R. E. Hayden of Dandenong and Fireman F. G. Blake of Portland, on the 10th; Goods Guard F. G. Brown of Ballarat, on the 11th; Bruce Longfield of the Traffic, on the 12th; Works Foreman R. Syme of Bendigo, Workshops Manager Harry James of Jolimont and Yard Foreman J. O'Dea of Melbourne Yard, on the

13th; Driver A. Lambden of Seymour, Works Foreman W. Pullen of Geelong, Guard J. S. Reece of Korumburra and Stationmaster J. R. Dempster of Moriac, on the 14th; Guard S. Craig of Tallangatta, on the 15th; Passenger Guard J. P. Cape of Wodonga and J. D. Laird of the Stores, on the 16th; Special Officer Ern. Hawken of the Traffic and Enginemen's Instructor Ted Burrell of North Melb. Loco., on the 17th; Clerk Joe Maher of Dandenong, on the 18th; Works Foreman H. Wilson of Wangaratta, on the 19th; Packer W. R. Checucci of Bendigo, on the 20th; Guard Frank Woodford of Ballarat, on the 21st; Yard Foreman Alex Robinson of Melbourne Yard, J. A. Mactaggart of the Accounts branch and Norman Opie of the W. and W. staff office, on the 22nd; W. and W. Shops Manager P. R. Leslie, Driver C. W. Bullock of Bendigo and Signalman J. V. Smith of Spencer-street, on the 24th; Station Director H. Kidd of Spencer-street, on the 25th; Les. Timewell, secretary to the Chairman, on the 27th; Yard Foreman Jim Darcy of Bendigo and W. and W. Engineer J. J. Montgomery, on the 28th; Overhead Supt. G. S. Scott, on the 29th; Asst. Engineer W. J. Uren of the W. and W., on the 30th; and Driver T. A. Williams of Traralgon, on the 31st. —A.L.

Pass King

ILL-HEALTH—of brief duration, his many friends hope—has caused the retirement of Mr. Alex. Macdonald, of the Secretary's branch, whose association with the Department began in 1889 when he was located at Ballarat, succeeding later to the position of stationmaster's clerk under the late John Wother- spoon. In 1900, his copper-plate penmanship led to his selection as a *precis* writer on Secretary's files which was the practice until a little more than a decade ago. He was subsequently in charge of the Pass division of the branch. He leaves the service as his son, D. L. Macdonald, formerly an engineer in the Electrical Engineering Branch, commences his special training at Ballarat for the position of district superintendent. Had father remained in the service until his 65th birthday, he would have had the distinction of being the only Victorian railwayman whose son was working with him in the service as a district superintendent. —B.

Photo. Artist

AS one of the three judges who selected the photographs in the current International Photographic Exhibition in Melbourne, Railway Photographer W. Howieson was called upon to review and appraise, critically and artistically, more than 400 entries representing every branch of photography, and submitted by leading photographic artists, not only throughout Australasia, but also in England, Canada, India, U.S.A., Italy, Belgium, Spain, Portugal and Czecho-Slovakia. Several of Mr. Howieson's own private photographs were chosen for the Exhibition by his fellow-judges. In his rambles with the camera, Mr. Howieson has taken pictures in practically every corner of Australia, and his photographic skill and artistry have furnished the Victorian railways with the most comprehensive collection of Victorian scenic pictures in the State. —J.S.

Au Revoir

OFFICERS of the Melbourne Yard, Mr. Supt.'s division and Head Office of the Railways Institute on a recent Saturday evening to say "Au revoir" to Mr. T. W. Cox, Supt. of Goods Train Service, whose retirement from the service after 50 years' service was mentioned in last month's *Letter*. The guest was presented with a wallet of notes as a mark of esteem and affection, and all speakers made reference to sterling qualities as an administrator and a man. A feature of the evening was the musical program arranged by Mr. Wother- spoon.

Celebrated

ROY GORDON of the Secretary's branch celebrated his marriage last month, securing his degree of Bachelor of Commerce at the University. At the age of 26, he was privileged to add B. Com., A.F.I.A., to his name, the latter distinction being obtained in 1921, when he qualified as an accountant. He was also gazetted as a captain in the reserves on his wedding day. Roy has been a railwayman since 1922, when he joined the Electrical Engineering branch, coming to the Secretary's branch in 1926.

Last Mile Post

JOHN MELLIAR COLES

WITH the recent death of Mr. J. M. Coles, former Superintendent of Station Services, yet another link with early railroading in this State has been severed. He was employe of the Hobson's Bay Company, where he joined in 1876, and transferred to Government railways when the Company relinquished control.

He was a clerk for six years and was stationed at Richmond at a time when the railway was on the level of Swan-street. In 1882 he was appointed stationmaster at Box Hill, subsequently joining the relieving staff. Fifteen years of relieving work took him to many parts of the State, and he had a term as Chief Passenger Clerk at Ballarat. His standing ability won him the post of District Clerk of the Transportation branch in 1907, and upon the retirement of the late Mr. C. Barber, he stepped into the position of Superintendent of Station Services from which he retired in 1923, thus completing 47 years' railway service.

An active worker in the cause of cricket, Mr. Coles was also untiring in his efforts to promote a closer social contact between railwaymen, and was one of the promoters of the annual cricket matches which were held for many years between head office and relieving staff.

There was a representative gathering of the funeral, including many leading officers of the Department, as well as former associates who had retired from the service.

Himself the son of a stationmaster, Mr. Coles has left a widow and a family, to whom are employed in the Department.

JAMES J. SMITH

ANOTHER old railway pioneer who just retired from the service. He was a well-known and popular figure in the Melbourne goods sheds, and had had experience as guard in the Queensland railway service.

The circumstances of his marriage were romantic and unusual. He had left Queensland in April, 1873, at exactly the same time as his future wife (Miss Margaret Coles) had left Scotland for New Zealand. Mr. Smith later visited New Zealand with his brother and met Miss Connor who became his wife, while his sister married Miss Connor's brother.

The *V.R. News Letter* is issued monthly by the Victorian Railways Commissioners to railwaymen in the service. Personal papers and other brief succinct contributions should be addressed to the Editor, Betterment and Progress Board, Head Office.

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The V.R. News Letter

June, 1933

Issue No. 33

Cushioned Rail Comfort



Comfortable cushions may now be hired by passengers on the expresses between Melbourne and Adelaide—1/- for the journey.

Train Conductors Act as Census Takers

PASSENGERS and train crews on long-distance trains travelling at midnight between June 29—30, will not escape the questionnaire of the general census.

On the 4.30 p.m. Melbourne—Adelaide, 4.30 p.m. Adelaide—Melbourne, 4.45 p.m. Melbourne—Port Melbourne, and 8.30 p.m. Mildura—Melbourne trains, the conductors will be equipped with the powers of census takers, and will distribute the census forms to all persons aboard the trains at midnight.

Newport "B" on the Job

AFTER being idle for some months, Newport "B" power station is again in operation supplying electricity to the metropolitan area.

Built by the State Electricity Commission Newport "B" is in fact an extension of the larger Newport "A" traction power station. It is operated by the railway staff, and supplies power for industrial purposes.

C. R. BRADISH JOINS VIC. RAILWAYS

From 200 applicants, Mr. C. R. Bradish has been selected to fill a vacancy in the literary section of the *Betterment and Publicity Board*.

MR. BRADISH has had a brilliant and versatile career, and as a writer and critic his crisp, sparkling and arresting style has won him high regard in literary circles overseas as well as in Australia.

Victorian-born, he started his career in the Melbourne office of the Sydney "Bulletin" and was later connected with the Melbourne "Punch," as associate editor and art editor, and with the Melbourne "Herald" and "Table Talk" as special writer.

He visited England in 1930 and returned home through the United States of America, contributing special articles to the leading papers in both countries. Since his return he has done extensive free-lance work, and was editorial writer and art editor on one of Sydney's evening dailies.

Mr. Bradish is also a successful short-story writer and black-and-white artist.

He will take up his new duties early this month.

MR. RICHARD HUGHES will continue to act as Assistant Publicity Officer, which position he has occupied since the appointment of Mr. H. C. Fenton as London representative of the Australian National Travel Association in 1929.

Heaviest Train Yet

ALL records for heavy goods trains in Victoria were broken when 75 trucks, with a tonnage of 1598, were hauled by two A2 locomotives from Benalla to Seymour recently.

Many of the trucks, needless to say, were equipped with automatic couplers,

LOADING of the train comprised chiefly wheat from the Yarrawonga—Oaklands line.

On arrival at Seymour, it was possible, as a result of systematic marshalling at Benalla, to detach the front portion of the train, comprising 1107 tons of wheat, and immediately despatch it direct to Williamstown for shipment overseas. It was hauled by one C class locomotive, assisted by an X class as far as Wallan, this being the first occasion upon which a wheat train had been double-headed in Victoria with locomotives of these classes.

Test Car's First Run

THE first of a series of tests by the dynamometer car, owned jointly by the Victorian and South Australian railways, has just been completed, and Rolling Stock engineers are now closely collating and examining the results. Meanwhile, the car has returned temporarily to South Australia.

JOURNAL resistances of various types of trucks under summer conditions were determined between Donald and Ouyen, while between Melbourne and Bendigo the car was used on goods trains to determine locomotive performance and other characteristics, such as draw bar tractive effort speed curves, over-all locomotive efficiency, and various other locomotive features.

The tests occupied 12 weeks.

The information gained from the tests by a dynamometer car is of great value in studying the designs of various classes of locomotives and assessing economic loads and timetables. In the absence of such a car, the fixation of train loads must be done on a trial-and-error basis without facility for checking fundamental assumptions.

As a corollary to its primary function, the car can also be used for determining tractive resistance of various classes of rolling stock, under different operating conditions, for drawgear and braking tests, and for checking the economic value of regearing proposals and of locomotive accessories, such as boosters, feed water heaters, mechanical stokers and the like.

Wool Rates Cut 25 p.c.

AS a result of the Government's decision to reduce wool freights by 25 per cent., more than 800 separate calculations must be made by the staff of the General Passenger and Freight Agent to effect the various alterations in all the mileage rates per ton.

A "G.R.," embracing all these alterations, will be issued to stations and goods offices when the Governor-in-Council has formally approved the new by-law.

The following comparison contrasts the new Victorian rate with those of other systems, based on the average Victorian haul of 148 miles for 1931—32:—

W.A., 44/2 per ton; Vic., 48/-; N.S.W., 55/6; S.A., 64/10; Commonwealth, 64/10; Q., 82/-.

Electric Trains on the Pier

Electric trains began running on the Station Pier, Port Melbourne, last month.

The Month's Topic

The Cut in Wool Freights

THAT the matter of a 25 per cent. cut in rail freights on wool, announced last month, was one of policy for consideration by Cabinet was emphasised by the Minister for Railways (Mr. Menzies), when he pointed out that any loss resulting from the reduction must be made good by the Treasurer.

Prima facie, the loss in revenue by the substantial reduction in wool rates should be something over £50,000, but Mr. Menzies hopes that it will be the means of arresting the drift of wool traffic to the road, and probably of recapturing some of the diverted business.

Mr. Menzies said that Cabinet had given some consideration to the question of freights on primary products generally, but at present the finances would not permit more than a reduction on wool. It was perhaps not clearly understood that in some of the largest items of railway traffic, it was not possible to increase the business by reducing freights. For example, all the wheat moved was transported by rail, and a reduction in wheat rates therefore would not get any more big business. It would therefore be apparent that a reduction in wheat freights by 25 per cent., while perfectly justifiable, and indeed reasonable, on logical grounds, would involve a net loss in revenue of £250,000, which the Treasurer, having regard to the present state of the finances, was in no position to provide.

Live stock was another item that would naturally suggest itself as calling for a reduction, but again he must point out that there was very little loss of business on live stock, and a reduction of 25 per cent. in the rates would involve the Treasurer in the provision of approximately £140,000.

At the moment, therefore, the Government was reluctantly compelled, through sheer financial necessity, to limit the reduction to the one item which was financially manageable and in relation to which a reduction of freight would definitely assist the railways and preserve its business.

A Railway Scrapbook

"Queer things done
Where railways run."

Killed by Hidden Pistol

Death in the line of duty—but in a most unusual form—recently befell W. H. Roberts, veteran Illinois Central railway guard, (U.S.A.).

He was shot in the left lung by a pistol stored in a trunk he was handling on a train near Manchac.

Heel-ah and Ah-ho

Easterners going west for the first time in America, have never been known to pronounce correctly the names of two terminal cities on one of the Southern Pacific's feeder lines in Arizona.

These cities are Gala and Ajo, the first pronounced Heel-ah and the second Ah-ho.

One Way to Meet the Girl

Arthur Whipkey, of Uniontown, Pa. (U.S.A.), decided the other night that he would drive over to his girl's home in a steam locomotive.

The railway staff at the local depot of the Baltimore and Ohio Co., finally convinced him that stealing a locomotive is not permitted, but not until Arthur had derailed one locomotive and made valiant efforts to remove another from the round house.

Direct Wheat Haul

THE practicability of running heavy wheat trains through from Donald to Geelong without disturbing the loading *en route* was successfully demonstrated last month, when a 52-truck train covered the journey of 166 miles in approximately 12 hours.

The load of 1100 tons, consisting mainly of wheat, was hauled by two C class locomotives over the heavy grades to Ballarat, where one C class, with another as banker, took the load to Warrenheip, from which point one C class locomotive alone completed the journey to the seaboard at Geelong.

Many of the trucks were equipped with automatic couplers.

Hitherto, a similar load was railed in three stages—Donald—Maryborough, Maryborough—Ballarat, and Ballarat—Geelong—necessitating the changing of locomotives and a considerable amount of additional marshalling of the trucks at Maryborough and Ballarat.

The test definitely established an avenue for increasing the ton miles per engine hour in traffic service, which is the all-embracing figure and the measuring rod of goods train operation.

The third annual Buffalo Chalet Cabaret Ball will be held at Wattle Path Palais, St. Kilda, on July 11. Tickets, obtainable at Tourist Bureau, cost 12/6.

THIS CENSUS HABIT

ON Sunday, July 2—two days after the Commonwealth takes its national census—the Victorian Railways will take a Departmental "census" of all rolling stock and road motor vehicles and of all wheel axles, screw couplings and link chains.

* * *

Sunday is always chosen for the railway count—which is a three-year and not a ten-year job—because it is the one day when practically all of the rolling stock is idle, and therefore more readily available for accurate checking.

* * *

The present registered population of the V.R. rolling stock family is 24,189 vehicles.

Train Stop Costs 5/-

Every time a steam train is stopped at a signal, 5/- is added to working expenses without any corresponding advantages in revenue.

THIS figure represents a number of items, principal of which are:—

1. The wear and tear on brake gear and tyres.
2. The possibility of the boiler blowing off steam because the engine men have not been prepared for the unexpected stop—this represents a loss of fuel and
3. The additional amount of fuel necessary to restart the train and to attain what would have been the normal momentum at that particular point.

There is also the possibility that passengers or freight will be delayed by the first delay affecting the scheduled crossings with other trains and thus resulting in a series of delays along the line.

New Plant for Mine

EXTENSIVE modifications are present being effected to the power station at the State Coal Mine, Wonthaggi.

This mine is probably more highly electrified than any other coal mine in Australia, and the new plant which being provided should result in considerable operating economies.

WONTHAGGI State Mine is supplied with electricity from its own power station, which incidentally, also supplies power to light to the town.

The present modifications include the substitution of a modern turbine for two of the 20-year-old engines. This turbine has a speed of 5,000 r.p.m. per minute, compared with the speed of 333 revs. of one of the old engines.

Eight venerable Lancashire boilers are being replaced by two water-tube boilers of modern type, equipped to burn duff coal in pulverised form.

New coal handling plant and bunkers will also be provided.

King's Birthday Mystery Hike

Another mystery hike will be conducted by the Government Tourist Bureau on King's Birthday holidays.

Reducing the Number of Districts

the completion of a further important reorganisation, the number of areas controlled by Victorian district superintendents has been reduced. A few years ago there were seven. A lessening of overhead costs is achieved by this policy, the objective is improved co-ordination of effort in general, and control of goods traffic in particular.

The greatest advantages are expected to accrue from the placing of the Wimmera lines under the control of the district superintendent of Geelong, as the goods traffic, especially during the busy grain season, will be controlled in one district.

Formerly, practically all the traffic from the Wimmera was transferred for portion of the journey to the Ballarat district as far as Ararat, where it was railed *via* Maroona to the Geelong district under the control of the district superintendent of Geelong.

The traffic will be subject to the permission of the entire journey, permitting of continuous train movements being made by the one superintendent, as the Ararat to Serviceton and branches radiating therefrom will be transferred to the Geelong district superintendent.

Formerly, the Balranald and Deniliquin lines have been transferred from the Bendigo district to the Seymour district as the bulk of the traffic from

these lines is railed to Melbourne *via* Echuca and Toolamba.

The route mileages under the control of the various district superintendents will now be:— Seymour, 912 (addition of 165); Bendigo, 877 (reduction of 27); Ballarat, 851 (reduction of 532); Geelong, 1206 (addition of 394) and Metropolitan, 871.

An important feature of the re-arrangement of the districts is that the opportunity has been taken to make the transportation, rolling stock and

Naming V.R. Stations

POREPUNKAH

TWO accounts are given of the origin of this name.

The more commonly accepted is that it is derived from a native name of somewhat similar pronunciation signifying "meeting of the waters," and having reference to the junction of the Buckland and Ovens rivers.

The other account is that an Indian Officer arrived in the locality with a party of gold-diggers during a severe storm and coined the name from two Hindoo words—"pore" and "punkah," meaning "wind" and "blower."

way and works districts co-terminous, as a result of which the position of district rolling stock superintendent at Maryborough has been eliminated. In future, the Ballarat officer will have the Maryborough depot under his supervision.

Heaviest Fruit Traffic in History

The just-closing Victorian export of the railways' existing stock of apples and pears were continuously in service during the heaviest fruit traffic in history. More than 1,750,000 cases of fruit—apples and pears—have been

of Fort Melbourne—on one occasion six vessels were simultaneously loading and unloading at the two piers which, Stationmaster A. J. Robert says, was a record for the station. More than 800 trucks were unloaded and loaded in three days, over 450 of them containing fruit for shipment.

Harcourt was outstanding among the stations from which fruit was despatched. Between February 13 and April 30, 506,000 cases of apples were railed from that station alone, 376,000 being for export and 130,000 for local and interstate markets. In one day, no fewer than 16,500 cases of apples were loaded at Harcourt for which 33 trucks, with a gross tonnage of 667, were needed.

New Rolling Stock Chief and His Assistant

IN the comparatively brief period of 25 years, Mr. A. C. Ahlston, the newly appointed Chief Mechanical Engineer, has risen from Newport apprentice to branch chief.

He has been in turn asst. engineer, engineer, actg. Supt. of Loco. Supplies, technical adviser to the C.M.E., Engineer of Tests, and asst. C.M.E., and has thus a thorough grasp of the activities of his big branch.

FISHY SUBJECT

WHERE do the Mt. Buffalo trout in Lake Catani go in the winter-time when the water freezes?

Being at heart deeply humane, we got worked up about the fate of the fish last month, and put that question to Mr. F. Lewis, Chief Inspector of Fisheries and Game.

He replied that the trout don't go anywhere. They just live, move and have their being in normal trout fashion in the water under the ice. What they think of the noise that goes on overhead when skaters sit down heavily on the artificial roof isn't known, but the colder Catani gets the better they like it, because the content of oxygen in the water is increased.

So ideal are the conditions, in fact, that the Lake is re-stocked at the beginning of winter each year. On one occasion it was necessary to break a hole in the ice to liberate the yearling trout in the water.

Ice Bunkers for FMT's

WHEN the work of installing ice bunkers in the remaining six-wheeled insulated "FMT" trucks is completed, there will be 48 additional wagons of the refrigerator type available for service during the summer months.

THESE vehicles were originally constructed for the conveyance of frozen meat. With the addition of ice bunkers, however, it will be possible to use the converted trucks, along with "T" refrigerator trucks, for the carriage of such highly perishable commodities as butter, cream, cheese, rabbits, and so on.

The converted trucks will differ from the existing "T" trucks, in having ice bunkers at both ends of the vehicles instead of an ice tank along the ceiling of the truck. The installation of the ice bunkers at the ends of the trucks is an important innovation as it lowers the centre of gravity appreciably.

The work of installing the ice bunkers is being carried out as the "FMT" trucks pass through the shops for conversion to automatic couplers, during which time they will also be altered from six to four-wheels to improve their riding qualities and stability.

