

# The V.R. News Letter

January, 1934

Issue No. 40

## Mr. M. J. Canny Succeeds Mr. T. B. Molomby as Commissioner

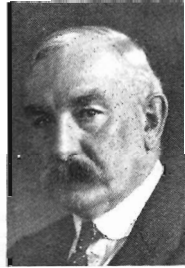
### Mr. Molomby Was a Railwayman for 50 Years



Mr. M. J. Canny

**A**FTER a long and honorable railway career, Mr. T. B. Molomby retired from the service on December 31. His successor is Mr. M. J. Canny, General Superintendent of Transportation.

Mr. Canny is 51 years of age—just one year more than the total period of Mr. Molomby's service.



Mr. T. B. Molomby

He subsequently visited America to study various phases of railroading, and in 1924 succeeded Mr. Molomby as General Superintendent.

Part of Mr. Canny's term as General Superintendent has embraced the period of the world-wide depression, with its inevitable repercussions upon the Victorian Railways, but throughout he has administered his important Branch with a capacity and devotion to duty that augur well for his continued success in the wider and more responsible post of a Commissioner.

## Big Telephone Re-cabling Job

**A** BEGINNING will be made this month with the installation of new distribution cables for the automatic exchange to be installed in the railway administrative offices in December next. It is claimed that the re-cabling and conversion work will be the largest of its kind yet attempted in the State.

**A**LTOGETHER, four miles of cable will be laid in ducts and troughs throughout the building. The distribution cables to be installed will contain no fewer than 300 miles of copper conducting wire.

An iron main distributing frame structure, with a capacity for the orderly termination of 4000 cable pairs, has been manufactured at the Spotswood Workshops. This frame will accommodate all existing outdoor cables, as well as the cables for the indoor distribution and the automatic and manual equipment.

The work is of a highly complicated nature, and elaborate plans have been made to ensure its completion without any interruption to the existing telephone services.

## Centenary Reso Tours

**T**HE value of Reso train tours as a means of demonstrating the resources and possibilities of the State, is strikingly evidenced by the decision of the Victorian and Melbourne Centenary Council to include this developmental form of travel in the official programme for the Celebrations.

**A** comprehensive series of Reso train tours was recently submitted to the Council. These include visits to 21 Victorian country centres where visitors will be shown wheat areas, sheep stations, irrigation districts, orchards, stud stock farms, the Yallourn Brown Coal fields, and so on.

One of the tours will cover 2000 miles of travel by rail and road from Melbourne to Canberra and thence around the south coast of New South Wales, along the Princes Highway to Orbost, where the Reso train will be rejoined.

### Interstate Scenic Tours

Seventeen tours to many parts of Victoria will also be organised on the lines of the Christmas and Easter Holiday Tours. The parties will be taken to the State's outstanding scenic features, and will inspect several of the leading primary industries.

Other Interstate scenic tours have been prepared, the special itineraries embracing New South Wales, Queensland, South Australia and Tasmania. Provision has also been made for a party to travel across the Trans-Australian Railway to Perth, after a sight-seeing tour in South Australia.

These special tours are primarily intended for overseas visitors, but the extensive publicity that has been launched will stimulate Commonwealth-wide interest in the Centenary and attract many visitors from the other States. A special conference of Interstate railway officers will be held in Melbourne this month to formulate plans, and also to consider the question of reduced fares for interstate travel by visitors during the Centenary Celebrations.

## The Month's Topic

### What Centenary Means to Railways . . .

THE conference of interstate railway officers to be held in Melbourne this month to formulate plans for transporting a host of interstate visitors to the Victorian and Melbourne Centenary Celebrations serves to emphasise further the importance of the part which the railways must play in the historic events commencing later in the year.

World-wide publicity for the Centenary is focussing attention upon Victoria in particular and Australia in general, and with the expected influx of visitors, it is clear that the Victorian Railways Department will be called upon to perform a transportation feat without parallel in its history.

Special trains to all parts of Victoria will be necessitated by the State-wide character of the Celebrations, while the added significance of the Centenary Royal Show and Melbourne Cup will, it is anticipated, fully exercise the capacity of the Department to provide that standard of service which the many additional thousands of travellers will expect of it.

### Reputation to Uphold

Recognition by the Centenary Council of the value of the Reso train mode of travel, as exemplified by the fact that a series of tours has been incorporated in the official programme, is a compliment to the Department which will be appreciated by every railwayman.

Through the medium of the Reso train, supplemented by other organised local and interstate rail tours, visitors to the Celebrations will doubtless leave our shores with a better and more intimate knowledge of the real Australia.

The Department is maintaining close contact with the progress of the arrangements for the Centenary. When the elaborate programme begins in earnest, it is confidently expected that all railwaymen will respond and uphold their already high reputation for efficiency and service.

## Caulfield Now Has Modern Signalling

A HIGHLY successful change-over without any undue interference with traffic was accomplished at Caulfield on Sunday, November 25, when the modern power signalling installation was brought into use.

CONTINUOUS work throughout Saturday night and all day Sunday was necessary to bring the 80-lever electric interlocking machine in the new signal cabin into service. This machine replaced the two mechanically operated cabins whose combined levers totalled 191.

All points and signals are now motor operated from miniature levers. The levers are equipped with all modern safeguards which permit the utmost flexibility of working, consistent with safety. The illuminated diagram mounted over the interlocking machine is a continuous indication to the signalman of the movements of all trains within his control.

To obtain the full benefit from the installation, the automatic signalling territory has been extended to Glenhuntly and Carnegie, thus permitting the abolition of block working in these sections.

## Miscellaneous Brevities

The Newport Workshops Brass Band which regularly plays under the baton of Mr. Hugh Niven in the various departments of the Shops during the luncheon interval, broadcast a series of items through Station 3AR on December 13.

This was the first time the Band had broadcast from within the Shops, and reports indicate the success of the appropriately Australian musical compositions rendered: *Victoria, Fair Maid of Perth, Flowers of Australia and Humours of Donnybrook*.

The strengthening of the Taradale Viaduct, which was built 71 years ago, was completed last month by the erection of five additional steel towers between the existing bluestone pillars.

The work will permit of more economical working of trains by the removal of the speed restriction on the heavier classes of locomotives.

A three-day sight-seeing tour to Yea during the Australia Day weekend this month is now being organised by the Department. The party will leave by the afternoon train on January 27, and return on the evening of January 29.

Motoring tours to the leading beauty spots in this picturesque district have been arranged, and facilities provided for tennis, bowls and fishing.

The inclusive fare from Melbourne is £2-19-6d.

## Goods Train Loads in Timetables

WITH the recent reissue of working timetables, the opportunity was taken to incorporate in each section the authorised loads of goods trains appropriate to each district. This innovation will prove economical to the Department and useful to the railwaymen associated with the running of goods trains.

THIS step resulted from a consideration of the question of reissuing the Authorised Loads of Goods Trains Book, an all-time publication last issued in 1927. Since that date, numerous amendments have been made in the authorised loads, which, according to the 'class of locomotive and the track gradients over which the trains are hauled, rendered a reissue of the tables necessary.

Apart from a saving in Departmental printing costs, the section listing of the loads information will be of great advantage to stationmaster, train crews, yard foremen and others since they will have train schedules and loads details in the one publication.

In addition, it will now be a simple matter to keep the loads tables up-to-date with the reissue each year of the working timetables.

## Dynamometer Car Further Tests

THE Dynamometer car recently completed a further series of tests over various lines in the State. The majority of these tests were carried out on the Bendigo line, where the best facilities exist for obtaining accurate information on locomotive efficiency, coal and water consumption, haulage power on grades, and so on.

In order to obtain information concerning resistances of sheep trains the Dynamometer car was attached to a number of live stock trains between Tocumwal and Seymour. The stretches of level track on this section were particularly suited to the tests.

While the car was at Seymour the opportunity was taken to conduct tests on "A2" locomotives, attached to the Albury express, travelling at high speed.

More recently, the Dynamometer car was used in connection with the service tests of "C" class locomotives which were fitted with a special chimney and an alternate blast pipe in the smoke-box for the purpose of reducing coal consumption and improving the steaming of the boiler.

By careful analyses of the readings taken under actual operating conditions, it will be possible to determine upon average performances whether changes in design are a factory or otherwise.

# Important Railway Happenings in 1933 Summarised

**T**HE question of road motor competition and the steps taken to examine thoroughly its effect upon railway finances was one of the outstanding developments of the year just closed. Railwaymen will remember that a unanimous report was submitted by the Transport Regulation Board, comprising an independent chairman, and a representative each of commercial interests, primary producers, the railways and road motor interests.

THE Board's comprehensive report, after an exhaustive survey of the problem, was crystallised in the recommendation that the only way was the regulation and control of commercial motor transport by means of licensing.

A Bill embodying the views of the Government was presented to the Legislative Assembly in November, and after substantial amendments, was passed and further amended by the Executive Council last month. At the time of going to press, the amendments were under consideration by the Legislative Assembly.

The Commissioners' repeated advice for a transference of portion of the railway loan liability to the State, and the indebtedness of the State was mentioned by the report of a special committee appointed by the Minister of Railways. This Committee's main recommendation was that £29,623,000 be transferred from the Railway Department, reducing the debit to £75,498,032 (at June, 1932) to £45,875,000.

## Tracks

Extensive works were carried out under the Government's unemployment relief scheme. Various lines throughout the State were re-concreted and strengthened, the drainage tracks at many suburban stations improved, and sections of country tracks were regraded. These works were all directed towards improved efficiency and savings in maintenance

Preparations for the installation of a new railway automatic telephone system were commenced during the year. This exchange will incorporate the latest known designs for affording an efficient service, and it is expected that it will meet the requirements of the Department for the next 20 years.

The number of areas controlled by district transportation superintendents was reduced to five. A reduction of overhead costs was achieved as an additional result was an improved co-ordination of effort and control of the traffic.

## Re-organisation

An important grouping of the general railway storehouses was carried out. The following storehouses are now concentrated within a comparatively small area: Spotswood general storehouse, Spots-

wood workshops, Newport workshops, the oil, cement and bulk storehouse, Newport power house, the reclamation depot and the permanent way materials depot. This re-organisation has resulted in a reduction of stocks and has expedited supplies, while improved methods of handling have greatly lessened storekeeping costs.

## Train Haulage Records

The value of automatic couplers was strikingly demonstrated by the many instances of increased loads of wheat and live stock trains. During the year, a record wheat train of 75 trucks with a tonnage of 1598, was hauled by two "A2" class locomotives from Benalla to Seymour. All previous records for stock trains were eclipsed when a train comprising 80 trucks, conveying more than 1100 head of cattle, ran from Benalla to Werribee. An "X" class locomotive hauled the train as far as Seymour, double heading being necessary between Seymour and Wallan.

Perishable traffic records were also broken during 1933. More trucks for these commodities were used than ever before in the Department's history. Fruit traffic was particularly heavy. The whole of the existing stock of 1147 trucks, supplemented by 50 "M" cattle trucks specially adapted for service, were used for the export fruit traffic.

In June last, the Railways Nursery was established at Flinders-street station as an additional service for railway travellers. Experienced nursing sisters are in charge, and the modern equipment of the Nursery ensures absolute cleanliness and hygiene in every detail of the organisation.

## Loco. Replacements

Forty new boilers were built for various classes of locomotives, while a further 25 boilers were in course of construction. Nine locomotives of the "A1" class (saturated steam) were converted to superheat and placed in the "A2" class.

Essential modifications are in progress at the State Coal Mine. The work includes the substitution of a modern turbine for two of the 20-year-old engine sets. A new bunker was provided, and progress made with the erection of a new mechanical coal handling plant.

The steady increase in the number of suggestions submitted to the Bertram and Publicity Board revealed the wisdom of reinstating the practice of paying monetary awards for suggestions considered worthy of such recognition.

## Rail-Horse Tickets Now On Issue

**T**HE latest combination ticket to take its place amongst the 200 different types of tickets on regular issue by the Department is unique. Included in its coupons for various services is one entitling the passenger to a journey between Harrietville and Mt. Feathertop on horse-back!

**I**TS addition to the ticket stocks completes a comprehensive range of travel services for which the Department issues tickets. Travellers had previously been able to purchase tickets covering conveyance by every modern means of transportation—rail, road motor, tram, steamer and aeroplane.

Incidentally, the horses engaged on the Harrietville-Mt. Feathertop service carry their passengers to the destination point, and immediately return to Harrietville unattended.

## Strangest Letter Yet

**T**HE Secretary for Railways (Mr. E. C. Eyers) confesses that the following is the strangest letter which he has signed:—

1st December, 1933.

The Chief Accountant,  
Palestine Railways,  
Haifa, PALESTINE.

Dear Sir,

This is to certify that Lieut.-Colonel G. M. Campigli was alive on this date.

Yours faithfully,  
(Signed) E. C. EYERS,  
Secretary.

It appears that this severely official document is rendered necessary by the English Colonial Office regulations.

Lieut.-Colonel Campigli is at present on furlough in Australia, and before his salary is made available in Melbourne, the Palestine Railway authorities must be in possession of a certificate that he is alive.

## Old Carriages as Dwellings

**F**ROM time to time, the Department has available for sale a number of old type carriages which are no longer serviceable for ordinary traffic.

Little difficulty is experienced in disposing of these vehicles at nominal prices. Stripped of their undergear, the cars are utilised by their purchasers in a number of ways.

Many farmers have bought old carriages for use as sleeping quarters for their employees, while at various seaside and hill resorts the cars may be seen in the role of week-end "shacks."

Between Yarraville and Spotswood, one of these veteran cars has the distinction of being a local sporting club's dressing quarters!

# Personal Postscript—

## Youthful Engineer

ASSISTANT Engineer Peter Allnutt, who is planning to secure further experience overseas, made rapid strides after joining the Rolling Stock branch in 1926. He began as an apprentice fitter and turner at the Newport Workshops, and shortly afterwards gained a series of notable successes at the Newport Technical College. Granted a free place at the Melbourne University, he lost no time in emerging a fully-fledged Bachelor of Mechanical Engineering. Although only 24 years of age, Peter's engineering skill has won for him the responsible position of officer-in-charge of the Dynamometer car which has been conducting a series of important tests to demonstrate locomotive efficiency, track resistances and so on.

—N.M.B.

## All-the-Year Umpire

It is not generally known that one of the State's leading cricket umpires, Andy Barlow, is a Victorian railwayman. He has been on the Newport Workshops Staff since 1914. In addition to officiating each Saturday in district games, he has been appointed to act in international and interstate matches. Recently he was one of the umpires selected for the Blackie-Ironmonger testimonial match on the M.C.G. Andy's knowledge of cricket laws is exceeded only by his intimacy with the rules of football. During the past eight seasons he has been a League football field umpire. Incidentally, he could not conceal his keenness for umpiring when he was abroad with the A.I.F. On a number of occasions he umpired matches in which the A.I.F. cricket team took part.

—D.G.B.

## Variety

THE new Secretary of the State Relief Committee is Mr. D. J. Henderson. He succeeds Mr. W. R. Bunker who is returning to Room 10 following a higher classification, being accorded his former position in that office. Mr. Henderson was previously an electrical fitter at the Train Lighting Depot, and was closely associated with the installation of electric lighting in suburban cars. Seven years ago, he went overseas to gain further experience with several leading engineering firms in England and U.S.A. He returned to Victoria at the beginning of last year. Shortly afterwards he was nominated by the Commissioners to act as Organiser of the Boys' Employment Movement. He filled that position with conspicuous ability and was very successful in securing employment for a large number of boys in occupations for which they were best fitted.

—C.

## Beaufort "Smash" Echo

DRIVER Harry Gronn's recent retirement recalls the fact that he is the sole survivor of the four enginemen concerned in the Beaufort "smash" early on the morning of February 5, 1910. A double-headed goods train got out of control on the Beaufort bank, and was wrecked at the dead-end in the siding. Harry's three mates were killed. He was able to crawl out of the tangled mass of the telescoped engines on to the side of the line where he was later found unconscious. He has now left the service after a career of 44 years, nearly half of which were occupied on the regular 1 p.m. yard pilot at Ballarat. Before the accident, he had been located successively at Wallan, Seymour, Shepparton, Dookie, Bendigo and Brighton Beach. Harry was popular with all Ballarat railwaymen, and it is intended to hold a farewell function in his honor.

—G.J.H.

## January Birthdays

DRIVER A. Arblaster, of North Melbourne Loco., on the first; Telegraphist J. E. Hosking, of Seymour and Signalman F. J. Brown of Waubra Junction, on the second; Asst. Stationmaster F. A. Farmer of Thornbury and Stationmaster H. W. Harding of Loch, on the third; W. & W. Engineer G. S. Luttrell of North Melbourne, on the fourth; Equipment Examiner W. C. Burns of Jolimont, and Goods Guard F. Doye of Wyche-wood, on the fifth; Chief Clerk C. Dunstan of Ballarat Goods and B. Maker G. A. McQuade of Newport Workshops, on the sixth; Asst. Chief Elec. Engineer C. G. H. McDonald and Train Despatcher R. F. Dodds, on the seventh; Jack Fetherstonhaugh of Secy's Branch, Driver C. E. Murfett of Mordialloc and Repairer J. E. Williams of Baddaginnie, on the eighth; Commercial Agent W. L. Middleton, Lands Officer A. H. Rogerson and Signalman T. Barton of Flinders-street, on the ninth; Traffic Inspector Paddy Cahill, on the 10th; Road Transport Supervisor C. G. Walker, Shunter A. E. Coles, of Warragul and Driver J. T. Hayes of Murchison East on the 12th; Elec. Subn. Guard H. E. Bryant of Coburg, on the 13th; Fireman J. O'Farrell of Ballarat and Signalman G. Carter of Geelong, on the 14th; Ldg. Shunter J. Palmer of Hamilton, Car & Wagon Shops Manager W. J. Thornton and Stationmaster E. W. Proctor of Flinders-street, on the 15th; Fireman J. E. Floyd of Warrnambool, on the 16th; Fireman E. C. McPhee of Bendigo, on the 17th; Yard Foreman A. H. Sleeth of Melbourne Yard and Optg. Porter N. V. Toother of Wahgunyah, on the 18th; Yard Porter W. S. Kennedy of Serviceton and Train Examiner E. McIntosh of Traralgon, on the 20th; Bonding Suprv. W. W. Tunn of Flinders-street, on the 21st; Relvg. Stationmaster A. T. Gies, on the 22nd; Signals Engineer E. F. K. McIver, Fireman J. Pollock of Bendigo, and Signalman E. W. Smith of Burnley, on the 23rd; Special

Officer W. W. Reid, Elec. Engineer A. McLean and Cleaner J. T. Taylor of Doolboola on the 25th; Stationmaster W. Brough of Benalla, on the 26th; Ldg. Bromilow of the B. & P. Board and Driver Foreman D. W. Bell of Korumburra, on the 28th; Ldg. Shunter C. O'Halloran of Melbourne Yard, Fireman R. Sampson of Hill and Enginemen's Instructor W. Hillis, on the 29th; and Driver W. Bush of Geelong, on the 31st.

## Last Mile Post

Hugh Cooke

THE death last month of Mr. Hugh Cooke, Supt. of Passenger Train Service, as a profound shock to railwaymen throughout the State. While attending an officers' conference on Friday, December 8, he complained of feeling unwell, but his condition the following day was totally unexpected. Mr. Cooke's death removes one of the most conscientious and painstaking officers in the service. Nine years ago at the comparatively early age of 43, his outstanding capacity for the intricate work of schedule compilation gained for him the responsible post of Supt. of Passenger Service.

During his term as Superintendent, in control of the train arrangements for special occasions requiring the provision of transport for many thousands of travellers to the city. Notable examples were visits of the American Fleet in 1925, T.R.H. the Duke and Duchess of York in 1927.

The responsibility for scheduling the Train fell largely upon his shoulders, and was a tribute to his organising ability, the whole of the arrangements were carried out with clock-like precision.

At the time of his death, he was engaged finalising the mass of details associated with the handling of the Christmas holiday railway traffic.

Mr. Cooke's 33 years of railroading confined to two locations—Footscray, where he was a booking clerk for the first years of his career, and the passenger division in the head office.

Representatives of the present adoption at the funeral included Messrs. Molomby, M. J. Canny, E. C. Evers, Colwell, D. Cameron, T. P. Lynch, sending the Minister for Railways) and Widdop, the latter having been associated with the deceased during the whole of the period he was in the office.

Among the large number of former men present were Messrs. C. Mitchell, T. W. J. Cox, H. P. Robertson and Cadwallader.

John McDonald.

ANOTHER well-known railwayman died last month was Mr. John McDonald, Stationmaster at Maryborough. He was 70 years of age.

Mr. McDonald spent practically the whole of his 46 years of service at country locations.

His first appointment as Stationmaster was at Rupanyup in 1909, and during the preceding years he was stationed at Barmah, Marsh, Camperdown, Moorooopna, Warrambol and Mildura.

He was transferred to Maryborough in 1930, and in August last was promoted to first-class stationmaster.

The V.R. News Letter is issued monthly by the Victorian Railways Commissioners, and is a valuable contribution to the railwayman 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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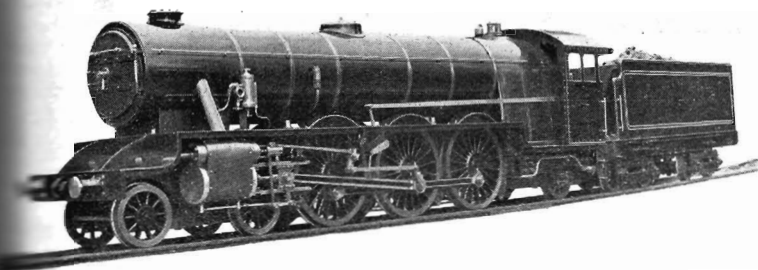
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# The V.R. News Letter

February, 1934

Issue No. 41

## Remarkable Model of "Flying Scotsman" Locomotive



THIS model of the celebrated "Flying Scotsman" locomotive was built by a North Melbourne member to the order of Dr. Hubert of Caulfield. It runs on a 10½ gauge track, a little over 400 ft. in the doctor's spacious garden, and its construction is regarded as an outstanding achievement.

The locomotive's principal features are Type, Pacific (4-6-2); Walrus inside admission valve gear; safety valves and vacuum brakes; including tender, 12 ft. 6 in.; cylinders (2) 2¼ in.

diameter by 4½ in. stroke; driving wheels, 13¼ in. diameter and bogie wheels, 7 in. The boiler, which has a grate area of 12 sq. in., was tested to 200 lb., and has a working pressure of 100 lb. It is fitted with a Wootton smokebox. The barrel is 11 in. in diameter, and contains 32 flue tubes ¾ in. in diameter.

The tender, equipped with a 20-gallon tank, has a driver's seat, and the locomotive, which is capable of hauling a load of from 2 to 3 tons, has a maximum permissible speed of 20 miles an hour.

## Equipment for Auto. Sub-stations

HIGH speed circuit breakers are now being installed in seven of the automatic sub-stations in the electrified suburban area. Man-operated traction sub-stations have these circuit breakers

These high speed circuit breakers localise damage to overhead electrical equipment, permanent rolling stock electrical equipment following lightning, insulator shunts and other unusual causes.

Practically the whole of the necessary equipment is being obtained while apparatus already standing in the Department is being used.

The auxiliary equipment for testing and controlling the circuit has been developed and, with exceptions, manufactured at the street electrical workshops.

## Long Careers of Rail Vehicles Ended

AMONGST a number of carriages and trucks recently scrapped because they had reached a stage when major reconditioning was no longer economically sound, were 26 vehicles which had been built between 50 and 60 years ago. In the process of scrapping, all serviceable material and fittings were reclaimed from these vehicles for further use by the Department.

INCLUDED in the vehicles, was a workmen's sleeping car (47W) which was built 71 years ago! Originally, it was a second-class passenger car (67B), 27 ft. 3½ in. long and containing five compartments each seating 10 passengers. It was converted to a workmen's sleeping car in 1907, remaining in service until 1932.

Modern second class country and suburban passenger cars are 67 ft. 2 in. and 61 ft. 8 in. in length, with respective seating capacities of 68 and 84.

## First Reso Tour Since 1929

WIDESPREAD interest has been aroused by the announcement that nominations are now being accepted for inclusion in a Reso Train tour in April next—the first tour since 1929.

BETWEEN April 16 and 21, the Reso party will undertake an extensive tour, visiting Camperdown, Terang, Warrnambool, Merino, Casterton, Mt. Gambier (S.A.), Ararat and Daylesford.

Since its introduction in 1922, the Reso train has made 17 tours within the State, and four tours in other parts of the Commonwealth—Central Australia, West Australia, New South Wales and Queensland.

Essentially educational and developmental in their objective, Reso train tours have been invaluable in promoting a better understanding between city and country interests.

Reso tours are also recognised as the ideal medium for enabling overseas visitors to Australia to gain a clearer conception of our rural development.

Among the representative groups which have travelled on the Reso train in Victoria are the Imperial Press Conference Delegation (1925), American Naval Officers (1925), Empire Parliamentary Delegation (1926) and New Zealand Farmers (1930).

In addition, tourists from the *Franconia* and *Malolo* on round-the-world cruises in 1927 and 1929, have taken part in Reso tours.

As announced in last month's "News Letter," a series of Reso train tours has been accepted by the Centenary Council for inclusion in the official programme of events.

## Further Facility for Nursery Patrons

UNDER an arrangement recently introduced by the Department, suburban patrons of the Railways Nursery at Flinders-street station can now add to the comfort of a visit to the city.

Perambulators and go-carts may be deposited at the home station and a child left at the Nursery for three hours, the fee for the combined cloak room and nursery services being 1/-.

In addition to being a convenience to travellers, the innovation will tend to improve the timekeeping of trains.

Another "selling point" for railway salesmen.



## The Month's Topic

### Regulating Transport

**T**HE passing of the Transport Regulation Act during the closing hours of the Parliamentary session places on the statutes a vitally important and long overdue legislative measure.

The Act establishes the principle of regulation and control of transport which has been persistently and strenuously advocated by the Commissioners for a number of years, and is a most important step towards the economic co-ordination of transport.

The numerous amendments which were submitted during the passage of the Bill through Parliament, both in the Legislative Assembly and the Legislative Council, indicate the keenness of the debate, and give some idea of the difficulties which faced the Minister of Railways (Mr. R.G. Menzies) in piloting the Bill through the House.

In a pamphlet issued by the Commissioners for the information of the staff, the salient features of the legislation are clearly set out. Of major importance to the railways are the facts that country road passenger services and long distance goods carriers operating for hire or reward will not in future be permitted to be a "law unto themselves," but will be required to obtain licences to operate under definitely prescribed conditions.

The licences may be refused or granted according to whether the road operations are justified on grounds, broadly, of convenience and necessity, and having regard to the effect upon the existing service.

The Act has departed in certain respects from the recommendations of the Transport Regulation Board. One of the important departures relates to vehicles used in the course of trade, that is, for carrying the goods of the owner.

The view expressed by that Board was:

"... where such vehicles are used for the transport as distinct from what is commonly understood as the collection and delivery of goods, even though the transport be used for or in connection with the business concerned, we think that from the stand-point of regulation the same considerations apply to them as apply to other vehicles used for the transport of goods.

"In such cases, the ancillary vehicles constitute a department of a business rendering it a transport service which hardly differs from that which could be rendered by a road haulier under contract."

Under the Act, however, the licensing authority will possess no discretionary powers in regard to the issue of licences in respect of such vehicles. The licences must be issued as a matter of right.

## A COOL SUMMER

**T**HE cool, congenial summer climate which is always a feature at Mt. Buffalo National Park was strikingly evidenced during the recent heat wave over the rest of the State.

While in the city and country districts generally, temperatures had soared to well over the century, visitors at Mt. Buffalo were serenely enjoying their vacation with the temperature remaining in the seventies.

When the city temperature reached 107.5 on January 18, it was only 78 degrees at Mt. Buffalo!

## Record Sleeper Supplies This Year

**S**UPPLIES of sleepers already purchased since July 1, indicate that this year's quantities will eclipse all previous records. During the previous financial year, 925,000 sleepers were obtained, while for the first 6 months of 1933-34, the sleepers purchased totalled 750,000. For the rest of the year, supplies will not be on such a large scale.

**M**OST of the sleepers are being obtained from Crown Lands, a relatively small proportion only of the more durable timbers being drawn from private property.

Departmental sleeper inspectors are submitting the sleepers to the customary rigorous test to ensure that the timber is of matured growth and that the sleepers are sound and free from heart, sap, large knots or other defects.

### Life of a sleeper

The Department possesses a comprehensive record of renewals of sleepers on each line. From these records, prospective renewals each year can be accurately determined. The period of usefulness of a sleeper varies, depending mainly on the kind, character and size of the timber and the traffic to which it is subjected.

Faster and heavier trains have reduced the life of a sleeper as compared with a decade ago. Ironbark and box sleepers endure longer than red gum, which again last longer than mahogany and yellow stringybark.

Based on renewals on all lines, the average life of a sleeper in Victoria is 30 years. On a number of branch lines built about 45 years ago, more than half of the original sleepers are still in the track, but on suburban and main lines built about the same time, two renewals have been necessary.

The new Board to administer the Act will shortly be appointed, and railwaymen will watch with great interest the outcome of what is unquestionably one of the most important Legislative measures enacted in this State.

## Dietitian for Vic. Railways

**A**N important development in the Department's policy of raising the general standard of service for train travellers is the decision to appoint a dietitian to the staff of the refreshment services branch.