The Supt. of Goods Train Service, whose staff planned and directed the whole of the transport operation, paid a warm tribute to the efficiency, co-operation and teamwork displayed during the conduct of the carefully-planned railway movements. Fifty overseas vessels from Melbourne and Victoria loaded with primary produce for Liverpool, Hull, Glasgow, Hamburg, and the railway organisation worked so well that every vessel was strictly to time.

Directed by Departmental circulars, and set out the days of loading, the shipping ports, the shippers' and the quantity of fruit for each boat, the staff at the originating station concentrated closely on the loading and despatch, and continuously organised goods trains which brought the trucks alongside vessels in overseas port order.

Of the 50 overseas vessels that left Melbourne, 30 were loaded at Melbourne. There was a continuous flow of trucks in and out

PERSONAL POSTSCRIPT

We Find Australia

CHARLES H. HOLMES, formerly chairman of the **Betterment and Publicity Board**, and now **Director of the Australian National Travel Association**, has just had his book "We Find Australia" published in London. Describing in lively and entertaining style the author's vivid impressions of Australia's unique tourist features, gained largely during a round-Australia tour last year by rail, car, steamer and aeroplane, the book has won the enthusiastic handclaps of literary critics both here and overseas, and has already run into its third edition. Many remarkable pictures of tropical and outback Australia are included. Although primarily intended as a means of supplementing the Association's extensive publicity campaign overseas, the book should make a strong appeal to all Australians who wish to know more about their own land. Incidentally, we liked the story of the recently arrived monk at New Norcia (W.A.), a Spaniard who, struggling with the idioms of an unaccustomed tongue, laid down the precept: "To love God is good, but not to love God is crook."—H.D.B.

Three of a Kind

PROMINENT in League football administration this year will be three Victorian railwaymen—**Dick Mullaly**, of the Melbourne goods, and **Stan Thomas**, of the Signals division, have been re-appointed secretaries of the South Melbourne and Footscray clubs, and **Jack Lord**, of the Transportation branch, will for the first time occupy a similar post with the St. Kilda club. **Dick's** executive experience and active participation in the game as a South player for many years has led to his appointment as one of the three selectors of Victoria's team to play in the Australian Football Carnival in Sydney later in the year. Incidentally, the *News Letter* recalls that it was able last season to publish the names of 18 Victorian railwaymen, each of whom was playing with a League team. —N.M.B.

Holding the Ball

ANOTHER railwayman actively associated with Victorian League football is **Bill Blackburn** of the Accounts branch. He is for the fifth season a field umpire. He had umpiring experience with the Association before coming to the League, and was for some time president of the Umpires' Association. This year, his fellow-umpires in the League, have paid him the compliment of electing him as their president. **Bill** also takes an enthusiastic interest in ambulance work. He is the leader of the Accounts branch Corps No. 1, which has won the State railway championship on two occasions and has also represented the V.R. in the Australian championship events.—M.B.B.

Railwayman Writes Book

—New Staff Clerk
—Football Identities

Colac Identity

POPULAR shedman **Tom MacTaggart** who recently retired at Colac, joined up as a porter at Geelong in 1889. He had a four-year term at Creswick, and a 12-year term at Horsham as shedman. Finally he went to Colac, 23 years ago. He was one of the best-known men in the district, and a most valued railwayman. Farewelled at the Colac Railways Institute, he was presented with a wallet of notes by local citizens and fellow-railwaymen.—P.J.N.

Moves East

AFTER 13 years at Ballarat, nine of which he was district supt., **Mr. T. H. Maddern** has, under the rearrangement of divisional areas, assumed control of the north-eastern district. **Mr. Maddern** started in the Melbourne goods sheds and moved to the staff of the Supt. of Goods Train Service in 1903, remaining there for 17 years. He was transferred to Ballarat as train running officer in 1920, and four years later became district supt.—at that time the youngest railwayman ever to be appointed to such a position. **Mr. Maddern's** predecessor, at Seymour, was **Mr. G. Rogers**, who is now district supt. at Geelong.—F.G.L.

New Staff Man

JACK NORRIS is succeeding **Dave Way**, just retired, as **W. and W. Staff Clerk**. The whole of his 35 years' service has been spent in that branch, which he joined at Ballarat, under Supt. **Clark** in 1898. Transferred to **Spencer-street** in 1901, he later began a long association with Engineer of **Way E. H. Ballard**, which continued when the latter was appointed Chief Engineer of **Way and Works**. **Jack** has been in the Staff Office since 1921.—Q.M.

June Birthdays

REPAIRER T. E. BOYLE of Lubeck, on the first; **Blacksmith E. L. Conquest** of Spotswood, on the second; **Chas. Mullany** of the Better Farming Train, **E. E. von Bastian** of Room 9, and **Depot Foreman J. A. Gordon** of Flinders-street, on the third; **Trans. Staff Officer R. McClelland**, **Actg. Asst. Dist. Supt. C. Wadelton** of Ararat, on the fourth; **Phil Maynard** of Trans. branch, on the fifth; **Driver W. Ludge** of Korumburra, on the sixth; **R.S. Staff Clerk Tom Coulthard**, **W. and W. Engineer A. K. Bartel**, **Les. Barrett** of Room 2, **Auditor of Revenue D. H. Falconer**, **Bonding Foreman W. C. Pain** of Flinders-street and **Guard J. G. Dick**, of Flinders-street, on the eighth; **Boilermaker R. C. Bydder** of Newport, on the ninth; **Guard P. H. Ross** of Melb. Yard, **Tom Sullivan**, **Asst. to Metro. Supt.**, and **Train Examiner J. Robertson** of Maryborough, on the 10th; **Goods Guard C. D. Elliott** of Melb. Yard, on the 11th;

WHAT IS A RAILWAY

PERHAPS you think you know what a railway is? You do. We thought we did.

Until we read this recent leaflet definition by the August Supreme Court of the Republic of Germany.

Take a deep breath, hold your nose and read briskly:

A RAILWAY is an undertaking suited for repeated movement of persons or things over entirely inappreciable stretches of distance, on a metal basis which, through its consistency, construction smoothness, is arranged to permit possible transportation of heavy weight or the attainment of a relatively high speed of transportation, and through this characteristic, together with natural forces further utilised to effect the transportative movement (such as electricity, muscular activity of animals or humans, and also with appropriate use of the roadbed, the own weight of the transporting container or its contents) is capable of producing an effect in connection with the operation of the undertaking on the same."

Periodical Tram Tickets

Periodical tickets for passengers on the Brighton-St. Kilda street railway will be available shortly.

Depot Foreman W. M. Ross and **Yardman J. Muller** of Geelong, and **Porter Jackson** of Benalla, on the 12th; **R.S. S. A. Rosier** and **Boilermaker R. A. O'Farrell** of Traralgon, on the 13th; **Advertising Officer G. P. Mulcahy**, on the 14th; **Chief Special Officer J. McDowell** and **P. G. Ballantine** of Seymour, and the **Porter S. J. Ely** of the Metro, relieving on the 16th; **Book-keeper W. H. Treloar** on the 17th; **Fireman W. H. Caspary** of Maryborough, on the 18th; **Ldg. Cleaner C. H. Pevitt** of Benalla and **S. E. S. Adams** of Benalla on the 19th; **Wks. Foreman A. F. Caven** of Benalla on the 20th; **W. and W. Asst. Engineer Arthur Goudy** and **Guard Jones** of Donald, on the 21st; **Station W. H. French** of Huon, on the 22nd; **Guard A. R. Howlett** of Geelong, on the 23rd; **Works Foreman W. J. O'Connell** of Maryborough and **Porter T. B. K. Gorae**, on the 24th; **Bill Brandy** of Benalla and **Asst. Claims Agent P. A. Fankler**, on the 25th; **Reg. Wetherspoon** of Bureau, **Railmotor Engineer T. O. P. Fitter C. K. McKay** of Benalla, on the 26th; **Prosecuting Officer J. Hennessy**, **C. P. of Geelong**, **Ldg. Shunter C. Rudd** of Yard and **Sig. Supervr. L. Tarrant** of Warragul, on the 27th; **Signalman R. W. Warragul**, on the 28th; **Guard E. C. Ballarat** and **Signalman H. W. Bendigo**, on the 29th; **Actg. Chas. Fowler** of B. and P. Board, **actg. Asst. working Officer C. McIntyre**, **Pack Trimmer T. P. Regan** of Traralgon and **Foreman W. J. George** of Maryborough, on the 30th.—A.L.

The V.R. News Letter is issued by the Victorian Railways Commissioners, a railwayman in the service. Personal notices and other brief succinct contributions addressed to the Editor, Betterment and Board, Head Office.

Wholly set up and printed in Australia by the Victorian Railways Printing Works, 100, Flinders-street, North Melbourne, for the Victorian Railways Commissioners.

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The V.R. News Letter

July, 1933

Issue No. 34

Mr. Menzies' Tribute

A foreword to the illustrated brochure "A Record of Achievement," which was issued by the Railways Department last month and which reviews rail progress during the past decade, the Minister of Railways (Mr. G. Menzies) pays the following tribute to the V.R. service:

THIS record has been written and published on a suggestion made by me.

I have learned many things from an extensive professional and political experience of the Victorian Railways and intimate association with them during the last twelve months as Minister. Among them I have discovered that the Victorian public is justifiably critical of its railways, that it is sometimes unfair in its criticism, that such unfairness proceeds not from malice but want of information.

Generally, I have no doubt that the Victorian Railways are managed with ability and commendable zeal, and that they are staffed by a body of men possessing a high average level of efficiency. It is a fundamental error to assume that any railway system so conducted is standing still. The Victorian Railways have moved with the times, to what a dramatic extent they have done so will be apparent to all who read this publication.

I hope that all critics will read it, and that, having read it, each of them will ask himself—"Have I done as well during the last ten years to improve my capacity for rendering service to the community in which I live?"—

*ROBERT G. MENZIES,
Minister of Railways.*

RAIL VETERANS TO DIE

SEVENTEEN vehicles, comprising "Z," "IB," "M," "PV" and "U" types, are being scrapped and removed from the register.

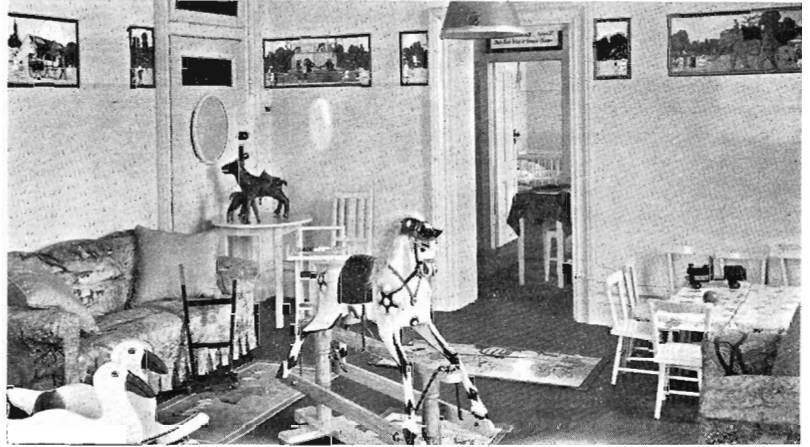
They have reached the stage where overhaul and reconditioning to fit for further service cannot be effected.

The combined age of these veterans is 100 years, the oldest—an "IB"—having been built 56 years ago.

Seven of them were placed in running order more than 50 years ago, while the youngest 10 began their railway career between 40 and 50 years ago.

New station buildings are being erected on the "up" side of North Melbourne station—the first work of considerable size to be carried out at a suburban station since 1928.

World's First Railway Nursery Is Opened



A corner of one of the playrooms at the Railway Nursery, which was opened at Flinders-street station last month for the convenience of mothers travelling by rail to the city for shopping.

Skilled nursing sisters are in charge of the Nursery, which comprises a cot-room for babies and playrooms with toys and kindergarten attractions for older children. So popular has the Nursery become that extensions are already in progress.

New Loading Folder

TEN thousand copies of the "Nominated Days of Loading" folder have just been reprinted and distributed to regular consignors of goods from the Melbourne, Ballarat, Geelong and Bendigo goods sheds.

A FEATURE of the new folder is that the latest hour for the receipt of goods at Melbourne for many stations has been extended. This will be of considerable help to Melbourne merchants, especially those consigning perishables.

Inaugurated in 1922, the Nominated Loading Day system, by which goods in less than truck-load lots are received on certain days, has done much to engender confidence in the dependability of railway transport as consignees know the exact hour at which their goods may be expected to arrive.

In addition, the amalgamation and despatch of loading on specified days has permitted trucks to be well stowed and loaded direct to many stations.

The system has obviated congestion and permitted greater efficiency in operation, while the time-keeping of mixed and goods trains on country lines, due to a reduction in van work at platforms, has been greatly improved.

Beginning July 1, Victorian railway freight rates on wool are reduced by 25 per cent., following the recent decision of the Government.

Cutting Paper Costs

Substantial economies have been effected following a comprehensive review of all books and forms in use throughout the Department.

APPOINTED two years ago to overhaul thoroughly railway stationery costs, a "books, forms and stationery committee" reviewed 4,580 items, of which 604 (13.2 per cent.) were discontinued and 627 (13.7 per cent.) were revised to improve or reduce costs.

Changes were not effected in many other items because the cost of making new stereotypes would not have been recouped from the annual saving within a reasonable period. These particular forms will, however, be again reviewed when the existing stereotypes become worn out.

Broadly speaking, economies were effected under 10 headings, the principal being quality of paper, reduction in size of forms, printing on two sides instead of one, amalgamation of forms, discontinuance of certain books and forms, and so on.

More than 4,000 country women attended the "wool week" demonstrations by the experts who accompanied the two cars of the Better Farming Train on their tour of the Western and Wimmera districts.

The Month's Topic

A Record of Achievement

TH**ERE** is inspiration for all railwaymen in the comprehensive yet succinct review of Victorian railway progress contained in the illustrated brochure, "A Record of Achievement," just issued by the Commissioners. Railway events have moved quickly in the past decade, and a striking panorama of achievement is surveyed in picture and story by the brochure.

Passenger, goods and mixed trains are being run to greatly accelerated schedules. Electrification has revolutionised the suburban services. Timetables punctuality has improved out of sight.

Plant, equipment and methods have been modernised—more powerful locomotives, larger capacity trucks, better tracks and road-beds, automatic couplers, automatic staff exchanging and train control have all been introduced.

Reorganisation of the Newport workshops, railway printing works and the Departmental stores system have realised very substantial improvements and economies.

The man on the land has been helped by the Reso. Train, the Better Farming Train and railway propaganda on behalf of primary industry.

The standard of refreshment, advertising and bookstall services has leapt ahead.

Co-operation within the service has been fostered by the establishment of fuel conservation and safety committees, and a board for the consideration of suggestions by the staff for the betterment of railway working. Business methods have displaced red tape.

Finally, the operating results of the Victorian railways, even in their worst year, compare more than favorably with those of other railways. The return on the capital investment in 1931-32 was 4.09 per cent., compared with 2.82 per cent. for the amalgamated railways of England in 1931, and 1.83 per cent. for the Class I railroads of U.S.A. for the 12 months ended March 31, 1932 (latest figures available). . . .

So far have we gone so much farther can we go.

A Railway Scrapbook

*"Queer things done
Where railways run."*

Off Again, On Again

As the Erie Railroad's Atlantic Express was travelling past South Cornish (U.S.A.), one day last month, a sudden burst of steam wafted Driver Walter Fredericks out of the loco. cab and on to the ground beside the tracks.

Picking himself up, he ran to a nearby farmhouse, was driven to the Cornish General hospital and had his hurts bandaged, then took another car to Elmira Heights, where he flagged an approaching train.

It was his own train.

It had run unattended for five miles before the fireman, who had sought safety from the steam in the tender, found that his driver was missing, stopped the train and got another locomotive to tow it.

Borrowing a Locomotive

In Atlantic City (N.J., U.S.A.) the railway staff were surprised to see a lone unscheduled locomotive about to start at 4.30 a.m. one recent morning. Investigating, they found Elmer Goodman of Philadelphia at the controls.

"Go away!" he shouted. "I know how to start locomotives. I've got to get to work in Philadelphia."

Elmer Goodman went to work for five days in the Atlantic City jail.

World's Politest Traveller

Enjoying a smoke in an American express train, a passenger from time to time expectorated with great satisfaction out of the open window.

The rush of air caused by the fast flying train must have interfered with his aim, for a tall, lean, quietly-spoken passenger in the seat behind him touched him lightly on the shoulder and remarked with great politeness: "Excuse me, mistah, you done spit on me four times, an' I ain't said nothin' about it. I wouldn't say nothin' now, ceptin' I got on my best suit o' clothes."

Miscellaneous Brevities

First broadcast ever arranged from the Newport Workshops was undertaken by 3LO last month. The microphone was placed in the new Forge and, to the musical accompaniment of the three huge drop-hammers, broadcasters interestingly described the spectacular operations in the shops.

Two hundred people thoroughly enjoyed the Mystery Hike conducted by the Govt. Tourist Bureau on the King's Birthday through comparatively unknown but very beautiful country in the Riddell district.

Freight rates on basinettes are down. Folded and accompanying a passenger, this useful piece of furniture will now be charged half parcels rates.

JUST A DRUMMER BOY

By C. R. BRADISH

ONE of the latest recruits to the railway service, I find myself much in the position of the American, who, having climbed about five hundred feet of one of the lower slopes of Mont Blanc, declares with a sort of admiring gasp: "Gee, that is a big job!"

* * * * *

To me, suddenly converted from sad and, I fear, often indifferent spectator into, I trust, a relatively useful super in the show, the railway have become something more than return ticket and a rush. They mean now not only a livelihood, not only an escape from the ideational adventures of flinty professors, but a wide and absorbing business whose hitherto unsuspected phenomena keep me wide-eyed.

I have to admit that I am wide-eyed. In my time I have seen a few of the world's odd and interesting wonders—for example, Stromboli in eruption, the map of New York from the top of that amazing needle called the Chrysler Building; also I have heard almost everything from Big Ben to the yells of a Parisian gendarme harshly urging me to postpone my suicide under the whirring motion of the Place de la Concorde—but those experiences, strange in their time, have retired headlong into the background of my recollection beneath the impressive picture of a serf that moves with a clockwork automatism and embraces activities which I was not previously aware of.

* * * * *

Naturally enough, I am starting to learn. I have wrenched my eye away from the bounding magnificence of an express engine at full bat, to cover the sober reality of Newport and the Reclamation Depot, the small efficiency of the various administrative departments and the fascinating mystery and glowing romance of Yallourn.

If I develop a sort of inferiority complex before this tremendous splendour of steel and power and energy, I find my conception of my virtues an obviously crude and unintricate unit of the service shrinking somewhat as my imagination is seized by strength and authority, I have to state in explanation that though I may be considered matured in some themes, I am as yet only a drummer boy in the army, with the ambition to get my stripes as time goes on.

* * * * *

To the veterans around me I may seem an exceedingly naïf confessor, but I have been staggered into veracity by the size of the achievement, and while the mood is on me must speak my mind.

Perishable Traffic Breaks All Records

MORE trucks were used for the transport of perishables during the 1932-33 season than on any other occasion in V.R. history.

Record quantities of butter and fruit were railed.

MORE than 42,100 tons of butter, for which 5,155 trucks were scheduled, were conveyed from centres to Melbourne, compared with last season's total of 38,000 tons, which was the previous record. During the peak period of traffic, extending over five weeks, 1,147 tons, or 950 truck loads, were reported—806 truck loads were railed during the corresponding period last season.

The record fruit traffic of more than 1,000 cases for export necessitated constant use of the whole of the existing stock of 1,147 louvre trucks, 50 "M" trucks, specially designed and adapted for temporary use as louvre wagons, were also used into service to cope with the normal traffic.

In the conveyance of export pears, "T" refrigerator trucks were

iced. In 1930-31, the previous record season, 384 trucks of this type were used.

Refrigerator trucks, provided with ice, were also extensively used for the carriage of other perishables. Over a period of seven months, iced trucks were used as follows: Cheese, 188 trucks; rabbits, 108; and cream, 38; or an average of 48 per month, compared with 25 during previous years.

The Supt. of Goods Train Service, in concluding a comprehensive review of the season's activities, said last month: "... it is mutually satisfactory to all concerned that immunity from any serious cause for complaint throughout the season was actually attained, reflecting great credit upon the administrative and operating staffs who contributed towards this achievement."

Buffalo Improvements

IMPROVEMENTS of the Chalet road to the Horn and of the Crystal Brook road alongside the Weir, and the provision of a safe, well-graded track from the top to the bottom of the Gorge, are completed and contemplated improvements at Mt. Buffalo National Park.

ONE-MILE extension of the Horn road past its old terminus at the Bungalow will enable The cars to take visitors comfortably close to the soaring summit of the Horn. The extension is well-graded and has a spacious turning place for cars.

There is a proposal to carry the Crystal Brook road extension as far as the Cathedral, via Stanley Rocks to the Wild Dog Plain.

The descent into the Gorge is practicable (a route from The Chalet via Horn Rock is favored), all Chalet cars will be able to view the tremendous 1500-ft. precipices of the Gorge from their base.

First Aid Experts

WITH justifiable pride Stationmaster F. L. Beaumont of Edithvale points to the fact that he and his staff—s.m., three porters and two porters—were all successful at the Royal Life Saving Society's recent examinations for the presentation of the apparently drowned and electrocuted.

The *News Letter* congratulates the V.R. railwaymen on their achievement and joins with Mr. Beaumont in wondering whether any other station has a staff that is 100 per cent. efficient in this highly important first aid work.

Bargain Fares For Relief Workers

BARGAIN fares—half the second-class cheap excursion fare—were available at the King's Birthday week-end for men, engaged on all governmental unemployed relief works, who desired to return to their homes for the holiday.

FARES for typical distances were: 2/6d., 25 miles; 3/9d., 50; 5/8d., 75; 7/6d., 100; 11/3d., 150.

During last Easter and Christmas, unemployed relief workers were conceded exceptionally low fares—one-third of the second class cheap excursion fare—to enable them to rejoin their families over the holiday periods. A maximum fare of 13/6d., second class return, was fixed, which was not exceeded no matter how far the men travelled.

While complete figures for the King's Birthday period are not yet available, returns show that 734 men, or 92 per cent. of the men available to return to their homes, took advantage of the concessional fares at Christmas time.

Included in this total were 13 men who travelled to Melbourne from Werrimull—the most distant place where work was in progress—at the return fare of 13/6d., the then prevailing second-class holiday excursion fare for the 756-mile journey being 72/1d.

Yet Another Record

NOW that the strengthening influence of automatic couplers is becoming more apparent, new haulage records in goods and live stock traffic are being created each month.

The latest live stock record is an 80-truck train.

EARLY in the year, 73-vehicle livestock trains were run, to be at length overshadowed by a cattle train, comprising 79 automatically-coupled trucks, which left Wodonga en route for Boorcan and Weerite in the south-western district.

This record has in turn been beaten by a train of 80 trucks, which left Benalla for Werribee three weeks ago. More than 1,100 head of cattle from the northern districts of New South Wales were on the train, which was hauled from Benalla to Seymour by an "X" class locomotive, double-heading then being necessary over the grade between Seymour and Wallan.

All the trucks on this record-breaking train were equipped with automatic couplers.

The heaviest train ever hauled in Victoria carried 1,598 tons in 75 trucks. With mainly wheat loading, this train was recently hauled by two "A2" class locomotives between Benalla and Seymour.

A branch of the Govt. Tourist Bureau was established at the Exhibition during the recent International Motor Show.

In Memoriam

FRANCIS JOSEPH JENKINS

IN proud and sorrowing memory of Frank Jenkins, who, while on duty at Kensington station last month, sacrificed his own life in an heroic attempt to save another's.

—The railwaymen of Victoria.

Redcliffs' Challenge

LAATEST revenue challenge is from Stationmaster H. C. Vockensohn of Redcliffs, who wants to know whether any 5th or 4th class stations can beat Redcliffs' record of £10,872 for March last.

His comparative return, representing the total business "paid" and "to pay" for the 12 months ended April was £57,061, while the account current, embracing cash remitted and handled for the same period, totalled £40,805.

Automatic Couplers

LAST month saw the completion of another important part of the programme of automatic coupler conversion.

One hundred and ninety-one 12-ton, four-wheel refrigerator trucks and 226 15-ton refrigerator trucks have now been finally converted. The latter type were also converted from six to four-wheel base to improve riding qualities and stability.

Personal Postscript—

Baby Powder

FIRST railwayman to buy—officially—baby powder, napkins, dolls' prams, cots and kindergarten toys is Provodore Les. C. Brown, who had the task of equipping the recently-opened Railway Nursery at Flinders-street. Les.'s duties have accustomed him to the ordeal of shopping in strange surroundings, but he confesses that this particular assignment landed him in some embarrassing positions. He isn't flinching, however, from the further shopping excursions into "No man's land" which will be necessary to equip the nursery extensions that are now in progress.—H.D.B.

Export Expert

ONE of the busiest of Victorian railwaymen during the past six months has been Clerk Bill Brandy of Room 10. For the second successive season, under the direction of the Supt. of Goods Train Service, he has planned and co-ordinated the complex goods train schedules which maintained, with clock-like precision, the supply of trucks for the transport of huge quantities of perishables—record traffic in butter and fruit—for shipment overseas. As a background for this work, the genial Bill has 29 years of active railroading as clerk and a.s.m. at Princes-bridge, Warracknabeal, Serviceton, Ouyen and Toorak. He was transferred to Room 10 in 1923.—L.T.

Closed Ledger

SENIOR Audit Inspector William Davidson recently gave his final "O.K." to station accounts, when he retired after 48 years' service. For 20 years he was a travelling auditor, and during that time he covered many thousands of miles of railway track, and totted up many thousands of miles of figure-columns. He had the sea in his blood, as his father was for many years first-mate on a sailing vessel. It was a coincidence that William Davidson was in the batch of permanent appointees in 1885, which included his present superior officer Auditor of Revenue D. H. Falconer. The pair started in Melbourne together under Traffic Auditor Harold Kent, and received their appointments as audit inspectors on the same day also.—T.G.L.

Transfer

ALF. GILMORE, new personal clerk to Commissioner Harris, has the unique distinction of having been, over a period of seven years, personal clerk to three Chief Mechanical Engineers—Messrs. A. E. Smith, N. C. Harris and A. C. Ahlston. Alf. has had 22 years in the rolling stock branch, and has worked at the North Melbourne car and wagon shops and the Port Melbourne and Seymour loco. depots. His new job includes the secretaryship of the Central Fuel Conservation committee.—D.W.

Versatile Pestell

JUST retired after nearly half-a-century's service, W. and W. Engineer William Pestell was one of the best known engineers in the Department. Four years after joining the railways in 1884, he was employed on architectural work for the present railway head offices at Spencer-street, under the late Architect T. D. Smith. Subsequently, in association with the late Gerard Wight, M.C.E., he gained one of the prizes awarded for designs submitted for the Flinders-street station buildings. In 1890, he became an Associate of the Royal Victorian Institute of Architects and later qualified as a Local Government Engineer of New South Wales and a Municipal Engineer of Victoria. He served in the Australian Imperial Forces between 1914-1919, and rose to the rank of colonel. A water colorist and etcher of more than average ability, he was also prominent in Melbourne art circles. He was farewelled at a representative gathering of his former associates when the Chief Engineer of Way and Works (Mr. J. M. Ashworth) made a presentation.—E.F.McI.

Long-Service Trio

JUNE 30 was remarkable for the fact that it was a common day of retirement of three veteran head porters, each of whom had had more than 20 years of unbroken service at one particular station. Arthur McGann was head porter at Flinders-street for 22 years. Harry Waugh was ditto at Maryborough for 23 years, and Sam Welch (who signed off at Ballarat) was ditto at Ararat for 21 years.—H.P.B.

July Birthdays

SUPT. Passgr. Train Service H. Cooke and Loco. Storeman-in-Charge J. H. Main of Maryborough, on the first; Signaller E. H. Baldock of Flinders-street and Overhead Inspector A. E. MacMahon, on the second; B. & S. Inspnr. A. E. Colson of Flinders-street, Goods Agent W. N. Wortley and Guard J. M. Wright of Dimboola, on the third; Cleaner W. L. Davis of Mildura and Stationmaster L. G. Bentley of Seddon, on the fifth; Fitter A. Price of Bendigo, on the sixth; Roadmaster C. S. Walsh of Geelong and Driver W. McMahon of Woomelang, on the seventh; Ganger H. J. Emmett of Woori Yallock, on the eighth; Tourist Bureau Manager W. T. McConnell, Road Foreman H. H. Charman of Maryborough and Fireman T. Croucher of Benalla, on the ninth; Fireman J. V. McNeil of North Melbourne Loco. and Leading Shunter J. A. Baquie of Melb. Yard, on the 10th; Leading Hand Fitter C. J. Rankin of Newport power house, on the 11th; Senior Chemist W. S. Macartney of Newport, W. & W. Senior Clerk B. F. Lamb of Bendigo and Guard M. T. Cleary of Numurkah, on the 12th; B. & S. Inspnr. A. W. Murfit of Flinders-street and Elec. Mechanic H. J. Whitelock of the overhead depot, on the 13th; Driver F. A. Chamberlain of Maryborough and Asst. Photographer Andy Reid, on the 14th; Fireman H. L.

Newcombe of North Melb. Loco., Clerk J. Young of Newport power house and Ararat Dist. Supt. D. L. MacDonald, on the 15th; Guard Harry Lee of Melb. Yard the 16th; Harry Porter H. A. Bird of S. ringham, on the 17th; Driver G. Thon of Donald, Running Gear Repairer V. Pin of Benalla and Louis Corkill of W. & Accounts Office, on the 18th; Asst. Controller of Stores H. S. Sergeant and St. master V. V. E. Asmus of Bridgewater, on the 19th; Senr. Foreman Alf. Jukes of M. Goods and Yard Supvr. John Baker of Geelong, on the 20th; Fireman C. Kemp of Geelong, on the 21st; Chief Clerk V. Letcher of the Secretary's branch and Sh. S. L. Bell of Melb. Yard, on the 22nd; W. Sub-Foreman C. J. Profit of Dimboola Driller H. McPhee of Newport Worksh. on the 23rd; Repairer J. Halliday of W. Junct., on the 24th; Driver-in-Charge T. Fitch of Warracknabeal and Asst. S. Foreman R. Kennedy of Nth. Melb. L. on the 26th; Senr. Train Despatcher J. O'Haire of Geelong and Yard Porter J. Armstrong of Camberwell, on the 27th; Supt. Engineer C. H. Fethney and S. Electrician R. J. Mitchell of Flinders-st. on the 28th; Chris. Madigan of Jolim Stationmaster T. Leyden of Kilmore Clerk-in-Charge F. Donohue of Oak. W. & W., on the 29th; Porter G. B. A. of North Melb., on the 30th; Elec. Eng. J. W. L. Vary, on the 31st.

Better Farming Veteran

MUCH of the success of the wool tour during "Wool Week" was due to two of the cars of the Better Farming 'Train was due to the untiring efforts of Guard Jim Holberry. He accompanied women demonstrators, and ensured that facilities were available for womenfolk to witness the demonstrations of weaving, knitting and other wool-using methods at each of the 15 centres visited. He was man for the job, having gained invaluable experience as guard on all but one of 35 tours made by the Better Farming 'Train since 1924. Jim has been a Transportman for 32 years, the first nine being at North Melbourne and Flinders-street. Since 1910, he has flagged thousands of trains as guard at Flinders-street and in the Melbourne yard.—V.J.

Six In Brief

A DISTINGUISHED collection of Transportation branch veterans begin to show an interest in superannuation this month. They include:—
Goods Foreman Tom Calder of the M. Goods, Clerk Louis Clark of the M. Supt.'s office, Guard Alf. Budds of Seymour and Shedman Jerry Slaven of Castlemelb., each with 45 years of service; Clerk J. Williams of the Melb. Goods, with 44 years and Goods Guard Pat. Cody of Melb. Yard with 43 years.—L.

Last Mile Post

Charles Robert Hindson

THE death of Mr. C. R. Hindson, former foreman painter in the Way and Works branch, removes one of the best known metropolitan railwaymen of a few years ago. His 40 years of railway service began in 1881 when he was located as a painter at various country depots before he was transferred to the metropolitan area in 1891 under Workmaster G. W. Reid. Promoted to foreman painter came his way in 1901 and he was transferred to Arden-street in the time Workmaster J. F. Kennedy was in charge. He retired in 1921, and then devoted much of his leisure to the responsibilities of many offices he held in friendly societies. A native of Geelong, he has left a wife and a family of four.

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The V.R. News Letter

August, 1933

Issue No. 35

Transport Board's Unanimous Report

A unanimous report, submitted last month, the Transport Regulation Board recommends the creation of a Ministry of Transport to embrace railways, tramways, roads, road transport, air transport and possibly harbors and ports.

* * *

It also advocates the appointment of a Transport Authority, comprising five members, of whom three, including the chairman, shall have no direct or indirect interest in any transport activity, while the other two shall be representatives of the railways and road motor interests.

Proposed

This Authority, it is proposed, shall be empowered to licence all commercially operated road motor vehicles, both goods and passenger, including the five-seater cars which at present can operate anywhere in the State except upon the five main highways.

Further references in "The Month's News"

SAFETY FIRST!

JERRY DOWN, the little dog which tirelessly follows the narrow-gauge train between Ferntree Gully and Gembrook whenever his master, Dick Down, is on the footplate, combines speed and endurance with sagacity and discretion and, like a good railwayman, believes in the principles of "Safety first."

When the Commissioners toured the line last month, somebody who had read about Jerry's marathon performances in the *News Letter* smiled broadly when he saw Jerry leap on the footplate at Tecoma and settle down for a "breather."

"I thought he ran all the way," remarked to the driver.

"He does," replied the driver, holding the dog proudly. "But not when here and Upwey either going or returning. Not that he's resting on his mind you. There's a big dog on the line between those two stations and he gives Jerry some 'kick-up' if he follows the train. So now Jerry always jumps on the footplate until we pass through the danger zone."

Jerry yawned and winked one eye.

Strengthening Taradale's 71-Year-Old Viaduct

Ten New Steel Towers



The towers vary from 64 to 95 ft. in height, and aggregate 200 tons in weight. The deepest concrete foundation has been sunk 12 ft. below the surface.

Careful organisation has reduced the cost of the work to an absolute minimum. The erection of the towers—which are laid out on the site and rivetted and painted beforehand—is being accomplished by the use of two steam cranes, operating on the railway track crossing the bridge and manipulating special tackle and equipment which lift, carry and steer the towers into position on their concrete bases.

This work is complicated by the extremely limited clearance between the towers, the concrete bases and the bridge girders, and by the long, heavy and flexible towers themselves, but everything is progressing smoothly and it is anticipated that all the towers will be in position by the end of this month.

The rivetting of stiffeners to the existing girders and the insertion of the necessary packings to enable the new towers to take their share of the load will complete the work.

TO carry the increased weight of modern locomotives, the 71-year-old Taradale viaduct on the main Bendigo line is at present being strengthened by the erection of steel towers on concrete foundations between the existing sturdy bluestone pillars.

CARRYING the railway line across a valley over 100 feet. in depth, the viaduct has five spans of 130 ft., each of which is being halved by a pair of the new steel towers.

Rail Offensive Against White Ant

THE destructive appetite of the voracious white ant, mainly in districts north of the Great Dividing Range, is necessitating an increased use of concrete instead of wood for Departmental residences, and of iron instead of wood for such buildings as shelter sheds, lamp rooms, pump rooms and tool sheds.

AT the present time investigations are being conducted by the Railways Department to determine the most satisfactory method of counteracting the damage to railway property which is being caused by the white ant.

The problem is a difficult one. Once two of the "flying" white ants reach a spot where there is a satisfactory amount of wood and a certain degree of moisture, the damage is done. The pair shed their wings, assume housekeeping responsibilities and attack the wood with hungry determination. Their family takes

refuge in the ground and becomes the nucleus of a steadily growing swarm of soldier ants, worker ants and queens.

The queen lays the eggs—sometimes at the rate of one every four minutes—but the workers are the real rulers. They handle the commissariat department, keep the soldiers in their place, tolerate no nonsense from the queen and supervise the nurseries in which the young ants are reared until they are old enough to carve a career for themselves—destroy wood, build tracks, prepare food or carry sand.

Most large colonies build a reserve nest, to which a few thousand selected ants retire in good order, with half-a-dozen embryo queens, when the main nest is attacked or disturbed. They emerge when things have quietened down and set themselves briskly to the building of a new civilisation on the ruins of the old.

The Month's Topic

Sane Transport . . .

THERE is absorbing reading not only for all Victorian railwaymen but also for businessmen and economists in the report recently submitted by the Transport Regulation Board.

The major proposal in the Report, which is of a most comprehensive nature, is that all commercial motor transport should be controlled by a system of licensing. Unrestricted operation is suggested for vehicles operating within 25 miles of the G.P.O., Melbourne; within 10 miles of the boundaries of Ballarat, Bendigo or Geelong; or within eight miles, irrespective of the location, of the usual place of business.

Producers Exempt

Similarly, it is proposed that there should be no restriction of—(a) vehicles owned by primary producers and used for carrying their own or their neighbour's produce; (b) of vehicles used for the transport of perishable and certain other special commodities; nor (c) of the vehicles used by *bona fide* commercial travellers.

It is further recommended that a Transport Authority should be empowered to determine the routes or spheres of operation of other commercial vehicles, in the light of—

- (1) the necessity for, and convenience to the public of, the proposed service;
- (2) the existing transportation service, whether by railway, rail motor vehicle or any other agency of transportation whose continued existence is essential to the public welfare.

The opinion is expressed that regulation of road transport in Victoria, necessitated by its effect on the existing comprehensive railway service, "must be directed to the prevention of wasteful duplication, where there is existing transport service adequate for real needs, and of uneconomic competition in transport."

Flexible Authority

The report points out that the transport problem is not fixed even in its economic relations, and for that reason it advocates that the Transport Authority should be clothed not only with the powers necessary for proper regulation and control, but also with powers to investigate any aspect of the regulation or co-ordination of transport, and to make recommendations as it thinks fit or expedient.

The fact that the recommendations represent unanimous conclusions is the more interesting when it is recalled that the Board is representative of all the various interests con-

A Railway Scrapbook

Dead Head

"*Queer things done
Where railways run.*"

In Manhattan, a Mrs. Novick, who weighs 250 lb., bought a railway ticket to nearby Beacon, but for some unexplained reason refused pointblank to get off at Beacon and rode free to Albany.

At Albany, Detective Harold Collar endeavored vainly to induce the traveller to alight. Mrs. Novick settled herself determinedly on the three seats which she occupied and defied anyone to move her.

Finally the car was detached and run into a siding, a physician was summoned and gave the lady a hypodermic injection, and she was carried away in triumph and an ambulance.

Two Bridges under a Bridge

The masonry arch bridge which carries the Martigny-Chamonix line at a dizzy height over the Triage Gorge (Switz.), is only one of three bridges spanning the shadowy depths of the ravine at practically the same location.

Almost immediately below the railway bridge is a road bridge, and far below that again—only a few feet above the roaring cascades—a third bridge for pedestrians and animal pack traffic.

Installing New Safe-Working Device

SUBSTANTIAL savings are resulting from the installation of a new special type of electric staff switch box for switching out interlocked and non-interlocked electric staff stations. Manufacturing costs, also, are considerably less than for the type formerly in use.

The device was designed by a member of the staff of the Signal and Telegraph division, and manufactured in the railway workshops. It has already been installed, with entirely satisfactory results, at Deep Lead, Wal Wal, Moorabool, Wahring and Bowser.

Further installations are contemplated at a number of other suitable stations.

cerned, the signatories to the report being:

- C. A. Norris (General Secretary, National Mutual Life Association), chairman;
- H. J. Wertheim (manufacturer), representing commercial interests;
- G. A. Street (pastoralist), representing primary producers;
- Burt Kelly (chairman of Betterment and Publicity Board), representing the railways;
- L. A. Schumer (President, Commercial Motor Users' Assoc.), representing the motor interests.

THIS WAS SERVICE

"Not for weeks have I had such comfortable night in bed," was the obviously sincere remark of a passenger suffering from a fractured spine, upon arrival in Melbourne from Mildura the evening train on Monday, July 23.

THIS tribute was the result of a high degree of personal service rendered by a number of railwaymen who splendidly co-operated to enable the 350-mile journey to be completed without the slightest inconvenience to the passenger.

Among the arrangements made at the Mildura station staff, was the provision of a stretcher in which the patient travelled direct from his home at Mildura to the hospital in Melbourne, thus obviating unnecessary arrangements with their attendant duties. Further, to ensure the patient's comfort, the stretcher was fitted in a curtained-off section of the sleeper car where bags, plentifully packed with straw, were also placed underneath the stretcher.

Special care was taken by locomotive crews en route to eliminate as far as practicable, the inseparable from the stopping and starting of trains, while conductors and other railwaymen at various stations vied with one another for their attention to the passenger.

* * *

The circumstances of this were related to the Chairman of the Commissioners by the nursing sister who accompanied the passenger. She expressed her deep appreciation of "the truly wonderful way in which those railwaymen interested themselves in the matter, relieving me of much anxiety."