Sixty applications for the position which will be open to women only were received. The successful applicant's qualifications will need to embrace either the degree of Bachelor of Science, the diploma of or teachers' certificate in domestic science or a trained nurse's double certificate.

The object in view is to have highly trained specialist under whose direction the wide practical experience already possessed by the staff shall be reinforced by scientific knowledge and be co-ordinated in a systematic fashion.

Advice will be given by the dietitian regarding the choice of food-stuffs and the preparation and presentation of food in a wholesome and attractive way.

The appointee will act as a liaison officer between the Department and its patrons, and she will also be available for consultation by any person desiring a special diet. In addition the dietitian will supervise the service rendered by waitresses and cooks.

Upon appointment, the dietitian will study under an expert dietitian at St. Vincent's Hospital for 12 months.

This is the first appointment of the kind made by any of the railway systems in Australia or New Zealand.

## 111 Special Trains For Country Scholars

**S**PECIAL school excursion trains have been running at intervals from many country centres to the metropolis since October last and will continue until the end of March. During February, more than 30 of these trains will be run.

**L**AST season, 111 special trains were chartered, carrying a total of 45,000 scholars, teachers and accompanying parents. It is probable that these totals will be exceeded during the present series.

Exceptionally low fares are available by these special trains, typical second-class return rates being: 5 miles, 2.1d. under 16 years, 3/8d. over 16, and 7.6d. for adults; 100 miles, 3.4d., 7.10d. and 10.5d. respectively. Beyond those distances the fares are on a correspondingly reduced basis.

The most popular rendezvous for the passengers on these special trains is St. Kilda; large numbers also go to Williamstown Beach, Brighton and Mordialloc. In addition, many of the trains run direct to the Zoological Gardens at Royal Park.

## Careers of New Transportation Chiefs

**FOLLOWING** on the retirement of Mr. T. B. Molomby on December 31, and the appointment of Mr. J. Canny as Commissioner, the appointments to the leading administrative positions in the Transportation Branch were recently made.

Mr. M. A. REMFRY, Metropolitan Supt., was appointed Head of the Branch; Mr. J. C. Betcher, Supt. of Goods Train Service, became Asst. General Supt. of Transportation with which his previous post was combined, and Mr. J. G. Linnick, District Supt., Benalla, succeeded Mr. Remfry as Metropolitan Supt.

Details of their careers are given below:

**Remfry:**  
 Started as a junior clerk in Accounts in 1901. Transferred to the Works Branch four years later and subsequently obtained degree of Bachelor of Civil Engineering. Was appointed District Supt., Oakleigh, in 1921, and transferred to Transportation Branch as relieving District Supt. In 1923 appointed Dist. Supt., Seymour and Metro. Supt., three years later. Was a member of Committee reported on Transport Commission to the Commonwealth Government in 1929.

**Betcher:**  
 Served as a draftsman in 1901. Appointed District Engineer, in 1921. Subsequently became Asst. Dist. Supt., Bendigo, in 1923. Transferred the following year to Dist. Supt., Geelong, where he co-ordinated control system introduced in 1925. Appointed Supt. of Goods Train Service in 1928.

**Linnick:**  
 Served Transportation Branch 47 years ago as a junior clerk. Has held positions of S.M., Train Running Officer and Chief Train Telegraph Officer, as well as Supt. at Spencer-street, Flinders-street and Ballarat. One of three men chosen to pioneer system of train control in 1908. Appointed Dist. Supt., Bendigo, 10 years ago.

## Fruit Drinks are Popular

Large quantities of fruit juice drinks were taken at the railway stalls for the first days of the heat wave, January 1934, approximately £850. More than 50,000 drinks were sold of which 70 per cent. were fruit drinks.

An attractively-presented folder relating in detail the many points of interest at Cowes, Phillip Island, has been issued by the Department in conjunction with local bodies. The folder is taken up by a photograph which conveys a strong impression of the diversity of the Island—one of Victoria's most popular seaside resorts.

## Superannuation Act Amendments

**R**ECENT amendments to the Superannuation Act, which will become operative on February 15, provide for increased rates of contributions as from the pay day June 7.

The following are examples of the aggregate increase for a pension of four units:—

Age next birthday at which contributions are paid	20	30	40	50	60
Increase (males)	4d.	5d.	6d.	10d.	1 10d.

In the case of age 30 concession rate units, the increase is appropriate to the age 30 rate.

### Review Rights

Each contributor will have the right to review his position. He may reduce the number of units to not less than two, but he cannot reduce below the number appropriate to his salary those units for which he is paying at a rate not higher than that applicable to age 22 next birthday. On the other hand, if he is not contributing for the full number of units appropriate to his salary he may increase them.

## 100 per cent. Rail

**A BRIEF** but heartening note from Stationmaster H. H. Duncan, of Maroona: "This district's wool clip for the 1933 season totalled 1000 bales. While not a very large clip, it must be remembered that the growers are scattered over a wide area. Nevertheless, we can boast of 100 per cent rail patronage for this wool, not one bale being sent by road. Can any other station beat that record?"

An officer who reduces the number of his units can obtain a refund of the actuarial reserve portion of the contributions paid for the surrendered units or, he may apply the proceeds towards an endowment assurance in respect of a maximum of two units. In arriving at the amount of the endowment assurance, he will be given credit for the Government's liability.

### Basis of Refunds

With the exception of retrenchment and dismissal, refunds will be made on an actuarial basis, ranging according to age and period of contributions from a minimum of 75 per cent. of the amount contributed.

The estate of a widower and an unmarried officer who dies before retirement will be entitled to a refund of the actuarial reserve portion of the contributions paid, less the amount, if any, necessary to meet the cost of any children's pensions that may be payable. This provision is retrospective to 1st January, 1926.

An officer who is 60 years of age and retires before reaching the maximum age for retirement, may elect to receive a refund of the actuarial reserve portion of his contributions in lieu of a pension.

## Bright Prospects for V.R.I.

**WITH** a steadily increasing membership and a marked re-awakening of interest in many country centres, the Victorian Railways Institute has entered upon 1934 with bright prospects.

**A**FTER a drop in the number of members to 9635 in February, 1931, a progressive campaign by the Institute Council has raised the membership to 11,327.

At Ararat, local railwaymen raised the sum of £1300 to provide a new Institute building. It will be officially opened this month.

Mildura railwaymen and other Government employes are now organising to obtain funds for a local Institute. They are being supported by the Town Council, the Chamber of Commerce and other local bodies.

Although unable to allocate any money towards the project, the Department has made available a block of land.

A feature of the plan is that the proposed new Tourist Bureau, providing accommodation for the use of visitors, the distribution of literature and the display of district products, will be located within the Institute.

The executive of the Bureau is contributing £500 towards the cost of the building.

A provisional committee is also being formed at Ouyen where local railwaymen desire to possess Institute facilities.

Various improvements are also contemplated at a number of other centres, notably Ballarat, Benalla and Korong Vale.

## Wheat Loadings are Later This Season

**LOW** prices on the overseas markets, and to a lesser degree, recent adverse weather, have resulted in a decreased quantity of wheat being transported by rail this season.

**U**P till January 24, 3,168,912 bags of wheat had been railed or 1,258,417 less than for the corresponding period last year.

When the wheat from the Mallee begins to move more freely and heavier loadings are offered, advantage will be taken of an important test carried out towards the end of last season.

In May last, a particularly heavy wheat train of 1100 tons, consisting of 52 trucks, was successfully hauled direct from Donald to Geelong without disturbing the loading en route.

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

# Personal Postscript—

## Spencer-st. S.M. Retires

**STATIONMASTER J. C. Johnson** of Spencer-street went recently on his last official inspection of his important domain. He retired with a record of 47 years active railroading to his credit. Excepting two years as a telegraph operator, he was engaged on transportation work during the whole of his railroad life. Twenty-seven years ago, he received his S.M.'s cap, and then began a long trek to numerous stations in the State. Tongala, Sea Lake, Maroona, Woomelang, Mildura and Korong Vale are just a few of the stations he controlled before finally settling down in the metropolis in 1922, when he became S.M. at Flinders-street—the world's busiest passenger station. Seven years later he moved across the Viaduct to Spencer-street. —A.C.H.

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## "Weekly Notice" King

**WITH** the retirement of Compositor Alf Bray on January 15, the Printing Branch has been deprived of one of its most highly respected and popular members. His departure will be particularly regretted by the younger employes because it was his delight at all times to pass on his practical experience gained during a life-long connection with printing. Characteristically, he presented his set of tools to one of the juniors when he retired. Alf joined the Printing Branch in 1899, and during the next 27 years his particular job was to hand-set most of each issue of the *Weekly Notice*. After the installation of machines in 1926, he continued to work on the make-up of the *Weekly Notice* until his retirement. Alf received an enthusiastic farewell from his colleagues, on whose behalf Mr. Milton Gray, Printing Officer, presented him with some tangible recognition of their regard for him. —G.H.O.

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## February Birthdays

**STATIONMASTER H. O'Hagan** of Darunum, on the first; Fireman J. Pilkington of Traralgon, and B'maker H. J. Calway of Newport on the second; Yard Foreman P. White of Melb. Yd., and Upholsterer H. Opie, of Jolimont on the third; Driver G. Padgett of Benalla, Guard R. McKee of Warragul, Enginemen's Instructor W. L. Hosking, Train Examiner C. McKenzie of Geelong, Repairer W. J. McKay of Williamstown, and Driver E. J. Corbett of Ararat, on the fourth; B. M. Help W. F. Mayne of Traralgon and Fireman S. W. O. Chant of Seymour, on the fifth; Driver J. S. Nancarrow of Benalla, on the sixth; Asst. Estate Officer R. F. Calcutt, on the seventh; Signalman R. Fawcett and Fireman J. T. Callahan of Ballarat, on the eighth; Guard O. C. Healey of Dimboola, on the ninth; Ganger T. Skermer of Nyora, and Plumber W. Sharman of Ballarat, on the 10th; Bendigo

Workshops Manager George Curtis, Rd. Foreman W. Cashen, of N. Melb., Ganger W. T. Reid of Pakenham and Optg. Porter R. J. Simpson of Bruthen, on the 11th; R.M.O.'s Clerk Dave Little and Alf. Gilmore, clerk to Commissioner N. C. Harris, on the 12th; W. & W. Engineer A. A. Brown, on the 13th; Painter W. V. Bishop, of Sale, on the 14th; W. & W. Engineer W. Bromby, and Repairer G. M. Jenkins, of Windsor, on the 15th; Estate Officer R. A. Rankin, and L.H. Upholsterer E. L. Stainer of N. Melb., on the 16th; R.M.O. John Gordon, Driver V. A. Collins, of Bendigo, and Cleaner A. J. Sheppard of Korumburra, on the 18th; Driver Bert Rachinger, Shedman A. Bolitho of Bendigo, and Signalman F. Cook of Benalla, on the 19th; Genl. Passgr. & Freight Agent J. McClelland and Rd. Foreman F. H. Kerr, of Oakleigh, on the 20th; Repairer W. Knight, of Ballarat, on the 22nd; D.R.S. Supt. J. McLeod, of Bendigo, on the 23rd; Roadmaster A. L. Abbott, of N. Melb. and Ldg. Shunter E. J. Green, of Dandenong, on the 24th; W. & W. Chief Clerk R. W. Easterby and Carpenter H. S. Bullen, of Shepparton, on the 25th; Chief Train Despatcher W. R. Price, Ganger A. Gaylard, of Toorak, B. Maker H. F. West of Newport and Rd. Foreman J. P. O'Loughlin, of Bendigo, on the 27th; Chief Elec. Engineer H. P. Colwell and L.H. Fitter A. Cameron, of Newport, on the 28th. —L.F.

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## Lig. in ag Calculator

**GENERALLY** regarded as one of the quickest railwaymen in arriving at correct totals of attenuated columns of revenue figures, genial Mick Hayes, officer-in-charge of the ticket supply division, has just retired. Some years ago, he clinched his claim to this distinction when it was proposed to install comptometers in the Audit Branch. A machine operator and Mick set out on a long and protracted test, and after one hour's solid work, Mick romped home a winner by 10 minutes. His triumph was complete when it was found that his total was right, too. He was associated with the Audit and Accountancy Branches for 47 years, joining the service when the Audit Branch was located in a Collins-street building. He was among the first of the railway staff to occupy the present Head Office in Spencer-street, when it was opened in 1891. —B.S.

## Last Mile Post

Maurice Edwin Kernot

**MR. M. E. KERNOT**, M. Inst., a former Chief Engineer for Railway Construction, who died last month, was one of Australia's foremost civil engineers and an acknowledged authority on railway construction.

After his retirement in 1923, he delivered a course of nine lectures as part of the engineering course at the Melbourne University. He was a member of the Faculty of Engineering at the University for many years.

Altogether, Mr. Kernot was a Government officer for 54 years, spending the first years in the Water Supply Department, and then joined the Railway Construction Branch which was formed in 1891, and after wide technical experience became Chief Engineer in 1907.

During his term as Head of the Branch he controlled the construction of 1100 miles of railway in this State.

His reputation in the profession was such that he was frequently called upon to investigate engineering problems for Government Departments throughout Australia. He was a member of the Committee which made preliminary enquiries into the construction of the Trans-Australian Railway.

## Christopher Patrick Mullen

**MR. MULLEN'S** death last month was the result of an accident on the track. The Camberwell caused general regret throughout the Way and Works Branch, of which he was one of the most widely-known members.

His death occurred on the eve of his departure for Ballarat following promotion from Road Foreman to Roadmaster.

Mr. Mullen was 54 years of age, 32 of which had been spent in the track section of the branch. He passed successively through the grades of repairer, platelayer, special and road foreman.

## James Henry

**THE** recent death of Mr. James Henry, formerly a District Works Foreman, who retired from the Department in 1921, was a loss to the railway. It was the fact that in 1910 he received the Humane Society's gold medal and a silver medal from the Commissioners in recognition of his bravery in stopping a heavy wheat train which got out of control travelling down the Macedon branch.

With great courage, Mr. Henry, who was in the Guard's van, climbed along the top of the trucks, and operating the handbrakes on the trucks eventually succeeded in stopping the runaway train at Sale after it had travelled 20 miles.

## John Wakefield

**MR. JOHN WAKEFIELD**, Australia's oldest railway man, died last month at the age of 97.

He was born in England and immigrated after arriving in Victoria in 1855, where he worked for the Hobson's Bay Railway Company.

He remained with the Company until 1885, when he was taken over by the Government. As accountant, he wound up the affairs of the Company.

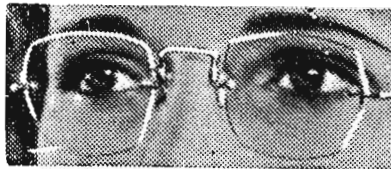
Mr. Wakefield had the distinction of selling the first ticket ever sold at the Sale railway station.

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## Do Not Despair

if you think you will never be cured of that aching head. Any one of the many eye muscles may cause an acute headache, so consult our Qualified Opticians without delay, and they will fit you with correct glasses.



Special Concession to Railwaymen and their families

# Coles & Garrard Pty. Ltd.

Sight Testing Opticians

370-2 Bourke Street, Melbourne, C1



# The V.R. News Letter

March, 1934

Issue No. 42

## Rail Preparations for Visit of Prince George

### Latest V.R. Slogan



ADDITION TO the calico sign in this picture, a further sign is exhibited at the Elizabeth-st. entrance to Flinders-st. station.  
(Further reference in Page 2.)

### Booking Early for Mt. Buffalo N. Park

MT. BUFFALO National Park's popularity as a winter resort is emphasised by the heavy advance booking already made for the coming season. The numbers booked for those at the corresponding period of 1933.

In addition to a large number of individual bookings for the week commencing July 20, accommodation has been reserved for a party of 100 at Adelaide.

For the three weeks beginning July 20, all the single rooms at The Mount Buffalo Hotel have been reserved. This includes the Winter Sports season (July 27-August 9), which is one of the year's biggest events for the sports of ski-ing and other winter sports.

The Mount Buffalo National Park is, of course, an in-season-at-all-seasons resort. It is significant to mention that all the single rooms at The Mount Buffalo Hotel have already been reserved for the next Christmas holiday.

### CENTENARY ADDS TO BIG TASK

ALTHOUGH precise details of the itinerary of H.R.H. Prince George are not yet available, preliminary discussions concerning the Royal visitor's rail travel are already proceeding in the Department.

WHILE past experience gained during Royal visits in 1901, 1920 and 1927 will serve as a valuable guide to the Royal Train arrangements and the huge volume of rail traffic expected, the fact that the Centenary Celebrations will be in progress increases the task confronting the Department.

The work associated with the provision and scheduling of the Royal Train alone calls for a vast amount of organisation.

On the last occasion, the visit of Their Royal Highnesses the Duke and Duchess of York, comprehensive instructions were issued for the running of the Royal Train. A special circular comprising eight closely-printed pages was issued, covering detailed instructions from the preparation of locomotives to the manning of level crossings *en route*.

### Royal Train Praised

Despite the fact that local functions frequently extended beyond the allotted time, resulting in a departure from schedule at certain intermediate stations, an unbroken record of punctuality was maintained by the Royal Train.

When Their Royal Highnesses left on their homeward journey to England, the Duke of York personally conveyed to the Commissioners his high appreciation of the rail arrangements, and stated that he had "never travelled in more comfort."

It is interesting to recall that the presence of the Duke and Duchess at the Anzac Day march of 30,000 ex-servicemen through the streets of Melbourne was responsible for a unique record in railway traffic.

On that day, more than 1,000,000 passenger journeys were made on the suburban electrified railway system—the greatest number ever handled in one day.

### "Road Motor Transport Means Fruitgrowers' Loss"

STATING that "fruitgrowers are suffering severe losses through irregular deliveries by motor transport," the Wholesale Fruit Merchants of Melbourne have addressed a striking State-wide appeal to growers to utilise the railways instead of road transport.

It is pointed out that the apparent advantage of direct road transport from orchard to the market is an illusion, and that the growers are losing by patronising road motor services.

The statement concludes: "We earnestly counsel you in your own interests to revert to the steady and approved method of sending fruit by rail in the previous orderly manner, accompanied by advice notes, so that the business of selling fruit on your behalf can be attended to with regularity, promptness and efficiency—these elements being impossible under the motor transport system."

### Lower Interstate Fares For Centenary?

A SPECIAL traffic and tourist officers' conference, representing the Commonwealth and all the States, was recently convened to consider measures for stimulating interstate rail traffic to Melbourne during the Centenary Celebrations.

THE conference occupied two days, and its recommendations are now receiving the consideration of the various railway administrations.

Among the matters discussed at the Conference were the nature and duration of rail concession fares from all parts of the Commonwealth to Melbourne, special interstate trains for the more important Centenary functions, concessions in freight rates on various exhibits, and the launching of an extensive publicity campaign within the Commonwealth.

### Ashburton Through Running in May Next

BEGINNING in May next, train travellers on the Ashburton line will have the benefit of a "through" service to and from the city with some of the trains running during peak periods of traffic.

The work of extending the platforms at Riversdale, Golf Links, Hartwell, Burwood and Ashburton will be put in hand immediately.

## “Travel by Train— —and Relax”

THE latest slogan of the Department—“Travel by Train—  
and Relax”—gives a definite significance to a travel advantage which is possessed by the railways alone among all forms of land transport.

It is at once an arresting reminder of a fact which is prone to be overlooked when speed is made paramount, regardless of the comfort or convenience of the passenger. It is, in brief, a suggestion that there is a pleasure in travel derivable from the feeling of being able to “spread” and relax.

The railways afford unlimited opportunities for that all-important relaxation, including facilities for reading, writing and sleeping. On country trains, toilet facilities are available at all times, and generally rail travel, especially on long distances, is more agreeable and less exhausting than road motor transport.

Nothing conduces more to relaxation while travelling by train than the feeling of complete safety.

“You know you're safe when you travel by train. If you don't know, ask any insurance company. (Ask at the same time about other methods of transport.)”

So runs a passage in the folder wherein the Department elaborates its latest slogan.

Too much emphasis cannot be placed upon the reliability of the men and equipment associated with the railways. First and foremost, each railwayman connected with train operation is physically sound in every way. His eye-sight and hearing must conform to a very high standard, and, what is of equal consequence, he is a trained, experienced man who has graduated in the principle of “Safety Always.”

The trains move along an exclusive right-of-way, and the equipment, regularly tested and examined as a safety precaution, is as dependable as human ingenuity can make it.

No matter from what angle the question is viewed, the many comforts of rail travel are definitely superior, and are epitomised in one word—relaxation.

## More Room for Rail Nursery

STEADILY increasing patronage at the Railways Nursery, Flinders-street Station Buildings, has necessitated further extensions to the accommodation.

AN additional, spacious cot-room is now being furnished and fitted to harmonise in color and appointments with the remainder of the Nursery.

With the provision of this extra room, the Nursery will comprise two playrooms, three cot-rooms, a kitchen and reception room, or a total of 2100 sq. feet.

When the Nursery was established in June last, the total floor space was 800 sq. feet.

## Service

A SMART piece of work was performed by the Department's repair gang on Sunday, February 11, when trains were delayed at Footscray following damage to the overhead gear by lightning.

THE Overhead Superintendent was notified of the damage at 1.30 p.m., and although the men and equipment had to be sent by emergency motor truck from Melbourne, repairs were completed by 1.58 p.m., the time occupied between the first news of the mishap and the restoration of the service for normal running being only 28 minutes.

## Scottish Delegation's Tour Finalised

CABLE advice has now been received from London that the itinerary of the Scottish Delegation, which will visit Victoria during the Centenary, has been finalised.

THE Delegation, which is expected to comprise up to 200 persons, will arrive at Fremantle on October 9, Adelaide, October 13, and Melbourne, October 15, departing for Canberra and Sydney by rail on November 9.

In addition to attending the Royal Show, Melbourne Cup and other important Centenary events, the Delegation will make an extensive tour of country areas where, with the co-operation of civic authorities and local Caledonian Societies, the visitors will inspect the leading industrial and agricultural features.

Optional tours, embracing visits to New South Wales, Queensland and Tasmania, have also been supplied to the London organisers.

In this State, the tour organisation is being controlled by the Betterment and Publicity Board on behalf of the Victorian Scottish Union, Burns Philp & Co. Ltd., and Dean and Dawson Ltd., of London.

## Benefits of Improved Rail Equipment

THE benefits to be derived from improved railway equipment were recently demonstrated in a test conducted by the Loads Committee with a “C” class locomotive hauling a 150 goods train (equal to 59 vehicles) from Woodend to Melbourne, assisted in rear from Woodend to the top of Macedon “bank.”

THE locomotive was fitted with a cross compound pump on the leading 30 vehicles—50 per cent. of the train—were equipped with automatic couplers.

With the old type couplings and standard air pumps, it is necessary in order to ensure safe running of a succession of long down gradients that goods trains stop at the top of the Macedon “bank” so that in accordance with the load of the train a number of hand brakes may be applied, and to stop again at Sunbury to lift the hand brakes. These operations involve a delay of nearly 20 minutes. The top of Macedon bank is 1900 feet above sea level; Sunbury, 700 feet. Trains, therefore, descend 1200 feet a distance of 22 miles.

### Auto-Couplers' Influence

With sufficient automatic coupled vehicles at the head of the train and a cross compound pump on the locomotive, the slack action of the train was reduced and the capacity of the pump ensured a rapid release of the brake system throughout the train after each release of the brake in readiness for the next application and without the assistance of hand brakes.

The test demonstrated that trains of this length and weight, hauled by a suitably equipped locomotive, can be handled down the gradients of the section without recourse to hand brakes. Apart from the elimination of two minutes to apply and lift hand brakes, consequent delay to the train, the method of operation will facilitate movement of succeeding trains and increase the capacity of the line.

## New Raisin Loaf

INTERESTING facts concerning the health-giving properties of raisin bread are succinctly set out in a leaflet just issued by the Railways Department, announcing that the Railways Department is now making raisin bread in two sizes—a new 3d. loaf and the original 4d. loaf.

THE new loaf will be a palatable and nutritious larger one. The raisins used will continue to be the best quality products of Mildura and district.

It is worthy of mention that raisin bread achieved its proper status as a food when it appeared in the form of raisin bread made by the Railways Department in 1923. Since that time nearly 1,600,000 loaves, containing 360,000 lb. of raisins, have been produced at the Railways bakery at Melbourne.

## Won Both Ways

ANSWERING Stationmaster H. H. Duncan, of Maroona, who last month's "News Letter" asked for the entire wool clip of 300 bales could be beaten, Stationmaster F. Young says that there is a similar gratifying sequel to the production of Longwood's 1100 clip. Significantly, he adds that the combined efforts of the Commercial and local carrier and his own resulted in 300 bales sent by road in 1932 being regained for the railways.

## Melb.—Williamstown Link—in 1855

THE recent decision of the Melbourne Harbour Trust Commissioners to build a bridge over the railway line at the end of Station Pier, Port Melbourne, recalls the little known fact that in 1855 it was proposed to construct a railway across Hobson's Bay to a point near the Gellibrand lighthouse at Williamstown.

PROPOSED by two Melbourne civil engineers, Thomas Giddham and Thomas E. Rawlinson, the scheme was estimated to cost £200,000.

It was proposed that the pier should be extended to the terminus of the Melbourne-street-Sandridge (Port Melbourne) railway—Australia's first railway, which was opened on 13th September, 1854, thus linking Williamstown with Melbourne.

The pier was to be 1½ miles long and 100 feet wide, with provision for two sets of railway track. The outer tracks were for shipping goods and the others for through traffic between Williamstown and Melbourne. It was intended that the Melbourne-Geelong railway should be deviated via Williamstown. The outline of the scheme, together with plans, is now in the Department's possession, but nothing is known of the reasons which prevented the work from being carried out.

## Mildura Takes Mildura's Citrus Cordials

MILDURA'S citrus fruit cordials are evidently gaining a world-wide reputation as, according to Stationmaster J. C. Tilson, repeat orders from overseas are now being received.

Recently, 20 cases of lemon and orange squash and orange juice were shipped by rail from Mildura to Melbourne and were loaded into the "Mildura" in excellent condition. The consignment, which weighed 18 cwt., was destined for export on the borders of Thibet. It was shipped as far as Karachi, the nearest port close to the Baluchistan coast, and then began a long rail journey to its destination.

# Success of Altered "C" Class Locos.

## Grouping of District Offices at Ballarat

AN extensive rearrangement and concentration of district administrative offices at Ballarat was completed last month.

The district headquarters staffs of the three main operating branches—Transportation, Rolling Stock and Way and Works—are now located in the one group of offices, thus ensuring closer co-ordination and simplifying district administration.

The train control centre formerly located at Maryborough, has been transferred to Ballarat, and is now situated in the administrative section.

A feature of the train control division is that the whole of the ceiling and portion of the four walls have been fitted with "Sorbsoun" acoustic tiles which have a sound-absorbing value greatly in excess of ordinary building materials.

Ballarat Control thus becomes one of three rooms in the Department which have been acoustically treated, the others being Central Control and the Powers Machine Division in the Head Office at Spencer-street.

The old telephone switchboard at Ballarat has been replaced by one of more modern design with a maximum capacity of 100 lines. This switchboard will be the new centre for all telephone business within the Ballarat railway area.

As part of the general scheme, the selector telephone system has been extended beyond Birchip to Ouyen, which will also be controlled by Ballarat. In addition, the Ballarat-Ararat selector telephone system will be controlled from Ballarat instead of Ararat.

## W.A. Excursions Specially Low Fares

Return tickets at specially low return fares are now on issue for travel by the Trans-Australian railway to Kalgoorlie and Perth. The tickets, available for return for three months, will be on issue until May 31.

The ordinary and special excursion return fares compare as follow:—

Melbourne or Ballarat to—	Ordinary	
	1st	2nd
Perth ...	£30 6 6	£19 2 0
Kalgoorlie ...	£26 12 6	£16 19 0

Melbourne or Ballarat to—	Excursion	
	1st	2nd
Perth ...	£26 16 6	£16 15 6
Kalgoorlie ...	£23 6 0	£14 14 6

These fares include reserved seats, sleeping berths where provided and all meals from Port Augusta to Perth.

## RUNNING TIMES REDUCED

HIGHLY satisfactory results following the recent modification of the front end of "C" class locomotives have been disclosed by a series of tests which were conducted to ascertain the actual extent of the improvement in the performance of these locomotives.

THE first step in the modification of these locomotives was the introduction of the self-cleaning type of smoke-box. This resulted in improved steaming capabilities, and prevented the accumulation of ashes in the smoke-box on the three locomotives so altered.

Further alterations were then made to "C5" by reducing the height of the blast pipe, and increasing its cap diameter from 5½ in. to 5¾ in. and also increasing the diameter of the chimney.

Arrangements were also in course to increase the size of the superheater elements and as soon as the material became available, "C9" was equipped with 1½ in. elements instead of 1¾ in., this alteration being additional to those previously effected. The larger elements reduce the pressure drop between the boiler and the cylinders.

### Progressive Gains

Later, the blast pipe cap of "C9" was enlarged from 5¾ in. to 6 in. diameter, which improved the steaming of the locomotive, and at the same time decreased the back pressure in the cylinders, which is opposed to efficient operation.

With each progressive step improved locomotive performance was obtained, the sum total of the improvement ranging from 3 per cent. at 4 m.p.h. to 23 per cent. at 36 m.p.h.

Amended running schedules have since been issued for through goods trains, hauled by the altered locomotives, on the Melbourne-Bendigo section, which provide for reductions of 51 minutes on the "up" journey and 42 minutes on the "down," with the ruling grade load of 555 tons.

Amended running schedules for similar trains on the north-eastern line, are now being prepared.

### "A2" Class Tests

The success of the experiments with the "C" class locomotives has led to similar tests with "A2" class locomotives, with the object of obtaining fuel economy and more efficient operation, and these tests will shortly begin in conjunction with the Dynamometer car which has proved invaluable in accurately determining the value of the improvements effected.

## Personal Postscript—

### A Signal Success

NEARLY 25 years ago, the unflagging enthusiasm of Alfred Galbraith, then a signalman, was rewarded when Mr. W. Fitzpatrick, former Chief Railway Commissioner, approved of the formation of the Victorian Railways Institute. It was no surprise when the search for a General Secretary, resulted in Mr. Galbraith being selected for the job. Now, after a long and popular term of office, Mr. Galbraith has retired. He recalls that from its humble beginning with a membership of 3000 and one educational centre, the V.R.I. now has nearly 12,000 members, 23 educational centres, a course of 20 subjects, a library of 64,000 volumes and nine billiard rooms, as well as other social amenities. It is impossible to assess the valuable influence which the V.R.I. has exerted upon the educational, social and sporting lives of railwaymen who have been privileged to be members. Mr. Galbraith's cheery presence will be missed by the many members who had become his close personal friends.—A.P.R.

### Vocational Expert

**BOB WALLACE**, Staff Clerk in the Ballarat District Supt's office for more than a decade, who has been loaned by the Commissioners to fill the position of Vocational Guidance Officer with the Ballarat Vocational Council, will find his new post a congenial one. His own eagerness and ambition to progress has found expression in a desire to help youths start their business careers in positions best suited to their particular inclinations and abilities. He is tackling his big job with characteristic enthusiasm, his tabulated and detailed record of all boys and girls leaving school, supplemented by personal interviews, making him, to use a colloquialism, the "daddy of them all." Despite his busy life with the Vocational Council, he intends continuing as V.R.I. instructor in shorthand, typewriting and commercial course.—P.R.

### Judicial

HIGH tributes by departmental and union advocates to Mr. H. W. Clark's judicial fairness while Chairman of the Board of Discipline for five years marked a recent representative farewell gathering. Special reference was made to the wide practical railway experience, coupled with a clear

understanding of actual operating conditions, which he brought to the responsible office of Chairman. Before appointment as Chairman, he had been the Commissioners' representative on the Board. Mr. Clark joined the Department in 1884 as a lad porter, and after passing through the grades of shunter, clerk and S.M. in many parts of the State, he was appointed Asst. Supt. of Melbourne Yard in 1910. Nine years later, he became Superintendent. In 1926, Mr. Clark succeeded Mr. J. Conlan as Supt. of Goods Train Service from which position he retired in 1928.—L.J.N.

### After the Cup

IN railway tennis circles, the selection of the Australian Davis Cup team was a relatively unimportant phase compared with the forecasting of the V.R.I. Interstate tennis team to play in Sydney next month for the "Blanch" Cup. After carefully considering the merits of the various players the selectors chose Alec. Cobham (Transportation), Wally Ahern (Rolling Stock), Laurie O'Brien (Transportation), Ralph Place (Secretary's), Ray Renfrey (Rolling Stock), and Ray Ryan (Transportation). Each is a player of merit, and should fully extend the N.S.W. railway team, despite the opposition's strength which includes Aubrey Willard, the vanquisher of Vivian McGrath in the recent Vic. championships. The manager of the team will be Prosecuting Officer J. F. Hennessy to whose enthusiasm the revival of the games after a lapse of four years is largely responsible. The matches will be played on the Rushcutter's Bay courts where the visiting British players recently defeated Australia.—W.T.T.

### March Birthdays

**FITTER A. T. TWELLS** of Geelong, on the first; Fireman A. E. Dawson of North Melbourne Loco. and Asst. Stationmaster J. J. McDonough of Watchem, on the second; Commissioner M. J. Canny Senior Train Despatcher A. McLean of Bendigo, Staff Board Member T. F. Brennan, and Clerk M. Stanistreet of Room 2, on the third; Chief Foreman W. T. Cornish, of North Melbourne, on the fourth; Shunter W. J. Lacy of Melbourne Yard, on the fifth; Driver S. Parker of Colac, Auditor of Expenditure N. J. Lester and Train Examiner P. Gill of North Melbourne, on the seventh; R.S. Clerk A. J. Paul of Ararat on the eighth; Clerk Bill Conroy of G. P. and F.A.'s office, on the 10th; Lineman H. Alexander of Dandenong, and Road Foreman E. E. Schurer of Ballarat, on the 11th; Signalman J. Price of Bendigo, and Ldg. Hand Fitter L. B. Mudge of Geelong, on the 12th; District Engineer T. J. Bye, Provodore L. C. Brown and Man Power Officer F. P. O'Dea, of North Melbourne Loco. on the 13th; Elec. Train Driver

D. P. Ryan, of Glen Waverley, on the Fireman G. Mitchell of Bendigo, Transportation Staff Officer P. T. M. Fitter W. J. Lonsdale of Ballarat, C. A. Potter of Traralgon, and Fireman P. Casey of Maryborough, on the Works Foreman E. G. Armstrong of Geelong on the 17th; S. and T. Engineer Malan on the 20th; Train Examiner Dunn of Benalla, on the 21st; Clerk G. Clements of Traralgon, on the 22nd; Guard T. H. Flynn of Melbourne Boilermaker R. Hill of Ballarat, W. and Staff Clerk J. A. Norris, S. and T. S. N. S. Smyth of Ballarat, and Asst. Stationmaster G. E. McKemmish of Croyned on the 23rd; Lineman P. Hyde of Benalla on the 25th; R.S. Branch Chief Clerk L. Dickinson and Train Examiner D. P. of Dandenong, on the 26th; Driver Dwyer of Warragul, and Ldg. Porter O'Brien of Bendigo, on the 27th; S. Loco. Supplies E. Dillon on the 28th; Foreman C. and W. Builder J. H. H. of North Melbourne and Fitter Telling, on the 29th; Driver C. C. of Ararat, and Parlor Car Conductor W. C. on the 30th; Clerk Jack Corda of G.S.T.'s office, and Signalman P. J. of Benalla, on the 31st.—L.F.

### Relieving Record

NINETEEN years (16 of them consecutive) as a relieving stationmaster was Harry O'Brien's record. His recent retirement has officially at least, brought an end to his nomadic habits. It seems that he was destined to see a lot of the V.R. system, as, shortly after joining the service as a porter in 1890, he was for a time relieving that division. He was appointed S.M. at Elsternwick in 1930, and 13 months later his friends were only mildly surprised to hear that he had once again resumed roaming as R.S.M. Besides relieving such important centres as Spencer St., Ballarat, Bendigo and Geelong, Harry on several occasions has been in charge of Williamstown Pier. He retains vivid memories of the particularly hectic seasons at the Pier when nearly 20 million bushels of wheat were railed to that depot for shipment overseas.—W.F.

### Carlton's Choice

PLAYING member of the Carlton football team for 6 years, state wing-man . . . selected as the and fairest wing-man in 1920 . . . representative on football committee, president, secretary or treasurer of the Wick City cricket club during past 17 years. Such in brief was the record of Newton Chandler, Staff Clerk of the Refreshment Services Branch, when he became a candidate for the secretaryship of the Carlton football club. He duly won, and now enters his job in what promises to be one of the most successful in the League's ranks. All clubs will be striving to gain Carlton honors, and since wise club administration is just as big a factor in success as a champion team, observers agree that Carlton entrusted its affairs to one well-qualified for the task. Newton has been a railwayman for 23 years. He was in the Transport Branch until 1919 when he transferred to the present branch.—M.T.

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, 1934

Issue No. 43

## Mr. Clapp Leaves On Important Mission Abroad

### ENTHUSIASTIC SEND-OFF

**M**ORE than 300 railwaymen, representing many sections of the Department, attended an enthusiastic send-off to the Chairman of Commissioners, Mr. H. W. Clapp, and to Mr. R. G. Wishart on Friday evening, March 23, at the Victorian Railways Institute, Melbourne. The Deputy Chairman of Commissioners (Mr. N. C. Harris) presided.

"It has been stated that we have much to learn from the railways of the world," said the Hon. R. G. Menzies, M.L.A. (Acting Premier, Attorney-General and Minister of Railways). "It has also been said that the problems confronting the Victorian Railways are identical with those overseas. The very fact that



**MR. N. C. HARRIS** has been appointed Deputy Chairman of Commissioners while Mr. Clapp is abroad. Mr. Harris, who became a Commissioner 12 months ago, was formerly Chief Mechanical Engineer for five years.

These problems are universal throughout the world today is the most commanding reason why we should find out what is happening in the railway systems abroad."

Mr. Menzies paid a tribute to the Victorian Railways system. He said that he had had experience of other Australian railways, but he had not seen the same quality of disinterested service that was being given by the railwaymen in this State.

Responding to the toast of his health, which was supported by Mr. Commissioner M. J. Canny, Mr. Clapp stated that while in America he had heard of the wonderful service being performed by the railwaymen of Victoria. "When I came home 14 years ago, I was not disappointed, and have never been disappointed because everything that I had heard about the railwaymen in this State was more than true.

"It has been said that the present high standard of team-work and co-

### AU REVOIR

**O**N the eve of my departure on a visit of inspection of the more important overseas railway systems, I desire to take this opportunity to bid au revoir to all Victorian Railwaymen.

At no period in their history have railroads the world over been faced with problems so difficult of solution as those which now confront them.

Of recent years there has been an intensive study of the measures necessary to protect the investments which modern rail systems represent.

My mission is directly concerned with the first-hand inspection of far-reaching improvements in rolling stock and general railway equipment which have been introduced after full research and all practicable tests to provide, by the most economical means, the rail transport services demanded by present day conditions.

**I** AM confident that my tour will enable me to collate information that will subsequently prove beneficial in helping to solve our own problems in Victoria.

I am encouraged by the knowledge that your good wishes for a successful tour go with me, and the assurance that my colleagues can rely upon your loyal co-operation and whole-hearted team work in operating this great service for the benefit of the citizens of Victoria.

*Howard Clapp*

operation existing in the service is due to me," continued Mr. Clapp. "On the contrary, it is the result of intelligent co-operative effort among men who have exhibited the greatest degree of service and fellowship that I have ever encountered.

"Despite hardships and great disappointments during the past three or four years, the railwaymen of Victoria have performed their great work in the most praiseworthy manner."

### RAIL, ROAD, AIR INVESTIGATION

**T**HE outstanding railway development last month was the announcement that the Chairman of Commissioners (Mr. H. W. Clapp) had completed arrangements for an official visit to U.S.A., Canada, Great Britain and Europe.

**H**E left Sydney in the Niagara on March 29, accompanied by Mr. R. G. Wishart, Commissioners' Special Officer, and expects to return to Melbourne in December next.



The principal object of the mission is to investigate important developments in rail, road and air transport in order to increase the general efficiency of the Victorian Railways system. Special attention will be directed to the improved, sound-proofed, high-speed articulated rail passenger vehicles. These cars, which are much lighter than the standard passenger equipment hitherto used throughout the world, indicate a possible revolutionary change in rail transport.

**MR. WISHART** has been very closely associated with the Administration of the Department for nearly 20 years.

He joined the service as a junior clerk in the Transportation Branch in 1906 and was subsequently connected with the Way and Works staff office.

Selected for transfer to the Secretary's Branch in 1915, Mr. Wishart afterwards became secretary to Mr. G. H. Sutton, then Secretary for Railways. He was also secretary to two former Commissioners (Messrs. C. Miscamble and T. B. Molomby) and to Mr. Clapp.



Mr. R. G. Wishart



## The Month's Topic

### Advent of Streamlined Train

**D**URING Mr. Clapp's official visit overseas, he will make an investigation of high speed light weight passenger units, one of which made its initial appearance in February last on the Union Pacific Railroad in Chicago.

Resembling a huge aeroplane fuselage on wheels, the roof and bottom of the cars are painted a golden brown, and sides a canary yellow. Apart from the startling contour of the cars and their low-swung hugging of the rails, the most vivid impression is that of tremendous power and strength. The tubular, aluminium-alloy construction that forms the car bodies ends in a graceful fin-like tail.

A speed of 110 miles an hour—90 miles as a cruising speed can be produced by the 600 h.p. V-type engine, which burns distillate. The engine runs a directly connected generator producing electricity for the two traction motors mounted on the axles of the front bogie.

Scientific streamlining enables the train to travel with the least possible resistance and a minimum of air disturbance behind. Sealed windows are flush with the outer surface, doors close like those of an aeroplane, vestibules completely covered—only a few inches of the wheels showing where they meet the rails.

### Scientific Design

Inside the cars, there is a distinct impression of roominess, of decided difference in the general atmosphere, of simple but striking design. There are seats for 146 passengers in two cars.

Air-conditioning is a feature throughout the train. The air is filtered. The windows are of shatter-proof glass, while the doors are automatic in their co-ordination with the folding steps, and in the closed position conform to the streamlining.

In its complete form, the new train represents a combination of the scientific development of aeronautical, automotive and railroad design. Each of the basic component parts represents elements which have been successfully tested in one or another of these fields.

But only in the fact that it operates on wheels and rails, that its operations have all, and more, of the safety features of usual rail travel, that its internal arrangements combine more developed features than the conventional trains—only in these particulars does it resemble the passenger train with which the Australian public is familiar.

## New Name-plates for Suburban Stations

**F**OLLOWING trials at Toorak and Caulfield stations, an improved type of station name-plate affording greater visibility, particularly at night time, has now been adopted by the Commissioners.

The new design differs materially from the present type in general use on suburban stations. It is of a target design, with black lettering on a white enamel background.

It is proposed to place the new name-plates on buildings and electric light standards at Hawksburn, Toorak, Armadale, Malvern and Caulfield stations at an early date.

## Service

**I**N a letter dated March 6 to the Chairman of Commissioners, Mr. V. B. Adams, Manager, "Mount Elephant Station," Derrinallum said:

"I have much pleasure in bringing under your notice the exceptionally good service I have received from the Stationmaster at Derrinallum since he has been here. Shortly before Christmas, I called on him during the middle of the night, in order to obtain some stack covers that I was expecting, as it had commenced to rain very heavily.

I wanted, if possible, to save a haystack we had been building. He immediately got up in the pouring rain, and produced the covers from out of a truck. I always feel little services like this, in the right spirit, counts so much."

## More 2nd Class Room on Suburban Trains

**A**S an experiment, the "G" composite first and second cars running at peak periods on the Sandringham Essendon line were made available last month as all-second-class vehicles.

If the trial is satisfactory, a similar alteration will be made on the Frankston line, with future extensions to other lines depending upon traffic requirements.

Recent statistics revealed that there was an excess of second-class over first-class travellers on suburban lines generally, and it is anticipated that additional seating accommodation for 42 second-class passengers on each train throughout the peak periods will cope with the situation.

The total seating accommodation on a suburban seven-car train, including the composite "G" car, is 628, comprising 324 first-class and 304 second-class. Under the new arrangement, the respective seating capacities will be 282 and 346.

These "G" cars are the utility passenger vehicles of the Department's coaching stock, being specially designed for use on country lines during holiday periods. They are fitted with gas lighting for use when withdrawn from the electric services.

## Miss B. Wilmot is New Railway Dietitian

*In selecting Miss Betty Wilmot, B.Sc., for the position of station dietitian, the first appointment of kind on any Australian or New Zealand railway system, the Department obtained a most accomplished and versatile young lady.*

After a brilliant term at Melbourne Hall, Miss Wilmot won a scholarship for the Melbourne University where she was a conspicuously successful student in biochemistry, bacteriology and physiology.

In the midst of a busy life at Melbourne University, Miss Wilmot resplendored with qualities of leadership by her active participation in various phases of University life. She was president of the Debating Society and also a leading representative on the University Women's Council.

Miss Wilmot now enters upon a months' course of special training in dietetics at St. Vincent's Hospital, to which she will be attached to the Freshment Services Branch.

## Holiday Train Association Formed

**A**N interesting sequel to the Holiday Train tours is the recent decision of those who have participated to form a "Holiday Train Association." The Chairman of Commissioners (Mr. H. W. Clapp) has been honoured to be Patron of the Association.

In the preliminary Constitution and Rules, it is stated that the objects of the Association are:

To maintain the happy friendships formed on the tours;

To advertise the more remote spots of Victoria by inducing people to visit them before travelling home again.

At the time of going to press, the fourth Holiday Train party was to begin a tour of Gippsland during the Easter period. The party numbered 72, which brought the aggregate number of passengers on Holiday tours to 180, including many people who have travelled on every tour.

## Veteran Loco's Distinction

**R**ECENTLY broken up at Bendigo Workshops after 27 years of varied service, locomotive 227 "W" had the distinction of being sold back to the Department at its scrap value after ten years work hauling firewood for a timber company.

Built in U.S.A. by the Baldwin Locomotive Company and placed in service in Victoria on September 18, 1893, it was until 1924 one of the Department's most useful locomotives. It was particularly suited for service on branch lines possessing sharp curves.

Of the 4-6-0 type, with wheels 4 ft. 3 in. in diameter, front bogie wheels of 2 ft. 6 in. diameter, the veteran had a tractive power of 13,490 lb.

# Rail Plans for Centenary

## ACTIVITIES ARE INCREASING

### Reduced Fares

WITH the object of promoting interstate rail traffic to the Victorian Melbourne Centenary Celebrations, the Australian Railways systems have agreed to substantial reductions in fares.

Return tickets at holiday excursion rate will be on issue from Brisbane, Sydney and Adelaide to Melbourne between October 15 and November 15, also on certain dates prior to and during the Eucharistic Congress to be held between December 2-9.

These concession tickets will be on issue from Perth to Melbourne continuously for a period of three months beginning on October 1.

Special trains will be run from Sydney and Adelaide and, if required, from Perth at cheap excursion rates for visitors travelling to witness special centenary events, such as the arrival of H.R.H. Prince George, the finish of the Air Race, the Melbourne Cup and the Royal Agricultural Show.

### Illumination

AT a recent conference convened by the Centenary Celebrations Council, the question of illuminations and decorations for Melbourne's streets and public buildings was discussed.

Messrs. C. G. H. McDonald, Chief Electrical Engineer, and J. Sutcliffe, Chief Architect, represented the Department.

The objective is some harmonious arrangement of illuminations and decorations for such buildings as Flinders-street station, Melbourne Town Hall, State Treasury and so on, which will serve as a basis for the remainder of the business establishments in the city as well as for the principal streets.

An expert committee has been appointed to act in an advisory capacity to city commercial interests who desire to illuminate and decorate their buildings.

### Spectacular Hike

PLANS for a spectacular 6-day Centenary Hike in the Australian Alps are nearing completion. The hike, which will be organised by the Railways Department and the Centenary Celebrations Committee, has been included in the official list of Centenary fixtures.

The route embraces rail travel from Melbourne to Bright, thence to Harrietteville, where the hike begins. It will continue via the summit of Mt. Feathertop and the return to Mt. Hotham, from which side trips will be made to Mt.

St. Bernard, Mt. Loch or Cobungra River.

On return to Harrietteville, cars will be rejoined for the journey to Bright, and thence by rail to Melbourne.

Messrs. W. T. McConnell (Manager, Government Tourist Bureau) and M. J. Harkins (General Passenger and Freight Agent's Branch), the latter representing the Mountain Trails' Club, have been appointed members of the Committee to organise the hike.

## Ballarat's Modern 'Phone Services

**A**N extensive modernisation of the telephone, telegraph and selector services terminating at Ballarat has recently been completed.

Six power rectifiers for the supply of current to the telegraph circuits and for selector operation have replaced 2450 local batteries. As a result, maintenance expenditure will be greatly reduced, and a much more efficient service provided.

All the telephones within the Ballarat East and Ballarat North areas are now supplied with energy for code and direct signalling and conversation from one common battery situated in the local telegraph office.

The total number of circuits fed from this source is 226. Of these, 213 provide local railway telephone users with all the advantages of a modern accelerated service, with a minimum of manipulation and effort.

Ballarat is the first railway centre outside the metropolis to possess a local common battery and manually operated telephone switchboard. Automatic ringing has been provided for all country lines in communication with Ballarat and also for postal exchange lines, thus making it a complete telephone exchange.

## Record Sleeping Car Traffic

**A** FEATURE of interstate rail traffic last month was the unprecedented demand for sleeping Perth accommodation from Melbourne to Adelaide when bowlers from New South Wales, Queensland, Tasmania and Victoria travelled by rail to attend the Australian Bowling Carnival at Adelaide.

Altogether, 27 sleeping cars, each accommodating 20 passengers, left Melbourne during the three-day period, March 2, 3 and 4. All the joint stock and Victorian sleeping cars, as well as two "AE" cars for use as sleepers, were pressed into service.

## Prolonging Life of Tarpaulins

**T**ESTS are now being conducted by the Rolling Stock Branch to improve the durability of truck tarpaulins.

Normally, 15,000 tarpaulins represent the requirements of the Transportation Branch, the average service life of each being about five years. Approximately, 4000 tarpaulins are manufactured annually to replace those no longer serviceable.

It will, therefore, be apparent, that if the average life of the tarpaulins can be prolonged, considerable savings will be effected.

The tests, which will be of a protracted nature, are based on the inclusion of an opaque pigment (vegetable black) in the standard tarpaulin dressing, the object being to provide added resistance to the sun's rays and thus greater durability.

An examination of a number of treated tarpaulins returned to the Newport Workshops after a period of service, has revealed a definite improvement in contrast with the old type.

## Special Traffic Census At Flinders-street

**A** SPECIAL tally of passengers entering and leaving Flinders-street and Princes Bridge stations on Tuesday, Wednesday, Thursday and Friday in February revealed a total of 1,129,706, or a daily average of 282,426.

Although these figures represent a decline of nearly 18 per cent. on the only check offering a fair basis of comparison which was specially taken in 1927, due regard must be paid to the effect of unusual weather conditions upon the normal average.

In addition, the results of these two tallies are not a true reflex of the actual number of passengers using the principal Metropolitan station. Many people alight at Flinders-street and Princes Bridge to change over to other platforms and do not, therefore, pass through the barriers.

## Alterations to Sixty Louvre Trucks

**W**ITH the object of improving the service to consignors of urgent perishable commodities 60 of the Department's 506 "U" louvre trucks were recently converted from six wheels to two 4-wheeled bogies.

Completion of this conversion work will widen the sphere of usefulness to these trucks as it will now be possible to allot them for service on passenger trains without the imposition of certain restrictions previously insisted upon.

The converted "U" vehicles have been given the appropriate truck classification of "UB," and are now in service together with the remainder of the Department's truck family, which consists of 44 different types.

# Personal Postscript—

## Ticket Expert

**ALTHOUGH** ranking as the senior stationmaster in the service and for the past three years in charge of Victoria's most important station Flinders-street Mr. G. Johnson, who retires this month, is better known as a former Chief Ticket Inspector. For more than 20 years he carried on a ceaseless campaign to achieve 100 per cent. efficiency in ticket collecting and checking, and the present high standard of the organisation is a tribute to Mr. Johnson's capacity and devotion to the highly important task of protecting the railway revenue. In 1922 he compiled the Ticket Checkers' Catechism which has been such a factor in the studies of employes seeking their Ticket Checkers' certificates. Upon his retirement, he will have completed 48 years of varied service. He joined the Department at Burnley in 1886, and after passing through the grades of A.S.M. and R.S.M. was chosen for the position of Chief Ticket Inspector. J.J.H.

## Able Organiser

**WHEN** Mr. C. C. Gale, State Director of H.R.H. Prince George's tour, asked the Department to find him an able lieutenant, the Commissioners chose Neil Wishart, of Room 9. A flair for organising and more than ordinary energy make him an ideal confidential clerk to the Director. Neil's organising experience really began in 1929 when, at the age of 27, he made history by becoming a Councillor of the Moorabbin shire. At that time he was the youngest Councillor ever elected in Victoria. Since then, he has been in the forefront of all local activities, notably the Moorabbin Progress Association which he was instrumental in forming. Born at Linton, he began his railway career at the local station as a lad porter. He was subsequently appointed to the clerical staff, and after experience at various stations was selected for transfer to Room 9 in 1920. B.D.

## "E.C.M." Retires

**MR. E. C. MOORE** was in the head office for 49 years, and yet he was better known to station staffs than perhaps the most widely travelled stationmaster. "E.C.M." were the initials which rounded off memoranda for the Audit and Accounts

Branches on all aspects of passenger, goods and parcels accounting for nearly 40 years, and his associates testify to the uniformly courteous and helpful manner in which he carried on his voluminous correspondence with stations. Mr. Moore retired last month, after occupying the position of officer in charge of the passenger division for 14 years. He commenced and remained on the accounting side of the service throughout his long career. R.P.

## Big Job Ahead

**AS** the visit of H.R.H. Prince George synchronises with the commencement of the Centenary Celebrations this year, it is clear that the Department, particularly the train operating section, will face its biggest task. It is equally clear, too, that Mr. W. R. Price, the newly-appointed Acting Supt. of Train Services, and his staff will be undaunted by the magnitude of the work before them. Mr. Price brings to his position a wide range of railroad experience. In between his 29 years of varied transportation service as junior clerk, night officer, R.S.M., traffic inspector, train running officer and chief train despatcher in the Victorian Railways, Mr. Price has had railway experience abroad. He held a commission in the A.I.F., and later, when attached to the Royal Engineers, he controlled the operation of a large section of light railways in France and Belgium. While in Belgium, he had the distinction of receiving most of the German rolling stock handed over to the Allies under the terms of the Armistice. On returning to England, he was associated with the London and North-western railway company, learning the train control system which is now an important feature of the Victorian Railways. —J.A.

## April Birthdays

**DRIVER** A. Pevitt of Benalla, Cleaner A. McMillan of Benalla and Stationmaster T. J. Bradford of Derrinallum, on the first; Clerk Frank Coombes of the Livestock Office and Bookstalls Manager E. J. Letcher, on the 2nd; Clerk Edward Rosman, of W. & W. Staff Office, on the third; Shunter E. Pitcher of Geelong and Works Foreman A. S. Gullfoyle of Dimboola, on the fourth; Spotswood Workshops Manager S. H. Evans and Yard Porter J. F. Colley of Woodend, on the sixth; Principal Fares Clerk J. H. Reilly and Depot Foreman W. E. Maynard of Benalla, on the eighth; Pym Goode of

Room 10, on the ninth; Deputy Chief of Commissioners N. C. Harris on the Train Lighting Inspector W. A. Clark, Optg. Porter J. W. Leversha of Koroit, Driver H. C. Madder of Nth. Melbourne on the 11th; Train Examiner A. J. Korumburra and Carpenter C. T. Mather of Spotswood Workshops on the 12th; T. Pearce, of Geelong, on the Electric Train Driver John Gaud Jolimont, Ironwork Inspector W. Guard R. Roberts of Korumburra and Stationmaster W. G. Wilson, of N. Goon on the 15th; Fitters' Asst. J. Bendigo Loco, on the 16th; W. A. O'Shea, of Ballarat Workshops, wood Storehouse Manager G. W. Depot Foreman B. P. Cook of Seymour Clerk R. Stephens of Room 9, on the Signalman J. M. Davidson of Wangarua Yard Foreman R. Long of Newport Ldg. Porter G. L. Tolliday of Wangarua Train Examiner G. E. Harris of Melbourne and Storeman E. J. Cooper of Jolimont on the 19th; Sales Officer H. D. Agg and H. J. Feore of Traralgon, on the Stationmaster G. Johnson of Flinders Comptroller of Stores W. D. Morgan, Repairer J. McD. Bowden of Waana, 21st; Yard Supvr. G. Calder of N. Goods, on the 22nd; Cleaner G. T. of State Mine and Shunter W. M. of Melbourne Yard on the 23rd; Acting Car Depot Manager J. Ramsay and Guard J. S. Long of Woodonga, on the Stationmaster E. W. Parker of Crown the 26th; Stationmaster G. L. Beechworth, Chief Engineer for Rly F. W. Box, and Signal Adjuster J. H. of Bendigo, on the 27th; Signals and Telegraph Engineer S. P. Jones, and Driver Bacon of Ashburton, on the 28th; and Shunter G. W. Franklin of Korumburra on the 29th.

## Cycling King

**BILL KING**, signal porter at River, showed an unusually aptitude for cycling. At the age of 16 he finished second in a 10-mile event at Werribee. A few years later he became champion of his club, succeeded in retaining the title for the four following years. When 19, he scored a brilliant victory in the Warrnambool road race. Four brothers are also prominent cyclists. Arthur was beaten by inches for place in the "Warrnambool" last year. Bill, however, prefers to speak of his father's prowess as a wheelman. His dad has taken part in a round "Warrnambools," finishing 1st in 1906, 12th in 1922, 13th in 1923, 1924 (the year Bill won) and 3rd in 1925. Mr. King, senr., is 53, and for him it is the most remarkable active cyclist in Australia today. Bill, who has been a railwayman since 1923, is now 24.