Interstate Visitors to Mt. Buffalo

KEEN and active salesmen and representatives of the Victorian Tourist Bureau is bringing many parties of tourists from South Wales, Queensland and New South Wales to Mt. Buffalo National Park for the winter season.

In New South Wales numerous small groups of snow sport enthusiasts have arranged visits: two parties of 25, consisting of girl guides and teachers, will travel from Sydney to The Chalet this month.

Sixty public school students from Brisbane spent a week amid the snow last month, and a party of 70 Victorian Australians were also welcomed to the South Australian contingent of six school teachers who travelled 1,000 miles by steamer from Port Adelaide to join the tour.

Another party of 95 Victorian students have already been booked for a visit to The Chalet at a late date.

Advantages of Divisional Control

SOME of the principal points of difference between the recently instituted form of district co-ordinated control at Geelong and Bendigo and the old-established form of supervision which it supplanted, were outlined to the "News Letter" last month by the General Superintendent of Transportation (Mr. M. J. Canny).

The new control will be extended to other districts.

MR. CANNY said that the operating divisions of a railway system were usually classified as belonging either to the Departmental or the divisional order of organisation. The Departmental form of organisation still exists in many railways of the world and has been the adopted method of control in this State since the beginning, in July, 1926, a form of divisional organisation was introduced into the south-western district where it has functioned satisfactorily.

The important difference between the two forms of organisation lies in the relationship and interest between the officers of the various branches in the management of a district area as compared to a system created with one object—to give satisfactory transport service.

Departmental or branch organisation, as the name implies, largely neglects the interest of the district as a whole to the work of the particular branch with which they are associated; consequently, there exists a measure of duplication between branch representatives and an undeveloped concentration of effort towards rendering effective and economical service generally.

Emphasising the benefits accruing from the divisional form of organisation,

Mr. Canny said that it had led to a closer relationship by amalgamating the district clerical forces of the branches and placing the management of the district under one officer to whom the other district officers functioned as assistants in their respective specialised duties, while at the same time interesting themselves in the activities of the organisation of the district as a whole, and working towards a mutual understanding of each other's difficulties.

This system has also the advantage of bringing the junior members of the staff in closer contact and tends towards a better appreciation of each other's duties and responsibilities. Opportunities also exist for the exchange of duties, thus broadening their outlook, and making them better railwaymen.

The divisional form of organisation was extended beyond the south-western district on July 1, when Mr. W. Tredinnick was placed in charge of the northern district, with headquarters at Bendigo, and held responsible, with the aid of officers in the respective branches, to the General Superintendent of Transportation, the Chief Engineer of Way and Works and the Chief Mechanical Engineer for the effective and economical management of the district.

Railway Preparations for Centenary

ALTHOUGH Melbourne's Centenary celebrations will not begin until the latter part of next year, the Railways Department is already making preliminary arrangements for rail travel by overseas and other visitors.

VARIOUS overseas groups are expected during the celebrations, the principal being the British Delegation, which will number about 250 persons.

The whole of the Australian tour arrangements of the Delegation are being handled by the various railway departments and Government Tourist Bureau, and the extensive itinerary to be followed will be co-ordinated and supervised by the Victorian Railways Department.

While in the various States, the Delegation will make a number of visits to different country centres. In Victoria, it is proposed to include country towns in the itinerary which will entail nearly 2000 miles of travel, in addition to many hundreds of miles of travel by road motors around the various districts. The

party will be accommodated at local hotels.

Apart from the Scottish Delegation's tour in Victoria, plans are in hand for organising several Reso tours for other representative visitors from overseas. In addition, tours embracing scenic features will be organised.

Striking white-stripe designs painted across both ends of petrol electric cars and double-ended rail motors now help to make the vehicles more conspicuous to road users at level crossings.

Altogether, 14 cars have been painted and similar treatment to the single-ended type of rail motor cars is now being considered.

Consignments of dried fruit railed from Mildura have been exceptionally heavy during recent weeks. So far this season, 103,960 boxes (3012 tons) for export and 51,567 boxes (1410 tons) for local and interstate markets have been despatched.

MR. SHANNON PASSES

WIDESPREAD regret was expressed throughout the service at the news of the death last month of Mr. W. M. Shannon, only three months after his retirement from the railways.



He had been Commissioner for 14 years when his term of appointment expired in April, and, to the regret of Cabinet and the service generally, he did not seek a reappointment, being in indifferent health.

Starting as a 14-year-old apprentice in the old Port Melbourne workshops, Mr. Shannon owed his steady progress during an active half-century of railroading to his outstanding capacity as an engineer, to his sound knowledge of railway technical practice and to his personal qualities of perseverance, enthusiasm and zeal.

Quiet and retiring, his whole life was devoted to the railway service and his home, and his long and honorable career is an inspiration to all railwaymen.

The ABC of Ski-ing

Proof that the exhilaration of ski-ing is within the reach of all is amply demonstrated by the booklet "A Course of Practice in Ski-ing," just issued by the Railways department.

Concise written by Mr. Gerald D. Rush, Honorary Secretary of the Ski Club of Victoria, and containing numerous illustrations to guide the beginner, the information embraced in the booklet should be an invaluable means of popularising this invigorating form of winter sport.

Special Nursery Broadcast

3LO gave a special broadcast from the new Railway Nursery on Friday afternoon, July 14. In an attractive dialogue, with Colonel Thomas, Miss Nina Murdoch revealed the special features of the Nursery with an appropriate vocal background provided by the romping kiddies in the playrooms. The talk was a great success.

Traffic to Yallourn

During a period of eight months, 7834 scholars from various schools have undertaken the Govt. Tourist Bureau's one-day tours by special trains to Yallourn, where State Electricity Commission officers have conducted the parties over the various sections of the works. Included in the total, were two train loads from Ballarat and one from Geelong.

Personal Postscript—

5-Year Old Expert

AT the ripe age of 5, Peter Mackley is already revealing the unmistakable qualities of a potential railroad executive. The diminutive son of the General Manager of the New Zealand railways, he recently visited Victoria with his father, and immediately won the heart of Tourist Bureau Manager W. T. McConnell for whom railroading has a never-ending fascination. Although not yet at school, Peter displayed a precocious yet nonchalant knowledge of the most complex and technical aspects of train make-up and locomotive design which was a source of constant amazement to the tourist chief. Incidentally, Mr. Mackley, senior, inspected the Spotswood storehouse and reclamation depot, Newport power house, printing works and other Metropolitan railway activities, and expressed keen appreciation of the efficient methods in operation. Peter was impressed, too.—N.M.B.

Advance Bendigo

FOLLOWING the establishment of divisional organisation at Bendigo, increased responsibility will fall evenly on the shoulders of Mr. W. Tredinnick. His just-completed decade as transportation district supt. at Bendigo, during which time he has grasped the detail of every one of the 877 miles embraced in the district, augurs well for the success of this further advance in efficient railway management. In addition to his unremitting advocacy of the Department's interests, he has been in the forefront of all movements designed to promote the progress of Bendigo and the northern district generally. He has been a member of Bendigo Rotary since the Club began in that city. Forty-six years of active railroading in the Transportation branch stands to his credit; in turn, he has been clerk, s.m., train running officer and chief train and telegraph officer, as well as r.s.m. at Spencer-street, Flinders-street, and Ballarat. In 1908, he was one of three railwaymen chosen to pioneer the system of train control.—H.D.B.

Veteran Engineer

AFTER 47 years of service, including a decade as Machinery and Water Supply Engineer in the Way and Works branch, Mr. Henry Willett has retired. At the age of 17, he entered the service in 1887 as an apprentice instrument maker in the Telegraph branch, and passing through the grades of instrument maker, draftsman, engineering assistant and designing engineer finally reached the position which he has now vacated. Under the direction of the branch chief, Mr. Willett was responsible not only for the locomotive water supplies and appliances dotted throughout the State, but also the design of the multifarious types of machines used in the workshops of the W. and W. branch. In addition, technical problems connected with lifting cranes, turntables, weighbridges and many other

mechanical matters came within his purview. A member of the Victorian Institute of Engineers, he was recently farewelled at a representative gathering of his former branch associates and presented with a wallet of notes.—R.W.C.

Gone—

CLIFF CHEONG takes the pen which shaped and fashioned so many special articles for the V.R. Magazine to the Listener-In, having been appointed to a position on the editorial staff of that weekly. Since the Magazine temporarily ceased publication in 1930, Cliff has been back at his old job in the Advertising division, except during the currency of the big charity carnival on behalf of the Blind Appeal in 1931, when he put in a power of good work as secretary and organiser of the railway sub-committees which supported the Railway Queen.—M.

Fore!

VICTORIAN railwaymen have distinguished themselves in first-class cricket, football, baseball, tennis, boxing and wrestling, and now Jim McCarthy, of the Ballarat workshops, brings golf into the picture with his victory in the Country Golf Championship recently concluded on the metropolitan club's links at Oakleigh. Runner-up for the last three seasons and an enthusiastic golfer for more than 10 years, this popular left-hander would unquestionably have developed into one of the State's leading golfers, had he been associated with a Melbourne club.—T.H.C.

August Birthdays

DISTRICT Engineer Evan Richard of Oakleigh, Tom Kennedy of Room 2, Stationmaster M. Lalor of Wodonga and Depot Foreman J. McIvor of Bendigo, on the first; Fitters Asst. A. G. Rowley of Traralgon, Depot Foreman G. R. Critten of Ararat and Viv. Bishop (secty. to Asst. G.S.T.), on the second; Asst. Comptroller of Accounts A. Williams, Alec. Witherspoon of Room 10 and Driver J. Lanagan of Geelong, on the third; Driver L. W. Jackson of Bendigo, Dist. Supt. G. Rogers of Geelong, Train Despatcher W. Ries of Seymour, Driver A. A. Searle of Geelong and Railmotor Driver H. J. Ashton of Echuca, on the fourth; R.S.M. B. Anderson, Driver A. Lewis of Traralgon and Guard W. Warren of Bendigo, on the sixth; Works Ganger R. Homfray of Geelong, on the seventh; S. and T. Suprv. D. C. Beaumont of Bendigo and Telegraphist M. H. Anthony of Spencer-street, on the eighth; Coppersmith G. S. Gibb of Ballarat and Stationmaster J. E. Barker of Bayswater, on the ninth; Ganger A. A. Ross of Riddell, on the 10th; Ganger W. Edwards of Koo-wee-rup, on the 11th; Guard J. T. Mulligan of Donald, Stationmaster H. G. Hooper of Warragul and W. and W. Engineer W. O. Brown, on the 12th; Clerk P. G. Robinson of Arden-street goods, on the 13th; Turner G. Gingell of

Ballarat and Asst. Printing Officer of Houston, on the 14th; Shunter D. Allen of Ararat, on the 15th; Charles Coro-in-c Melb. Goods perishable shed, Train Examiner A. J. Gibson, on the 16th; Dist. Engineer A. J. Ward of Ballarat, W. and W. Engineer W. Stephen, on 17th; Asst. Stationmaster J. W. Anderson of Flemington Bridge and Parcels Post W. O. Sinclair of Flinders-street, on 18th; Ldg. Shunter J. Emmerson Bendigo, L.H. Fitter J. J. Young of New and Goods Checker J. Archdeacon of Melbourne, on the 19th; Drawing Office Engineer W. Hambridge, Signalman W. Anderson of Franklin-street and Res. Stationmaster F. F. Slaven, on the 20th; Morgan Hayes of Room 9, Actg. Res. Stationmaster A. H. Game, Elect. Eng. Ralph Conolly and Asst. Stationmaster Kirk, c/o D.S., Geelong, on the 21st; Signalman H. R. Abrahamson of Geelong and Asst. Stationmaster R. W. Berry of Kangaroo Flat, on the 22nd; Dist. Supt. T. H. Maddern of Seymour, B. and S. Ins. David Beddoe of Flinders-street, W. Foreman D. Flynn of Ballarat and Stationmaster Alf. Stephens of Portland on the 23rd; Driver E. Fitzpatrick of Wodonga and J. Bourke of W. and W. Staff Office, on 24th; Goods Guard A. E. Ainsworth of Orbost, on the 25th; Telegraphist R. P. Spencer-street, on the 26th; Clearer R. Adkins of Warragul and Clerk W. F. of Benalla, on the 28th; Special Clerk R. G. Wishart, and Actg. Manager McClelland of the Buffalo Chalet, on 30th; and Ganger A. R. Barty of Thorpe on the 31st.—A.L.

Third Time

LAST month, 1400 people attended an outstanding event on Melbourne dancing calendar—the Buffalo Chalet at St. Kilda. The great success of the function was due in large measure to the work of Harry Hodgins, personal clerk and the Chairman of Commissioners, who has for the third successive year, the spearhead of a committee which arranged the many detail associated with the organisation of the function.—L.

The Last Mile Post

JAMES DUNCAN

MR. JAMES DUNCAN, former watchman in the railway administration offices, died suddenly last month, at the age of 69.

His passing removes one of the earliest links with the building. Two years after entering the service, he began as watchman when the building was taken over by the contractors in 1891, and with the expiration of a brief period at another location remained as watchman until his retirement.

Appointed senior watchman in 1922, eventually retired on his birthday, November 28, 1928, after 39 years service. Popular and conscientious to a degree, Mr. Duncan rendered faithful service throughout his career in the responsible post of guard of the building.

WILLIAM CHARLES SOUTHWOOD

WITH the death last month of Mr. W. B. Southwood, at the age of 40, the Metropolitan Supt. has been deprived of the services of a highly valued and esteemed member of his clerical staff.

Mr. Southwood had for the past 15 years specialised in the exacting work of arranging suburban staff relief for all Transport employees. He applied himself energetically and successfully to a class of work which called for a high degree of aptitude in the last-minute readjustments to meet all manner of altered situations.

His railway career began in 1908 when he was located at Spencer-street as a lad, and later entering the Metro. Supt.'s office as clerk in 1913.

The V.R. News Letter is issued monthly by the Victorian Railways Commissioners for the benefit of railwaymen in the service. Personal papers and other brief succinct contributions should be addressed to the Editor, Betterment and Publicity Board, Head Office.

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The V.R. News Letter

September, 1933

Issue No. 36

Wool Loader Improved Removal of Many Disabilities

IMPROVEMENTS which have just been incorporated in the new type of wool-loading machine by the engineering staff of the Way and Works branch will substantially reduce future manufacturing and maintenance costs.

CONSISTING of a great number of fittings and parts, which easily became loose and defective, the old type machines were difficult to maintain. These disabilities have been largely eliminated by the use of electric arc welding at all

Many of these machines are moved from station to station, according to loading requirements. To keep within the loading gauge, their overall height of 10 feet necessitated loading on their sides. This frequently resulted in damage to the machines during transit.

In the new design, the platform height of 7 ft. 9 in. has been retained, but the overall height has been reduced to 9 ft., thus permitting transport in an upright position.

Other new features include the reduction of four, instead of two, wheels, to make them easier of movement. A combination clutch and gear with a combined ball-bearing driving drum and gear add to the efficiency of the mechanism.



By operating the hand-chain, which tilts a section of the lifting platform, the bale is discharged into the truck at any desired height.

Royal Show Special From Sydney

In order to promote traffic to the Royal Show this month, a special train, with substantially reduced fares, is to be run from Sydney to Melbourne.

This is the first occasion in recent years upon which Sydney people have had the benefit of concession fares to visit the Melbourne Show.

Leaving Sydney at 11.15 p.m. on Monday, September 19, the special train will reach Melbourne at 5.40 a.m. the following day. First and second class return fares of £5 and £3.50 respectively have been fixed, plus compulsory seat booking fees of 2/6 each.

Tickets will be available for return, on Monday, September 25, for the month by either the 6.30 a.m. or 10.15 p.m. trains.

Live Stock Rates Greatly Reduced

PRIMARY producers will benefit by the recently announced decision of the Government to reduce live stock rates by 25 per cent., with tapering rates provided for distances beyond 200 miles. The new rates will become effective at an early date.

* * *

Mr. R. G. Menzies, Minister for Railways, emphasised that as the reduced rates would result in an estimated annual loss of revenue of £150,000, the Government would arrange for the Treasury to recoup the amount of the loss to the railways.

It was hoped, however, that the new rates would attract business, and thereby reduce the estimated loss.

* * *

The old and new rates for average truck loads of stock for typical mileages are equivalent to the following charges per head:

Miles	Cattle		Sheep	
	Old s. d.	New s. d.	Old s. d.	New s. d.
50	6/1	4/7	6/6	4/9.5
100	11/8	8/9	1/0/7	9/5
116	12/5	9/4	1/1/6	10/2
200	18/-	13/6	1/7/6	1/2/7
300	26/8	18/9	2/5/1	1/8/4
400	35/7	22/10	3/2/8	2/0/9

REAL TEAMWORK IS APPRECIATED

TWO recent minor mishaps in the northern and eastern districts gave railwaymen an opportunity of demonstrating their ability to grapple with the problems inseparable from train derailments, the safe transfer of the passengers and the prompt restoration of services.

In both instances, Transportation, Way and Works, Rolling Stock and Refreshment Services staffs all rose to the occasion admirably, quickly and efficiently providing special transport from the scene of the dislocation of traffic, and catering in every possible way for the comfort and convenience of the temporarily stranded travellers.

In a highly appreciative tribute in the press, one of the travellers, after describing his experience, said: "Hats off to an efficient service and courteous railwaymen in an emergency!"

Railway sponsored sessions are now featured at the following broadcasting stations:

City ... 3AW, 3DB, 3KZ, 3UZ.
Country 3BO (Bendigo), 3HA (Hamilton), 3MA (Mildura), 3TR (Sale), 3WR (Wangaratta) and 3YB (Mobile Broadcasting Station).

No definite dates or times have been fixed; the sessions will be "on the air" as opportunity offers.

Rail Nursery Popular with Country Women

THE recently opened Railways Nursery at Flinders-street Station is not being monopolised by mothers residing in the suburbs. Country mothers visiting the city are also taking advantage of its facilities.

They can bring their children to the Nursery for a sponge and brush-up after a long railway journey and leave them there with the comfortable feeling that they are perfectly at home. The children may be left for any period from one hour to a day at a minimum charge of 6d. and a maximum of 2/-.

Beginning this month, the Nursery will be open on Saturdays and all Public Holidays (Christmas Day and Good Friday excepted) from 9 a.m. to 6 p.m. It is, of course, open each week day during those hours, excepting Fridays when the closing time is 9 p.m.

The Month's Topic

Diesel Traction . . .

ALTHOUGH it is somewhat early for reliable data to be available concerning the maintenance and operating costs of Diesel electric traction, the Department is closely in touch with developments overseas.

In 1895, Dr. Diesel invented his engine which provided for the use of crude and heavy fuels, and as these fuels were cheaper and safer than petrol and kerosene used in the petrol engine first successfully built 19 years previously, engineers all over the world have, in recent years, focussed their attention on the development and wider use of the Diesel principle.

The petrol engine works with a low compression ratio of about 5 to 1, while the Diesel compression ignition engine has a high compression ratio of approximately 14 to 1.

In the first type, air and petrol vapour are drawn into the cylinder where it is compressed and then fired by means of a spark at the top of the stroke. In the Diesel, air only is drawn in and compressed; the heavy fuel is forced in at the top of the stroke in the form of a fine mist and ignites spontaneously, due to the heat of the compression.

Thus, in one case there is low compression and external mechanical firing, and in the other, high compression and internal automatic firing.

Another essential difference between the two types lies in high compression. If compression pressure is increased with the object of gaining greater efficiency in the petrol engine, the charge will fire itself in the wrong place, leading to detonation and pre-ignition.

The position is reversed with compression ignition. As air only is compressed, the compression pressure may be as high as desired, the limit depending upon the strength of the engine and the clearances which must be allowed.

The problem confronting the engineer is not, however, the prevention of the charge wrongly mis-firing; rather is it to ensure that the charge actually fires.

Train Control Praised by Prime Minister

ACCOMPANIED by a representative group of citizens, Mr. J. A. Lyons, the Prime Minister, visited the train control division in the Head Office on the evening of Tuesday, August 15.

Mr. W. R. Price, Chief Train Dispatcher, explained the operations of the system, following which the party spent some time watching a train despatcher at work.

Mr. Lyons was greatly impressed by this modern feature of efficient railroading.

"SMART PIECE OF WORK"

Dear Sir,

As a visitor to Victoria and one who has travelled on railways in various parts of the Empire and in U.S.A., I would like to bring to your notice the extreme courtesy of your officials.

A few days ago, not knowing your trains, I was overcarried to Coburg on the way to Newport where I had an important appointment. The particular Coburg employee issued me a free return slip to North Melbourne and also most obligingly telephoned through to the officer on the Newport barrier who, in turn, advised my friend waiting at the barrier where I was and what had happened.

Truly a smart piece of work, and I think quite worthwhile reporting to you.