## Last Mile Post

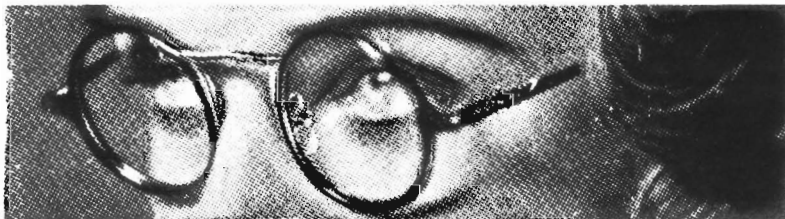
### Ernest Arthur Merrilees

**WITH** tragic suddenness, Mr. Ernest Arthur Merrilees, Travelling Foreman Motorcars, collapsed and died last month after evidence as a witness before the Disciplinary Committee.

Mr. Merrilees was connected with the Rolling Stock Branch since he joined the service in 1903, and after wide experience as a fireman and a driver at Port Melbourne, North Melbourne, Bendigo and other stations, he qualified as an electric train driver in 1917. He was appointed to his late position in 1926, and at the time of his death was attached to the Electrical Running Department, Jolimont.

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# The V.R. News Letter

Jan. 1934

Issue No. 44

## State-wide Overhaul of Train Services

### Under V.R. Control



Special Centenary Accommodation  
at 435 Collins-st. (c/r Market-st.),  
Melbourne.  
*(See references in pages 2 and 3.)*

### Prince's Visit

#### Plans Progressing

It is expected that the arrival of H.R.H. Prince Henry at Melbourne has been definitely fixed for the 18th. The Department is steadily working to cope with the additional demands.

For the Royal visit were planned a further stage when Mr. [Name] (Superintendent of Train Services) was recently nominated to the Officers' Committee, under the chairmanship of the Secretary to the Department, to assist Cabinet with the arrangements.

Although no definite itinerary has yet been drawn up for the Victorian tour, the Department has been requested to outline its views on the operational aspects of various tentative programmes submitted by the [Name].

Concurrently with the preparations for the Royal Tour, the Department is conducting a survey of the transport requirements for the usually busy [Name] embraced by the Caulfield and [Name] Cup meetings and the [Name] Holidays.

## ACCELERATED SCHEDULES AND LATER DEPARTURE TIMES

**D**ETAILED of the first stage of one of the most comprehensive reviews of country passenger and goods trains schedules undertaken in recent years in Victoria were announced last month.

The objectives of the review are twofold—faster schedules wherever possible and later departure times from Melbourne, with added convenience to passengers, for both the morning and late-afternoon country trains.

**A**N outstanding feature of the accelerations already made is that the earliest time of departure of an important country train from Spencer-street is now 7.45 a.m., while, with the exception of the 4 p.m. Albury express, the earliest train to leave in the afternoon is the 5.5 p.m. on the south-western line.

The work of planning the schedules has been most complex, requiring not only the specialised knowledge

of these further important improvements in train services could not have been made possible except for the Department's carefully-planned policy extending over a number of years.

The programme associated with this policy has embraced tracks, signalling, locomotives and depots.

A factor also in facilitating the movements of the faster-timed trains is the train control system.

### Principal Train Accelerations Summarised

5.5 p.m. daily, instead of 4.45 p.m., saving 20 minutes on journey to Warrnambool—13 minutes to Geelong and 7 minutes beyond. On three days, when 5.5 p.m. runs to Port Fairy, total overall saving in time—30 minutes. \* \* \*

"Great Northern Limited" (Mondays) altered from 8.30 a.m. to 8.45 a.m., and running time reduced by 15 minutes. 6.30 p.m. (Saturdays), arriving Bendigo at 10.10 p.m.—a saving of 10 minutes. \* \* \*

Former 6.30 a.m. daily and 7.25 a.m. (Mondays) now combined into one train—7.45 a.m. daily, with exception of stop at Essendon, running express to Seymour, where forward portion of train leaves for Goulburn Valley at 9.37 a.m. and remainder for North-East at 9.50 a.m.

Changing of trains at Seymour eliminated, and running time on North-Eastern line reduced up to 45 minutes. On Tocumwal and Cobram lines, a saving of 60 minutes from Tuesday to Saturday.

Former 7.0 a.m. daily to Seymour, now 7.30 a.m., saving 30 minutes on overall time. \* \* \*

of train timetables, but also the whole-hearted co-operation of the operating staff and track force.

Among the problems confronting timetable officials have been the reactions of the new schedules on the many branch line services, the working of the country trains through the busy suburban area where the tracks are used by both country and suburban services, the fixation of convenient crossing points where single-line working is in operation, and the extent of the platform accommodation at Spencer-street for docking the trains.

No difficulty is expected in the faster trains maintaining the Department's already high reputation for good timekeeping. In 1932-33, 90 per cent. of all country passenger trains arrived at their destinations on time—a record that challenges that of any other system of transportation.

The acceleration of goods train services is a feature of the further general review now being undertaken. Progressive improvements in goods locomotives and the operating advantages brought about by the provision of automatic couplers will materially assist in this work.

## The Month's Topic

### Accommodating Centenary Visitors

WITH the opening of The Official Centenary Accommodation Bureau (referred to in page 3), there is provided a medium by which the co-operation of every railwayman can be a factor in ensuring that the Bureau completely fulfills the object for which it was established—service.

The Bureau is destined to be of great value in saving confusion and disappointment in a very busy period of our history. Its special accommodation census, which it will conduct, will be at the disposal of every visitor.

Victorian railwaymen, and particularly those members of the staff who are usually acquainted with the travelling arrangements of country residents, can render invaluable service by making the Bureau's facilities widely known.

It will be of the utmost assistance if railwaymen will advise all intending visitors, who have not definitely booked accommodation during the Centenary Celebrations in Melbourne, to communicate as early as possible with the Bureau.

In seeking the Bureau's assistance it will help materially if precise information is given by the applicant of the accommodation required. A form for this purpose will be mailed by the Bureau to each applicant for accommodation.

### Resonians Praise Their Recent Tour

REPRESENTING many city commercial and primary producing interests, the party on the Reso train returned to Melbourne on April 21 after a comprehensive and educative tour of the south-western and midland districts.

In the course of a letter written on behalf of the Resonians to the Commissioners, the Chairman of the party said:

"The value of these Reso tours is difficult to estimate, and we think the Commissioners have taken the right step in resuming the Reso trains which have great educational value to members, and ensure that the wider knowledge of Victoria resulting from the tours will be such that greater interest will be displayed in our primary production and a fuller understanding gained of the primary producers' problems. . . ."

## Extension of District Control

THE general adoption of district co-ordinated control was advanced a further stage when the Ballarat district was recently brought within the scope of this form of management. District control is already in operation at Geelong and Bendigo. It was introduced at Geelong in 1926.

Mr. D. L. MacDonald (District Superintendent) now controls the whole of the district activities of the Transportation, Rolling Stock and Way and Works Branches. He is assisted by the District Rolling Stock Superintendent and the District Engineer.

Approval has now been given by the Commissioners to an extension of the system to the Metropolitan and Eastern Division, with Mr. W. Tredinnick (Metropolitan Superintendent) in control. The

altered method of administration will become effective not later than June 1 next.

Headquarters will be established in the Flinders-street station building. The offices of the Metropolitan Superintendent and the District Rolling Stock Superintendent are already situated there, and arrangements are now proceeding to transfer the Metropolitan District Engineer's staff from Melbourne.

In addition, the Metropolitan Eastern Division's accounting section will be transferred from the Office to Flinders-street.

With the completion of these extensions, the system of district co-ordinated control will have been established in all but one of the centres—Seymour.

## SERVICE

INITIATIVE of a high degree was displayed on April 9 by Way and Works Branch employes at Koo-Wee-Rup.

While being shunted, at 7.30 p.m., from the main line to No. 2 road at the up end of the station, three trucks were derailed, completely fouling both tracks at the inner lead into the yard.

A protracted cessation of traffic seemed likely until Ganger A. S. Benzley, after conferring with Ganger W. H. Price and Works Ganger J. Carmody, decided that a loop around the derailed trucks could be provided by using the outer lead from No. 1 to No. 2 road, and connecting No. 2 road with the dead-end portion of No. 3 road.

The gangs quickly commenced operations, through working of trains, via the loop, being established at 10.50 p.m.

In expressing their appreciation of the manner in which the staff rose to the occasion in this emergency, the Commissioners feel that railwaymen generally will applaud the splendid work which was accomplished.

## Transport Board Appointed

THE personnel of the Transport Board, to function under the Transport Regulation Act, was announced by the State Cabinet last month.

The Board will comprise:

- Mr. P. D. Phillips, Melbourne, (Chairman);
- Mr. J. Jeffrey, Bendigo, representing country commercial interests;
- Mr. W. H. Kendall, Rupanyup, representing primary producers.

The Act, as passed, provided for the Board to be representative of the interests referred to, neither the rail nor road transport services being eligible for representation.

It is expected that the Board will shortly be in a position to deal with applications for licences to operate road motor commercial and passenger vehicles, in accordance with the Act.

## Holiday Trains in Other States

FOLLOWING the successful introduction of Easter and Christmas Holiday Train Tours in Victoria, similar tours are now being operated in three of the other States.

Full details of the tour organisations were made available to the New South Wales, South Australian and Victorian Australian Railway Departments, of which now reports that a tour has been conducted with satisfactory results.

In each case, the success of the venture has decided those Departments to organise similar tours in future holiday periods.

## 28,500 SUGGESTIONS

THE records of the Bureau of Transport and Publicity Board reveal the gratifying fact that since the inception of the Board, 28,464 suggestions have been received and 5067 adopted.

These figures definitely show that railwaymen have a high appreciation of the virtues of thinking and acting upon ideas that occur to them for the improvement of the Department's activities.

Suggestions for promoting the efficiency of the service and eliminating wasteful methods are, of course, welcome at all times, particularly at the present juncture when the retention and enhancement of the Department's high reputation for service is such a vital factor.

There is, too, a personal inducement because monetary awards are paid for any adopted suggestions considered worthy of such recognition.



# The Official Centenary Accommodation Bureau

## IMPORTANCE IN CELEBRATIONS

**E**VIDENCE of the increasingly important part which the Department will play in the Victorian and Melbourne Centenary Celebrations is provided by the fact that The Official Centenary Accommodation Bureau is being conducted by the Government Tourist Bureau, with Mr. W. T. McConnell as Manager.

*The Bureau, which was opened on April 16, is centrally located in Melbourne at 435 Collins-street (c/r Market-street). It is the only Booking Bureau officially recognised by the Centenary Celebrations Council.*

being conducted with the support of the Licensed Retailers' Association of Victoria and the Guest House Proprietors' Association of Victoria.

The need for such a Bureau will be obvious. It is anticipated by the Centenary Celebrations Council that about 40,000 visitors requiring accommodation will visit Melbourne during the Celebrations.

It is necessary that the Bureau make an immediate survey and determine all available accommodation.

### Staff and Inspection

Two ladies, specially selected for their experience in accommodation and hotel matters, and two Tourist Bureau officials—have already begun to remove canvass and inspection of hotels and guest houses in Melbourne and the nearer suburbs.

Complete particulars have already been compiled of the accommodation available and can be reserved for several thousands of visitors additional to those booked direct by some hotels and guest houses.

The Bureau which has been accorded excellent support by accommodation houses possesses a complete list of the facilities of each establishment in its books, and is consequently able to cater for all requests for accommodation, finalise the arrangements with the particular hotel or guest house selected by the visitor, or make reservations at comparable houses.

### Reservations Made

Immediate bookings have already been made for an Interstate party, while others are in progress on behalf of visitors from New Zealand and from other countries.

An extensive publicity campaign is to be launched throughout the Commonwealth by the Centenary Celebrations Council to feature the celebrations, and reference is to be made to the services which the Bureau has to offer to assisting visitors to secure accommodation.

It is anticipated that the peak demand for accommodation in Melbourne will be between October 18 and December 9, beginning with the arrival of H.R.H. Prince Henry and embracing among other fixtures the Royal Show, Centenary Air Race, Caulfield Cup Meeting, Centenary Horticultural Show, Melbourne Cup Meeting, Dedication of the National War Memorial, and the Eucharistic Congress.

### Early Booking Necessary

Apart from this period, however, accommodation will be at a premium for other events and the necessity for early application to the Bureau for reservations cannot be too strongly stressed.

The Bureau Telephone number is M4671 and its telegraphic and cable address — "Centenaryaccom, Melbourne."

## Interstate Rail Officers to Confer

**WHEN** the heads of branches of the various Australian and New Zealand Railways meet in conference this month at Melbourne, a formidable agenda containing nearly 200 items will be submitted for their consideration.

With Mr. A. C. Fewtrell, Chief Civil Engineer of the New South Wales Railways, as Chairman, the officers will deal with a wide range of railway questions which are of an Interstate character.

The decisions of this conference will form the subjects of recommendations to a subsequent Commissioners' Conference, and if approved, will become standard practice throughout the railways of the Commonwealth and New Zealand.

The Commissioners' Conference will be held in July next at Melbourne. The last was held in November, 1932, at Sydney.

## Footwarmer Season Opened This Month

**B**EGINNING on May 7 and extending through the winter months, footwarmers will again be provided in the carriages of country passenger trains. More than 5000 footwarmers are required for this service.

At the beginning of the season, each footwarmer is filled with 14 lb. of acetate of soda, while two cast iron balls, about the size of billiard balls, are also included.

Before being placed inside their canvas covers and delivered to the carriages, the footwarmers are immersed in tanks of water and boiled for 1½ hours. There are 34 stations equipped with tanks.

The boiling process melts the crystallised soda which tends to solidify as it cools. This is off-set by the action of the iron balls which roll as the train proceeds and break up the crystal sufficiently to prevent setting.

After boiling, the footwarmers will retain their heat for 12 hours, when a shaking will prolong their "lives" another eight hours.

## BRAVE RAILWAYMAN

**R**AILWAYMEN are justifiably proud of Stuart Austin, of the Head Office Telegraph Division, whose rare bravery last month evoked admiration throughout the community. Fully clothed, he dived into the water at St. Kilda late at night, and saved the life of an elderly woman. His action was all the more heroic as his right arm had been severed above the elbow. This was the result of a train accident five years ago at Wonthaggi. After a terrific struggle due to Stuart's arm handicaps in icy water he brought the woman safely to the shore. The full facts of Stuart's deed are being brought under the notice of the Royal Humane Society.

## Low Rail Fares for Country Football

**W**ITH the opening of the country football season this month, the exceptionally low return fares for guaranteed special trains will again operate.

These fares, which are fixed on a special mileage basis, range from 1/6d., second class return, for 11-15 miles, 5/- for 46-50 miles to 8/- for 76-80 miles, the latter being a limit fare for any distance up to 120 miles.

During the 1933 season 524 special trains were run in connection with the country football competitions, the total number of passengers carried being 62,730.

## Personal Postscript

### Financial Expert

JUST retired after 47 years' service, Mr. W. J. Bustelli, Rolling Stock Accountant for 26 years, was the financial adviser to five Chief Mechanical Engineers—Messrs. T. H. Woodroffe, W. M. Shannon, A. E. Smith, N. C. Harris and A. C. Ahlston. The value of his work in preparing the Branch estimates and then ensuring that the actual expenditure was kept within those limits, was greatly enhanced by the extensive knowledge which he possessed of the whole ambit of the Rolling Stock Branch's activities. Mr. Bustelli joined the branch in 1887 when it was presided over by Mr. Solomon Miris. The head office of the branch was then located at Newport during the time the machinery was being installed at the Workshops. The Workshops began functioning in 1888.—G.A.C.

\* \* \*

### Unique Farewell

WHEN Live Stock Agent's senior clerk E. J. Tatterson recently retired after 18 years scheduling live stock trains to Melbourne, city stock and station agents were loud in their praise of the veteran railwayman. His unremitting endeavors to satisfy the Department's clients and his cheerful helpfulness in the last-minute rearrangement frequently associated with his job were eulogised and tangibly recognised in the presentation of an easy chair. His colleagues' farewell was unique. Mrs. Tatterson very quietly invited them all to be her guests at dinner, followed by a party, much to the surprise and delight of "E.J.T." Their gifts to Mr. and Mrs. Tatterson were a gold watch and crocodile hand-bag respectively. Mr. Tatterson was one of the best known officers in the Head Office where, as a relieving clerk in the Transportation Branch prior to settling down in the Live Stock Agent's division, he remained for the whole of his 46 years service. —M.R.G.

### On the Green

AMONGST the many railwaymen devoted to bowls, none has proved such a capable exponent of the game as Bill Hotchin, of the Rolling Stock Staff Office. For 29 years he has been one of the State's leading bowlers, achieving particular prominence in Interstate matches. He has played as leader, second, third and captain against all the other States. When Victoria won the Championship at the Carnival in Sydney a few years ago, Bill's outstanding play and leadership were mainly responsible for the victory. He joined the City of Hawthorn Club in 1905, gaining the Club's championships in 1910 and 1922. Now associated with the Canterbury Club, he has won the president's trophy on five occasions. Not yet 50, Bill has had a varied and comprehensive experience of the game, with a more than usual amount of success. —L.W.

\* \* \*

### Keen Tennis

FOR the second successive year, the V.R.I.'s tennis week, interspersed with a round of social festivities, has been a pronounced success. All the arrangements were in the hands of energetic Jack Goodman, of the Overhead Supt.'s staff, whose efforts were suitably recognised in a presentation by the visiting players. Jack's hard work, he says, was more than compensated for by the high standard of tennis played on the Institute's well-laid out courts at Royal Park. Railwaymen from Geelong, Colac, Seymour and Bendigo competed in a long series of games, the coveted "Donald MacIntosh" Cup being won by Seymour after stubborn opposition from Geelong. Seymour's victorious team comprised Bert Stevenson, Roy Oak, Tom Storer, Dave Groves and Charlie Bell. Two of Geelong's representatives—Vern Thomson and Ian MacLean—were the champion doubles players of the tournament. All associated with the tournament are looking forward to the next series of games to be played at Royal Park in February next.—N.D.

## Educational Tours by N.S.W. Apprentices

LAST month 20 specially selected apprentices employed in the South Wales Railways arrived Melbourne for a week's study of rail and private engineering works.

The visit marks the re-commencement of the practice of enabling apprentices in the various railway systems gain first-hand knowledge of engineering developments in the adjoining States.

Visits were made to the New Workshops, Newport Power House, Jolimont Workshops and several large industrial establishments including the State Electricity Commission's works at Yallourn.

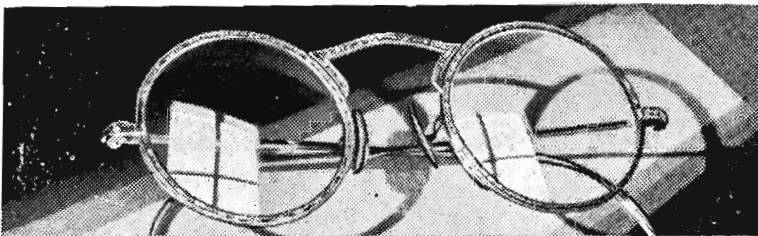
Prior to their return to Sydney apprentices were entertained at dinner by the Commissioners and heads of branches.

### May Birthdays

GUARD H. FISHER of Maryborough on the first; Ganger R. J. James Warragul and Lighter-up J. Headland Benalla, on the second; District Engineer W. Steiger on the third; Fewster of Trans. Despatch Room on the fourth; Driver J. Clarke of Heidelberg on the fifth; Darcy of W. and W. Corres. on the fifth; Signalman W. W. Ferguson Kensington, on the sixth; Chairman Commissioners Harold W. Clapp Ganger T. Doran of Bendigo, on the seventh; Shunter A. J. Miller of Melbourne and Fireman J. H. Bagley of Wodonga on the eighth; Stationmaster R. F. Stanger of Maffra, on the ninth; Porter W. P. of Spencer-street, Ldg. Shunter A. Hayden of Dandenong and Fireman Blake of Portland, on the 10th; Goods F. G. Brown of Ballarat on the 11th; B. A. Longfield of G. P. and F.A.'s on the 12th; Works Foreman R. S. North Melbourne, Jolimont Works Manager H. James and Yard Foreman O'Dea of Melbourne Yard, on the 13th; Driver A. Lambden of Seymour, Sub-foreman W. Pullen of Geelong, J. S. Reece of Ballarat and Station J. R. Dempster of Moriac, on the 14th; Goods Guard S. Craig of Tallangatta, 15th; Passenger Guard J. P. C. Wodonga, on the 16th; Special Officer Hawken of Traffic Branch, Shed F. E. Burnell of North Melbourne on the 17th; Clerk Joe Maher of Dandenong on the 18th; Works Foreman H. W. Newport, on the 19th; Packer W. R. C. of Bendigo, on the 20th; Guard F. W. of Ballarat, on the 21st; Yard Foreman Robinson of Melbourne Yard, Audit Cash Accounts J. A. Mactaggart and N. Opie of North Melbourne, on the Spotswood Workshops Manager P. R. Driver C. W. Bullock of Bendigo and man J. V. Smith of Spencer-street, 24th; Chairman's Secretary J. L. T. on the 27th; Yard Foreman J. D. Bendigo and Inspecting Engineer J. J. gomery, on the 28th; Overhead Supt. S. Scott, on the 29th; Asst. Engng. J. Uren, on the 30th; Driver T. A. W. of Traralgon and Clerk J. Crough of W. Staff Office, on the 31st.—C.M.

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# The V.R. News Letter

1934

Issue No. 45

## Winter Trek to Mt. Buffalo National Park

### BOOKINGS AHEAD OF LAST YEAR

THE winter influx of visitors to Mt. Buffalo National Park is about to commence. Advance bookings are already in excess of those at the corresponding period of last year.

### Island's Quota

For the third successive year, a party of 150 school girls from Brisbane's public schools will visit Mt. Buffalo National Park during the winter months.

Following upon active salesmanship by the Victorian Representative to the Queensland Government Tourist Bureau, 150 pupils have already been booked for the largest tour party yet to visit the Northern State. In 1932, only 100 were booked, whilst last year the total was 58.

Over 2,500 miles of travel are included in the tour. One day will be spent in Sydney, after which the party will travel direct to Melbourne for 2½ days of sightseeing.

The scholars will then proceed to Mt. Buffalo National Park to enjoy the week's programme, embracing a variety of snow sports.

The progress of the party will be reported daily from 4QG, Brisbane's General Broadcasting Station.

### Snow Plough

The motor traffic between the rail-roads (Porepunkah) and The Chalet during heavy snow falls will be greatly facilitated by the operation of an improved snow plough which was built at the Newport Workshops.

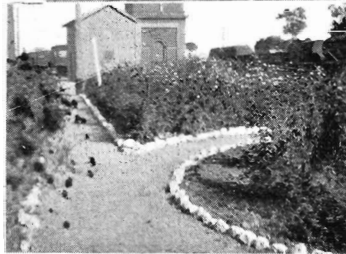
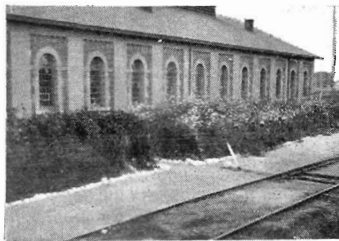
The main improvement is in the design of the blades which previously were pushed back over the snow to be pushed back over the blades, and the tractor, to form a hard crust of snow upon which motor vehicles had a tendency to skid.

Another advantage is the wider blades which can be cleared of snow.

### Chalet

During the next few months large numbers of school children will be visiting Mt. Buffalo National Park, and arrangements have been made for the Misses Douglas, of the Newport

### ... Echuca's Pride ...



WHEN the Commissioners recently visited Echuca during an inspection of country lines, they were greatly impressed by the garden at the Loco. Depot, two views of which are shown above.

It is a riot of color, with cosmos in the centre and French marigolds and other annuals graded off to the borders. Well-kept gravel paths are bordered with white quartz.

The garden reflects great credit upon a group of Loco. men who voluntarily laid it out and are maintaining it in its present condition.

Workshops Ambulance Division, to be located at The Chalet during their visit.

Sister Douglas has been in charge of the Workshops Ambulance Division since 1922. For distinguished service abroad with the Australian Imperial Forces, she was awarded the Royal Red Cross.

Sister Douglas is an Examiner of the Nurses' Board and is a past President of the Returned Nurses' Association.

### Hot Water Service

The hot water service has been extended to an additional number of rooms located in the south wing of The Chalet.

Two rooms have also been equipped with private bathrooms.

The tariff for guests occupying the latter rooms will be increased by 5/- per day from July 1.

### G. T. Bureau Plans Indian Ruler's Tour

OF the many thousands of clients who avail themselves of the services of the Government Tourist Bureau, one of the most notable was His Highness the Maharajah of Dharampur, Ruler of the Indian State of Dharampur, who passed through Melbourne last month.

On a health trip to Australia and New Zealand, the Maharajah spent two days in Melbourne. Accompanied by the Manager of the Bureau (Mr. W. T. McConnell) he travelled 150 miles around Melbourne and environs, including the Dandenong Ranges.

Travelling with the Maharajah were Mr. Nanavoti (Secretary), Mr. Krishna Rao (Physician), a valet and a cook.

On his return from New Zealand, the Maharajah intends making further tours in this State. Details have been tentatively drawn up by the Tourist Bureau.

### Centenary Guests

#### Special Reso Tour

ONE of the most comprehensive Reso Train tours yet planned has been approved by the Centenary Celebrations Council as a means of affording its guests from overseas and the other States an opportunity of inspecting Victoria's principal inland activities.

Negotiations are in progress to include the guests of the Federal and Victorian Governments who will be attending the Centenary Celebrations.

The tour will be made during November 12-18, and will embrace such widely scattered areas as Colac, Warrnambool, Great Western, Horsham, Bendigo, Albury, Mt. Buffalo National Park and the State Electricity Commission's works at Yallourn. The ordinary Reso Train fare has been slightly increased to cover the additional rail mileage.

The Centenary Celebrations Council has expressed pleasure at the opportunity which this Reso Tour provides for its guests to visit leading dairying, pastoral and wheat areas, vineyards, a mammoth water conservation scheme, gold mining, power production and scenic features.

## The Month's Topic

### Efficient Storekeeping . . .

YET another Department has become interested in the modern storekeeping methods of the Spotswood Storehouse. An investigation has recently been made of the advantages of applying Spotswood's system to the Pentridge Penal Establishment. This is further evidence, if such were necessary, of the value of the stores reorganisation carried out within the Railway Department during the past decade.

Representatives of the Australian and New Zealand railway systems have closely studied the operations of the Storehouse and, with variations to suit local conditions, have introduced similar methods with admirable results.

Members of many leading commercial and industrial establishments have also inspected the Storehouse and have adopted similar practices.

Officers of the Stores Branch have on a number of occasions been lent to various bodies to advise on the complete reorganisation of their stores services on the lines of the Spotswood Storehouse.

Competent authorities from all parts of the world have eulogised the Spotswood Storehouse. Ordinary methods have been replaced by scientific orderliness; dust and dirt, with their deteriorating effects upon the stores, have been eliminated by the effective vacuum cleaning plant in use, while the system in operation renders it possible to take complete stock of the stores and materials in a few hours, compared with many weeks under former methods.

Of outstanding importance is the reduction in the investment in stores which the introduction of standard stores systems and methods has made possible. In July 1922, the value of stores on hand was £2,059,000.

At the present time, the investment stands at £1,150,000—a reduction which, notwithstanding the curtailment of the works programme and the lower values of materials, would have been impossible under the former methods.

## "Ulysses" Party Hires Rail Sedan Car

THE comfort and novelty of travel in the Department's rail sedan car greatly impressed parties of tourists from the "Ulysses," British round-the-world cruise ship, which visited Melbourne last month.

The rail sedan was chartered for a visit to the State Electricity Commission's works at Yallourn, and also for a tour to the Great Western wine cellars and "Ercildoune," the well-known sheep station at Burrumbeet.

The party keenly appreciated the interesting features inspected and the cordiality of the welcomes extended to them.

Before joining the express to Adelaide to meet the *Ulysses*, the party made a tour of Ballarat.

## SERVICE

WRITING to the Commissioners, Mr. H. G. O. Curtis, of Tooronga, said:

"I feel that when an incident arises of special merit it should be made known to you. Recently, my son was travelling to join a group of military trainees en route to camp, and in his haste to catch the train, took the keys of the house and my all-lines rail ticket which was attached to my chain.

"On explaining the position to the Stationmaster at Tooronga, he immediately phoned Flinders-street. My son was located, the keys taken from him and the lot were returned to me after being out of my possession for less than half-an-hour.

"I do not know this Stationmaster, but his general goodwill to the public ought to be known and redound to his credit."

## Buffalo Chalet Ball on July 17

THE fourth Buffalo Chalet Ball, one of the outstanding events of Melbourne's dancing season, will be held on Tuesday, July 17.

It will be under the patronage of His Excellency the Governor (Lord Huntingfield) and Lady Huntingfield and the Lord and Lady Mayoress of Melbourne.

On this occasion, the venue will be the "49 Club" Ballroom, which is just over Princes Bridge.

The ball will again be conducted on cabaret lines, thus ensuring table accommodation for everyone attending. The price of a single ticket is 12/6 and proceeds will, as usual, be devoted to Charity.

## GETTING IN EARLY

STRIKING testimony of the popularity of the Christmas and Easter Holiday Train tours, inaugurated by the Department years ago, is the unprecedented number of advance bookings already made for the Christmas Holiday train.

Despite the fact that a definite itinerary has yet to be planned, 58 persons who have participated in previous tours have reserved accommodation on the Christmas tour.

## Steel Rails As Telegraph Poles

THE continued use of steel rails to carry the wires of the Department's State-wide telephone and telegraph system is a notable example of the economical application of materials, which, having outlived its usefulness in its original sphere, is successfully adapted for other purposes.

Extensive deterioration of telegraph and telegraph wood poles by ravages of fire, white ants and other pests induced the Department to adopt steel rail poles instead of wood poles. As a result, maintenance will be considerably reduced.

The rails, which have reached an advanced stage when they are no longer suitable in the permanent way, are used with ground plates at the base and suitable fittings at the top to support the timber cross arms. At the present time, approximately 1000 rails are being installed—about 50 per cent of the total number of poles.

## Interesting Rail Experiments Overseas

BRIEF details of two interesting developments in railroading practice overseas came to hand recently.

In the United States of America, experiments are being made in the driving of a rail motor a distance of 40 miles with power derived from short wave radio broadcasting.

The car is of the distillate fuel type used by many American railway companies for shunt engine runs. It is intended that the car shall pick up sufficient power energy from a short wave transmitting station. For this purpose, two feet towers have been constructed on the railway property.

A new model for a steam locomotive has been developed by the National Research Laboratories, Ottawa, Canada.

It has been designed to reduce air resistance by 35 per cent and to lift smoke from the funnel of the cab and trains.

# Retaining The Ashes

# Centenary Celebrations

## VARIED USE IN DEPARTMENT

Each year the Department finds use for thousands of cubic yards of ashes—the residue from the furnaces of its passenger and goods locomotives. Engineers of the Way Works Branch declare that ashes are invaluable—and very little. A continuous supply is available from locomotive depots located all over the

ashes are used for a variety of purposes, such as on the permanent way, in station yards, and pathmaking, and even at the Experimental Nursery at Fleming-

branch lines and most sidings covered with ashes. In addition, ashes are of great value on other soft formations are encountered. The standard practice is to replace it with a substantial layer of ashes and provide adequate

quantities of ashes were used in the recent series of regrading cases where new banks were laid on a 6 to 12-inch layer of ashes was the foundation for the ordinary ballast on which the tracks rest. Special use is found for the landscape gardener. Large quantities are used for drainage away from lawns. The finer material, after screening, are being placed in the bottoms of pits where they provide an drainage.

## Workmen's Sleepers in Service

On completion of the building of workmen's sleeping cars at the Workshop brings the Department's stock of these vehicles

cars, which are a standard size 28 ft. 2 in. overall and 9 ft. wide. Four bunks are fitted in each car, together with a collapsible seating forms, cupboards for crockery and a meat safe.

There is an open fireplace lined, for every precaution, with galvanised iron in an angle iron frame. As a measure of safety, the floor is entirely in front is covered with asbestos sheet.

The roof is of galvanised iron, and a means of adding to the occupants' comfort during the warm weather, a special insulation has been placed between the ceiling and the galvanised iron.

## V.R. STORES SYSTEM FOR PENTRIDGE ?

**A** MINIATURE Spotswood Storehouse at the Pentridge Penal Establishment, Coburg, is likely to follow the investigation carried out last month at the gaol by Mr. H. S. Sergeant, Assistant Comptroller of Stores.

Impressed by the efficiency of the Department's modern store-keeping methods, the Inspector General of Penal Establishments asked the Commissioners to make Mr. Sergeant's services available in an advisory capacity.

Mr. Sergeant's report is now being considered by the Penal authorities.

## Scholars Learn About Yallourn Scheme

**A** NEW record has been established in the number of school pupils visiting Yallourn on the Government Tourist Bureau's educational day tours.

Since the schools resumed after the Christmas vacation, 10 special trains have been run carrying a total of 4000 passengers. Three further tours, with an estimated number of 1200 passengers, have been arranged to take place before the winter. In the first five months of last year, eight tours were conducted.

Colleges and high, technical and State schools in the suburban area have been represented on the tours, as well as schools from Castlemaine, Kyneton and Colac.

## A Railway Scrapbook "Queer things done where railways run"

### Bargain Fares for Honeymooners

Special concession fares for honeymoon couples is the latest innovation on the Italian State Railways. Fares for these travellers were reduced by 70 per cent. as a means of promoting travel.

Now, Prince Boncompagni has decided to permit honeymoon couples to ride on trams and buses in Rome free of charge. They must, however, visit Rome within a week of their marriage, and they must produce their marriage lines at the booking office.

### Heavyweight Loco. Driver

When James O'Grady died recently,

## ACCOMMODATION APPEAL

**R**AILWAYMEN will doubtless have seen an advertised appeal to private householders living in the metropolitan area to make available spare rooms for paying guests during the Centenary Celebrations and also to the owners of furnished flats to register with The Official Centenary Accommodation Bureau.

**I**T is appreciated that many residents will invite relatives and friends to stay with them, but thousands of others can assist by accommodating paying guests.

Melbourne's reputation for hospitality will be at stake, and it must be realised that it is an obligation to ensure that our Centenary visitors are comfortably accommodated.

Suitable accommodation in private homes at a fair tariff will appeal to many visitors.

### Railwaymen's Part

Railwaymen can render material assistance by bringing the appeal to the notice of their friends, and urging those who have spare rooms to communicate at once with The Official Centenary Accommodation Bureau, 435 Collins-street, Melbourne, mentioning whether the accommodation covers room only, bed and breakfast or full board and lodging.

It is desirable to emphasise that this Bureau is the only Booking Bureau officially recognised by the Centenary Celebration Council, the Executive of the Eucharistic Congress and other organisations.

the Pennsylvania Railroad Company (U.S.A.) lost its biggest locomotive driver. It is said that Mr. O'Grady weighed no less than 400 lb.

### Triumph of Alertness

A resourceful and alert locomotive driver on an express train in Hampshire, England, recently saved 34 acres of a 36-acre crop.

As the express rushed through Micheldever station, the driver flung out a lump of coal about which was wrapped a piece of paper bearing the message "Field of corn on fire."

The stationmaster immediately telephoned to local farmers, and the fire was quickly under control.



## Personal Postscript

### T.H.C. at the Tee

AFTER completing nearly 50 years of service, Mr. T. H. Coulthard, Staff Clerk of the Rolling Stock Branch, has retired. His regret at severing connection with the Department is tempered by the prospect of unrestricted rounds of golf. Always greatly interested in the game, he played a prominent part in bringing the V.R.I. Golf Club to its present flourishing state. He was also largely responsible for the recent revival of Interstate railway golf. Mr. Coulthard was Staff Clerk for 15 years, and prior to that was Principal Clerk at the Newport Workshops for 13 years. He began in the Loco. Accountant's Office in 1886. Before transfer to Newport he was personal clerk to Mr. Allison Smith, then Loco. Supt., and to Mr. T. H. Woodroffe, Chief Mechanical Engineer. —J.K.

### Suburban Traffic Expert

WITH the retirement of Mr. T. J. Sullivan, Assistant to the Metro. Supt., the Department loses one of its most highly skilled transportation officers. For more than 25 years, he was intimately connected with the diverse requirements of the suburban area, applying himself particularly to the efficient running of the huge traffic to and from the three principal city stations. When suburban electric traction was introduced in 1919, he became the first electric train running officer, and up to the time of his retirement he specialised in this side of traffic working. He was a familiar figure at vital points on all special occasions when traffic was abnormally large. His judgment and ability for making quick decisions when traffic suddenly fluctuated at holiday periods were invaluable. —A.G.C.

### Wangaratta's Tribute

WHEN Stationmaster F. H. Shepherd received advice last month, of his promotion and transfer from Wangaratta to Echuca, local railwaymen and citizens revealed their respect and appreciation by arranging an enthusiastic farewell function. Representatives of his own staff, and other branches of the service and many prominent residents paid glowing tributes to the highly efficient and helpful manner in which Mr. Shepherd had controlled Wangaratta station during the past nine years. Responding, Mr. Shepherd referred appreciatively to the loyalty and co-operation he had at all times received from his staff. The gathering's farewell gift was a handsome clock. —C.G.

### Workshops Veteran

CLEM ARTHURS' shopmates at the Newport Workshops gathered in large numbers last month to farewell him. He had completed 50 years of service, all of

which were spent in the Rolling Stock Branch. Clem was one of "the old Contemptibles," having commenced in the Department when the workshops were situated at Williamstown. He was one of the original employes at the inauguration of the Newport Workshops in 1888. As farewell gifts, he received a clock, and two crystal vases for Mrs. Arthurs. Mr. H. Harman, Foreman of the Turnery, made the presentation. —G.W.B.

### Flowers and Cups

IN the short space of two years, Operating Porter Tom Ray, of Trafalgar, has leaped into prominence as one of the State's most successful growers of chrysanthemums. Within 12 months, he gained one of the principal cups at the Melbourne Royal Horticultural Show. However, he eclipsed this record recently when he won two cups and also triumphed with the Show's best reflex bloom—"Mrs. Reuter," a pure white—in competition with some of Victoria's leading growers of these flowers. Just now, his garden at Trafalgar is one of the district's show places, his 80 blooms, the largest about 12 inches across, reflecting great credit upon this industrious railwayman. He has also had considerable success with many other flowers at district shows. —E.H.B.

### June Birthdays

ACTG. Ganger T. E. Boyle of Lubeck, on the first; Blacksmith E. L. Conquest of Spotswood, on the second; C. Mullany of Betterment and Publicity Board, and Depot Foreman J. A. Gordon of Flinders-street, on the third; Trans. Staff Officer R. McClelland, Stationmaster C. L. Wadleton of Bendigo, and B. & S. Inspr., C. H. Saunders of Flinders-street, on the fourth; Phil Maynard of Trans. Staff Office, on the fifth; Driver W. Ludge of Korumburra, on the sixth; W. & W. Engineer A. K. Bartel, L. H. Barrett of Room 2, Auditor of Revenue D. H. Falconer, Foreman Artisan W. C. Pain of Flinders-street, and Guard J. G. Dick of Flinders-street, on the eighth; B'maker R. C. Bydder of Newport, on the ninth; Guard P. H. Ross of Melb. Yard, on the 10th; Goods Guard C. D. Elliott of Melb. Yard, on the 11th; Depot Foreman W. M. Ross of Geelong, Yard Foreman J. Muller of Geelong and Porter H. W. Jackson of Benalla on the 12th; Clerk S. A. Rosier of R.S. Accounts, and B'maker R. A. Flower of Traralgon, on the 13th; Advertising Officer G. P. Mulcahy on the 14th; Chief Special Officer J. E. McDowell of Traffic Branch,

and Driver P. G. Ballantine of S on the 15th; Optg. Porter S. J. Metro. Supt., on the 16th; B W. H. Tregoning on the 17th; W. H. Cassidy, of Maryborough on the 18th; Ldg. Engine Cleaner C. H. Benalla, Shunter E. S. Adams of and Optg. Porter S. E. Lawless of Ballallum on the 19th; Actg. Works A. F. Caven of Dimboola on the Way & Works Asst. Chief Eng Goudy and Guard B. G. Jones of on the 21st; Stationmaster W. H. of Huon, on the 22nd; Guard A. left of Geelong, on the 23rd; Works W. J. O'Connor of Maryborough and T. B. Hovey of Gorae on the 24th; W. Brandy of Room 10 and Assn Agent P. A. Fankhauser, on the 25th; G.T. Bureau Manager R. T. Work Assistant Engineer T. O. Pugh and C. K. McKay of Benalla on the 26th; cutting Officer J. F. Hennessy, Ldg. C. Rudd of Melb. Yard, and Sig. Supervisor L. Tarrant of Seymour on the 27th; Signalman R. Wyatt of W on the 28th; Guard E. Campi of B Signalman H. W. Calder of Bendigo on the 29th; Deputy Chairman J. F. Betterment & Publicity Board, Assn Safeworking Officer C. McIntyre and Foreman W. J. George of Maryb on the 30th.

## Last Mile Post

John Hearle

RAILWAYMEN learned with regret of the death last month of John Hearle, Melbourne Goods Superintendent. His wide transportation experience and genial disposition made him one of the most popular officers in the service.

Mr. Hearle's appointment as Goods Superintendent followed many years of close association with the goods traffic side of the Department's activities.

He began as a junior clerk at Melbourne Goods Sheds in 1897. His various locations preceded him for a position in Room 10 in 1907.

Upon transfer to the Secretary's Office in 1920, he travelled to all parts of the State with Mr. C. Miscamble, former Commissioner, and played an important part in the big reorganisation of goods train services.

Mr. Hearle returned to the Traffic Branch in 1926, and was in control of the branch at the time he was appointed Superintendent.

Harold Gordon Hamilton

WITH the death last month of Harold Hamilton, Inspector of Accounts, the Department passes one of the most brilliant of its officers.

Leading officers are unanimous in their opinion that the Department has suffered a severe loss because Mr. Hamilton's outstanding ability made him invaluable on all kinds of work.

The present efficient working of the Accounts Department—an entirely new phase of accountancy practice introduced in the past 18 months—is attributed to the diligent supervision of Mr. Hamilton. He is now 15 accounting points in charge of all parts of the State, and the introduction of the scheme and the training of the officers devolved upon Mr. Hamilton.

He had experience in all departments of the Branch, and between 1922-29, was in charge of the Office to the Comptroller of Accounts, a position calling for a highly specialised knowledge of finance.

During the Great War, he was in charge of the Defence Department where he held an important post in the financial administration.

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# The V.R. News Letter

July, 1934

Issue No. 46

## Primitive Safeworking Device in Melb. Yard 60 Years Ago

PICTURED in the next column is an interesting railway relic which has been in use for many years in No. 1 Signal Box, Spencer-street.

Arthur Rogers, a retired signalman, recalls that this "Road Block Board," was originally in use in the Inner Junction Box, then known as the Batman's Hill Junction Box, which was situated about 200 yards from a south-westerly direction from the present No. 1 Signal Box. The box, which was built in 1873, was demolished about 35 years ago, adjacent to the junction of the goods and goods lines.

The primitive method of operating the Board—the movement by hand of the indicators either to right or left according to whether the roads were occupied by goods trains running to and from "A" Shed—

## Dining Car Service Praised by Sir Hamilton Harty

High tributes are paid to the high standard of the service and cuisine in the dining car running on the limited express between Melbourne and Sydney.

Among the world-travelled patrons of the dining car who have expressed appreciation is Sir Hamilton Harty, the distinguished orchestral conductor, now in Australia under the auspices of the Australian Broadcasting Commission.

While dining in the car recently en route to Sydney, Sir Hamilton handed the menu card in the following eulogistic terms:

"With sincere thanks and appreciation for the splendid service in this car.  
Hamilton Harty."

"It is a pleasure to bring to the notice of the members of the Commission who, in thanking Sir Hamilton, expressed the view that commendation of this kind from such a cultivated musician would inspire the staff concerned to still better things.

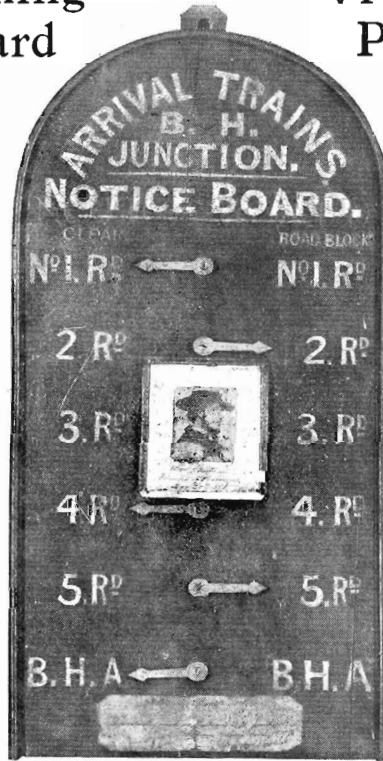
## Vivid Contrast With Power Signalling of Modern Times

contrasts vividly with modern safeworking apparatus designed automatically to serve the same purpose.

In the Department's most up-to-date Signal Boxes equipped with a power signalling frame which provides power-operated interlocking, the signalmen have a complete and continuous picture of the movements of all trains in sections under their control.

A large diagram of the network of tracks is reproduced on glass illuminated by a series of electric light globes automatically connected with the tracks in the controlled section.

When a section is unoccupied, that section of the diagram is illuminated, but as soon as a train enters the section the lights are automatically extinguished, leaving a clearly defined black strip which remains until the train is clear of the section.



DESPITE the fact that the Board was made more than 60 years ago, it is still in good condition. It measures 12½ in. wide and 23½ in. deep.

In the centre is a picture of John Batman, with the inscription: "Founder of Melbourne, November, 19, 1835."

On the strip of leather at the foot of the Board, the following words are written: Primitive Track Lock. Originally used in Batman's Hill Junction Box, Melbourne Goods Yard, 1873. Old Inner Junction.

## Race Special From Flinders-st. Now

RAIL travellers to the Grand National Race Meeting at Flemington on July 7, 11 and 14 will have the benefit of a special train service beginning from Flinders-street station, instead of Spencer-street.

This innovation was introduced for the Williamstown race meeting held on June 30.

Each special race train will, of course, stop at Spencer-street to pick up race passengers at No. 14 platform, instead of the regular No. 1 platform.

If the experiment proves successful, it will be extended to certain future race meetings at Flemington and Williamstown.

## Morning Papers Earlier For Western District

WESTERN District residents beyond Geelong are now receiving the Melbourne morning newspapers earlier than the previous railway timetable permitted. The new service was introduced on June 11.

The 3 a.m. goods train from Geelong has been altered to leave at 4.20 a.m., and to run to a fast schedule to Camperdown, then performing roadside work for the remainder of the journey to Warrnambool.

Under this rearrangement, the newspapers are now being despatched from Melbourne on the regular 2 a.m. "newspaper" train to Geelong, instead of by the 8.20 a.m. passenger train.

The substantial amount of time saved is shown in the comparison of the old and new schedules detailed below:—

	Old	New
Colac ... Arr. 11 7 a.m.	7 5 a.m.	
Camperdown .. 12 7 p.m.	8 35 a.m.	
Terang .. 12 49 p.m.	10 10 a.m.	
Warrnambool .. 1 47 p.m.	12 45 p.m.	

## The Month's Topic

### The Just-closed Financial Year

**A**LTHOUGH there has been a slight increase in railway revenue recently, the results of operation during the financial year which ended on June 30 will disclose a substantial decrease as compared with 1932-33.

While the financial position is, of course, disappointing, it is important to remember that in common with practically every other business and industry, the Victorian Railways have been seriously affected by the business depression, and have also suffered because of the quantity of wheat held in the country due to the unfavorable market overseas.

However, the results of operating the Victorian Railways will bear favorable comparison with those of other businesses. They compare more than favorably with the results of other railways, not only in Australasia, but also in Great Britain and the United States of America.

Notwithstanding that the Victorian Railways system is over-capitalised to the extent of many millions of pounds, the return on the Railway Capital investment for 1932-33 was 3.82 per cent., while 2.43 per cent. was the return of the Amalgamated Railways in England for 1933, and 1.8 per cent. the return of the Class 1 railroads in U.S.A. for the 12 months ended 31st December, 1933—the latest figures available.

**T**HE coming financial year can be viewed more optimistically, because the railway revenue is expected to receive a fillip from the rail travel which will be created during the Centenary Celebrations.

The visit of H.R.H. Prince Henry, followed by the Eucharistic Congress, combined with the added significance of the Centenary Royal Show and the Melbourne Cup Meeting, will unquestionably have beneficial repercussions upon the Department.

Despite the anticipated increased revenue during 1934-35, the Administration is fully alive to the fact that there can be no relaxation of the determined efforts to further improve the service and to effect economies wherever practicable.

In this connection, the Commissioners are confident that they can rely upon a continuance of the whole-hearted co-operation and team work of every railwayman in the service.

## Railwaymen Farewell Mr. T. B. Molomby

**M**R. N. C. HARRIS, Deputy Chairman of Commissioners, Mr. Commissioner M. J. Canny and many prominent railwaymen of the past and present attended the complimentary dinner tendered to Mr. T. B. Molomby, retired Railways Commissioner, in the V.R.I. Concert Hall last month. A presentation of pipes and a cheque was made.

Mr. Molomby disclosed that he had once been a school teacher and might have been a bank clerk.

"I was educated at the Flinders State school," he said, "and one day when I was a senior pupil I was placed in charge of a junior class. I enjoyed the experience so much that, after acting as school teacher until lunch time, I went home and never returned.

"I applied for a position in a bank, but my mother was determined to make me a railwayman and hid the letter which the bank manager wrote inviting me to see him. So I joined the railways."

## SERVICE

**O**N the eve of his departure from Victoria, His Highness the Maharajah of Dharampur, Ruler of the Indian State of Dharampur, gave the following message to Mr. W. T. McConnell, Manager, Govt. Tourist Bureau:

"It has been a delightful experience to come to Australia, and the efficient service which I received from the Victorian Government Tourist Bureau and indeed all the other Bureaux in the States, as well as New Zealand, makes my countrymen wish to come and see your Australasia. Nowhere else have I received such helpful advice and service."

## Reduced Fares For Country Race Meetings

**S**INCE the introduction in March last of substantially reduced fares for travel to country race and sports meetings by guaranteed special trains, there has been an increase in the number of rail travellers, but the revenue has declined.

Up to the time of going to press, these special fares—return tickets at single fare less 20 per cent. for second class, with the addition of 25 per cent. only for first class travel—have been available for 50 meetings.

Comparing the traffic for these meetings with a similar number in 1933, the number of passengers advanced from 5126 to 6562, or 28 per cent., while the revenue decreased from £2088 to £1894, or 9 per cent.

In one instance, however, the returns reveal increases in both the number travelling and the revenue derived. For the recent Seymour race meeting, the number of rail travellers increased by 105, or 215 per cent., by comparison with the corresponding meeting in 1933, while the revenue advanced by 81 per cent.

## "C" Class Locomotives Improve Goods Train Schedules

**I**MPROVEMENTS in the performances of "C" class locomotives, following the modification of the front end, reflected in the recent acceleration of various goods train schedules.

On the Bendigo-Melbourne line, the up and down journeys have been reduced by 57 and 42 minutes respectively. Between Seymour and Melbourne, *via* Essendon, the respective times saved are 23 and 29 minutes while *via* Albion the running times have been reduced by 33 and 45 minutes.

Between Ararat and Geelong, and Maroona, substantial improvements in the service have been effected, 40 minutes being saved on the former and 112 minutes on the latter journey.

Summarised, the modifications at the front end of the locomotives comprise the introduction of a new cleaning type of smoke-box, a reduction in the height of the blast pipe and an increase in the size of the pipe cap. The diameter of the chimney has also been increased.

As a result, the locomotive steaming capabilities have been improved and the back pressure in the cylinders, which is opposed to efficient operation, has been lessened.

In view of the success with "C" class locomotives, similar experiments are in progress on other class locomotives.

## Mr. C. H. Fethney is Asst. Chief Engineer

**A**FTER occupying the position of Assistant Chief Engineer of the Victorian Railways and Works for six years, Mr. C. H. Fethney, Superintendent Engineer, has been promoted to the position of Assistant Chief Engineer.

Mr. Goudy was associated with the Construction Branch before joining the Victorian Railways in 1895. He rose through the grades of draftsman, engineering assistant to engineer-in-charge, coming Engineer of Maintenance in 1924.

Mr. Goudy was an expert bridge designer, and was closely associated with Mr. J. H. Fraser, a former Chief Engineer, himself a specialist in that branch of engineering.

Mr. Fethney entered the service as an engineering student in 1895. He was successively engineer-in-charge of Melbourne Yards Engineer, Metropolitan District Engineer, Inspecting Engineer and Superintending Engineer.

He has had a comprehensive experience of all phases of engineering work carried out by the Department for many years past.

## Reversing Suburban Cars Means Big Maintenance Savings

**F**EW rail travellers will notice that during the next four months the majority of the carriages running in the suburban electrified service will be reversed.

Primarily, the arrangement is to enable the weather effect on the paintwork of the carriages to be more evenly distributed. Experience has shown that the paint on the northern exterior of a carriage deteriorates more rapidly than on the other side.

This seemingly unimportant and little-known operation of reversing the carriages is actually a means of attaining a substantial saving in maintenance costs, and has been a regular feature during the last four months since 1930.

Prior to 1930, each suburban carriage became due for re-painting every 4 years' service. As a result of the reversing operations, however, it has been possible to extend the re-painting period to three years.

On this basis, 22 carriages are now re-painted each month at the Newport Workshops.

In addition, the longer interval between re-painting work has enabled the expenditure to be reduced in the carriage painting and upholstering section of the carriage overhaul work.

In reversing the carriages, the normal make-up of the trains to

which every-day suburban rail travellers have become accustomed, is not disturbed. If the sequence of the carriages were altered, confusion and inconvenience would result, particularly during the morning and evening peak periods.

On each week day (Saturdays excepted), a special train of eight suburban carriages is run from Princes Bridge to North Fitzroy. The train then returns *via* the Northcote Loop to Northcote, thence to Clifton Hill and Princes Bridge, thus completely reversing all carriages.

A yellow cross on one of the channel bars of each carriage serves as an indication to the shunting staff. When the present work of reversing is completed, the yellow cross will be on the south side of a carriage.

Altogether, there are 851 carriages in suburban service, and about 85 per cent. of these will be reversed during the present operations.

## Auto. Couplers For Country Carriages

In continuance of the Department's automatic coupler programme, preparations were completed last month for the installation of automatic couplers on 110 country passenger carriages.

Up to the time of writing, 186 automatic and 13,148 goods wagons have been equipped.

Preparations have been completed to re-equip the carriages at the Newport Workshops at the rate of three a week. It is expected that an approximate total of 110 will be dealt with during the present financial year.

These vehicles will be altered and fitted with transition hooks and screw couplings and when a sufficient number of carriages and other rolling stock have been prepared to enable a change-over to be effected without interfering with normal traffic requirements, the transition hooks and screw couplings, together with the automatic couplers, will be removed and the automatic couplers installed.

## Portland Centenary Traffic Plans

**R**AIL traffic to Portland during the Centenary Celebrations is expected to be on an unprecedented scale, necessitating the introduction of a 15-minute steam train service between Hamilton and Portland.

A service of such frequency on a country line will be unique in the history of the Department; it will perhaps be a record for Australia.

This heavy traffic is expected on November 19 when H.R.H. Prince Henry attends the historic ceremonies depicting the landing of the Henty Brothers at Portland 100 years ago.

School children from the surrounding districts, extending as far north as Ararat, will comprise the major portion of the passengers. In addition, it is expected that large numbers of the general public will travel by rail to Portland on November 16.

The Superintendent of Train Services and his staff are already making preliminary arrangements to handle the traffic.

## GEELONG-BALLARAT TRACK CONVERSION

**T**HE Way and Works Branch is making good progress in the conversion from double to single track of the Bannockburn-Warrenheip section on the Geelong to Ballarat line.

This work is the result of a consistent decline in traffic on the line during a number of years. For some time after the line was built in 1862, it was the main line for Mildura and the Wimmera to and from Melbourne.

When the Melbourne - Bacchus Marsh-Ballarat line was completed, however, the major portion of the traffic was diverted from the Geelong-Ballarat line, and in more recent years the bulk of the Wimmera traffic has been railed to Geelong *via* the Maroona-Gheringhap line, instead of through Ballarat.

It is clear, therefore, that the double track is no longer necessary for the economical handling of the traffic, and the conversion to single track will result in substantial reductions in working and maintenance expenditure.

The rails, sleepers and ballast released from the line will be used to advantage in other parts of the State. About 20 miles of 80 lb. rails will be relaid on sections of the Ballarat-Maryborough-Donald line. In addition, more than 10 miles of double-headed rails, which are no longer serviceable for the track, will be used as telegraph poles.

## Wool Rail Freights Further Reduced

A further reduction in the rail freight rates on wool carried over distances beyond 200 miles to Melbourne and Geelong became effective on July 1.

The reductions increase proportionately with the distances the wool is transported.

Wool freights were cut 25 per cent. on July 1 last year, and this extra concession will be greatly appreciated by woolgrowers and lead, it is expected, to increased rail traffic.

## Popularising Ski-ing

With the object of increasing public interest in ski-ing, the Ski Club of Victoria has chosen Mt. Buffalo National Park as the venue for a series of novice and intermediate events between August 4-11.

Skilled members of the Club will be in attendance to improve the contestants' proficiency in a sport which is rapidly becoming one of Australia's most popular winter pastimes.

# Personal Postscript

## Services Appreciated

**STATIONMASTER R. E. Bourke's** recent promotion and transfer from Boolarra to Maithoura led the Boolarra Progress Association to place on record with the Commissioners the district's keen appreciation of the service he had rendered while in charge of that station. His eagerness at all times to serve the Department's clients, coupled with the active interest he manifested in all local affairs, "went a long way to welding a bond of friendship between the public and the railways." Mr. Bourke was at Boolarra for three years, and prior to 1931 had been located at stations in many parts of the State. He entered the service as an operating porter at Tinamba in 1920. —D.K.

## A Gold Watch and—

WHEN the colleagues of Foreman Boilermaker Bob Wilson, of the North Bendigo Workshops, assembled to farewell him on his retirement, they demonstrated their high regard by making a unique presentation. A handsome gold watch for himself and a silver and crystal butter dish for Mrs. Wilson, preceded the handing over a gift which greatly affected Bob—a Cocker Spaniel puppy to replace a dog to which he was deeply attached and which was recently killed. Bob was located at the North Bendigo Workshops for 16 years, and prior to joining the Victorian Railways was employed with the Hobson's Bay Railway Company.—A.L.S.