Yours faithfully,

Signed) SYDNEY H. CHANCE,
F.R.G.S. (MAGISTRATE,
PAPUA), writing to the
Chairman of the Railways
Commissioners.

Excellent Model Loco.

TRUE to scale in every detail, a miniature "A2" locomotive recently built by Mr. J. Carne, a Maffra resident, is a remarkable feat of craftsmanship.

Working without drawings, he paid frequent visits to Warragul where the locomotives entering the depot were closely studied and measured.

The model weighs nearly one ton, measures 11½ feet overall, and runs on a 10-inch gauge track. It is fitted with all the essentials of its prototype, including an electric headlamp. Tests have revealed that the boiler, which is built of 3/16 in. rivetted boiler plates and has 24 1½ in. dia., 14-gauge solid drawn steel fire tubes, can withstand a pressure of 300 lb. to the square inch. The normal working pressure is, however, 75 lb.

Mr. Carne made his own patterns and machined the fittings and castings, spending nearly three years in completing his model.

Special trains and cheap second-class day-return fares will enable football enthusiasts at seven country centres to visit Melbourne for the Victorian League football final match on September 30.

Payment of Awards Brings More Ideas

ONE of the gratifying features of the past financial year was the substantial increase in the number of suggestions submitted to railwaymen for consideration by the Betterment and Publicity Board.

Altogether, 1536 ideas were received—a marked contrast with the total of 413 for the previous year and a striking vindication of the re-statement of the practice of granting monetary awards for suggestions considered worthy of such recognition.

Since the inception of the suggestions system in 1921, nearly 28,000 suggestions have been received. Accepted proposals total 4860, and the sum disbursed in awards amounts to approximately £20,000.

Obviously, it is worthwhile for an alert railwayman to bring that idea out from under his hat.

A Railway Scrapbook

"Queer things done
Where railways run"

Luck Of A Chinaman

Chang Tsung-Chang, Governor of the Shantung Province, China, boasts that if he failed to lead his army to victory he would return in a coffin.

Losing, he redeemed his promise and arrived home in a red-lacquered coffin, mounted on an open railway truck, nonchalantly smoking one of his favorite cigars.

Later, for reasons unknown, he was assassinated on the Isinanfu railway station.

Smugglers' "Tube" Railway

Discovery of five bales of tobacco weighing 1100 lb. at the mouth of a sewer at Halluin, on the French frontier, had a surprising sequel.

Police found that the sewer, which begins at Menin, near Ypres, was actually an underground railway for smugglers who had laid down a set of rails to carry rubber-tired trucks for smuggling tobacco and other merchandise into France.

Lost—and Found

A guard on the Kimberley-Baerendsen wayo line in South Africa had a terrifying experience when, after signalling the driver to proceed, the train by some mischance went off with him.

He was stranded in the heart of the Rhodesian bush, and hearing a deep-throated roar of lions proceeded to take refuge near the top of an adjacent telegraph pole.

Three hours later, a much-relieved guard saw the train returning for

Tree Planting on Northern Lines

IMRESSED with the value of trees in the dry northern areas as a means of improving the living conditions of railwaymen, providing shelter for waiting passengers and protecting livestock, the Commissioners recently directed that consideration be given to the planting of trees on some of the Mallee lines.

FOLLOWING an inspection of stations and other railway property on the Echuca-Balranald, Elmore-Ballantra, Korong Vale-Robinvale and Korong Vale-Kulwin lines by Departmental officers, it has been decided to plant sugar gums at the rear of un-protected station buildings, sugar gums and pepper trees along station approaches inside the railway boundary and sugar gums and quick-growing hedges of the Boobyalla shrub at Departmental residences.

Stock yards are also to be protected on the north side by the planting of pepper trees which should, within one or four years, afford shelter for stock awaiting transport by rail.

While the scope for planting of this kind is almost unlimited, the expenditure is dependent upon available funds and consequently only a small amount is being expended this year. If the staff co-operate fully, the cost

of the trees and planting is almost infinitesimal, the one expense being the cost of providing protection from rabbits and wandering stock.

The first section of a planting scheme is being carried out this year at Moulamein and Balranald, where local railwaymen will give the necessary attention to the trees in their early growth, while a few trees are also being planted at Niemur and Perkerterton to determine whether they can survive at unattended stations.

Planting will also be done at a number of stations on the Korong Vale-Robinvale line this year.

The benefits to be derived from the planting of trees in the northern Mallee districts are so obvious that the Commissioners are confident that the staff will give their wholehearted co-operation in caring for the trees until they become healthy and properly grown.

Big Saving by Workshops Merger

SUBSTANTIAL economies will result from the transfer to the Spotswood Workshops of the greater portion of the work previously performed at the Newport Signal Shops. This was made possible by the abolition of the Signal Shops following the amalgamation of the Way and Works and Signals and Telegraph branches.

DURING the 38 years the Signal Shops were in existence as a separate entity, much important work was accomplished, beginning with signal maintenance and gradually developing into the principal centre for the manufacture of signalling apparatus.

When these shops were established in 1895, the main structure consisted of one of the out-buildings previously used for the First Melbourne International Exhibition held in 1880-81. At that time there was a staff of 20, the equipment comprising one lathe, one drilling machine and three lathes.

A boiler yard, lamp shop and electrical shop were added during the succeeding 15 years, and in 1911 one of the telegraph workshops staff was transferred from Spencer-street to Newport.

Shortly afterwards, a foundry and blacksmithing and painting sections were included. The workshops became a fully-equipped engineering establishment, occupying approximately 100 acres, and ultimately employing a maximum of 500 tradesmen comprising many grades.

In addition to the manufacture of interlocking apparatus, signals, telephone switchboards and illuminated diagrams, the workshops' output included 1500 volt switches, with their control gear and interlocked cells, for the Newport power house and suburban sub-stations.

Portion of the old Signals shops is now occupied by the Stores branch for the storage of oil, cement and other materials.

Advantages of Nominated Loading Days System

Benefits arising from the "Nominated Loading Days" system are emphasised by a recent arrangement.

Goods for nearly 90 stations on the Maryborough, Mildura and Avoca lines and branches, will now be accepted at Melbourne for despatch 6½ hours later than previously, but will be available for delivery earlier than at present at stations on the "Up" side of Woomelang, and at the existing times at stations beyond.

How 95,000 Trout Yearlings Were Safely Transported

APRECIATION of the Railway Department's co-operation in rapidly transporting 95,000 brown and rainbow trout yearlings was expressed by officials of the Fisheries and Game Department. The trout were sent to practically every part of the State for liberation in local streams.

WITH the exception of 2000, all these yearlings were despatched from the principal hatcheries at Ballarat and Geelong in special cans, each containing 50 fish, and conveyed in the vans of passenger trains.

Extra precautions were taken to preserve the yearlings during their overnight stay at Spencer-street and Flinders-street. A continuous stream of running water was passed through the cans from special pipes.

An officer of the Fisheries and Game Department accompanied each consignment from Melbourne to observe the condition of the fish. Lack of oxygen, which is more vital than food, was the greatest danger, and, where necessary, the water was drawn into a garden syringe and sharply discharged again into the cans, thus permitting the entry of more oxygen.

In addition to the yearlings sent from Ballarat and Geelong, 750,000 trout are reared annually at smaller country hatcheries and liberated in local streams.

Importance of Railways in State-wide Centenary

AS many thousands of overseas and interstate visitors are expected to be attracted by the State-wide character of the Victorian and Melbourne Centenary Celebrations next year, the provision of transport facilities is necessarily of prime importance.

The railways are the State's principal transport medium, and the Department is, therefore, maintaining close contact with the progress of the arrangements so that it will be in a position adequately to meet any demands made upon it for transportation, particularly to the many country centres embraced in the Celebrations.

Mr. M. J. Canny, General Supt. of Transportation, and Mr. J. Fowler, Member of the Betterment and Publicity Board, are the Commissioners' representatives on the Centenary Council and Publicity Committee respectively.

The Council has recognised the value of Reso. train tours as a means of enabling visitors to see at first-hand the resources of inland Victoria, and is now arranging for the inclusion of several tours in the official programme.

Personal Postscript—

"May it please . . ."

By his admittance to practice as a barrister and solicitor in the Victorian Supreme Court, Laurie Anderson joins a small group who have successfully mingled railroading with a study of legal complexities. Born in Ararat 29 years ago, he started in the service as a lad messenger at the local rolling stock depot in 1920. Appointed a junior clerk in the following year, he was subsequently selected to fill a vacancy in the Secretary's Branch. Later he was transferred to the Railways conveyancing and non-litigious branch of the Crown Solicitor's office. Some time afterwards he began a study of law at the Melbourne University, eventually gaining the degree of LL.B. In 1931, he assumed control of the section which he had joined as a junior eight years previously. —H.D.B.

Back to Geelong

ASSOCIATED with the Transportation staff office during the past 16 years in the granting of leave and passes and the arrangement of relief duties all over the State, Bill Spencer, of Room 9, has just been promoted to the position of clerk-in-charge of the Geelong goods sheds. He thus returns, after 33 years, to the centre where he began his railway career as a junior clerk. Prior to entering Room 9 in 1915, he was for a time with the district supt., and also in the parcels office at Spencer-street. In 1907, he toured the world, during which he visited his brothers residing in England and Canada. —E.H.

Versatile Architect

PLANS and specifications will not—officially, at least—have any further interest for Chief Architect H. T. Stanley, who has just retired after 32 years close contact with all the big railway engineering works of that period, including the building of the Flinders-street station. Among the examples of his architectural ability are the modernly-equipped refreshment rooms, fruit, drink and bookstalls and the Tourist Bureau. On joining the service in 1901 his special mission was to assist in the preparation of the illuminations for the visit of the present King and Queen, then the Duke and Duchess of Cornwall and York. He repeated this experience in connection with the tour of Australia by the Duke and Duchess of York in 1927. Prior to becoming a railwayman, Mr. Stanley spent some years as an architect on the Kalgoorlie and Coolgardie goldfields. On his retirement he received, in addition to farewell gifts from his branch associates, a memento from a small group of Government officials and business men with whom he lunched each day for many years at the Spencer-street refreshment rooms. —G.

Champion

UNDISPUTED champion skier at the recent Mr. Buffalo Winter Carnival, Mosley Chalwell, brilliantly won the Commissioners' Trophy, Sharp Brown Cup, an open handicap race and three other cups. His victories, by the way, were gained on a pair of Australian-made skis. Born at Wandiligong, in the Australian Alps, 21 years ago, Mosley began skiing at the age of 16, and quickly revealed a degree of skill that foreshadowed his rise to championship class. He is an assistant mechanic at The Chalet, and this year was appointed skiing-instructor. —W.J.

Chalet Chalwells

CHALWELL and The Chalet, Mt. Buffalo National Park, are synonymous, for Ernie and Fred, father and uncle of Mosley Chalwell, have been located there for the past 20 years. Both are direct descendants of Carlisle, one of the pioneers of this premier tourist resort. Ernie is a guide during the summer and in charge of the sports equipment depot in the winter, while Fred is outside foreman. Fred was an expert skier in former days, and this year demonstrated that he was still in form by winning the Viopake Cup, a downhill race over the steepest possible course. Bill Chalwell, a younger brother of Mosley's, is also employed at The Chalet. —M.B.

September Birthdays

FIREMAN J. Clancy of Korong Vale, C. C. Widdop of Room 2 and Fireman H. P. Tomlinson of Geelong, on the first; Asst. Manager James Taylor of Newport Workshops and Telephone Engineer E. G. Godfree on the second; Night Depot Foreman E. W. Ford of Geelong, on the fourth; Relvg. Asst. Stationmaster W. Morrison on the fifth; Train Examiner T. Orchard of Seymour, Relvg. Stationmaster Tom Mulcahy and Dist. R.S. Supt. E. Hinds of Ballarat, on the sixth; J. M. Ashworth, Chief Engineer of Way & Works, on the seventh; Secretary for Railways E. C. Eyers and Chief Mechanical Engineer A. C. Ahlston, on the eighth; Optg. Porter M. T. Wighton of Tooronga Group and Shunter T. A. Grierson of Melbourne Yard, on the ninth; Claims Agent J. Southam, on the 10th; Don McDonald of Room 67, Leading Porter Martin Young and Guard W. B. Williams of Ararat, on the 11th; Melb. Yards Supt. A. W. F. Smith, Porter J. F. Kelly of Warragul, Works Sub-Foreman M. F. Higgins of Warrnambool and Signalman R. Macklan of Benalla, on the 12th; Asst. Stationmaster R. P. Orr of Aspendale, on the 13th; Dist. R.S. Supt. F. Boadle of Seymour, on the 15th; Elec. Fitters-in-charge J. Hammond of Dandenong and J. Finch of Melbourne, on the 16th; Drawing Office Engineer T. D. Doyle and Traffic Insp.

R. S. Phillips, on the 18th; Photographer Howieson, Drivers A. E. Dent of Nyora and J. Ingoldby of Ballarat, on the 19th; Works Foreman W. J. Beanland of Sale, on the 20th; Asst. General Supt. W. Thomas, Signals Engineer C. B. Young and Mater. Clerk James Duncan, on the 21st; Train Examiner W. Oliver, of Warragul and J. Jory of W. & W. corres. room, on the 22nd; Stationmaster H. R. Parker of St. Kilda, on the 24th; S. & T. Maintenance Engineer Forrest and Sig. Adjuster E. S. Bishop of Dandenong, on the 25th; Printing Office Milton F. Gray, and J. Minehan of Room 10 on the 26th; Fireman C. Tait of Ararat, on the 27th; Fitter R. G. Elliott of North Melbourne, on the 28th; Fireman R. E. James of Ararat, on the 30th. —L.

Man and Machine

NOW on final leave prior to retirement, Mr. C. S. Walker was, since its inception in 1924, connected with the Powers Machine Accounting Division, which has revolutionized railway bookkeeping practice. To this position he brought 36 years of practical transportation experience. He began as a booking clerk at Middle Park in 1886, was afterwards located at Port Melbourne, Williamstown Pier and Wangaratta. He also a.s.m. at Footscray for a period. In 1911 he was chosen to assist Mr. W. Thomas, Asst. General Supt. of Transportation, in a consolidation of the Rules and Regulations. He was employed in Room 10 at the time of his transfer to the Powers Machine accounting division of which he was in charge upon his retirement. —R.H.

Tree Planter

KEEN practical interest is being manifested by Ganger Jack Crossley of Moulamein in the Department's tree planting scheme on the Balranald line. He is enthusiastically co-operating to ensure the success of the venture by giving special attention to the young trees which have been planted at Moulamein, and at several unattended stations. His knowledge of local soils and of the most suitable trees for those soils was a great help to the Departmental committee which is handling the scheme. His own garden is a picture, and one of the places on the line, and it has already gained for him the prize awarded for the best Departmental residence in No. 1 Belconnen section. —F.L.

Last Mile Post

THOMAS HENRY COAKLEY

AFTER experiencing indifferent success during the past three months, Coakley, District Engineer at Bendigo, has recently in a Melbourne private home where he had been admitted for special treatment.

Mr. Coakley was 18 years of age when he entered the service in 1898 as an engineering student under Mr. W. R. Rennick, a former Assistant Chief Engineer of Way and Works. During the succeeding 26 years, he passed through the grades of draughtsman, assistant engineer and engineer, being located for most of that period in the Head Office.

He was appointed District Engineer at Bendigo in 1925.

The V.R. News Letter is issued monthly by the Victorian Railways Commissioners to railwaymen in the service. Personal paragraphs and other brief succinct contributions should be addressed to the Editor, Contribution and Publicity Board Head Office.

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The V.R. News Letter

October, 1933

Issue No. 37

Pith of 1932-33 Annual Report

THE percentage of working expenses (exclusive of electric tramways, road motor services, pensions, superannuation, etc., and of expenditure charged to Unemployment Relief) to gross revenue was 61.68 in 1932 and 72.43 in 1930-31.

* * *

Net increase of £304,795 in the Account during the year brought the total to £75,587,074, including stores and materials.

The revenue represented a return of 100 per cent. on interest-bearing securities amounting to £75,530,774.

* * *

Newly opened for traffic at the end of the year totalled 4721 route miles or 5090 track miles and 1036 sidings. The Department operated 7½ route miles or 15 miles of tramways.

* * *

The standing time of locomotives has been reduced from 22.4 hours per 1000 miles run in 1925-26 to 17.3 in 1932-33. The "gross ton miles per train hour" figure, an index of goods train operating, advanced from 1925-26 to 4414 gross ton miles in 1932-33, an improvement of 27 per cent.

* * *

Goods and live stock traffic showed a net increase of 58,265 tons (equivalent to 94 per cent) over the previous year, but the revenue decreased by £35,150 (73 per cent.).

* * *

Percentages of trains on time during the year were: Country passenger 89.20; Country mixed trains, 85.20; and Suburban electric trains, 85.20.

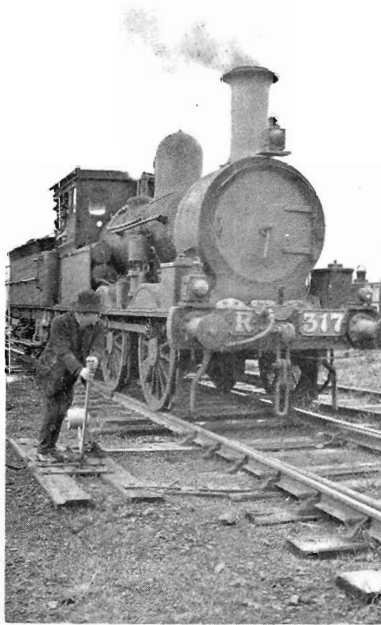
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There was a slight increase in the revenue paid for short delivery, damage and delay of goods, parcels and mail which reached £12,095, by comparison with £11,193 in 1931-32. The amounts represented 24 per cent. and 23 per cent. respectively of the revenue from these classes of traffic.

* * *

An improvement was recorded in the volume of business at the refreshment rooms and at the various types of stalls. The revenue from refreshment rooms and stalls totalled £254,933, and from book-stalls £58,021, compared with £242,226 and £58,021 respectively in 1931-32.

R. 317 is Victoria's Oldest Loco.



AFTER travelling considerably more than 1,000,000 miles all over the State during the past 50 years as a goods train locomotive, R. 317 is now performing the less spectacular but useful work of shunting at the Newport Power House.

IT is Victoria's oldest locomotive in service. Although dwarfed by the existing "X" class goods locomotive, the main essentials of the veteran are embodied in its more modern and powerful prototype.

Mr. A. R. Stamp, Supt. of Locomotive Running, has very vivid memories of R. 317. His first job at the Newport Workshops in 1897 as an engineering student gaining practical experience, was to assist in partially dismantling this locomotive for overhaul after a period of idleness out in the yard.

Beginning on September 7, live stock freight rates in Victoria were reduced by 25 per cent. for distances up to 200 miles, with tapering rates beyond that distance up to 600 miles.

RAIL OFFICERS JOIN THE "STAR" STAFF

ACCEPTANCE by Richard Hughes of an invitation to join Melbourne's new daily newspaper, *The Star*, to be published next month, deprives the *News Letter* of its editor. Readers of the *V.R. Magazine* will recall many special articles under his own name and such pseudonyms as Hugh Richards, R.H., Jr., and Hannibal Jones.

In 1929, he became editor of the *Magazine*. He was then 23 years of age, and perhaps, Australia's youngest editor of any comparable journal.

Besides his editorial work on the *Magazine* and the *News Letter*, he has, in the position of Asst. Publicity Officer, prepared a continuous stream of literary and publicity matter for the Department.

In addition to his literary attainments, he has excelled as a debater, winning the Victorian individual championship two years in succession.

Before beginning his journalistic career he is taking a holiday in North Queensland. His friends confidently predict that he will be just as able and resourceful in his new sphere as he was on the staff of the Betterment and Publicity Board.

Cartoonist

Angus McDonald, better known as Angus Mac., is another railwayman who will occupy an important position on Melbourne's new evening daily. His all-round capacity for black and white work has gained for him the post of principal cartoonist, one of the most responsible positions in modern journalism.

Within the limitations of the *V.R. Magazine*, he revealed a marked ability for caricaturing, particularly in connection with the series of "Representative Railroader" articles.

Telephonist

Miss Ivy Rogers, of the Head Office Duplicating Bureau, completes a trio who are forsaking railroading for newspaperdom.

Her promptitude and courtesy while at the Tourist Bureau as a telephonist several years ago, led to her selection in a similar position on the switchboard of the newspaper.

The Month's Topic

1932-33

Annual Report . . .

THE last financial year's operations are comprehensively reviewed in the recently issued Commissioners' Annual Report which discloses a deficit of £695,796, or an improvement of £274,554 upon the preceding year.