## Back to the Land

FROM Stationmaster to wheat and sheep farmer is the step which Ouyen's popular Stationmaster, Peter Campbell, has taken after 45 years of active railroading. He has an abiding faith in the Mallee, gained during many years of experience as a relieving Stationmaster. He was in charge of the Ouyen station since 1929. As was to be expected, this genial Stationmaster won the appreciation of his staff and local residents, and they farewelled him last month with an appropriate presentation.—W.R.H.

## New R.S. Accountant

MR. J. J. GARDINER, who was appointed Rolling Stock Accountant last month, brings to his responsible position a thorough knowledge of accounting and of the diverse activities of the Rolling Stock Branch. Eight years ago, he qualified as an accountant, and had the distinction of gaining first place in Australia at the examination conducted by the Federal Institute of Accountants. He was then appointed as understudy to Mr. W. J. Bustelli, who recently retired. Mr. Gardiner has had extensive experience at Loco. Depots in various parts of the State, supplemented by a term as personal clerk to Mr. A. E. Smith, a former Chief Mechanical Engineer. He joined the service at the North Melbourne Car and Wagon Shops 24 years ago, and is now 40 years of age.—P.F.W.

## July Birthdays

**SIGNALMAN** J. Baldock, of Flinders-street, and Overhead Inspector A. E. McMahon, on the second; Block and Signal Inspector A. E. Colson, Goods Agent W. N. Wortley and Guard J. M. Wright, of Geelong, on the third; Acting Asst. Stationmaster T. Bennett of Werribee on the fourth; Cleaner W. L. Davis of Mildura and Stationmaster L. M. 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 Donald, on the seventh; Ganger H. J. Emmett of Woori Yallock on the eighth; Govt. Tourist Bureau Manager W. T. Connell, Road Foreman H. H. Charman of Ballarat and Foreman F. Croucher of Benalla, on the ninth; Fireman J. V. McNeil of North Melbourne and Ldg. Shunter J. A. Baque of Melb. Yard, on the 10th; Chemist W. S. Macartney of Newport Workshops, W. and W. Senior Clerk B. F. Lamb, of Bendigo, and Guard M. T. Cleary of Benalla, on the 12th; Block and Signal Inspector A. W. Murfitt of Flinders-street, and Electrical Mechanic H. J. Whitelock on the 13th; Driver F. A. Chamberlain of Maryborough, and Asst. Photographer A. L. Reid on the 14th; Fireman H. L. Newcombe of Dimboola on the 15th; Guard Harry Lee of Melb. Yard, on the 16th; Porter H. A. Bird of Sandringham on the 17th; Driver A. Thomson of Donald, Running Gear Repairer V. Pinder of Benalla and Clerk Louis Corkill of W. and W. Accts. Office, on the 18th; Asst. Comptroller of Stores H. S. Sergeant and Stationmaster W. E. Asmus of Bridge-water on the 19th; Yard Supervisor John Baker of Geelong, on the 20th; Fireman C. Kemmis of Geelong on the 21st; Fireman's Branch Chief Clerk V. F. Letcher and Shunter S. Bell, of Flinders-street, on the 22nd; Works Sub-Foreman C. J. Proffitt of Dimboola and Driller H. McPhee of Newport on the 23rd; Driver-in-Charge T. H. Fitch

of Warracknabeal, and Asst. Shed Foreman R. Kennedy of North Melbourne Locos on the 20th; Senior Train Despatcher O'Haire, of Flinders-street, and Shunter J. S. Armstrong of Melb. Yard on the 27th; Asst. Chief Engineer of Works C. H. Fethney, Watchman Bob S. of North Melbourne, and Shift Electrician R. J. Mitchell of Spencer-street, on the 28th; Chris. Madigan of North Melbourne and Stationmaster T. Leydin of Koroit on the 29th; Porter G. B. Austin of North Melbourne, on the 30th; and Electrician J. W. L. Varey, of Spencer-street, Testing Depot, on the 31st.—C.M.

## Last Mile Post

### John Murray Lycidas Twiss

THERE was general regret throughout the Heyfield district when Mr. Twiss, Stationmaster, unexpectedly succumbed to an operation for appendicitis on Monday. He was 53 years of age.

Mr. Twiss had been located at Heyfield since 1929, and his unflinching courtesy and helpfulness to all railway patrons gained him the admiration and respect of district residents. He served abroad with the Australian Imperial Forces during 1916-19.

### William James George

MR. GEORGE, Depot Foreman at Maryborough, who died last month at the age of 53, was one of the most widely respected members of the Rolling Stock Branch.

He joined the service as an apprentice fitter and turner at the Newport Workshops on June 3, 1898, and died on June 10, 1951, thus completing exactly 53 years of service.

Prior to transfer to Maryborough in 1917, Mr. George had been located at practically every Locomotive Depot throughout the system.

### Benjamin Burton Johnson

WITH the death last month of Benjamin Johnson, a former Stationmaster, passes another link with early railway days in Victoria. He was 84 years of age.

He became a railwayman in 1863, at the time of his retirement in 1909 he was Stationmaster at Seymour. Prior to that he was located at many stations throughout the system, notably Geelong and Bendigo.

Mr. Johnson retained vivid recollections of the Kelly Gang, and was Stationmaster at Tallarook when their leader was brought to Melbourne under police escort.

Three of Mr. Johnson's sons are also in the Department—H.B., officer in the Secretary's Branch Correspondence Room, W.B., Assistant Stationmaster, and B.B., foreman, Spencer-street, Melbourne workshops.

### James Osborne Houston

THE recent death of Mr. J. O. Houston removes one of the best known and most experienced telegraphists in the Department. He was 50 years of age.

Sixteen years as a telegraphist at Sandringham, Ballarat and Bendigo and seven years at Melbourne preceded his selection for the position of Departmental Telegraph Instructor. His thorough knowledge of telegraphy made him an ideal for the post.

He successfully prepared and instructed the first correspondence course in telegraphy which was of invaluable help to railwaymen unable to attend his classes.

Mr. Houston's proficiency in telegraphy led to his appointment as a wireless telegraphist with the A.I.F.

His brother, Mr. W. M. Houston, was a prominent member of the Printing Department staff at North Melbourne.

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 are invited and addressed to the Editor, Betterment and Publicity Board, Head Office.

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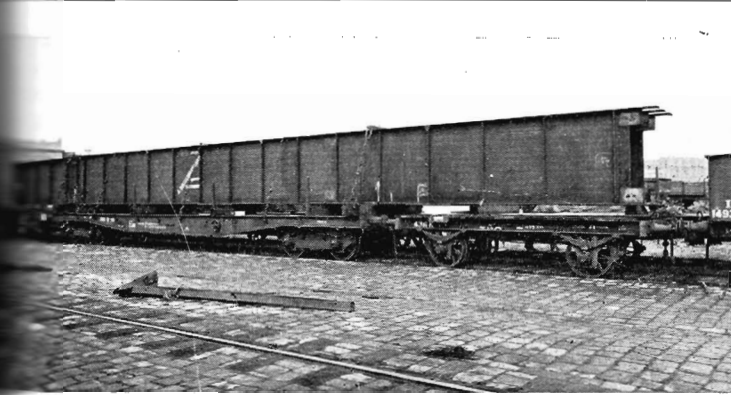


# The V.R. News Letter

August, 1934

Issue No. 47

## Preparing for New V.R. Automatic Telephone Exchange



REPRESENTING THE LONGEST AND HEAVIEST consignment handled by the Department for many years, these three bridge girders were railed last month from the Melbourne Goods Sheds to Wangaratta for erection over the Ovens River. Each girder was 90 ft. long and 6 ft. 6 in. deep, the total weight of the consignment being 100 tons. The girders were loaded by the "Goliath" movable crane.

Because of the unusual proportions of the consignment, it was necessary for Rolling Stock engineers to devise special precautionary measures to safeguard the girders in transit. The girders were bolted to the bolsters of a "Q" truck, and as the girders exceeded the length of that vehicle, a "K" truck was utilised at either end.

## Unique Werribee Running Crossing

### TRAIN ACCELERATIONS ASSISTED

NO fast passenger trains are executing a non-stop crossing at Werribee under single-tracking conditions, which is said to be the only crossing of its kind in the Southern Hemisphere.

Today the 5.0 p.m. up Geelong and the 5.5 p.m. down Warrnambool train are scheduled to reach Werribee at either end of No. 1 road at 5.35 p.m. The train proceeds at its scheduled speed of 20 m.p.h. on No. 1 road, while the down train is diverted to No. 2 road (more than a mile in length) where it is reduced speed towards the end of the road.

#### Running Conditions

On completion of the running crossing is, of course, dependent on the carrying out of a prescribed set of safeworking requirements.

When passing over the motor-road points at either end of the crossing each train must obtain "proceed" from an arrival signal. Prior to the departure signal at either end, the down train must

obtain "proceed" at two intermediate signals and the up train at three intermediate signals. The movements of the down and up trains are, therefore, controlled by four and five signals respectively.

This running crossing was introduced on April 9 last when the first of the State-wide train accelerations

#### VALOR REWARDED

RAILWAYMEN will be pleased to learn that Stuart Austin, of the Head Office Telegraph Division, was among the 60 persons whose bravery was officially recognised by the Royal Humane Society last month. His Excellency the Governor (Lord Huntingfield) presented him with the Society's bronze medal. Although his right arm had been severed above the elbow in an accident five years ago, Stuart unhesitatingly dived fully clothed into the water at St. Kilda late one night in April last and dramatically saved the life of an elderly woman. It was only after a terrific struggle that he brought the woman safely to shore.

commenced. It has proved an important factor in enabling the afternoon Melbourne-Warrnambool train to leave Spencer-street 20 minutes later than previously and run to a schedule similar to that of the "Flier."

## RING-OFF ON HARMONIC !

PREPARATIONS for the installation of the new automatic telephone exchange in the basement of the Head Office, Spencer-street, are steadily progressing.

Advice has been received that the equipment will arrive from overseas about the first week in September. One of the Company's engineers will supervise its erection. The equipment, which is of a type not previously installed in Australia, embodies the most modern appliances.

It is expected that the actual work of installation will occupy three months, and that a vastly improved telephone service will be in operation towards the end of November.

The installation of four miles of new distribution cables throughout the Head Office has been completed. Altogether

WHEN the new exchange is installed, a new Harmonic switchboard will be provided, furnishing positions for four operators instead of the existing board which has only two positions.

Greatly improved facilities will, therefore, be available for an increased number of Harmonic users, and when the rearrangement has been completed, the present station to station party lines and signal box party lines will be abolished.

The efficient operation of the Harmonic system depends upon the co-operation of the staff. An essential feature is that those engaged in a conversation should ring-off when it is concluded so that the operator on the switchboard may have an indication that the conversation has ended.

300 miles of copper conducting wire are contained in the cables. This recabling work is claimed to be the largest of its kind yet carried out in Victoria.

In anticipation of greatly increased telephone business to and from the Department during the Centenary Celebrations, five additional lines have been provided from the Central Telephone Exchange to the existing railway automatic exchange.

Concurrently with the opening of the automatic exchange, a new and revised telephone directory will be issued for Departmental circulation.

In many cases, the present telephone numbers will be altered. In order that telephone users may become familiar with the alterations, a preliminary booklet containing the old and the new numbers will shortly be issued.

## The Month's Topic

### Record-breaking Run by Streamlined Train

OF outstanding interest to railwaymen throughout the world is the recent epoch-making run by the "Zephyr," an American streamlined train, which covered a non-stop journey of 1017 miles in the extraordinarily quick time of 13 hours 4 minutes.

By averaging 78 miles per hour on the entire journey, this ultra-modern train accomplished the longest and fastest non-stop run ever made by a train. It clipped 12 hours 41 minutes from the time of the fastest steam train on the route traversed. In other words it practically cut the steam train time in two.

On several stretches of the journey, the "Zephyr" reached a speed of 112 miles per hour, and reduced the estimated time for the journey by two hours.

Great precautions were taken during the train's record-breaking run. Every grade crossing on the thousand miles was guarded, and every other train was side-tracked to give a clear path to the silver-colored meteor.

The "Zephyr" consists of three articulated cars of stainless steel, weighs only 100 tons and is built to accommodate 72 passengers. It is equipped with Diesel engines, burning crude oil, which develop 660 horsepower. The oil costs about two-pence a gallon, and the fuel for the 1017 miles journey was expected to total approximately £6.

### Race Train Innovation is Successful

SUCCESS has attended the recent innovation of despatching the Flemington and Williamstown special race trains direct from Flinders-street station instead of from Spencer-street.

The running of the race specials from Flinders-street has been carried out smoothly and satisfactorily both from a public and Departmental standpoint.

Returns for the four meetings covered by the new arrangement reveal that out of a total of 27,950 passengers on the forward journey, 16,267 travelled from Flinders-street while the remainder joined at Spencer-street.

On the return journey, 31,086 passengers were conveyed, and of these 80 per cent. availed themselves of the facility for returning direct to Flinders-street.

## G.T.B. Vacation Tours Exceed Record

A RECORD number of special tours for school pupils during the forthcoming September vacation has been planned by the Government Tourist Bureau.

Included in the arrangements is a tour for a party of 100 scholars from Adelaide who will spend a week at Mt. Buffalo National Park.

As a result of active canvassing by Tourist Bureau officials, scholars from Melbourne and suburban public, secondary, high and State schools will participate in tours to Mt. Buffalo National Park (party of 100), Cowes (300), Mt. Hotham, Mt. Kosciusko, N.S.W., Wilson's Promontory and Lorne.

## SERVICE

IN a letter to the Deputy Chairman of Commissioners last month, Mr. T. H. Brunn, Director of the Associated Nurseries Pty. Ltd., Melbourne, said:

"Recently we had occasion to send to Bowral, N.S.W., over 12 tons of plants which entailed quite a lot of careful handling.

"We are writing this letter in appreciation of the courtesy and attention given by both the Victorian and New South Wales railway officials, and in particular we would like to thank Mr. E. Hughes, of the Asst. General Superintendent's staff, who went to a great deal of trouble to assist us."

\* \* \*

CONSISTING of 600 young rhododendron shrubs, this consignment was the largest and most valuable of its kind ever handled by the Department.

It was despatched from Upper Ferntree Gully to Mr. Anthony Hordern, "Melton Park," Bowral, N.S.W., and was transported in a "V" closed truck to Albury where two of the Company's representatives supervised the transfer to the N.S.W. vehicle.

Careful handling by the railway staff of both systems enabled the shrubs to complete their 532-mile journey without any adverse effect. "There were not 20 leaves knocked off," said Mr. Brunn.

## More 2nd Class Room on Suburban Trains

THE experiment of making "G" composite first and second-class cars available as all second class cars at peak periods on suburban lines was extended last month to the Williamstown, Frankston, Mordialloc and Dandenong lines.

Following a close study of the traffic which generally showed an excess of second-class over first-class travellers on suburban lines, this arrangement was introduced on the Sandringham-Essendon line in May last.

## Modernising M.B.C. at Spencer-st.

WHEN the present work of modernising a further part of the Main Booking Office at Spencer-street, is completed, passengers for certain country lines will purchase tickets at a counter in the spacious booking-hall, 32½ ft. x 20 ft.

The six booking windows in the Luggage Hall are being replaced by a plate-glass frontage. Plate-glass will also be substituted for the brick abutting on the Main Concourse at Spencer-street.

A modern mountain ash counter with a two feet Florentine-finish ornamental bronze grille of the same type is being installed, with a proper number of barriers to regulate the movements of ticket purchasers to and from the counter.

## Rail Chiefs Confer in Melbourne

RAILWAY Commissioners representing all the Australian systems and New Zealand met in Conference in Melbourne last month under the chairmanship of Mr. T. J. Hartigan, Commissioner for Railways, New South Wales.

Mr. N. C. Harris, Deputy Chairman of Commissioners and Mr. Commissioner M. J. Canny represented Victoria at the Conference.

The Commissioners dealt with a comprehensive agenda of important railway questions which covered recommendations from the Interstate railway officers' conference.

The decisions reached by the Commissioners will be subsequently circulated to all systems, and will be standard practice on the Australian railways.

## OLDEST LOCO. CRANE PASSES

WHEN Locomotive Crane No. 1 was recently scrapped, the Victoria Transport Workshops lost one of its original "members." Built in 1883, the crane was first used at the old Williamstown Workshops and was subsequently transferred to the Newport Workshops when they were opened in 1888.

It was decided to scrap the crane because of the prohibitive cost involved in replacing a defective crane which was not of a standard type.

Of 3-tons capacity and measuring 19 ft. overall, the crane was in constant use during its half-century of service. It was employed in and around the workshops for all kinds of lifting and shunting work, and occasional minor derailments.

## Rail Plans For Royal Tour Are Well Advanced

**A**S this issue of the "News Letter" was going to press, the details of the Australian tour of His Royal Highness Prince Henry were nearing completion in readiness for announcement throughout Australia on August 1.

It had, however, been known for some time that the Prince's itinerary included extensive rail travel in Victoria. Preliminary arrangements, begun some months ago, are already well advanced.

The most important consideration in making the railway arrangements for the tour, of course, been the safety of our passengers, and instructions are being given up providing for examinations which will ensure that the coaches and carriages comprising the Royal Train are kept 100 per cent satisfactory.

Every precaution will be taken to ensure the safety of the track through which the Royal Train passes. At crossings, bridges and underpasses, the line will be guarded by selected men; gangers will inspect the route and satisfy themselves that the permanent way is in first-class condition.

Goods trains and shunting on the route will be suspended at least half-an-hour before the arrival of the Royal Train, which will be followed by a spare locomotive on all long tours.

Second in importance to the railway arrangements is the personal comfort of Prince

Henry while travelling on the Victorian Railways. For this purpose, No. 4 State Car, which was used by T.R.H. the Duke and Duchess of York in 1927, will again be allotted for service.

It is a long car with an extensive observation platform, and contains two commodious bedrooms, a dining saloon, a kitchen and other compartments for the staff. The car will be varnished, painted and polished, and will reappear with all the refreshing glitter of a new vehicle, challenging in its appointments and running ease similar cars in other parts of the world.

Special attention will be directed to the provisioning of the Royal Train, which will be the responsibility of the Refreshment Services Branch.

In this regard, care will naturally be exercised in meeting Prince Henry's tastes, and only the best Australian products will, of course, grace the royal table on all occasions.

## Ticket Cabinets at St. Kilda

The modern ticket cabinets, which were manufactured at the Wood Workshops, have just been installed at St. Kilda where they will greatly to the efficiency of the booking arrangements, particularly during the busy Centenary period.

The advantage of the new cabinet is that it has 216 tubes which occupy the same space as 52 of the former type, thus permitting the whole of the tickets to be concentrated in a much smaller area within easy reach of the booking clerk.

In addition, the greater capacity of the new cabinets enables a full packet of tickets, instead of only a small packet, to be inserted in the tubes. The tubes for each of the stocks of tickets are shown on the front of the cabinet. These are so designed that the face of the ticket can be read clearly by the booking clerk.

The new cabinets are fitted with a lock. When closed they exclude dust and present an attractive appearance.

## Murray River Tours Begin This Month

**P**LANS are nearing completion for the expected opening of the tourist season on the River Murray towards the end of this month. The steamers will remain in commission until the middle of November.

For the first time since these popular rail and steamer tours were introduced, passengers from Melbourne will be able to join the steamers at Echuca. Previously, the terminating point on the Victorian side was Swan Hill.

With the inclusion of Echuca in the itinerary, passengers now have the choice of six additional, or a total of 12, round rail and steamer tours, embracing rail travel to either Echuca, Swan Hill or Mildura, thence down stream to Morgan (S.A.), from which point the journey is continued by rail to Adelaide and Melbourne.

These novel and restful tours through ever-varying scenery are becoming increasingly popular. For the 1932 and 1933 seasons, the bookings from Melbourne totalled 164 and 231 respectively.

## Shrine Dedication

### RECORD SUNDAY RAIL TRAFFIC EXPECTED

**I**T is expected that when H.R.H. Prince Henry officiates at the Dedication of the Shrine of Remembrance on November 11, the Sunday suburban rail traffic in connection with the event will be on a scale unprecedented in the history of the Department.

It has been officially estimated by the Centenary Celebrations Council that 300,000 people will attend this historic ceremony.

The Department is already actively engaged on the preparation of train schedules. Timetables for 100 special trains which will supplement the ordinary Sunday morning suburban service have been completed.

It will be necessary to convey 30,000 soldiers to Melbourne in advance of the stream of ordinary passengers. For this purpose, 25 special trains will be run, beginning from the more distant stations at about 7 a.m.

During the peak periods of traffic, trains will run at intervals of eight minutes on the St. Kilda, Box Hill and Sandringham lines, while on other lines a 10-minute service will be in operation.

## Cheap Fares For Spring Excursions

**B**ETWEEN August 30 and September 5, the Spring series of cheap excursions will be run from Melbourne to all Victorian country stations, and also to the Deniliquin and Balranald lines, Albury, Mt. Gambier and Pinnaroo.

These excursion tickets at substantially reduced rates are available only by a specified train on a nominated date, details of which are now obtainable at all stations.

The following indicates the attractive nature of the concessions embraced by these excursion tickets :-

First class.	
1-212 miles	... Cheap excursion rate.
213-250 miles	... Single fare for 250 miles.
251 miles and over	... Single fare for return journey—maximum fare 60/-.
Second Class.	
1-220 miles	... Cheap excursion rate.
221-250 miles	... Single fare for 250 miles.
251 miles and over	... Single fare for return journey—maximum fare 40/-.

A special long-distance concession fare of 60/-, first class return, and 40/-, second class return, has been fixed, and these fares will not be exceeded no matter how far the passenger travels.

# Personal Postscript

## Brilliant

THE latest railwayman whose outstanding qualifications and ability have attracted a private company is Max Rout, of the Accounts Branch. He has been appointed Rates and Statistical Officer with the Australian Gas Light Co., of Sydney, reputed to be one of the biggest concerns of its kind in the world. Intensive study during the past 10 or 12 years has been a characteristic of this brilliant young railwayman. While engaged as a booking clerk in the Transportation Branch, he successfully completed a course in accountancy, which led to his selection for transfer to the Accounts Branch in 1923, where he has been carrying out important work. He obtained his Bachelor of Commerce degree at the Melbourne University in 1931, and next year shared the Kilmany Scholarship for research in economic problems, specialising in statistics. During Dr. F. R. E. Mauldon's absence in 1933, Max was tutor in Public Administration at the Melbourne University. He is 32 years of age, and joined the service in 1918. —H.M.

\* \* \*

## F.F.F.F.

FRIENDS of Bruce Longfield, of the General Passenger and Freight Agent's Office, feel that it is opportune to alter his name to Longfellow. In justification, they point to the fact that he is a Fellow of the Royal Economic Society (London), Fellow of the Institute of Commerce (England), Fellow of the Society of Accountants and Auditors and Fellow of the Institute of Factory and Cost Accountants. All these distinctions have meant unabating study, but Bruce's flair for finance and economics has made the path comparatively easy. Despite a busy life, he has found time to apply himself assiduously to civic work. For the past 14 years he has been a Councillor of Richmond City, Chairman of the Council's Traffic Committee, and a Justice of the Peace. His public work has gained for him Live Governorships of the Melbourne, St. Vincent's, Homoeopathic, Alfred, Women's and Children's Hospitals. —H.E.

## Expert on Early Clippers

WHILE many thousands of railwaymen know Mr. David M. Little as the Railway Medical Officer's clerk, only a few of his intimates are aware that he is an acknowledged expert on the clipper ships of long ago. These ships have fascinated him throughout his life, and for many years his services as an authoritative writer, lecturer, painter and modeller have been in constant demand. He is justifiably proud of his very fine collection of pictures, models and data of the early vessels. He has just emerged triumphantly from a long controversy in the "Liverpool Weekly Post" (Eng.) on the vexed question of the speeds of sailing vessels in the "Fifties." Mr. Little took an active part in the formation of the Ship Lovers' Society, of which he became the first treasurer. Already David W., of the Way and Works Branch, is emulating his father. He has a more than ordinary knowledge of early sailing vessels, and is also revealing skill as a modeller. \* \* \* —"Skipper"

## August Birthdays

DIST. Engineer Evan Richard of N. Melb., Clerk T. M. Kennedy of Room 2, Stationmaster M. Lalor of Wodonga and Depot Foreman J. McIvor of Bendigo, on the first; Fitter's Asst. A. G. Rowley of Traralgon and Depot F'man G. R. Critten of Ararat, on the second; Clerk Alec. Wotherpoon of Room 10, Driver J. Lanagan of Geelong and Asst. Comptroller of Accounts A. Williams, on the third; Driver L. W. Jackson of Bendigo, Dist. Supt. G. Rogers, Driver A. A. Searle of Geelong and Railmotor Driver H. J. Ashton of Somerton on the fourth; Relvg. Stationmaster B. Anderson, Driver A. Lewis of Traralgon and Goods Guard W. Warren of Bendigo, on the sixth; Works Ganger R. Homtray of Geelong on the seventh; Telegraphist M. H. Anthony of Spencer-st., on the eighth; Coppersmith G. S. Gibb of Newport and Stationmaster J. E. Barker of Bayswater on the ninth; Ganger A. A. Ross of Riddell on the 10th; Ganger W. Edwards of Numurkah on the 11th; Guard J. T. Mulligan of Donald, Stationmaster H. G. Hooper of Warragul and Engineer W. O. Brown of Geelong on the 12th; Clerk P. G. Robinson of Arden-st., on the 13th; Turner G. Giggell of Ballarat on the 14th; W. M. Houston of Printing Division on the 14th; Clerk C. Corbett of Melb. Goods and Train Examiner A. J. Gibso of Korong Vale on the 16th; Engineer A. J. Ward of Spots-

wood and Engineer W. Stephen of Office on the 17th; Ldg. Shuntermerson of Bendigo and L. H. Young of Newport on the 19th; W. Hambridge of R.S. Drawing Office Signalman W. A. Anderson of Pr on the 20th; Morgan Hayes of Relvg. Stationmaster A. H. C. Engineer R. Connolly of Elec. Bch 21st; Dist. Supt., T. H. Maddern, Insp. D. Beddoe of Flinders-st. and Foreman D. Flynn of Ballarat on the Driver E. Fitzpatrick of Wodonga M. J. Bourke of W. & W. Staff of the 24th; Cleaner A. R. Adkins of and Clerk W. F. Gee of Benalla 28th; Commsr., Special Officer Wishart and Actg. Buffalo Chalet L. McClelland on the 30th; Ganger Barty of Thorpdale and Elec. A. C. Pearl of Batman Avenue on the 31st.

## Jack Ryder's Partner

BASEBALL players of the calibre of Charlie Scott, of the Workshops, are mainly responsible for the headway which the game has made in Victoria in recent years. Player Collingwood during the last seven years he has helped to make it a first team. Specialising as a pitcher, few superiors in the finer points of the game. In his semi-final last year, he had the distinction of dismissing Essendon a hit being made. He has been interstate player for six years, played against visiting American teams. During the summer months, he has been equally active as a member of the Collingwood club. For several years he was batsman with Jack Ryder, Australian and Victorian captain. Collingwood is not now represented in district cricket, but Charlie's keenness for the game remains unabated. He is opening batsman for the Ivanhoe District team.

## Last Mile Post

THE death occurred last month of J. Z. Mullins, a former Block and Signal Inspector, who retired from the service in September, 1933. His 46 years of service were almost exclusively connected with signalling. In his early years as a porter preceded his career as a signalman in many important positions, including Beaufort, Stawell, Richmond and Caulfield. During the last 11 years of his service Mullins was a Block and Signal Inspector with headquarters at Geelong and in street.

WITHIN a few months of one another Mr. J. Goddard, Foreman Printer, Mr. A. Bray, Composer, who has been a colleague in the Printing Division for more than 30 years, passed away. Mr. Goddard was one of the oldest members of the Division, having joined as a compositor in 1892. In 1912 he was chosen for the position of Foreman Printer, a post he rendered faithful service in for an important part in the gradual development of the Printing Works into its present unit of today.

Mr. Bray retired in January last year after 25 years' service as a compositor. For many years he hand-set most of each issue of the "Notice," and after machines were introduced he continued to work on the machine for that publication.

The V.R. News Letter is issued monthly by the Victorian Railways Commissioner, Melbourne, and is the property of the railwayman in the service. Personal notices and other brief succinct contributions are invited and should be addressed to the Editor, Betterment and Publicity Board, Head Office.

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# The V.R. News Letter

September, 1934

Issue No. 48

## Accelerated Trains

### FURTHER REVIEW NOW IN PROGRESS

DETAILS of further substantial improvements in country train services are being completed for introduction at the end of this month and the general summer timetable will become effective.

In the review now in progress, the timetables of at least 250 regular passenger, goods, mixed and rail services in the Northern and Western Districts will be altered. This series of alterations constitutes another comprehensive step in the State-wide overhaul of country services commenced earlier in the year. In April, notable accelerations were inaugurated on the Northern and South-western lines, and

striking illustration of the unexpected repercussions which follow altered main line train service was the necessity to amend the timing of a train on the far-off Pinnaroo (S.A.) line, consequent on an earlier departure of a local Bendigo-Melbourne

train exploring the possibilities of an earlier departure for the 6.50 p.m. Bendigo-Melbourne train to leave 20 minutes earlier. Timetables officials were beset by many problems. Not the least important of these were branch line timetables.