Interest charges and exchange were £455,765 less than in 1931-32, but working expenses increased by £171,269 while the revenue decreased by £9942.

The advantage arising from the reduction in interest and exchange was counteracted slightly by a fall in revenue and appreciably by an increase in working expenses arising from the betterment works associated with the Unemployment Relief programme. To some extent it was further affected by a less restricted programme of ordinary maintenance.

Stress is laid upon the fact that the true results of operation are not disclosed by the deficit of £695,796 because, apart from the inadequacy of the maintenance expenditure, which will have to be made good in future years, insufficient provision was made for depreciation accruing during the year.

Depreciation during the year is estimated to amount to £620,000, of which only £180,000 was charged to last year's revenue, leaving an amount of £440,000 for which provision was not made, although it unquestionably formed portion of the cost of the services.

The Commissioners hope that as early as practicable approval will be given to the recommendations of the Special Committee to transfer portion of the railways loan liability to the general indebtedness of the State, together with associated questions, such as establishing a Reserve Fund and making adequate provision for future depreciation.

That opportunities for restricting expenditure have not been neglected is evident from the fact that in 1932-33, working expenses were £2,956,969 (31 per cent.) less than in 1929-30. In the same period, the revenue fell by £2,565,810, or equivalent to 21 per cent.

PETTICOATS ARE "WORN" BY LOCOS!

BEING severely non-technical in our outlook, we were vastly intrigued last month by the casual comment of a sophisticated engineering friend, who happened to mention that locomotives "wear petticoats."

Carrying our blushing curiosity into the rolling stock drawing office, we were shown—on blue prints, of course—just where the locomotive wears its petticoat.

It seems that the petticoat fits into—not around—the smoke-box just beneath the chimney, and that it functions not so much as underwear as a transmitter of the smoke from the boiler to the funnel.

It derives its name from its feminine skirted appearance, and it has an appropriate diameter of about two feet.

Here, however, the resemblance ends—the locomotive petticoat being made of cast iron and weighing the best part of half-a-hundredweight.

Staff Exchanging A 50 m.p.h.

AUTOMATIC staff exchanging while the Sydney Limited expresses are travelling at 50 miles an hour has been authorised at eight stations between Mangalore and Benalla—Avenel, Locksley, Longwood, Creighton, Euroa, Balmatium, Violet Town and Baddaginnie. The exchange was formerly effected at a maximum speed of 40 miles.

TESTS carried out during the past few months have demonstrated that the exchangers on the locomotives and on the ground are not adversely affected by the increased speed.

Savings in fuel consumption will follow, as brake applications and checking of trains will be minimized. The time saved will also be valuable as a reserve for the rare occasions when the expresses are running behind schedule. It is not, however, intended to alter the overall running time between Melbourne and Albury.

The new practice will be extended as opportunity offers to other stations fitted with the necessary apparatus.

Two Years' Financial Results Summarised

	Year 1932-33	Year 1931-32
Gross Revenue from all sources . . .	£9,520,870	£9,530,812
Working Expenses, less £69,135 charged to Unemployment Relief Funds (1932-33 only) . . .	6,572,789	6,401,519
Net Revenue . . .	2,948,081	3,129,293
Interest Charges and Expenses . . .	3,239,010	3,658,705
DEFICIT before providing for Exchange on Interest Payments and Redemption . . .	290,929	529,412
Exchange on Interest Payments and Redemption . . .	404,867	440,938
DEFICIT . . .	£695,796	£970,350

Farming Train's 36th Tour This Month

A FURTHER advance from the Commonwealth Bank's Rural Credits Development Fund will enable the Better Farming train to make its 36th tour this month when the south-western district will be visited.

Lectures and demonstrations will be held at the following centres between October 10-19:—

Warrnambool (10th), Port Fairy (11th), Hawkesdale (12th), Coleraine (13th), Portland (14th), Heywood (16th), Condah (17th), Merino (18th) and Casterton (19th).

This is the fourth occasion upon which the Bank has generously furnished the funds to cover the costs of these tours.

Trees will Aid Train on Maroona Line

IN order to provide a wind-break to facilitate more economical travel on the Gheringhap-Marroona line, in the south-western portion of the State, the Commissioners have just sanctioned a scheme for progressive planting of trees on both sides of this wind-swept line.

The general direction of the prevailing winds are east and west, and the prevailing winds are north, south and west.

Two rows of sugar gums, in 1000-foot mile lengths, will be planted between Wingeel-Poorneet, Duverney-Banook, Berrybank-Gnarkeet, Rinallum-Vite Vite and Vite Vite Pura Pura.

Holiday Train Tour At Christmas

ENCOURAGED by the success of the Holiday Tours conducted last Christmas and Easter, the Department is again organising a similar party between December 26 and January 1. The party will be restricted to 68 of both sexes.

On this occasion, the leading scenic features of Inverloch, Kilcunda, Korumburra, Yarram, Foster and Fish Creek have been included in the itinerary. Tours will cover the Strzelecki Ranges and to Victoria's largest National Park at Wilson's Promontory, as well as visits to Bulga and Tarra Valley Parks and an inspection of the State Coal Mine workings at Wonthaggi are included in the "highlights" of the tour.

The party will travel by a special train consisting of three sleeping cars, two other cars specially fitted with hot and cold shower baths, and the "Man of the Hour" observation car with a complete wireless set.

The inclusive fare of £9/17/6d., covering first-class rail travel and motor excursions, meals, motor sightseeing excursions and evening entertainments, has been fixed for the tour.

Active Salesmanship at Govt. Tourist Bureau

EXTENSIVE canvassing by officers of the Government Tourist Bureau resulted in a party of 320 scholars from Metropolitan schools visiting Phillip Island, during the Show and vacation.

From Adelaide schools, the Bureau organised a party of 165 boys and girls for a week's stay at Mt. Buffalo National Park. While in Melbourne, the visitors were taken on a motor sightseeing tour of the city and suburbs.

Mystery Hike on Sunday, September 17, and a special day-tour to the Ballourn Brown Coal Fields on Monday, September 28, were also arranged.

Friday tours along the Murray River have been exceptionally well patronised since the season opened in August. All the available accommodation on the steamers has been booked up by passengers undertaking round rail-and-steamer tours from Melbourne-Swan Hill-Morgan and Adelaide-Melbourne.

Progress of Auto. Coupler Conversions

During the last financial year, the progress was made with the conversion of equipping trucks and locomotives with automatic couplers.

Together, 3599 trucks and 62 locomotives were converted, bringing the total number of conversions to

CAMPING COMFORTS FOR 800 MEN

ONE of the biggest series of encampments organised by the Railways Department for many years is situated between Ararat and Glenorchy. Important regrading works, financed from the Unemployment Relief Fund, are now in progress, and the employment of 800 men, mostly from the city, has led to the establishment of "canvas towns" for their accommodation.

SIX camps, the largest containing more than 200 men, have been located on carefully selected sites on high ground in order to obviate drainage troubles. Between the tents, which have been raised to permit old sleepers being placed completely around, drains have been provided to convey the water to a clearing drain at the back of the camp.

Large shelter sheds, each containing expansive fireplaces, have been provided at each camp. Here, the men are enabled to gather during the evenings, while the sheds are also of considerable advantage in permitting clothes to be dried. Wherever practicable, portables have been provided for use as reading and writing rooms.

A high standard of cleanliness and orderliness is being maintained at the camps. An orderly has been provided for each 50 tents, and in addition to clearing away all debris he attends to the sanitation.

Experienced Campers

The provision and preparation of food is undertaken by the men themselves, firewood and water being provided by the Department. At one camp, a number of men have engaged a contractor to supply meals at the rate of 10/- per week.

Many of the men have revealed remarkable ingenuity in making themselves comfortable. With pieces of old timber and discarded corrugated iron, they have constructed tiny kitchens and living rooms in which they take their meals, reserving their tents for sleeping purposes only.

One or two even decorate the interiors with flowers, and in one instance a vigorous fellow has planted a little garden around his temporary home.

Produce Rates Compared

An interesting comparison has been made of the mileage rates per ton for potatoes, onions, hay, straw and chaff in Victoria, New South Wales, South Australia, Queensland, Western Australia and on the Commonwealth Trans-Australian system.

It reveals that the Victorian charges are appreciably lower than those on all other systems, with the exception of the 50 miles haul on the Commonwealth railways.

Benefits From Wise Storekeeping

DURING the past 11 years, the Stores Branch has continuously and systematically achieved economies by reducing material stocks on hand and by decreasing quantities of stores held in stock. As a result a marked decrease in the value of stock on hand has been effected with considerable advantage to the Department.

In 1922, the stock was valued at £2,059,293. Five years later it was reduced to £1,392,530, and for the year 1932 it was down to £970,046.

Stock on hand at June 30 last was valued at £1,033,933, the increase of £63,887 over the preceding year being due to the building up of a satisfactory reserve of coal, the purchase of permanent way materials to meet the programme of unemployment relief works, and the more active progress with automatic coupler conversion.

The standardisation of stock items is another phase of efficient stores organisation which is being actively explored following the recent appointment of a Standardisation of Stock Items committee.

More than 40,000 items, ranging from pens to steam boilers, will be personally examined by the committee during the course of its investigations.

Automatic Recording Of Track Defects

EXCELLENT results have followed the use of the Cardew Track Depression Indicator—an ingenious device attached to a locomotive for the purpose of detecting track irregularities under running conditions.

IT not only detects and records any unevenness which may exist in the surface of the rails, or which may be produced by the weight of the locomotive passing over them, but also indicates on the track the location of the fault or weakness.

The recording is done electrically by a relay box mounted on the tender. The relays also operate a valve which discharges a jet of liquid Kalsomine on to the rail at the defective place.

Two locomotives—"A" 980 for main lines, and "D3" 674 for branch lines—have been equipped with this device. Graphs of the total number of depressions recorded for each line have shown progressive decreases, and the number of track depressions are being maintained at a low figure.

The two locomotives are now working on a regular schedule, a cycle being covered every eight weeks. In all, 2650 miles are covered in this period, the locomotives working over the various lines with the regular passenger and goods train services.

Personal Postscript—

Dist. Supt. Marries

CONGRATULATIONS to Mr. D. L. Macdonald, District Supt., of Ballarat, who will be married on October 4 to Miss Molly Young, daughter of Mrs. C. Young of Queen's Road, Melbourne. "Mac," who is only 33 and is the youngest District Supt. ever appointed in this State, is to spend his honeymoon in Sydney and the Blue Mountains. During his absence, his duties will be undertaken by Mr. W. R. Price, Chief Train Despatcher at Spencer-street.—C.

Railwaymen in Sport

FOR the second time, Jimmy Crowe has won the medal awarded on the umpires' votes to the year's best and fairest player in the Railways Football League. He is captain and coach of the Heidelberg team which won the premiership in 1931, and finished runners-up this season. Jimmy is more widely known, however, as a regular member of the Carlton senior football team with which he played a prominent part in the recent semi-final match against Geelong. He joined the Transportation Branch as a junior clerk in 1926, and before transfer on loan to the Mines Department, was located as booking clerk at Clifton Hill, Ivanhoe and North Carlton. Incidentally, three other railwaymen—Jack Austin (Transportation), Martin Bolger (Way & Works) and Joe Kelly (Accounts) have also been delighting football followers by their play as members of the South Melbourne, Richmond and Carlton teams respectively during the recent second round of matches on the M.C.G. Bill Lowenthal (Transportation) was in brilliant form playing with the Essendon senior team throughout the season, and just failed by one vote to win the coveted Brownlow Medal for best and fairest player—H.D.B.

A Mallee Garden

PERHAPS the last place in the world to find a pretty garden all abloom with jonquils, hyacinths, anemones, violets and other flowers is Nowingi in the Mallee. Here Repairer Jack Sullivan and his energetic wife have made the front and back plots records of patient industry in frequently trying conditions. The front garden with beds wearing a trim edging of white granite must require much attention; but there is also a kitchen garden which is a pleasure to the eye. Jack entered the service at Mildura in 1921; he was afterwards at Gembrook and Camberwell, and was transferred to Nowingi in 1929.—C.R.B.

Veteran Signaller Retires

BLOCK and Signal Inspector J. Z. Mullins, 46 years as a railwayman, were almost exclusively connected with signalling, and he now retires after witnessing the development of this important railroad feature from the comparatively primitive to the intricate apparatus necessary to meet the demands of safe railway working. Two years as a porter preceded his long career as a signaller in many important signal boxes, among which were Beaufort, Stawell, Malvern, Richmond and Caulfield. For the last 11 years he was block and signal inspector with headquarters at Geelong and Flinders-street.—"Signals."

Thornbury's First S.M.

EIGHTEEN years as S.M. at Thornbury was the record possessed by Stationmaster M. J. Cummins, who has just retired after a railway career dating back to 1888. He was the first S.M. to be appointed at Thornbury in 1915, prior to which the station was in charge of a caretaker. He remained in the Transportation Branch throughout his long career, which he began as a porter. Twenty-one years later, he was promoted to S.M., and during the succeeding six years was in charge of the Brim, Cathkin and Wandin stations. Many former associates attended his farewell when he was presented with an inscribed gold watch—T.

October Birthdays

Asst. Distribution Engineer W. Coe and Stationmaster E. C. Wade of Lockington, on the first; Shunter H. Phillips of Maryborough and Dist. R.S. Supt. J. Noonan, on the second; Fireman S. Murrell of Orbost, on the third; Driver H. Cottier of Warrnambool, Signals Special Officer E. R. Roberts and Travlg. Stationmaster H. J. Morkalla, on the fourth; Asst. Chief Mech. Engineer H. N. May and Bill Frilay of Melb. Goods, on the fifth; Driver L. H. Lawford of Ararat, on the sixth; Bill Spencer, O. in C., Geelong Goods and Metro. Supt. M. A. Remfry, on the seventh; R.S. Clerk A. P. Burdeu and Fireman L. Bennett of Warragul, on the eighth; W. and W. Engineer Gordon Massey and Driver Paddy Zinnov of Nth. Melb., on the ninth; Guard E. P. Tydeman of Oakleigh, on the 10th; Elec. Engineer R. Harvey and Fireman A. Fraser of Benalla, on the 11th; Reclamation Officer H. G. Molloy and Clerk J. M. Barklamb, c/o Metro. Supt., on the 12th; Reg. Hunt of Metro. Supt.'s office, Supt. of Refreshment Services W. D. Bracher and Driver F. W. Corrie of Ararat, on the 13th; Conductor Joe Keppel, of Spencer-street, on the 14th; Chief Clerk Tom Neal of Seymour D.S.'s office, Tom Slattery, clerk to C.E.W.W., and Train Despatcher T. R. Collier of Ballarat, on the 15th; Guard J. T. Sheehan of Melb. Yard,

on the 17th; Railmotor Driver W. L. Spence of Yarram, on the 18th; Leading Shunter T. Cowdell of Geelong, on the 19th; Clerk R. H. Twose of Shepparton, Stationmaster A. Larkins of Euroa, Fireman A. Tweed of Ballarat and W. and W. Clerk Dan Connor on the 20th; Signalman A. Moverley, c/o Metro. Supt., on the 21st; Signalman J. Canning, c/o Metro. Supt., Ldg. Shunter B. F. Lowday of Maryborough and Train Despatcher L. K. Missen on the 22nd; Hall Officer Wally Wedgewood on the 23rd; Guard F. Nash of Colac, and Signal Supervisor C. Bass of Ararat, on the 24th; Guard R. Rowland of Maryborough and Gang L. J. Eldridge of Nth Geelong, on the 25th; Porter J. Streeter of Stawell, on the 27th; Stationmaster D. R. Rees of Orbost, Guard R. P. Greaves of Geelong and Works Inspector F. Caudwell of Nth. Melb., on the 30th; Chief Clerk F. C. Campbell of Refreshment Services Branch, on the 31st.—L.F.

Last Mile Post

Henry Brien Carey

WITH the recent death of Mr. H. ("Harry") Carey there passes one of the best known railwaymen of a decade. His retirement after nearly 40 years service practically coincided with that of Mr. C. E. Norman, a former Chief Commissioner, with whom he was associated many years as special guard on the Commissioners' tour train. Subsequently, Commissioners named one of the tours in his honor.

Mr. Carey was chosen as guard on special trains run for distinguished visitors. Included among his responsibilities was the care of the special train provided for King George when, as the Duke of Cornwall and York, he visited Victoria to open the session of Federal Parliament in 1901.

William Kavanagh

ILL-HEALTH during the past few months culminated recently in the death of Mr. W. Kavanagh, who was Storekeeper at the Metropolitan Receiving Depot, Spencer-street, since 1925. He was aged 64, and had just entered upon the last months of a railway career which began in 1886.

Mr. Kavanagh's career as a railwayman was more than ordinarily varied as he was at different times associated with the Transportation, Telegraph, Printing and Stores Branches.

He began as a junior clerk at Spencer-street and shortly afterwards transferred to the Telegraph Branch as an operator. Before joining the Printing Branch of which he became Chief Clerk in 1915, he was for a time at Wangaratta, Wandin and North Brighton stations. The Printing Branch was amalgamated with the Stores Branch in 1922, three years later Mr. Kavanagh took up the position he occupied at his death.

His brother, Mr. E. J. Kavanagh, Stationmaster at Spencer-street.

Henry Charles Vockensohn

STATIONMASTER H. C. Vockensohn of Redcliffs, died last month after 31 years service in the Department.

He was appointed Stationmaster in 1900 and in the following year joined the reserve staff attached to Room 9. Mr. Vockensohn spent 13 years as an R.S.M., and became very well-known throughout the State.

In 1928, he was appointed S.M. at Bell and then followed brief terms at Jeparu and Surrey Hills until he was finally transferred to Redcliffs last year.

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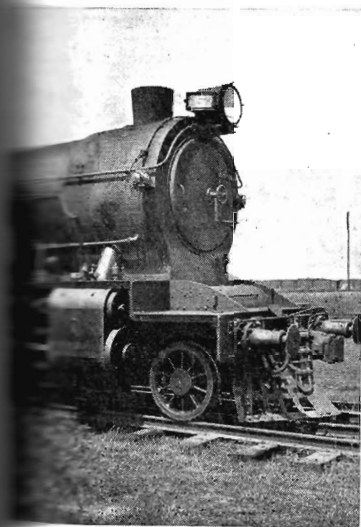


The V.R. News Letter

November, 1933

Issue No. 38

Increasing Efficiency of Locos.



In an experiment, this locomotive (C. 5) was fitted with a special chimney and an altered blast pipe in the smokebox. The increased size of the blast pipe lowered the back pressure in the cylinders. It also reduced coal consumption and improved the steaming of the boiler.

Reduced Rail Fares for Holiday Season

The Railway Summer Holiday Season is now in full swing, which means that until April 30 rail travellers to 29 of the State's leading seaside and mountain tourist resorts will have the benefit of tourist tickets issued at rates which are 16 per cent. less than ordinary return rates.

HOLIDAY makers desiring to visit prominent tourist resorts which are not contiguous to railway stations are catered for by combined rail and road tickets, covering transport direct to the tourist resorts concerned. The holder of a combined rail and road ticket is assured of prompt service by local road carriers who are under contract to the Department.

Other special issues include combined week inclusive tickets, while travel is included in tickets issued to Lakes Entrance and

Details of these substantially reduced fares are available at all railway stations throughout the State, and railwaymen are urged to give them the widest possible publicity.

Handling Special Cup Day Traffic

ON Melbourne Cup Day, November 7, thousands of people will visit the Flemington Racecourse to witness the world-famous race, while thousands of others will flock to the seaside and nearer hill resorts. It is the occasion when the Department is called upon to handle the greatest volume of special passenger traffic in any one day.

ARRANGEMENTS for coping with this traffic are now nearing completion. It is anticipated that approximately 100,000 people will make special trips during the day, which will be the equivalent of 200,000 journeys.

More than 35,000 people are expected to travel by the special service of express electric trains between the City and the racecourse platform. Shortly after 9 a.m. trains will begin running, and at mid-day the traffic will reach its peak.

Between 15 and 20 electric trains will make return journeys, or more than 100 return trips. They will leave at short intervals, according to requirements. At the conclusion of the day's racing, the concentration of traffic will be at its greatest. Between 5 and 6 p.m., as many as 30 trains will leave for the city, and in conjunction with regular Essendon line trains, there will be a two-minute frequency of trains on the section between Newmarket and Kensington.

Sunday school and other picnickers, as well as visitors to the seaside and hill resorts will make up the balance of this extra traffic on Cup

Day. Last year, 95 electric and 49 steam trains were pressed into service, 2254 trips being made by the former and 104 by the latter.

To assist in the return of this traffic, which begins almost simultaneously with the return of race passengers, race trains will be released as quickly as possible and run express to such places as Ringwood, Upper Ferntree Gully and Williamstown.

Teamwork Essential

Weather conditions and other factors often result in variations of traffic, with consequential effects upon the whole day's plan for handling the traffic. It is in these circumstances that supervision plays its important part.

Supervising officers are located at vantage points, and make arrangements to meet the altered situation with the least possible delay. Their promptitude in handling an emergency situation, however, depends upon the co-operation of the entire operating staff.

Regrading at Woomelang Will Help Heaviest Wheat Trains from Mallee

AREGRADING work now in progress at Woomelang, is expected to result in substantial annual savings. The present grade of 1 in 100 commencing at the "up" end of the yard is being regraded to 1 in 160 to permit a single "N" class locomotive to haul heavy wheat trains of a maximum tonnage of 1130, from Woomelang to Donald.

WHEN the work is completed, it will obviate the necessity for the frequent reduction of loading of the heaviest wheat trains

at Woomelang by as much as 230 tons. The present permissible maximum load out of Woomelang for a single "N" class locomotive is 780 tons, or 900 tons by setting back for a run up the bank which is now being regraded.

The work is a direct outcome of an investigation by the Loads Committee, representing the three principal branches of the service. For some time past the Committee has been conducting a State-wide examination of avenues for increasing train loads and generally improving the efficiency of goods train operation.

The Month's Topic

Safer Level Crossings

THE question of reducing the accident risk at railway level crossings is one to which the Commissioners have given close and unremitting attention for a number of years. A Level Crossing Committee consisting of experienced railway officers, functions in close co-operation with a representative of the Royal Automobile Club of Victoria and members of local municipal councils.

Thorough inspections are made of all level crossings, and considerable expense has been incurred in achieving greater protection. Where practicable, level crossings have been replaced by subways or overhead bridges, but this work must obviously be governed by financial considerations.

Each level crossing is equipped with one or more standard railway crossing signs, and where necessary the wing fencing at crossings is painted white. Where the approach to the crossing is such that it cannot readily be seen, warning signs are erected, either by the Department or by the Country Roads Board.

In addition, the Department, in conjunction with the National Safety Council of Australia, has from time to time conducted extensive propaganda with the object of educating the public in the exercise of proper care in the vicinity of level crossings.

There are over 3000 open level crossings in Victoria and the cost of equipping all of them with gates or automatic warning signals would be so heavy that such a project cannot be entertained. However, during recent years, 30 level crossings, where additional protection was necessary, have been equipped with wig-wag or flashing light signals. At the same time, over £60,000 has been expended on the provision of interlocked gates.

Locomotives and the leading vehicles of suburban electric trains have been equipped with electric headlights. At night this penetrating illumination enables train crews to see objects at a considerable distance.

Racehorses Are Given Careful Transport

BESIDES transporting the thousands of interstate visitors to Melbourne for the Spring Racing Carnival, the Department has the responsibility of conveying many of the most valuable of the racehorses entered by owners in New South Wales and South Australia.

EVERYTHING possible is done to ensure efficient and comfortable transport for these thoroughbreds. Bogie horse-boxes, each with 12 compartments, are made available, and attached to express trains afford specially fast and smooth transport.

All parts of the interiors of the boxes likely to come in contact with the horses are heavily padded, while additional compartments are provided for the accompanying attendants who are thus able to observe the condition of the horses *en route*.

In order to preserve uniformity of feeding, many of the trainers bring specially selected oats and lucerne hay for their charges.

Sometimes, to appease the more temperamental thoroughbreds, the trainers bring small ponies which are the boon companions of the horses in the stables. One or two celebrated racehorses of other days were accompanied by their favorite cats and dogs!

AN INVITATION

ALTHOUGH every practicable precaution is taken by the Betterment and Publicity Board to guard against the subsequent adoption in some section of the Department of a suggestion which the Board has been obliged to reject previously, one or two instances have occurred where, unknown to the Board, a rejected proposal has eventually been put into operation.

* * *

It is the desire of the Board that full recognition should be accorded to the suggestor of an adopted idea, and any railwayman whose suggestion has been adopted after rejection by the Betterment and Publicity Board is invited to communicate with the Board.

* * *

The matter will be immediately investigated and consideration given to the question of granting credit to the original suggestor.

A Railway Scrapbook

"Queer things done
Where railways run."

A Cork Again Useful

The "Lancastrian," one of England's aristocratic trains and the fastest on the London-Manchester run, recently developed a fault in the vacuum brake system near Rugeley.

Prolonged examination by the engine crew eventually located a hole in the vacuum pipe.

A perspiring and much harassed crew were greatly relieved when the train continued its journey after the hole in the pipe had been plugged with a cork from a sauce bottle.

Better Farming Train Has Successful Tour

The Better Farming train completed its 36th tour last month after visiting nine centres in the south-western district.

Great interest was manifested by local farmers at each point of visit, the lectures and demonstrations on dairying, pasture improvement and conservation attracting the largest attendances.

Practically all the stock carried on the train had gained prizes at the recent Melbourne Royal Show. Many enquiries were made for the purchase of stud bulls, rams and pigs of the type exhibited on the train.

Iron Horse v. Racehorses

Describing Richard Trevithick's "catch-me-who-can" locomotive, *Observer* of July 17, 1808, said: "The most astonishing machine ever invented is a steam engine with wheels, so constructed that she gallops from 15 to 20 miles an hour on any circle. She weighs 8 tons and is matched for the next Newmarket meeting against three horses to run for three hours, starting the same time. She is now in training on Lady Southampton's Estate adjoining the Newmarket road, near Bedford Nursery, Pancras. We understand that she will be exposed for public inspection on Tuesday next, July 19."

Stole A Train

A Russian mechanic missed the train from Folenzara to Bastia, Corsica, an island off the coast of France, and being eager to meet a lady friend at the appointed time, calmly stole a goods train and was soon on his way.

The startled crew pursued him, found an engine, and caught the overzealous young man when, while rounding a curve, he foolishly opened the throttle and derailed the train.

Eggs and Dried Fruits Create Traffic Records

FEATURES of the goods traffic in recent months have been the quantities of eggs and dried fruits transported by the Department for export overseas. Records for both commodities have been established.

MILLIONS of eggs are being rushed to the seaboard from many parts of the State, the despatching centre being Benalla. During the 10-week period up to the middle of October, 2,734,560 eggs in 7596 cases had been railed from that station by special fast goods trucks. For these consignments, 28 trucks were requisitioned. The eggs were chilled at local packing works. They were packed in special export cases with expanded fillers, loaded into iced boxes for transport to the seaboard and placed in refrigerated chambers on the ships, thus ensuring the completion of the long journey in good condition.

30,000 Rail Journeys by Racing Pigeons

NEARLY 30,000 racing pigeons were transported by rail during the season which began in July and will end this month.

An average of 20 pigeons are consigned in specially-constructed baskets which are sealed and consigned in C.E. express passenger vans, which are also sealed. At certain intermediate stations on the longer-distance routes, the van seals are broken by mobile conveyors to feed and water the birds. Trough-like receptacles, attached to the sides of the baskets for this purpose.

The season's events comprised races in the easterly direction to Melbourne from Ballan (46 "flying" miles), Balla (89), Stawell (135), Horsham (180), Serviceton (240), Tintinara, (298), Murray Bridge (368), and Hammon Bridge (480), Hammond (540) and Pimba, on the Trans-Australian Railway (680).

The events were arranged in this way so that the pigeons might become familiar with the route as the racing distances gradually lengthened.

Beginning on October 23, many services providing more convenient and accelerated services were made on the country passenger train services. The public folder timetable, embracing all these amendments, is on sale at all stations.

From Mildura, Redcliffs, Irymple, Merbein and Yelta, 51,300 tons of dried fruits (including 36,000 tons of sultanas) have been railed during this exceptionally busy season. Of this total, 44,300 tons were exported.

Nearly 2,000,000 boxes of fruit have been loaded into 3208 trucks, the heaviest train load consisting of 1419 tons.

LIFE SAVER

KEN. LODINGTON, senior porter at Flinders-street, recently figured in a dramatic rescue of a man who was apparently drowning in the River Yarra opposite the St. Kilda platform. When told of the man's plight, Ken, unhesitatingly rushed across Princes Bridge to the point where a boat was moored. With two other men, he quickly rowed down the river and pulled the man aboard. One of his co-rescuers wrote to the press pointing out that most of the credit should go to the railway porter "who, with the usual foresight of our Victorian Railways officials, ran immediately to the place with the best facilities for rescue work and so was instrumental in saving the man's life."
—E.H.C.

Improved Facilities for Geelong V.R.I.

IMPROVED accommodation will shortly be provided for the Geelong branch of the Victorian Railways Institute on departmental land. It will be conveniently close to the station at the corner of Latrobe Terrace and Gordon Avenue.

THE present work has been made possible by transferring an office formerly included among the recently abolished Signals and Telegraph Workshops at Newport. The building has been dismantled and conveyed to Geelong for re-erection.

Accommodation will be provided for a class, meeting and social room, two billiard tables and other facilities in which the Institute may function more actively than was previously possible. Local members have undertaken to lay out and maintain lawns and gardens to enhance the surroundings of the building.

When the work is completed, all the principal country branches of the Institute will possess that standard of accommodation which was being gradually provided until a shortage of funds in 1929 caused a temporary cessation of the plan.

Better Tracks—Better Service

AN allocation by the Government from the National Recovery Loan Fund, combined with a substantial contribution from the Department, will make possible a further series of railway betterment works in various parts of the State.

Between Lubeck and Serviceton, a distance of 112 miles, the track will be considerably strengthened by the provision of additional sleepers and ballast. Throughout the number of sleepers is being increased from 12 to 14 to 16 per 31 ft. 9 in. rail, thus reducing the sleeper spacing to about 2 ft. 2 in.

Track strengthening will also be carried out between Ararat and Hamilton (61 miles) and between Sunshine

and Ararat (123 miles). The latter work will be mainly re-ballasting, provision being made for approximately 10 miles of re-sleepering.

On the Geelong-Ballarat line, there is a single track as far as Bannockburn, and it is intended to convert the remainder of the line to Warrenheip (36½ miles) to single track. The suitable 80 lb. rails so released (about 20 miles) will be used for relaying portion of the line between Ballarat-Maryborough-Donald.

On the north-eastern line, a further 20 miles of track will be relaid with 90 lb. rails, thus releasing 80 lb. rails which will be utilised for relaying a further section between Ballarat-Maryborough-Donald.

Daylesford Excursions

Reduced fares (17/9d. first class and 11/5d. second class), and a special train conveniently scheduled to leave Spencer-street at 1.35 p.m. on Saturdays are now offered to travellers to Daylesford. The tickets are available for return for one month.

On Sundays, there is the usual 9.40 a.m. to Daylesford, leaving on return at 6.45 p.m. and arriving at Flinders-street at 9.26 p.m. The return fares are 8/6d. and 6/-.

Educational Day Tours To Yallourn

Special educational day tours to the Yallourn Brown Coalfields are a regular weekly feature. They began running on September 8, and will conclude early next month.

An average of 400 scholars from metropolitan public and state schools, as well as scholars from Geelong and Bendigo, are taking part in each of these tours arranged by the Government Tourist Bureau.

Personal Postscript—

50 Years with Locos.

EVERYONE at the Newport Workshops was sorry when the day arrived for "Bill" Cleary, Foreman Fitter, to sever his connection with the Department after 43 years' service. For more than 50 years he was connected with locomotive construction, beginning as an apprentice on those that met the requirements of the '80s and finishing with the powerful types represented in the "S" and "X" classes. He was associated with the Phoenix Foundry, Ballarat, for nine years before entering the Department in 1890, one of his first jobs with the Company being on the construction of "T94," and, by a strange coincidence, this was the locomotive which engaged his attention as Foreman Fitter in the Motion Section at the time of his retirement. Bill was widely known throughout the rolling stock branch and beyond, many of the past and present senior officials of the branch having at one time or another received the benefit of his tradesman's skill during their careers. He was farewelled at a large gathering of his fellow-railwaymen, on whose behalf Mr. H. N. May, Asst. Chief Mechanical Engineer, presented him with an inscribed gold watch and travelling requisites, together with a necklace and handbag for Mrs. Cleary. —F.M.

A Hamilton Identity

VERY few railwaymen who have been located at or within 50 miles of Hamilton will fail to remember George Barker, one of the town's best known identities. Although not a railwayman, his close association with the station during the past 48 years was such that he was generally regarded as one of the staff. Throughout that long period he had conducted a cab service between the station and the town—a record, perhaps, unrivalled in any other part of the State. There was general regret when he announced his retirement, and before leaving for Melbourne, local railwaymen and residents organised one of the biggest functions in the history of Hamilton in his honor, when a cheque for a substantial sum was presented to him. —E.A.A.

Railway Golfers

DURING their annual leave more than 50 railwaymen, representing many sections of the New South Wales, South Australian and Victorian systems, recently took part in the Interstate Railway Golf Championships on the Sandridge, Croydon and Heidelberg links. The principal event—the "Tintara" Cup—was won by the Victorian team, while the individual Championship was annexed by Jim McCarthy, of the

Ballarat Workshops, who, incidentally, is the present Victorian Country Golf Champion. A round of social functions completed a successful week's programme. Sydney will be the venue of the championships next year, and Adelaide in 1935. —T.H.C.

Recuperating

MR. W. THOMAS, Asst. General Supt. of Transportation, will shortly be returning from a health trip to Norfolk Island, almost due east of Brisbane in the Pacific Ocean. He intends resuming duty towards the end of this month. Mr. S. P. Jones, Signal and Telegraph Engineer, who sustained severe injuries to his legs following the derailment of his inspection motor at Mernda in July, may return to duty this month. Since the accident, he has steadily progressed, and is now able to move about with the aid of sticks. —V.B.

Life Governors

FOR the third year in succession, the girls in the Metropolitan refreshment rooms organised a dance in the Ormond Hall, Windsor, in aid of the Royal Victorian Institute for the Blind. Keen organising and ticket selling resulted in an attendance of 500—a record for the Hall—and a £100 note was handed to the Institute. In appreciation of the girls' splendid work, the Institute awarded two Life Governorships, for which the dance committee nominated Miss Ruby Le Sueur, of the Concourse Drinkstall, and Miss Gladys Hodgkinson, of the Flinders-street room. The presentation was recently made before a crowd of more than 4000 people at Wirth's Olympia. —K.

November Birthdays

STATIONMASTER H. H. Perry of Geelong, on the first; Fireman A. Carroll of Seymour, Telephone Engineer C. Melhuish and Stationmaster F. H. Shepherd of Wangaratta, on the second; Ldg. Hand Fitter M. L. Amiet of Newport Workshops and Stationmaster E. Cassell of Mitiamo, on the third; Yard Foreman A. Ring of Melb. Yard and Asst. Stationmaster H. S. Mitchell of Bannockburn, on the fourth; Clerk H. G. Jones of North Melb. Loco. and Patternmaker W. A. Scott of Spotswood Workshops, on the fifth; Driver W. H. Bishop of North

Melb. Loco., on the sixth; D. Cameron Staff Board Chairman, on the seventh; Stationmaster W. Killeen of Williamstown Beach, Repairer F. Hedley of Ouyen and W. & W. Asst. Engineer A. P. Jacobs, on the ninth; Plant Attendant R. D. Robinson of Newport Power House and Conductor Dave O'Mahony of Spencer-street, on the 10th; Porter R. Mason of Benalla, Boiler Maker's Help E. E. Anderson and Engine Cleaner G. R. Brown of North Melb. Loco. on the 11th; Repairer G. T. Dell of Melbourne and Storeman R. C. West of Newport, on the 12th; Optg. Porter J. W. Brent of Mooroopna on the 13th; Percy Maher of Room 2, on the 14th; Shunter O. Blewett of Melb. Yard, Telegraphist J. Curran of Metro. Supt. Office, Fireman F. T. Rolfe of North Melb. Loco. and Line Sub-Foreman H. T. Fenwick of Spencer-street, on the 15th; Optg. Porter M. S. Ward of Geelong, Signalman H. R. Poge of Glenhuntingly and Relvg. Stationmaster R. O'Donnell, on the 17th; Asst. Supt. Refresh. Services A. W. Keown and Sign. Supt. Chas. Blee of Flinders-street, on the 18th; Chemist E. A. Allen of Newport Workshops Laboratory and Asst. Sign. Adjuster A. Fahey of Caulfield, on the 19th; Sub-foreman Bill Roberts of Newport, on the 20th; Painter A. P. Goddall of Ouyen on the 21st; Boiler Cleaner H. S. Wason of Newport Power House, on the 22nd; Porter J. Kenny of Benalla and Harry Poulton of B. and P. Board, on the 23rd; Fireman A. H. Bennett of Newport Power House on the 24th; Signalman D. Tovey of Glen Hill, on the 25th; Shift Electrician W. Langeveldt and Goods Guard E. Woolford of Maryborough, on the 26th; Engine Driver G. R. Akers of Traralgon, on the 28th; Block and Signal Inspector W. J. Pearson of Geelong, on the 29th and Clerk S. Greer of Melb. Goods, on the 30th. —L.

Last Mile Post

John Arthur Russell

TRANSPORTATION railwaymen throughout the State were deeply grieved at the news of the death last month of Mr. J. A. Russell, who retired from the service 25 years ago. While out driving, he collapsed at the wheel of his car.

During his 33 years association with the Supt. of Passenger Train Service, "J.A.R." as he was familiarly known, was responsible for the scheduling of many thousands of special trains for all kinds of events, and for many years controlled the important holiday traffic section.

He began his long railway career of 45 years in the suburban area, and had vast transportation experience before he was finally transferred to Head Office. When at Creswick, he was connected with the Commissioner Molomby, then a relief clerk. Some years later, he renewed his association with Mr. Molomby when the latter was appointed Supt. of Passenger Train Service. Before then he was located at Yendon, Gisborne, Box Hill and at Seymour on the District Supt.'s staff.

While at Seymour, Mr. Russell initiated the railway calendar which, for more than 20 years, was the official issue, containing much valuable statistical information in relation to the Australian railways.

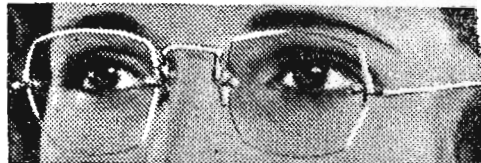
For nearly 50 years, he was a prominent member of the Australian Natives' Association, and was for a term Chairman of the Metropolitan Committee.

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The V.R. News Letter

December, 1933

Issue No. 39

Former V.R. Clerk Is Now Palestine Railway Chief

Lieut.-Colonel George M. Campigli's Meteoric Rise

NOW in Victoria on six months' furlough from Palestine, Lieut.-Colonel G. M. Campigli, M.C., has had a brilliant and varied career since he left with the Australian Imperial Forces as a cooper in the 4th Light Horse. At the time of his enlistment in 1914, he was a clerk in the Transportation Branch at Seymour, and within six years he had attained his present rank, together with the post of Assistant General Manager of the Palestine Government Railways.

His father was a widely known stationmaster in the Victorian Railways, while a brother is at present on the clerical staff at the Melbourne Goods Sheds.



Lieut.-Col. Campigli

Palestine Railways Briefly Described

LIEUT.-COLONEL CAMPIGLI, who is 43 years of age, joined the Victorian Railways as a clerk in 1907, and during the preceding four years was stationed at the time at Horsham, Benalla and Yarra. In 1911, he was transferred to Seymour where he remained until joining the A.I.F.

After serving on Gallipoli until evacuation in December, 1915, he transferred to the Imperial Army and rapidly reached the rank of Lieut.-Colonel.

In 1919, he was appointed Assistant General Manager of Railway Traffic of the Australian Forces, and later in the year entrusted with the organisation of the Palestine military railways on a commercial basis. He has since represented the Palestine Government on a number of important missions, including a survey of the leading British and Continental railways.

Language Problems

In an interview with the "News Letter," Lieut.-Colonel Campigli mentioned that the Palestine railway staff was comprised of 28 different nationalities! Train time tables, rules and regulations and other official publications were printed in three languages—English, Hebrew and Arabic.

The Palestine railways consist of the Kantara-Rafa railway (extending from the Suez Canal to the Egyptian

frontier), the Rafa-Haifa line, with a branch to Jerusalem, and the Hedjaz railway in Palestine and Trans-Jordan.

Since 1920, a train control system has been in operation. The traffic branch attends to all train operation, including the maintenance of locomotives and rolling stock at running sheds and depots. The mechanical branch concentrates on the designing and carrying out of heavy repairs at workshops. New workshops have just been erected at Haifa at a cost of £300,000.

Heavy Loads

Under a five-year programme, steel sleepers are being substituted for timber sleepers. This work is expected to cost about £120,000.