Attention was focussed on Castle-bridge, an important junction station for the Melbourne line trains.

The proposed earlier departure time for the Bendigo-Melbourne train reacted adversely on the link between these stations, until a prolonged series of adjustments had been made. These were not finally completed until the Sunday train from Pinnaroo was to leave at 11.30 p.m. instead of 11.45 p.m.

Pinnaroo is 295 miles from Castle-

bridge and it is proposed to review the timetables of the Northern and South-eastern districts.

It is expected that among the timetables to be announced will be an appreciably later departure time for the 4.30 p.m. Melbourne-Adelaide train, with an accelerated schedule for the express still to arrive at Adelaide on its present timing.

Later departure times and accelerated schedules are also anticipated for the Melbourne-Bendigo express (Mildura) and the Melbourne-Mildura train.

The substitution of petrol electric motors for the present mixed train services on the Swan Hill and Echuca lines is calculated to effect a very marked reduction in the present running times on those lines.

## WHAT A MAGPIE AND A PIECE OF WIRE CAN DO

WHEN a magpie promiscuously dropped a small piece of wire on a "live" part of the overhead equipment near Macleod recently, the following was the immediate outcome:—

Portions of the 1500 volt. overhead equipment and contact wire were burnt out;

A pantograph was damaged;

Traffic was suspended between 7.45 and 9.11 a.m.;

Nearly 400 train travellers arrived up to 60 minutes late at their work; and fourteen cars and buses were hurriedly pressed into service between Greensborough and Hurstbridge.

Apparently dissatisfied with the trouble and expense caused, the magpie returned to the scene the

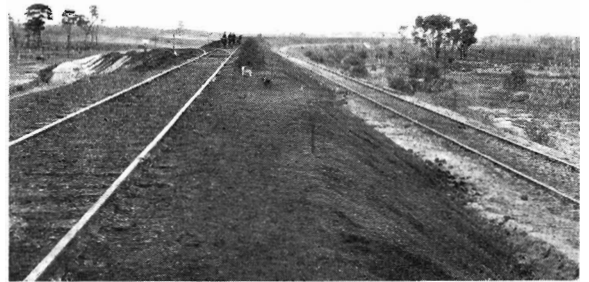
following day carrying another piece of wire. Members of the overhead repair gang gasped when the magpie made a graceful landing on a 20,000 volt. section of the equipment. They were greatly relieved when the magpie (and the wire) quickly left for parts unknown.

Nesting time for magpies is a period of great concern for the overhead staff. Wire forms the basis of the ingeniously-constructed nests, and railway overhead equipment, irrespective of its voltage, appears to have a deep fascination for the magpies.

Railwaymen are invited to notify the nearest station staffs whenever magpies are observed building their nests in the vicinity of the overhead equipment.

THE final stages of the construction of the new bank, 1½ miles long, between Glenorchy and Deep Lead—the most important of the three sections of the Ararat-Glenorchy regrading works completed last month. The maximum height above the natural surface is 29½ ft., and above the old grade line 16 ft.

(See story in page 3)



## More Racehorses Travel by Rail

MEASURES introduced on July 1 last to stem the serious decline in racehorse traffic from the suburban area to metropolitan and country race meetings have been followed by a gratifying increase in the number of horses being conveyed by rail.

In May and June, the Department handled 48 per cent. of this traffic, but in July the proportion had increased to 56 per cent. Up to the time of going to press, the figures for August revealed an advance to 64 per cent.

In addition to detailing an officer to conduct an intensive canvass of all metropolitan horse trainers, the timetables for the special horse trains have been overhauled so that the horses will reach the racecourse at the latest practicable time before the first race.

An important innovation is the scheduling of two return trips by the

special train to meet the convenience of trainers whose horses compete in the earlier races. Under this arrangement, horses may be railed home immediately after the third and fourth races instead of waiting until the end of the day's racing.

Racehorses are now being loaded and unloaded at Parkdale, Ormond and Glenhuntly—an arrangement which is advantageous to the many trainers located near these stations. Previously, it was necessary to walk the horses to and from Mordialloc, Mentone or Caulfield stations.

Horses competing at the Moonee Valley meetings are now consigned to Moonee Ponds, instead of Essendon, thus providing convenient access to the racecourse. Horses returning after the earlier races are also despatched from Moonee Ponds, but those competing in the later events are being loaded at Essendon because the passenger traffic at that period is too heavy to permit of the special train stopping at Moonee Ponds.



## The Month's Topic

### A RAILWAY BIRTHDAY

ANOTHER milestone in the history of the Victorian Railways should not be permitted to pass unnoticed this month. On September 13, 1854, the first train to run in Australia was hauled from Flinders-street to Port Melbourne (then known as Sandridge) by the first locomotive to be built in Australia.

The line was operated by the Melbourne and Hobson's Bay Railway Company on land granted to it by the Government. Eighteen months were occupied in its construction.

Other small lines were built shortly afterwards. Notwithstanding substantial governmental assistance, the private companies were, however, unable to carry on.

In 1857, legislation was passed authorising the Government to undertake the construction and operation of railways, and on July 1, 1878, practically the last of the private lines were merged into the national system.

### Railways Indispensable

THE progress which the State has made since then has been mainly along the steel tracks of the railroad. Railway expansion has made possible the development of the far-flung resources of Victoria, and has played as big a part as water conservation in the transformation of the once-termed "worthless Mallee."

Indispensable to progress 80 years ago, the railways are still indispensable to-day. Primary production would be impossible without them.

To-day, there are 4721 miles of railway opened for traffic, and it is significant to mention that of all the Australian States, Victoria is the best served by railways. There are 51.49 miles of railway for every thousand square miles of territory. Scarcely any appreciable area of arable, pastoral or non-mountainous land within the State's borders is more than 10 miles from a railway.

### WAR SERVICE RIBANDS

UNIFORMED members of the Victorian Police, the Tramways Board, the Fire Brigade and other public undertakings are permitted to wear their war service ribands.

Acting upon a suggestion that a similar procedure be followed in the railways, the Commissioners have approved of railwaymen, who are returned soldiers, wearing war service ribands on their uniforms, if they so desire.

## All Lines Tickets for Centenary Visitors

FOR the period of the Centenary Celebrations, the Department will issue a type of ticket never previously made available in Australia—an all-lines suburban weekly periodical ticket.

It has been introduced to meet the convenience of country, interstate and overseas visitors making tourist journeys over the electrified service. The price of the ticket has been fixed at 10/-.

These tickets will be available for travel to and from Melbourne, between all suburban stations within 20 miles of the city and also to and from Upper Ferntree Gully, Hurstbridge, Lilydale and Frankston.

Conditions of issue restrict the special tickets to country visitors, who have travelled to Melbourne and paid a rail fare of not less than £1, and to passengers travelling from interstate stations.

It will be necessary for both local and interstate passengers desiring the all-lines tickets to pay 10/- at the entraining station where they will receive an order for exchange at the Government Tourist Bureau. Visitors will be informed at the entraining stations regarding this special concession.

Overseas visitors will also be eligible to obtain the all-lines tickets on application at the office of the General Passenger and Freight Agent.

## SERVICE

IN an appreciative letter to the Commissioners, Mr. George Anderson, of Quambatook, said:

"I loaded three trucks of sheep at Oakvale recently, and consigned them to Melbourne for sale.

I have never previously travelled with live stock, and being somewhat under a false impression of the treatment of the stock and of the numerous delays, it is a pleasure for me to report that the consideration shown by the Korong Vale railwaymen, where one of your officials saw that all the sheep were standing whilst the train was stopped, was something unexpected.

The Guards were very courteous to me, particularly Guards Gibson and Fitzpatrick; the latter even shared his lunch with me on the journey.

### Farming Train's Next Tour

THIS month, the Better Farming Train will make a tour of the North-eastern district—the 37th tour since it was inaugurated in October, 1924.

Between September 18 and 28, the train will visit Yarrowonga, Tungamah, Gooramah, Wahgunyah, Chiltern, Cudgewa, Tailangatta, Huon and Beechworth.

Lectures and demonstrations will be given by experts on agricultural and pastoral activities appropriate to each district. Lady demonstrators in child welfare, cookery and needlework will also accompany the train.

## MR. W. THOMAS PAS

THERE was profound throughout the Department month when Mr. W. Thomas, former Asst. General of Transportation, died at the age of 63. At the time of his death he was Chairman of the Board of Directors, a position he had occupied for a number of years.

During his railway career of 35 years, Mr. Thomas was conspicuous for his successful in many important positions.



Mr. Thomas

Through his characteristically displayed devotion to which was inspiration to associated him. His wide technical training was supplemented by a deep knowledge of all aspects of roading, and characteristic of him that he lost an opportunity of imparting other railwaymen the benefits of extensive knowledge. In this alone, Mr. Thomas was a fine example of the teamwork spirit of the Department.

## Electric Headlights For Locomotives

ARRANGEMENTS have been completed for fitting 50 additional locomotives with electric headlights. Thirteen of the headlights will be placed on "C," 8 on "K," 20 on "N," and 9 on "A2" class locomotives.

When this programme is completed, all the "S," "X," "K" and "N" classes will be equipped with electric headlights, the total, including "A" and "A2" classes, being 199 locomotives.

Each headlight is of 300 candlepower, enabling an object to be clearly distinguished at a distance of 440 yards. On a straight track the light is visible for about 1.5 miles.

The headlight is controlled by a switch that enables the driver to turn it on when approaching a station or when necessary, to "cut out" entirely.

The electrical installation consists of a turbo-generator of 500-watt capacity at 32 volts which, in addition to providing current for the headlight, also supplies the current required for the marker or indicator lights fitted to the smoke box and back of the tender, as well as for lamps to illuminate the water gauge, lubricator, speed recorder, steam Westinghouse brake gauges in the cab of the locomotive.

# Ararat-Glenorchy Regrading

# Centenary Celebrations

## HEAVY GOODS TRAINS FROM WIMMERA

WHEN the comprehensive regrading work between Ararat and Glenorchy was completed last month, the Department brought to a successful conclusion one of the biggest operations of its kind undertaken for many years.

The only comparable works on these tracks—the regrading of the Melbourne-Camberwell and South Melbourne-Caulfield—were completed more than 20 years ago.

The Ararat-Glenorchy regrading which was commenced in March, was financed mainly from the Government's Unemployment Relief Fund and was undertaken to permit the economical operation of substantially heavier goods trains, especially those from Glenorchy to Ararat.

## WHERIKO WANTS TO SEE THE LIGHT

WHEN the Melbourne rail travellers are discussing the unique and rather spectacular of Wheriko, a Melbourne racehorse, gazing at the world from an elevated position, which is ordinarily used for work.

Wheriko is one of the biggest horses in Melbourne and he has achieved the somewhat doubtful distinction of being the most fractious horse when an attempt is made to convey him to a race track.

Wheriko intensely dislike for the orthodox method of transport has found expression in violent and destructive attacks on motor buses and motor floats. He has refused to enter their darkened interiors, and in despair his trainer is clinging to the theory that Wheriko much prefer the light of an open sky.

Wheriko is now the subject of this interesting experiment. He has already made several journeys in the elephant truck and is gradually becoming more accustomed. Although he does not know the elephant truck is but a step towards his return to the more spacious and comfortable horse box—his behavior improves.

Trains from the Wimmera to the Melbourne.

The work comprised the regrading of the track at Armstrong, Stawell and "Bunyip bank," between Glenorchy and Deep Lead, 2½ miles being built and 2 miles lowered.

At Armstrong, 100,000 cubic yards of earth were used in lifting the line to the locations to provide a 1 in 100 grade. Seventy-five thousand cubic yards of earth were excavated in lowering the grade at Stawell.

The largest work was between Glenorchy and Deep Lead where a bankment containing 215,000

cubic yards of filling was constructed parallel and adjacent to the old line for a distance of 1½ miles. The maximum height above the natural surface is 29½ ft., and above the old grade line 16 ft. Of the 215,000 cubic yards of filling used, 137,000 cubic yards were obtained from an excavation on contiguous property, and 78,000 cubic yards from the excavation at Stawell.

Altogether, 315,000 cubic yards of filling were utilised. In addition, thousands of yards of ashes and gravel ballast were used to form the road bed.

Alterations to and rebuilding of various bridges and culverts were rendered necessary by these operations.

The maximum number of men employed was 812, which necessitated the establishment of one of the biggest encampments ever organised by the Department. For many months, approximately 700 men were camped in proximity to the various works. The main camp accommodated 340 men.

### Camping Comforts

Camp sites which permitted of efficient drainage and the erection of tents in regular rows were selected. Large shelter sheds with roomy fireplaces were erected for the drying of clothing, and to add to the general comfort of the men. In some of the larger camps, portables were provided as reading rooms.

An orderly, usually an elderly or a "light duty" man, was provided for each 50 tents. This arrangement was responsible for the surroundings being kept neat and clean and free from all kinds of rubbish.

Special provision was made for adequate supplies of water and fuel, and the sanitary arrangements were given the closest attention. As a result, the general health of the men was excellent. There was, in addition, a gratifying freedom from serious accident in the carrying out of the operations.

## Maroona Line Tree Planting

FOLLOWING the recent purchase of 6000 sugar gum seedlings, a further section of tree planting will be undertaken on the Maroona-Gheringhap line.

It is expected that in five years the trees will prove an effective breakwind on this wind-swept line, and thus contribute to the economical haulage of trains.

Last season, five miles on each side of the track, or a total of 10 miles, were planted with seedlings, and it is proposed to plant a similar mileage this year.

An extensive tree planting scheme is also in progress in the dry northern areas, the object being to improve the living quarters of railwaymen, provide shelter for entraining passengers and protect livestock awaiting transport.

## BIG REDUCTIONS IN RAIL FARES

COUNTRY and interstate visitors travelling to Melbourne to witness the arrival of The Duke of Gloucester and the opening of the Centenary Celebrations on October 18, will have the benefit of heavily reduced rail fares.

A special cheap excursion train will be run from Sydney and Adelaide to Melbourne on October 16; extra express divisions of ordinary trains will be run on the main lines where heavy traffic is expected on October 16 and 17, and nearly 100 extra trains will be run on suburban lines on October 18.

The Department is making a special effort to induce country people to travel two or three days in advance of October 18, and thus materially assist in lessening congestion. By travelling early—on October 15 or 16—country passengers will obtain the Centenary Cheap Excursion tickets, representing a reduction of 50 per cent. second class, and 58 per cent. first class, of the ordinary fares.

On October 12, 13 and 14, and between October 17 and 30, Centenary

## FORMER V.R. CLERK IS NOW OPERATIC SINGER

MR. FREDERICK COLLIER, who has returned to Australia under engagement to the Australian Broadcasting Commission, is a former Victorian railwayman who has established a reputation overseas as an operatic bass-baritone.

He visited the Melbourne Goods Sheds recently and renewed acquaintance with many of his former colleagues.

After 17 years service in the Melbourne Goods Offices, Mr. Collier resigned from the Department to devote himself to singing, and shortly afterwards became a member of the Rigo Grand Opera Company singing the principal baritone roles.

In 1921, he was persuaded to seek further experience overseas, and on arrival in London he immediately secured a five-year engagement with the British Opera Company at Covent Garden. He had the distinction of singing with the late Dame Nellie Melba at her farewell appearance in "La Boheme." Altogether, he has sung about 60 parts in opera, principally Wagnerian roles.

Holiday Excursion tickets—a reduction of 33½ per cent. second class, and 45 per cent. first class—will be on issue.

Tickets at the usual Interstate Holiday Excursion fares will be on issue from all the mainland States to Melbourne. These tickets will be available for travel from New South Wales and South Australia between October 15 and November 10; from Queensland between October 15 and November 9, and from Western Australia until December 31.

# Personal Postscript

## Shorthand Champion

**M**ANY thousands of railwaymen owe their knowledge of shorthand to the able tuition of Mr. George Brown, the newly-appointed Secretary for Mines. He was formerly in the Railway Department, and for 12 years he was shorthand instructor at the V.R.I., where his exceptional skill reflected itself in a consistently high number of proficient students each year. Mr. Brown, who is one of the world's fastest shorthand writers, holds a certificate for 250 words a minute. Some years ago, he published a book "Short Cuts in Shorthand" which is an invaluable aid in high-speed reporting. After leaving the railways, he was in turn Chief Government Shorthand Writer, Secretary to the Parliamentary Standing Committee on Railways, Secretary to the Parliamentary Public Accounts Committee and Secretary of the Farmers' Relief Board, a position he has just vacated. Mr. Brown is a qualified accountant, and an authority on office systems and organisation —P.L.

## Regrading Expert

**R**EGRADING works, which have such a far-reaching influence on economical train operation, have in recent years been the speciality of Superintending Engineer J. J. Montgomery, who planned and supervised the 18 months' job just completed between Ararat and Glenorchy. Among similar works with which he was closely associated, the Hawthorn-Camberwell regrading ranks as the Department's biggest undertaking of the kind. Mr. Montgomery has carried out comprehensive railway works in country districts under the Unemployment Relief Scheme, and is now engaged on the preliminaries of a further series. On September 12, he completes 36 years' service, during which he has been connected with most phases of way and works activities. Terms as Superintending Roadmaster, District Engineer, Track and Duplication Engineer and Inspecting Engineer preceded his present appointment. For more than a decade, he has been Chairman of the Level Crossing Committee. He is also a member of the Train Loads Committee and of the Committee investigating the practicability of the present State-wide train accelerations. —A.G.

## New Superintendents

**C**ONTROL of the Melbourne Goods Sheds and the Melbourne Yard passed into new hands last month when Messrs. A. I. Robert and D. A. Higginbotham were appointed Acting Superintendents respectively. Mr. Robert brings to his new position nearly 30 years of varied transportation experience, 18 of which have been in the position of Stationmaster. He has had charge of many stations in all parts of the State, and for the past two years he was in control at Port Melbourne, which also includes the busy goods traffic to and from overseas liners. Mr. Higginbotham's promotion follows 26 years of close association with the working of the Melbourne Yard. He joined the service as a messenger in 1900, and before transfer to the Melbourne Yard, he had extensive clerical experience in various parts of the State. In 1932, he was appointed Act. Senior Assistant Supt., and Senior Assistant Supt., in the following year. —L.J.H.

## September Birthdays

**F**OREMAN 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 and Telegraph Engineer E. G. Godfree on the second; Night Depot Foreman E. W. Ford of Geelong and Porter L. H. Pascoe of Flinders-street, on the fourth; Relv. Asst. Stationmaster W. Morrison on the fifth; Train Examiner T. Orchard of Bendigo, Relv. Stationmaster T. P. Mulcahy and Dist. R.S. Supt., E. Hinds of Ballarat on the sixth; Chief Engineer Way and Works J. M. Ashworth on the seventh; Secretary for Railways E. C. Eyers and Chief Mechanical Engineer A. C. Ahlston on the eighth; Optg. Porter M. T. Wightman of Tooronga Group and Shunter T. A. Grierson of Melb. 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; Works Sub-foreman M. F. Higgins of Warrnambool and Signalman R. Macklan of Benalla on the 12th; Asst. Stationmaster R. P. Orr of Aspendale and Dist. R.S. Supt., F. Boadle of Seymour on the 15th; Elec. Fitter-in-Charge J. Finch of Bendigo on the 16th; Optg. Porter P. V. McGuire of Rushworth on the 17th; R.S. Drawing Office Engineer T. D. Doyle and Traffic Inspector R. S. Phillips on the 18th; Railways Photographer W. Howieson, Driver A. E. Dent of Ararat and Driver J. Ingoldby of Ballarat on the 19th; Works Foreman

W. J. Beanland of Sale on the 20th; Engineer C. B. Young on the 21st; Examiner W. Oliver of Warragul and Jory, of W. & W. Staff Office on the Stationmaster H. R. Parker of Chiltern on the 24th; Engineer W. Forrest and Adjuster E. S. Bishop of Dandenong on the 25th; Printing Officer Milton F. G. J. Minehan, of Room 1, on the 26th; Fireman C. Tait of Ararat and Fitter Elliott of North Melbourne, on the Fireman R. E. James of Ararat and Train Driver E. M. Lear of Jolimont on the 29th.

## Baseballer-Cricketers

**T**HREE Victorian railwaymen—Joe of the Accounts Branch, Dick of the Electrical Engineering Branch and Charlie Scott, of the Newport Works played prominent parts in Victoria's team at the Australian Carnival in last month. Their high standard of members of the Fitzroy, Carlton and Wood sides respectively regained for the honor of representing their State. In summer months, cricket claims their each being a leading member of the local district Club. Joe Plant is an all-round and has played in the Victorian Eleven against the Englishmen, and had the satisfaction of including Herbert Sutcliffe among his victims.

## Cycling Success

**A**LTHOUGH Operating porter Rod of Parkdale, has been a competitive cyclist for only three years, he is showing form which his friends predict will gain him many important successes. His recent victory in the 50-mile road championship of Mackay (Q.) was the result of determination and judgment in opposition to many of Australia's leading cyclists including several from as far afield as Australia. Rod's love for the sport has led him to many parts of the State, and experience gained is rapidly reflecting in his recent performances. Despite a very creditable race, and he feels confident about his prospects in the "Centenary Thousand." He is 22 years of age, and since beginning as a trainee at Trafalgar in 1928, he has been located in many country and suburban stations.

## Last Mile Post

Charles Paradine Middleton

**M**R. MIDDLETON, who was formerly Senior Clerk in the Estate Office, died last month. He retired from the Department two years ago.

He was associated with the Estate Office division for nearly 30 years. Prior to transfer to that office, he was in the Branch for 14 years.

Mr. Middleton was widely known for his leading personality of the Victorian Scouts, of which he was Chief Scout Commissioner for five years.

From the inception of the movement in this State, he took a deep personal interest in all its activities. Prior to becoming Scout Commissioner, he was in turn Assistant Scoutmaster, Scoutmaster and District Scoutmaster.

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

October, 1934

Issue No. 49

## Rail Preparations for Royal Tours Near Completion

### COMFORT OF ROYAL TRAIN SETS HIGH STANDARD

**T**HIS month will see the climax of the big preparations for the scheduling and running of the Royal Train.

His Royal Highness The Duke of Gloucester will officially open the Victorian and Melbourne Centenary Celebrations on October 18, and four days later will leave on the first of his Victorian tours.

COMETABLES are being prepared for the Royal Train's journeys in the North-eastern, Mallee and South-western areas, as well as to Albury en route to Victoria.

On completion of these tours, the Duke of Gloucester will have travelled 1,000 miles by rail in Victoria—the longest rail mileage yet covered by a member of the Royal Family in Australia.

Hitherto, every endeavour will be made to maintain the Department's high standard of service in long travel. In this connection it is interesting to recall that the first journey of the Royal Train in 1927 was made by H. H. The Duke of York to return to the Commissioners that he had never travelled in such comfort.

The make-up of the Royal Train for more distant journeys will be: two locomotives; van, fitted to accommodate the train staff and to carry baggage; three sleeping cars; one observation car, fitted with sleeping berths and two hot and cold shower baths; "Norman" observation car; and No. 4 State Car.

#### Locomotives Selected

Locomotives specially chosen to run the Royal Train on its various tours are: Leading locomotives—A2, 978, 983; D3, 678, 692, 909. Pilot locomotives: A2, 909; D3, 693 and 689; D1, 600. These locomotives, A2, 939, 909 and D1, 600, have been allocated for service on previous Royal tours.

Telephone communication will be maintained between the locomotives and other portions of the train so that the staff may keep in close contact with the engine crews while travelling. His Royal Highness The Duke of Gloucester will travel in the No. 4 State Car which, on all tours, is towed by the trailing vehicle, thus en-

suring the maximum of privacy and the best travelling conditions.

The exterior of this car has been re-painted a standard car brown, and the interior has been re-decorated and re-furnished to provide the highest degree of personal comfort.

For each tour of the Royal Train, a special circular will be issued covering comprehensive instructions from the preparation of locomotives to the manning of level crossings en route. Mr. M. A. Remfry, General Superintendent of Transportation, will be in charge of and travel on the Royal Train.

### Further Increase in Racehorse Traffic

**T**HERE has been a further increase in the amount of racehorse traffic handled by the Department from the suburban area to metropolitan and country meetings. Details of the improved service were outlined in last month's "News Letter."

At the time of going to press, the Department was handling 70 per cent. of this traffic, compared with 48 per cent. in May and June.

Since last month, additional improvements have been made to the service. Among these is the scheduling of two forward trips by the special horse train.

This innovation has gained the appreciation of trainers whose horses are entered for races in the latter part of the programme. These horses now reach the racecourse much later than hitherto.

The facility is also being applied to certain country race meetings which are largely patronised by metropolitan horse trainers.

### Tribute to Staff

**I**N their annual report the Commissioners refer to the staff in the following complimentary terms:

"We again pay a sincere tribute to the staff for the excellent service and co-operation which they have rendered.

"The fact that there has been no weakening of morale, in spite of the heavy sacrifices which all sections have been required to make because of the economic conditions, is a source of much gratification, and an indication of a pride in the undertaking and of an increasing realisation of the necessity for a high quality of service.

"There are numerous and ample evidences of the growth of understanding and co-operation between the staff and railway patrons, and our close contact with the latter in all parts of the State demonstrates that they are not lacking in appreciation of the efforts made by the employes."

### Centenary Illuminations

#### Flinders-street Station to be Floodlighted

**F**LINDERS-STREET Station Building will be an outstanding feature in the spectacular scheme for illuminations in Melbourne during the Centenary Celebrations.

During previous Royal visits, many thousands of small lights have been used, but on this occasion an entirely different method is being adopted, except that on the main dome, a limited number of green lights will be used.

Green and red floodlighting will form the basis of the scheme. Those sections of the building along the Flinders-street frontage in which red brickwork predominates will be illuminated by red units, supplemented at the third floor by concealed "trough" lighting. Green floodlighting will be utilised for the intervening sections which are of buff color.

Officers of the Chief Electrical Engineer's Branch have designed this scheme which embodies a new type of illuminating unit. It will probably be used more extensively on the Flinders-street Station Building than on any other building in the city.

## The Month's Topic

### Rail Transport Vital During Historic Centenary Celebrations

WITH the commencement of the Victorian and Melbourne Centenary Celebrations, October and the ensuing six months will be of particular significance to the railways.

IN its Official Programme of Fixtures, the Centenary Celebrations Council has included many important events which will doubtless attract vast crowds of people, and as the State's principal transport medium, too much emphasis cannot be placed upon the vital character of the part which the railways will be called upon to play during this historic period.

\* \* \*

THE fact that a member of the Royal Family will again be in our midst increases greatly the responsibility of the Department. H.R.H. The Duke of Gloucester will travel extensively in Victoria, and at the conclusion of his various tours the Royal Train will have covered a mileage greater than that run during any previous Royal visit.

DURING the past months, there have been much careful planning and organising to provide additional services which will be necessary to fulfil the traffic requirements of the whole of the Centenary period. In addition, rail fares, both for Interstate and Victorian travel, have been fixed on an exceptionally attractive scale.

\* \* \*

THE celebration of the State's 100th birthday will be an event unique in the history of Victoria. The provision of reliable and dependable transport services will be indispensable to the success of the festivities.

VICTORIAN railwaymen have established a well-earned reputation for service, and everything points to the occasion requiring the maximum of cheerful co-operation and teamwork on our part in carrying out the task ahead.

## Rail Catering Plans For Centenary

THE Refreshment Services Branch is making comprehensive plans to cope with a greatly increased volume of business at refreshment rooms and on dining cars during the peak of the Centenary Celebrations.

It will be necessary to cater for many thousands of rail travellers en route to Melbourne from all parts of the State and beyond, as well as for the expected large number of passengers travelling from the city to the various functions in the country.

At the three principal metropolitan stations — Flinders - street, Spencer - street and Princes Bridge — preparations are in hand for a particularly heavy increase in the normal amount of business.

Some idea of the extensive arrangements at these three stations alone will be gained from the following estimated quantities of various foodstuffs which will be required during the first three months of the Celebrations :

100,000 lb. of meat ; 108,000 bread rolls ; 20,000 gallons of milk ; 25,000 lb. of butter ; 4,000 lb. of ham ; 6,000 lb. of bacon ; 144,000 eggs, and poultry to the value of £450.

## Service

THE following letter of appreciation was received by the Commissioners from Mr. F. Lewis, Chief Inspector of Fisheries and Game :

" Now that the trout distributing season to the various waters in this State has finished, I desire to express my thanks to the various members of your staff, Stationmasters, porters and guards, who have given my officers a great deal of valuable assistance in this work.

" The losses sustained throughout the whole of the season have been trifling, and this is in great measure due to the facilities afforded by your Department in the transfer of the fish and the assistance rendered by the staff."

## World's Billiards Title at V.R. Institute

EASILY the most important sporting event that has taken place in the Victorian Railways Institute, Flinders-street Station, is the World's Billiards Championship now in progress.

Councillors and officials of the Institute are gratified that the appointments and spaciousness of the ballroom so impressed Mr. Walter Lindrum that he selected it as the venue of the championship matches.

Mr. Lindrum has arranged special seating accommodation which enables everyone present to obtain a clear view of the play and witness the games in comfort. Tiered platforms, carrying the usual type of theatre tip-up seats, have been provided around the table for the accommodation of 500 people.

## Faster, Convenient Train Services

IN continuation of the State-wide overhaul of country services, further substantial improvements in the North-eastern and North-western Districts came effective on October 1. Later departure times from Melbourne and accelerated services are features of the new timetables.