A recent regrading of a busy section of the main line enabled the loads of goods trains to be increased by 20 per cent. to a maximum of 1000 tons. Pyle headlights are fitted to passenger locomotives, whose maximum permissible speed is 50 miles per hour. Tank engines of the 2-8-2 type, specially designed for operating on the Jerusalem line where there is a grade of 2 per cent. (1 in 50) continuously for 20 miles, have been built at a cost of £12,000 each.

The construction of a 1400-mile oil pipe line for the Iraq Petroleum Company at a cost of £10,000,000 has necessitated the conversion of a large

number of goods vehicles for the efficient transport of pipes and heavy plant over a tortuous section of the railroad in the Yarmuk Valley.

Big Citrus Traffic

In order to afford Iraq an outlet to the Mediterranean, consideration was being given to the construction of a railway between Haifa and Baghdad, a distance of 600 miles, at an estimated cost of several millions of pounds.

The traffic handled on the Palestine Railways consists principally of citrus fruits, building material, potash salts from the Dead Sea, flour, cereals, kerosene, cement and general merchandise. The citrus traffic is rapidly increasing, and Lieut.-Colonel Campigli predicted that 3,000,000 cases would be available for transport by rail for export to the United Kingdom during the present season.

Fast Transport For Chilled Beef

A SIGNIFICANT development in Interstate goods traffic was the recent decision of Queensland consignors to use the railway for the transport of large quantities of chilled beef direct to Victoria. Altogether, 550 tons were conveyed, for which 56 iced trucks were used between Albury and Melbourne.

The Queensland, New South Wales and Victorian railways departments co-operated to provide specially fast transport for this perishable commodity.

The consignments were carried the complete journey of 1192 miles in 3 days—a very satisfactory performance.

This fast schedule was maintained without a hitch during the four months that the chilled beef was offering for transport.

Cup Day Traffic Improves

The railway traffic between Spencer-street and the Flemington Racecourse on Cup Day, November 7, showed an improvement over that of last year.

Altogether, 23,713 passengers were carried, returning a revenue of £9641, as compared with last year's figures of 21,128 and £8865 respectively.

In addition, the traffic to the seaside and nearer hill resorts revealed an increase over that of last year.

The Month's Topic

Recklessness at Level Crossings

IN this column last month, an outline was given of the steps constantly being taken by the Department to reduce the risk of accidents at level crossings, and it is now opportune to direct attention to statistics recently prepared by the Department disclosing a remarkable state of negligence or indifference on the part of many road users at level crossings.

Over a period of 18 months from April 1, 1932, to September 30, 1933, there were 60 collisions between trains and road vehicles at crossings, and the astonishing fact is revealed that in 18 of the instances, the road vehicles actually ran into the side of the train.

Equally astonishing, and indicating a deplorable degree of carelessness or recklessness, is the fact that during the period mentioned 138 road vehicles (130 motor and 8 horse-drawn) ran into closed crossing gates. A number of these collisions occurred in broad daylight.

"Safety" Sense Needed

The utter disregard of even elementary precautions on the part of a certain class of road user is strikingly evidenced by special checks made some time ago at crossings near Werribee on the Melbourne-Geelong road and near Dandenong on the Cranbourne road. Of the total number of 1205 motorists who crossed the lines, 499 failed to look both ways before crossing, 160 did not look either way and 515 did not even reduce their speed.

Clearly, what is required is the cultivation of a "safety" sense in road users. Where a railway crosses an open road, the onus of avoiding collision obviously must rest with the driver of the mobile road vehicle. When in the vicinity of a level crossing, he should make it an invariable habit to assure himself that no train is approaching when he is about to cross, and he should keep his vehicle properly under control so that there will be no doubt of his ability to stop it clear of the railway line.

No motorist who values his safety can afford to "take a chance" against the weight and momentum which prevent as rapid a stoppage by a train as is possible in the case of a motor vehicle. The person who takes such chances is a menace not only to himself but to others as well, and cannot be regarded as a fit person to be entrusted with the care of a motor or other road vehicle.

GETTING TOGETHER

UNDER an arrangement between the New South Wales and Victorian Railway Administrations, leading officers of the respective departments are now accompanying the Commissioners on their periodic inspections of country lines.

Mr. M. J. Canny, General Supt. of Transportation, recently accompanied the New South Wales Commissioners on an extensive tour of the Southern Main and Riverina branch lines, while Mr. A. G. Demiss, Chief Traffic Manager of the New South Wales railways, travelled with the Commissioners on their inspection of the Gippsland lines last month.

Messrs. G. H. Nicholas (Asst. Rolling Stock Supt.) and E. G. Butcher (Chief Inspecting Engineer) of the New South Wales railways had previously inspected the Mildura and Serviceton lines respectively with the Commissioners.

It is considered that the interchange of views and ideas resulting from this arrangement cannot fail to be of mutual advantage to both systems.

Busy Time for Werribee Staff

On November 15, the staff at Werribee experienced one of their busiest days for some time.

More than 150 horses, destined for India as remounts, were loaded into 19 trucks for despatch to Williamstown. The horses had been sent from all parts of the State to the Board of Works' Farm for agistment.

In addition to the horses, 53 trucks, containing a total of nearly 8000 sheep, arrived at Werribee from the Newmarket Saleyards. These sheep will remain for fattening on the rich pastures of the Farm.

Bargain Return Fares for Holidaymakers

Holiday excursion tickets, representing a reduction of 16 per cent. will be issued throughout the State between December 8 and January 2, available for return until February 2.

To induce people to travel early before the rush of traffic on Christmas Eve, cheap excursion tickets (a reduction of nearly 50 per cent.) will be available from and to Melbourne between December 18-21. The latest return date for these tickets will also be February 2.

Varied Rail Tours at Christmas

IN addition to the greatly reduced fares and specially augmented train services throughout the State over the Christmas holiday period, the Department has completed arrangements for a series of special tours covering a variety of attractions.

PROMINENT amongst the Department's activities will be the tour of the Christmas Holiday Train between December 26 and January 1. All available accommodation on the train had been booked the middle of November. The tour is to be a comprehensive one, embracing many scenic attractions of South-Eastern Gippsland.

For Men Only

Something entirely different featured in the "Sky Line Tour for Men"—a mountain hike through rugged country near the source of the Moroka River in Gippsland. The remote area is practically unknown except by cattlemen who graze stock on the surrounding mountains. For travel, sleeping bags and blankets, tents, meals, packhorse transport and the services of guides are covered by the inclusive fare of £8-5-0. The tour will commence on December 28 and conclude on January 2.

Interstate Tours

In conjunction with the New South Wales Railways Department two scenic overland tours have been planned between Melbourne and Sydney. Passengers undertaking the round trip to Tasmania by the *Oronsay* leave Sydney on December 21. A 6-day tour, covering a sight-seeing around Sydney, and visits to Blue Mountains, the Blue Mountains and Jenam Pass, the Blue Mountains and Jenam Caves, is offered to Melbourne passengers travelling by rail to Sydney to join the liner.

Sydney passengers are also catered for by a 7-day overland tour, beginning with the arrival of the *Oronsay* in Melbourne after visiting Tasmania. A whole-day tour around Melbourne precedes visits to Beechworth, Buffalo National Park, Albury, Cobbera, Moss Vale, Robertson and other tourist centres on the Southern Tableland of New South Wales.

New Year's Day Trip

On New Year's Day, the Government Tourist Bureau will conduct a whole-day rail and motor tour of the Bellarine Peninsula. The party will travel to and from Geelong by the "Flier," and thence by sedan chair through Clifton Springs, Queenscliff, Ocean Grove and other resorts on the Peninsula.

New Telephone Exchange in December, 1934

WHEN the new railway automatic telephone exchange is installed, the Department will possess equipment incorporating the latest known designs for affording a highly efficient service.

Tenders have now been invited for the supply of the equipment which, it is expected, will be installed by December, 1934.

CONSISTING of 700 automatic lines and 180 lines for the Harmonic switchboard, the new installation will have an ultimate capacity of 1500 and 300 lines respectively. The additions will be made without interruption to services.

Details of the installation are in the hands of a Committee comprising Mr. P. Colwell, Chief Electrical Engineer (Chairman), Mr. S. P. Jones, Chief and Telegraph Engineer and Mr. V. F. Letcher, Chief Clerk of the Railway's Branch, in collaboration with Mr. E. Becher, Chief Superintendent Engineer of the Commonwealth Administration.

Committee's Task

The Committee has also been directed to investigate the whole of the Department's telephone services throughout the State.

Following the Committee's recommendation, an amalgamation of the telephone switchboards at the Melbourne Railway Sheds has been carried out by transferring a 60-line switchboard to the Enquiry Office to the Perishable Shed, resulting in the displacement of a switchboard which met the requirements of the Perishable Shed connected services.

In order that the increasing number of telephone enquiries may be promptly met, approval has been given to the installation of five additional Postal exchange lines at the Government Tourist Bureau. A new switchboard has been installed and the Bureau provided with a total of nine Postal exchange lines.

Metro. Selector System ?

Investigations are also being made into the question of providing an automatic telephone service radiating to all the principal points at the State Coal Mine, Wonthaggi.

Progress is being made with the rearrangement of the harmonic services following the decision of the Postal Department that in future there shall be no connection between the harmonic switchboard and the postal lines.

Amongst the many matters under consideration by the Committee is the provision of a selector telephone system for the Metropolitan area. If installed, the system will be a potent factor in increasing the efficiency of suburban passenger and goods train operations, and facilitating the return to normal running when any abnormal conditions arise.

and—we hesitate to say it—have in most cases really been unnecessary because the written explanation of the idea has been sufficient to enable the Board fully to understand the suggestor's intentions.

Some few models have consisted of various Departmental fittings and materials which have been so altered as to become of no further use. It must be appreciated that this practice is one that should not be followed as it is necessary to have official authority before any alteration to or use of Departmental property is made.

The suggestor is, therefore, reminded that when he feels that his description of his idea does not fully explain his intentions, a rough sketch will in most cases clear up any doubt, and also that should it be necessary to build a model to prove the idea, the Betterment and Publicity Board will be glad to make the necessary arrangements.

THAT NEW IDEA

WHILST there are in Victoria today a number of flourishing clubs whose members make a hobby of building model locomotives, aeroplanes, etc., doubtless at considerable expense to themselves and much time and material, the Betterment and Publicity Board, without discouraging active participation in an absorbing hobby, desires to reward their many suggestors that it is usually necessary for suggestors to build the model-builder when submitting ideas to the Board.

This reminder is issued for the reason that latterly the Board's mail has included many models from suggestors who have desired to make their ideas they have submitted.

Many of these models have undoubtedly been built at some cost, and have taken much time and thought

THESE TRESPASSERS MADE HISTORY

ALTHOUGH officials in the Station-master's office at Flinders-street are accustomed to dealing with the more common type of offences against railway By-Laws, they confess that they were momentarily non-plussed recently when an excited guard rushed into the office grimly clutching a fox.

Railway history was made by this fox as it was the first of its kind ever to be charged with "wilfully trespassing in the Jolimont railway yard."

Agile Guard

Displaying surprising agility, the guard cornered and almost smothered the fox with a chaff bag, little realising that his captive was the one which a few days before had made a spectacular escape after being locked in an outhouse of an East Melbourne residence. It had been lured there to await the arrival of two policemen armed to end its wandering habits, but when the door was opened it dashed away.

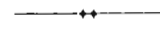
It is now the object of much curiosity at the Zoological Gardens.

* * *

LAST month, railwaymen in the Head Office were treated to the spectacle of a sheep soberly grazing on the spacious lawn behind the building, obviously ignorant of the fact that it was the first sheep to feed there.

It had apparently detached itself from a mob of sheep being driven along Spencer Street, and entering the building showed remarkable sagacity by seeking refuge in the office of the Live Stock Agent.

Eye-witnesses unswervingly declare that the sheep first thrust its head into the office of the General Passenger and Freight Agent, and then evidently realising its mistake, rushed to the place where travel arrangements for its kind are usually completed!



St. Kilda-Brighton Trams Smoother Travel

BY means of a "Scrubber" car—a standard single truck tram car equipped with gear for wearing down or scrubbing corrugations on tram rail surfaces—a marked improvement is being effected in the rail surface of the St. Kilda-Brighton electric street railway operated by the Department. Smoother, quieter and more comfortable car running is obtained, while maintenance costs of the rolling stock will be reduced.

THE scrubbing gear consists of carborundum blocks each 10 in. x 4 in. x 2½ in., suitably arranged in blocks of three over each rail in such a way that they can be raised or lowered by levers operated from a 10 in. W.H.B. cylinder. Air for the cylinder is obtained from a compressed air reservoir inside the car.

Scrubbing is carried out usually between 9.30 a.m. and 4.30 p.m. when the car is travelling at approximately 15 miles an hour, the blocks rubbing at a pressure of 50 lb. to the square inch.

Since the car began running, it has travelled about 300 times between the terminals, or a distance of approximately 3000 miles.

Personal Postscript—

Graceful

AND now it is a pleasure of the News Letter to introduce Miss Loris Quilliam, a talented member of the Metro. Superintendent's staff. The young lady is the proud possessor of a cup in recognition of her selection as the most graceful physical culture girl at the 1933 South Street Competitions. This distinction was gained in competition with 21 other entrants. Early last month, Miss Quilliam gave a demonstration of physical culture before a crowded audience at the Melbourne Town Hall. She joined the Metro's staff four years ago, and during the past 2½ years has been personal typist to three successive Metro. Supts. —M.J.

Dave Guest Retires

"FIFTY years ago" . . . Goods Foreman Dave Guest, one of the most popular railwaymen at the Newmarket Cattle Sidings, joined the railways as a porter, and he remained in the Service until he recently reached the statutory retiring age of 65. For nearly half of that period, he was at Newmarket performing his duties with unflinching courtesy and efficiency and gaining the respect and appreciation not only of his associates, but also of the hundreds of stockowners, horse trainers, drovers and others whose consignments he supervised. Many of Dave's former associates, as well as representative business people, attended his farewell from which he carried some tangible evidence of the high regard they have for him —E.R.C.

Organiser

LAATEST railwayman to be chosen for a responsible position outside the service is Len. Curnow, Production Asst. at the Newport Workshops. He is on loan as Organiser of the Boys' Employment Movement, a body composed of representative organisations, including the railways. The Movement has been singularly successful in finding positions for boys between 14 and 19 in trades and callings for which they are best adapted. Len. has been a railwayman since 1920, when he joined as an apprentice at the Ballarat workshops. He graduated from the Ballarat School of Mines, and later on was transferred to the Rolling Stock Drawing Office. Four years ago, he joined the staff of the Newport Workshops. Latterly he has been honorary instructor in mechanical engineering at the Y.M.C.A. At his farewell, a case of cutlery and a clock filled the dual role of parting and wedding gifts. He was married the day after his departure from Newport. —R.G.

Ambulance Champions

A THOROUGH knowledge of all branches of ambulance work, coupled with splendid teamwork, was responsible for No. 1 Corps, Melbourne Goods Sheds, recently winning the coveted State Railways Championship. Six Corps, representing districts throughout the State, competed in what proved to be a most searching ambulance test. Messrs. E. Coughlan, W. J. Errington, K. Mackenzie and F. X. Flanagan pay a tribute to their leader (Mr. W. O'Malley) under whose direction the Corps have at all times revealed a marked capacity for ambulance work. Mr. Commissioner T. B. Molombo, who has always shown a deep interest in ambulance activities, presented the Shield to the winning Corps. —J.W.

Larry's Record

FIRING on a locomotive at the age of 16 is the record of Driver Larry Fraser, who justifiably declares that "it will take some beating." He stepped straight from the class-room on to the footplate of the locomotive hauling the plant train used by the builders of the Moe-Thorpdale line in 1887. Two years later, he began his railway career, retiring after 44 years' service all over the State. He started at Port Melbourne and finished just a few miles away at North Melbourne. In between times he was located at such widely scattered depots as Seymour, Dimboola, Port Fairy and Numurkah. He piloted the Geelong "Flier" on its first run. Larry's friends think that much of his leisure will be devoted to his bag-pipes which he plays with more than ordinary skill. —T.S.

December Birthdays

DRIVER S. M. Holt of Geelong, Fireman S. Marks of Traralgon and M. J. Brennan, Officer-in-Charge Powers Machine Division, on the first; Live Stock Agent W. Robert, Guard L. H. Young of Stawell and Carpenter B. F. Esposito of Bendigo, on the second; Signalman A. J. George of Geelong and Road Foreman E. T. Brammer of Seymour, on the third; Rolling Stock Engineer R. Cannington, Porter F. M. Keenan of Coburg and Metro. R. Stock Supt. W. H. Deasey, on the fourth; Driver T. H. Gronn of Ballarat and Trans. Despatchman Gus. Harvey, on the fifth; Relv. Station Master H. Neilson on the sixth; Rolling Stock Clerk S. C. Jones, Chairman's Secy., Harry Hodgins and Porter G. H. Crocker of Speed, on the seventh; Clerk Jim Withell of Wangaratta, on the eighth; Jim Meares, of Room 2 and Night Depot Foreman W. House of Seymour, on the ninth; Dist. R. Stock Supt. E. Jackson of Geelong, Chemist Cyril McTaggart of Newport, Ldg. Car Builder A. Deakes of Jolimont and Stationmaster E. A. Anderson of Hamilton, on the

10th; Ldg. Shunter P. J. Green of Melbourne and Goods Guard T. Danaher of Deon on the 11th; Inspector of Ironwork T. Clarke on the 12th; Porter E. D. Bowler of Flinders-street, on the 13th; Les. Wright, Vic. Rep. G. T. Bureau, Sydney, and Goods Foreman S. Taylor of Geelong, on the 15th; Repairer W. Boffey of Nandaly, on the 16th; Yard Foreman E. Fell and Carpenter R. Jeffery of Nth. Melb. and Porter F. C. Baddeley of Jeparit, on the 17th; Driver F. N. Palmer of Maryborough and Clerk Ted O'Loughlin of W. & W. Stock Office on the 18th; Repairer J. Vaughan, Geelong and R.S. Clerk W. S. Lawler of Traralgon, on the 19th; Ganger T. Edwards of Erica, on the 20th; Clerk H. C. Easton of W. & W. Accets., and B. M. Help C. H. Higan of Nth. Melb. on the 21st; Ganger B. B. Pollard of Warragul, on the 22nd; Dist. Supt. W. Tredinnick of Bendigo, Stationmaster F. E. Chalmers of Bairnsdale and Porter R. Penrose of Geelong, on the 23rd; Repairer W. Curran of Nth Carlton, on the 24th; Lighter-up T. Zoek of Seymour, Road Foreman J. Ryan of Oakleigh and Sub-foreman Bill Jones of Spotswood Workshops, on the 25th; Supt. L. Running A. R. Stamp, Fireman W. S. W. of Ararat, and Asst. Medical Officer H. Sutton on the 26th; Advtg. Artist H. Jack and Road Foreman H. Lane of Bendigo on the 27th; Asst. Melb. Goods Supt. Arundel and Guard H. Lawry of Geelong on the 29th; Comptroller of Accounts J. Brennan, Driver W. Rampling, Loco. Stationman C. L. Kuffer of Maryborough, Senior Train Despatcher T. E. Devine of Seymour, on the 30th; and Roadman W. G. Collins of Ballarat and Ganger J. Richard of Spencer-street, on the 31st.

Last Mile Post

Henry Edward Russell

IT was with great regret that railwaymen learned of the death of Mr. H. E. Russell, former Metropolitan Superintendent, who retired from the service a little more than two months ago.

Mr. Russell remained in the Transport Branch throughout his career of 46 years. He began as a porter in 1886, promoted to stationmaster following 13 years later. This was the starting point of a career which embraced wide practical experience in suburban area and subsequently in Western Victoria, Gippsland and the far-north of the State.

In 1923, Mr. Russell took charge of Shepparton station, and in the following year he was appointed Superintendent of the North-Eastern district with headquarters at Seymour.

Transfer to the control of the Maryborough District preceded his appointment as Metropolitan Superintendent, which position he occupied for seven months prior to his retirement.

John Scullin

THE death occurred recently of Mr. John Scullin, who retired from the Department six years ago. He was a brother of Mr. J. H. Scullin, M.H.R., Leader of the Federal Opposition.

Mr. Scullin was widely known in the suburban area, where he was successful as engine cleaner, fireman, driver and train-driver over a period of 46 years.

The V.R. News Letter is issued monthly to the Victorian Railways Commissioners and railwaymen in the service. Personal paragraphs and other brief succinct contributions should be addressed to the Editor, Betterment and Publicity Board, Head Office.

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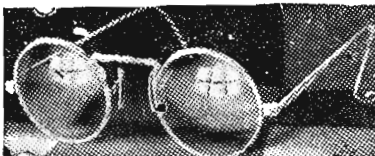
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