These altered schedules, together with the improvements introduced April last on the South-western and North-eastern lines, are fully detailed in the Country Folder Timetable which will be on sale early this month.

Many improvements, designed to make the folder easier of reference, have been made in the presentation of the contents.

A complete index and a comparison table precede the whole of the timetables. The standard reference notes—(a), (b), (c) and so on, relating to picking up and setting down passengers, etc.—are set out on alternate pages, instead of being placed once only in the front of the folder.

The budget of useful information on many aspects of railway operation formerly interspersed throughout pages of the folder, has now been grouped and displayed in convenient form immediately following the State Express timetables.

## Centenary Air Race

### RAIL TRAFFIC PROBLEMS

UNCERTAINTY as to the actual date of the " MacRobertson International Air Race " finish is a transportation problem unique in the history of the Department.

Large crowds are expected to attend the formal ceremony and pageant arranged in connection with the arrival of the winning aircraft, but definite rail arrangements will be made in advance because of the following alternatives :

- (1) If the race finishes between 10 a.m. and 6 p.m., the events will coincide with the actual finish.
- (2) If the race finishes before 10 a.m. the events will be held at 10 p.m. the same day.
- (3) If the race finishes after 6 p.m. the events will begin at 10 p.m. the following day.

The Department is therefore scheduling a special electric service direct between Flinders-street and the Flemington Racecourse, but it will be governed by special flexible instructions to permit a special service being operated on short notice.

The position is rendered more complex because the probable date of the air race finish occurs during the week of the Centenary Royal Show, for which a special train service is also provided. Furthermore, it is necessary to make special traffic arrangements which do not apply to other suburban lines.



# New Railway Telephone Exchange

ARRANGEMENTS for the new railway automatic telephone exchange will be advanced a stage this month when equipment arrives from overseas. It is expected on October 2.

Equipment will be erected by mechanical mechanics under the supervision of the contractor's engineer (Mr. Ledin), who has been sent to Sweden by the Ericsson Company, for the purpose.

The equipment is of a design not previously installed in Australia. It includes all the most modern developments and will provide for the efficient and economical handling of a huge volume of telephone business for many years to come.

## Centenary Work

The new installation will consist of 700 lines of automatic telephones and 180 lines for the telegraphic switchboard, the ultimate capacity being 1,500 and 300 lines respectively. The design of the plant for these extensions being carried out in an orderly manner and without inconvenience to existing services.

A large amount of preparatory work has been carried out in the Head Office. One of the largest undertakings comprised the installation of 300 miles of new distribution cables. 300 miles of copper cabling wire are contained in these

An iron main distributing frame structure, with a capacity for the orderly termination of 4,000 cable pairs, was manufactured at the Spotswood Workshops, and has now been erected.

All the Head Office and outdoor cables have been connected to this frame, and 2,000 services, comprising 700 telephone lines, dictograph services, selector telephones and so on, have been transferred from the old cable terminations to the new distribution frame. This complicated work was successfully carried out without any interruption to existing services.

All telephones are being overhauled and reconditioned where necessary to permit of a maximum of service from the new exchange.

The new exchange, which will replace equipment installed 21 years ago, will be located in the basement of the Head Office. Four rooms, covering an area of 2,280 sq. ft. have been set aside for the purpose.

## Protecting Mechanism

The exchange room, where the equipment will be situated, and the manual switchboard room in which the telephonists will perform the switching for incoming calls from the postal lines and for the harmonic system, have been hermetically sealed.

This precaution is necessary to prevent the intrusion of dust which has an adverse effect on the efficient operation of the delicate mechanism. A modern air-conditioning plant has been installed to provide an even flow of clean air to those rooms.

# Low Fares For Early Centenary Visitors

THE arrival of His Royal Highness The Duke of Gloucester in Melbourne on October 18 marks the beginning of the comprehensive programme of fixtures arranged for the Centenary Celebrations.

The Duke's arrival coincides with the opening of the Centenary Royal Show and the period of the Caulfield Cup meeting. From then on until the end of October, numerous other important Centenary fixtures have been arranged in Melbourne.

Among these are the finish of the "MacRobertson International Air Race," the Physical Culture Display by State School children on the Melbourne Cricket Ground and the Massed School Bands' Display.

To enable country residents to witness the Duke's arrival and the early Centenary fixtures, substantial reductions in rail fares have been made.

Exceptionally heavy traffic is anticipated, and in a special effort to lessen congestion on October 18, heavily reduced fares will be made available two or three days in advance.

By travelling early—on October 15 or 16—country passengers will obtain Centenary Cheap Excursion tickets, representing a reduction of 50 per cent., second class, and 58 per cent., first class, of the ordinary fares.

On October 12, 13 and 14 and between October 17 and 30, Centenary Holiday Excursion tickets—a reduction of 33½ per cent., second class and 45 per cent., first class—will be on issue.

# Report of Commissioners' Last Annual Report

Revenue ...	£ 9,249,866
Expenses ...	6,431,790
Revenue ...	2,818,076
Charges and Expenses ...	3,196,910
Balance before providing for depreciation on Interest and ...	378,834
Balance before providing for depreciation on Interest and ...	356,285
Deficit ...	735,119

... increase of £524,488 in the General Account during the year ... total to £76,111,562, excluding stores and materials. There was a balance of £90,682 in interest charges ...

... to the system of train control, the running time of locomotives has been reduced to 22.4 hours per 1,000 miles run in 1933-34. The "gross ton miles per train hour" figure, an index of the efficiency of train operating, advanced from 1.25-26 to 4,556 gross ton miles in 1933-34.

... showed a decrease of 488,382 tons (8.5 per cent.) over the previous year and the revenue declined by £282,758 (1.2 per cent.). The principal decrease occurred in coal—249,399 tons (22.6 per cent.)

and £188,635 revenue (24.9 per cent.). A smaller harvest and an abnormally large carry-over were responsible.

\* \* \*

Ticket collection showed a marked improvement. In 1932-33, 2.38 per cent. were non-collected, as compared with last year's figure of 1.98 per cent. which closely approximates the previous record of 1.93 attained in 1926-27.

There was a diminution in the amount paid for claims on goods, parcels and live-stock traffic, the payments totalling £11,859 by comparison with £12,095 in 1932-33. These amounts each represented .24 per cent. of the revenue from these classes of traffic.

\* \* \*

Live stock traffic, which was the heaviest since 1930, totalled 586,187 tons, as compared with 483,774 tons in 1932-33. The revenue revealed an advance to £675,450 from £590,691.

Percentages of trains "on time" were: Country passenger, 90.35; country mixed, 83.63 and suburban electric, 95.16. These are on the basis of suburban and country trains less than three and six minutes late respectively being regarded as "on time." Since January 1, 1933, separate records have been kept on the basis of arrival times without any marginal allowance. Next year, a comparison will be made on the amended basis.

# Photographs On Rail Periodical Tickets

RECENT advice from overseas indicates that, with the object of preventing unauthorised ticket transfers, the Berlin electrified railway company insists on a photograph of the holder being attached to every season ticket.

The photograph and ticket are enclosed in an aluminium frame which must be returned to the railway authorities when the ticket is being renewed.

In the event of any alteration in the features of the holder because of shaving, accident, sickness, and so on, "a new photograph must be obtained by the passenger at the earliest possible moment."

A proposal to include the photograph of the holder on a number of country periodical tickets was submitted to the Victorian Railways some 10 years ago, but it is not likely that the innovation will be introduced here.

# Personal Postscript

## Footballing Family

**GOODS** Guard Les. Hughson, of the Melbourne Yard, was a prominent footballer more than 20 years ago which, doubtless, accounts for the equally prominent part that his three sons are taking in the sport at present. He is justifiably proud of his 18-year old son, Mick, who is a porter at Bell. Mick's consistent form has gained for him the trophy of best and fairest player in the Saturday morning Industrial League. He has already appeared with Preston, Carlton 2nds, Havelock and the Railway teams, occupying a different playing position with each side. Les. jr. is the leading follower of the St. Kilda league team, and before joining that club played with Carlton and Preston. Fred is carrying on the good work with Preston, playing with equal success as a ruck and forward. —F.F.

## A Claims Agent's Claims

**MR. JAMES SOUTHAM**, former Claims Agent, who was recently appointed Chairman of the Board of Discipline, quite appropriately claims two distinctions. He is the only remaining member of the original Transportation Branch staff who entered the Head Office when it was built in 1891, and he was the first typist in the Department. He was self-taught, and used a machine which laboriously rattled along under the disability of a key board with capital letters only. Its advent created something of a sensation at the time. He aptly describes it as a "portable" because for five years it was the Department's sole typewriter, and as such was moved to and used in many sections of the service. For all but four of his 48 years' service, Mr. Southam was associated with the Claims section. He was appointed Claims Agent in 1914, in succession to the late Mr. H. W. Hawkeswood, the first Claims Agent, who occupied the post for 30 years. Thus, there have been only two Claims Agents in 50 years. Mr. Southam took an active part in the affairs of the Victorian Railways Mutual Benefit Society. The Society's annual picnic last year was the first since 1889 that he was unable to attend. —M.M.B.

## 360,000 Meals

**PROVEDORE L. C. Brown**, of the Refreshment Services Branch, is now preparing for the formidable task of feeding 12,000 Boy Scouts 3 times a day for 10 days at the World Scout Jamboree at Frankston in December. His services have been made available by the Commissioners at the special request of the Boy Scouts' Executive. In December next Mr. Brown will devote his annual leave exclusively to the Jamboree arrangements. With characteristic precision, he has reduced to ounces the estimated amount of most items of food which each healthy, vigorous boy will eat. Items chosen at random from his prodigious list are: Butter, 3 oz. per boy per day; jam, 2 oz.; sauce, 1½ oz.; pepper, ½ oz.; tea, ½ oz. and so on down to 2 eggs a day. Multiplying each item by 12,000 and then by 10 gives some idea of the magnitude of the job. Mr. Brown, as the railways representative, is always a good customer of the citrus growers, which probably accounts for the fact that he has also ordered no fewer than 1,000 cases of oranges. He thinks that each boy should at least have one orange a day. —R.P.

## October Birthdays

**A** SST. Distn. Engineer W. Coe of Elec. Branch and Stationmaster E. C. Wade of Tungamah, on the first; Shunter H. Phillips of Maryborough and Dist. R.S. Supt. J. Noonan of Bendigo, on the second; Fireman J. Murrell, of Orbest, on the third; Driver H. Cottier of Warrnambool, Signal Spl. Officer E. R. Roberts and Stationmaster H. J. Lennon of South Melbourne, on the fourth; Asst. Chief Mech. Engineer H. N. May on the fifth; Q-in-C. W. Spencer of Geelong Goods and General Supt. of Transp'n. M. A. Remfry on the seventh; Clerk A. P. Burdeu of H.O. Train Running Room and Fireman L. Bennett of Warragul on the eighth; Roadmaster M. Hogan of Ballarat, W. & W. Engineer G. Massey and Driver Paddy Zinnow, of N. M. Loco., 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; Clerk J. M. Barklamb, c/o Metro. Supt., on the 12th; Clerk Reg. Hunt of Metro. Supt.'s Office, Supt. Refreshment Services W. D. Bracher, Driver F. W. Corrie of Ararat and Ganger E. F. McLean of Tarwin, on the

13th; Conductor Joe Keppell, of S. street, on the 14th; Chief Clerk T. of Dist. Supt.'s Office, Geelong, Slattery, Clerk to C. E. W. & W., and Despatcher T. R. Collier on the 15th; Guard J. T. Sheehan of Melb. Y. on the 17th; Railmotor Driver W. L. of Yarram, on the 18th; Leading S. T. Cowdell, of Geelong, on the 19th; R. H. Twose of Shepparton, Stationmaster Larkins of Euroa, Fireman A. Twee Ballarat, W. & W. Clerk Dan Con his twin brother Jack, of Acctey. on the 20th; Signalman A. Movel of Metro. Supt., on the 21st; Signal Canning, c/o Metro. Supt., on the 22nd; Guard B. F. Lowday of Maryborough, E. H. Courtney, of Flinders-street S. master's Office, and Train Despatcher Missen of Spencer-street, on the 23rd; Officer Wally Wedgewood on the 24th; Guard F. Nash of Colac on the 24th; R. Rowland, of Maryborough and L. J. Eldridge of Nth. Geelong, on the 25th; Porter J. Streeter of Stawell, on the 26th; Clerk Jim Wakeman of W. & W. Staff on the 28th; Stationmaster D. R. of Alphington and Guard R. P. of Geelong, on the 30th and Refreshment Services Chief Clerk F. C. Campbell on the

## W. H. F. Retires

**THE** news that Mr. W. H. Fawcett, Officer-in-Charge, Outwards Melbourne Goods Sheds, is on leave prior to retirement, will bring many reminiscences among railwaymen from the Murray to the sea. He is one of the best-known officials at the Goods Sheds through which passed many hundreds of stationmasters and clerks now at country stations in various parts of the State. Mr. Frilay joined the Department in 1886, and completed nearly 50 years' service at the Goods Sheds continuously for the past 27 years, occupying for more than 15 years, the position he is vacating.

## Last Mile Post

**B**Y the recent death of Mr. Fawcett, a former Chief Architect, there passes the last of two designers of the Flinders-station. In conjunction with Mr. H. Ashworth, he was successful in competition with many other engineers and architects in the State for a design for the State's present railway station.

Prior to his retirement in 1928, Mr. Fawcett had been for 30 years continuously associated with the architectural side of the Victorian Railways Branch activities. He was a skill in designing which manifested itself in many important Departmental structures.

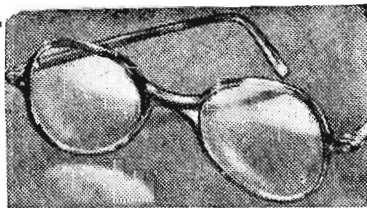
He occupied the position of Chief Architect from 1919 to 1928, a period in which many railway works in various parts of the State, were in progress.

Mr. Fawcett also gained recognition as the designer of the scheme for illuminating and decorating three Metropolitan stations during Royal visits of 1900, 1920 and

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# The V.R. News Letter

November, 1934

Issue No. 50

## Record Traffic for Shrine Dedication

### Transport to The Portland Centenary

PLANS are now in hand for the handling of an unprecedented volume of rail traffic to and from Portland on November 19. On that date, H.R.H. The Duke of Gloucester will attend the historic ceremonies depicting the landing of the Henty Brothers at Portland, 100 years ago.

Schedules are being prepared for about 12 return special trains from surrounding districts and from as far as Kanagulk, on the Balmoral and Ararat.

It is expected that the majority of passengers will comprise school children of whom there are more than 100 in the area served by the special

exceptionally low return fares have been fixed for school children. These are based on half the ordinary school season rate, the return Ararat-Portland fare being only 1/11d. Return fares are also being made available for adults.

For the traffic warrants the running of 12 special trains, a service of 15 minutes frequency will be maintained between Hamilton and Portland—a service unique in the history of the line.

#### Arrangements

Being to limited siding accommodation at Portland, it has been necessary to make special arrangements for the movement of empty trains from Portland to Portland North, and they will remain until the conclusion of the ceremonies.

Briefly, it is planned that each of the first 10 trains will, after depositing passengers at Portland, immediately return over the 1 mile siding to Portland North one mile distant. There it will be shunted into sidings, leaving the main line clear for the following train en route to Portland—each set of movements being restricted to 15 minutes.

The almost identical procedure, followed in the reverse directions, will be followed when the return traffic commences from Portland.

THE estimated attendance of between 400,000 and 500,000 people at the Dedication of the Shrine of Remembrance by H.R.H. The Duke of Gloucester on Sunday, November 11, will, of course, have its reflex in greatly increased rail traffic.

*This memorable occasion will, it is expected, lead to the creation of a Departmental Sunday traffic record on the suburban lines and on a number of country lines.*

*Timetables for 100 special trains to supplement the usual Sunday morning suburban services have been prepared.*

*Fifteen and 20-minute services will operate between 7 a.m. and 8 a.m., and then a 10-minute service until 10 a.m., after which the ordinary timetable will be effective. On the Box Hill and Sandringham lines, services of 7-minute frequency will operate between 8.16 a.m. and 9.30 a.m. and 7.50 a.m. and 9.30 a.m. respectively.*

*Special provision is, of course, being made to handle the heavy return traffic.*

*In view of the National Significance of the Ceremony, special rail provision is being made to enable large numbers of country residents to make day return journeys.*

*It is expected that special trains will run from Bendigo, Maryborough, Daylesford, Lancefield, Ballarat, Colac, Wangaratta, Shepparton, Heathcote, Sale, Maffra, Leongatha and Wonthaggi.*

*These special trains will reach Melbourne between 9.30 a.m. and 10 a.m., and leave on return at about 7 p.m. Specially reduced return fares—less than half the ordinary fares—will be on issue.*

*Special trains will be run from Healesville, Warburton, Mornington and Whittlesea, and specially reduced fares will be available.*

*The proposed number of country trains to Melbourne represents the biggest Sunday service ever contemplated in the history of the Department.*

### CUP DAY RAIL PLANS

MELBOURNE Cup Day has consistently been the occasion when the Department has been called upon to handle the greatest volume of special passenger traffic in any one day.

A feature of the rail arrangements this year will be the running of race trains on the return journey direct from Flemington Racecourse to Flinders-street, stopping at Spencer-street to set down passengers.

Between the city and the racecourse, up to 15 electric trains will make fast, express return journeys, or more than 100 return trips. They will leave at short intervals, according to requirements, shortly after 9 a.m., and at mid-day the forward traffic will reach its peak.

#### Peak Hour

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 2-minute frequency of trains on the section between Newmarket and Kensington.

In an effort to avoid congestion at the two Metropolitan stations booking offices, arrangements have been made for rail and rail-and-course-admission tickets to be on sale at stations throughout the suburban area and at the Government Tourist Bureau.

In addition to the Cup traffic, many additional special train services must be provided for Sunday School and other picnickers and for visitors to the seaside and hill resorts.

To assist in the return of this traffic, which begins almost simultaneously with the return of passengers from the Melbourne Cup Day meeting, race trains will be released as quickly as possible and run express to such places as Ringwood, Upper Ferntree Gully and Williamstown.

## The Month's Topic

### Teamwork

**D**URING the heavy traffic last month, there were numerous exhibitions of that standard of teamwork which characterises the Department's operations. No better example can be quoted than that associated with the extra train services hurriedly arranged for the period of the tramway stoppage in the city and suburbs.

Some ten days prior to the arrival of H.R.H. The Duke of Gloucester on October 18, the final details were being arranged in the comprehensive organisation of suburban rail services covering the arrival of the Duke, the opening of the Royal Show, the display by 15,000 school children on the Melbourne Cricket Ground and many other Centenary fixtures.

On Saturday, October 13, there arose the strong possibility of a stoppage of the city and suburban tramway services, and the Department had to prepare immediately to augment the existing and proposed suburban train services.

Working with all practicable expedition, timetable officials prepared schedules for 60 additional trips both in the morning and evening to run, if necessary, on Tuesday, October 16. Roster clerks immediately began the complicated task of arranging for train crews, while the Metropolitan Superintendent had to arrange for additional booking clerks at stations where the traffic was expected to be the heaviest.

All the plans and instructions were distributed by Monday, October 15. On the following morning, the collective effort of all concerned in this splendid work enabled the emergency services to be introduced.

These services were repeated on October 17, but in the meantime, plans were being hurriedly prepared to supplement the greatly-augmented services arranged for October 18—the day The Duke of Gloucester arrived.

The absence of trams made it imperative to increase still further the number of trains scheduled, not only during the day, but for the thousands of people travelling to and from the city to view the illuminations.

On Friday, October 19, additional trains had to be supplied for the transport of 5,000 school children (additional to the 11,000 already provided for) travelling to take part in the Physical Culture Display at the Melbourne Cricket Ground. Furthermore, extra provision had to be made for the thousands of people travelling to witness the Display.

## Transporting 16,000 Children

**A**S a result of careful organisation and planning, on the part of the Education Department in collaboration with the Railway Department, more than 16,000 school children were transported by rail to Jolimont and Richmond for the Physical Culture Display at the M.C. Ground on October 19.

To convey the scholars from 143 schools throughout the suburban area, 29 trains were used, 19 being specially scheduled.

A feature of the transport arrangements was the running of special trains from the Williamstown, Sunshine, Coburg and Essendon lines direct to Jolimont, *via* Princes Bridge. Special trains from the Heidelberg, Reservoir and North Carlton lines were, of course, scheduled to Jolimont. Scholars from other suburbs were transported to Richmond.

As the display concluded at 4 p.m., the nature of the Department's task in returning the children to their home stations, without interference to an unusually heavy evening peak traffic, will be readily realised.

### H.R.H.

*WE must all remember and respect the trust reposed in us by this visit of a member of the Royal Family and his conveyance by rail, and be ever on the alert to ensure the safety and punctual running of the Royal Train.*

## Amazing Run By Steam Train

**R**AILWAY history was made in U.S.A. recently when a steam train, operating between Chicago and Milwaukee, attained an average speed of 92.62 miles per hour over a distance of 61.4 miles. It was a world's record for steam train operation.

The fastest speed recorded on the trip was 103 miles per hour. It was maintained for approximately two miles approaching Milwaukee, where it was necessary to apply the brakes. The train was made up of the usual five-cars.

Rail officials were jubilant over the fact, which clearly indicated that the possibilities of steam power had not yet been exhausted.

## Ticket Collection Achievement

**S**TRIKING evidence that the checking staff generally are alive to the importance of projecting the revenue by concentrating on the collection of tickets is revealed in the most recently compiled return of collected tickets.

A new record in the percentage of non-collected country tickets was established in July. The overall percentage of non-collected tickets for the State was 1.56, which eclipsed the previous record of 1.65 in July, 1933.

Altogether, 129,956 printed and blank tickets were issued for the month and of these only 2,031 remained uncollected—an outstanding achievement.

Excellent results were obtained in the Seymour, Dandenong and Geelong districts, the respective percentages of non-collected tickets being .73, .69 and .98.

*After closely studying the detailed figures, the Commissioners expressed "gratification at the splendid results disclosed in this return, which should be appropriately featured in the next issue of the 'News Letter.'"*

## Train Control System Extends

**A** STATION - TO - STATION selector telephone service is now being installed between Traralgon and Bairnsdale, and both Maffra and Sale. When completed, 97½ route miles will have been added to the tracks so controlled, bringing the total for the State to 2,007½ miles.

Since it was first introduced in Victoria in 1926, the train control system has been gradually extended until practically the whole of the main lines have been brought within its beneficial scope.

There are seven "control points"—Spencer-street, Flinders-street, Ballarat, Ararat, Bendigo and Seymour.

The train control system represents the application of modern science to the practical task of moving trains.

The system has proved of incalculable value in obviating delays and securing faster schedules, in eliminating the standing time of locomotives and trains, in obtaining better truck loads and in reducing unnecessary train mileage, all of which go to improve that important statistical item—gross ton miles per train hour.

# WEAR AND TEAR OF RAILS

## Address by Mr. J. M. Ashworth to Metallurgical Society

**L**ITTLE-KNOWN facts regarding a highly important phase of railroading—the wear of steel rails—were interestingly and concisely outlined by the Chief Engineer of Way and Works (Mr. J. M. Ashworth) in a recent address, by invitation, to the Metallurgical Society at the Melbourne University.

Mr. Ashworth is a recognised authority on railroad tracks, and railwaymen will doubtless be interested in this condensed report of his address.

It was said that rail wear under similar traffic conditions was governed largely by the alignment of the rails, i.e., straight or curved. Other factors had some influence, such as whether the rails were located on level or level tracks, where brakes were applied and the intensity of wear imposed by wheel loads.

Generally, long before the limit of life was reached, the rails became worn at the joints, particularly on curved tracks, although occasionally the surface of many of the rails became worn to an extent that necessitated their removal. On straight tracks, therefore, the life of the rails is determined by the life of the joints.

Usually, the life of the rail was estimated at from 100 to 200 million miles of traffic, the rate of wear on straight tracks for rails of ordinary weight being one-eighth inch per million tons.

### Life of Rails

The life of rails based on a limit of 1/16 inch wear, the allowance for 600 tons daily, would be 400 years for 1,000 tons daily. A limit of 3/16-inch wear for 600 tons daily would be 120 years for 1,000 tons daily and 60 years for 3,000 tons daily.

Many of the Victorian lines laid with 60 lb. rails, which have been in service up to 45 and 55 years and are showing less than 1,000 tons daily, show appreciable top wear. Many lines laid with 75 and 80 lb. rails and in service up to 52 and 37 years respectively, carrying from 3,000 to 10,000 tons daily, show from 1/16 to 1/8 inch top wear. Other lines laid with 60 lb. rails in service up to 37 years show from 1/16 to 3/16 inch top wear.

The life of rails based on 1/2 inch top wear would be 40 years with 20,000 tons daily, and 26 1/2 years with 30,000 tons daily.

**T**HE rate of wear on curves is more variable, particularly on very sharp curves. It is much greater—depending on the degree of curvature—than on straight tracks, and the side of the rail wears more rapidly than the top. This is due chiefly to the grinding action of the wheel flanges, which is the worst factor in abrasion wear and a very serious one on the sharper curves.

The relative wear on straight and curved tracks has been determined by a large number of measurements, and it is possible to arrive at a very fair estimate of the life of rails on curves.

On 15 chain curves on lines laid with 60 lb. rails, carrying 1,000 tons daily, the life is 72 years. Fifty-one per cent. of the Victorian lines carry less than 1,000 tons per day. On many of these lines, 60 lb. rails have been in service for 55 years and none have been renewed.

### Lubrication on Curves

In Victoria, the problem is not a serious one, outside the suburban area, as 94 per cent. of the mileage carried less than 10,000 tons daily and 70 per cent. less than 3,000 tons daily. Moreover, the curves were easy on lines carrying the greater tonnage.

The rapid abrasion that occurs on the outer rail of sharp curves under dense traffic is greatly reduced by lubrication. In recent years, automatic lubricators have been introduced with beneficial results. A special grease with about 15 per cent. of graphite is employed, and with effective lubrication the life of the rail can be prolonged indefinitely.

Mr. Ashworth summed up the requirements of a rail as strength, soundness, toughness and ductility—the best quality of steel rolled under the best rail mill practice. He expressed the conviction that much progress had been made in the very complex subject of the wear of steel rails, and that "we were on the eve of still greater progress."

## Railway Feat October 18

**A**LL previous rail traffic records in the suburban area were broken on October 18 when H.R.H. The Duke of Gloucester arrived at Melbourne to open the Victorian and Melbourne Centenary Celebrations.

**A**N unusual feature was the heavy traffic during the evening when thousands of people thronged the city to view the spectacular illuminations and fireworks.

A particularly heavy strain was placed upon the suburban system, and it is highly gratifying that this traffic was handled with characteristic smoothness and efficiency.

All sections of the operating staff rose splendidly to the occasion.

### DEATH OF ASST. S.M. NORWOOD

**E**ARLY last month the community was profoundly shocked by the murder of Mr. H. T. Norwood, Assistant Stationmaster, while on duty at Carnegie.

Deep regret was expressed at the tragedy by Mr. N. C. Harris (Deputy Chairman of Commissioners), at whose request Mr. D. Cameron (Chairman, Staff Board) and Mr. W. Tredinnick (Metro. Supt.) personally conveyed to the widow and relatives of Mr. Norwood the sympathy of the Commissioners and the service generally.

There was a large attendance of railwaymen at the funeral, 180 marching in uniform in front of the hearse. The pall-bearers were Colonel H. E. Cohen (Assistant Minister for Railways), Mr. N. C. Harris, Mr. M. A. Remfry (General Superintendent of Transportation) and Messrs. D. Martin, P. Wills, W. Abraham, J. N. McCarthy and L. Dawson (Stationmasters).

The record number of 1,383 trains were signalled at the Viaduct end of the station. Traffic reached its peak between 12 noon and 2 p.m., when 204 trains were handled—an average of 102 trains per hour, or about one train every 36 seconds.

A noteworthy contribution to the day's achievement was the signalling of 1,977 trains on the various lines through the Jolimont Yard.

Officials who witnessed the work of the signalmen pay a glowing tribute to the skill which enabled this unprecedented number of trains to be handled with such conspicuous success.

The number of passenger journeys made on the suburban system on October 18 was 1,092,350, and in the attainment of this record particularly fine work was performed among all sections of the staff, including train crews, booking clerks and ticket checkers.



## Personal Postscript

### First V.R. Man to Meet H.R.H.

**T**O Jim Aldred has fallen the honor of being the first Victorian Railwayman to be presented to The Duke of Gloucester and the only railwayman to take part in the memorable Royal Progress through the city on October 18. Jim, who has been on loan to the Premier's Office for several years, was appointed State Transport Officer, his particular responsibility being the clock-like provision of motor transport whenever our Royal Visitor travels by road, either in the city or country. Jim is travelling on the Royal Train on all its journeys in Victoria. He was transferred from the Metro. Supt's office to the Secretary's Branch in 1926, and in 1930 was loaned to the Department of Labor as private secretary to the Minister. He was subsequently transferred to the Premier's Office, where he has since been allotted many important duties, notably the assistant secretaryship of the Employment Council. The Council has had the task of examining and recommending the big schemes of unemployment relief undertaken in recent years. Jim is now 32 years of age. He was only 20 when he passed the examination of the Federal Institute of Accountants.

### Best and Fairest

**ALTHOUGH** the Railways football team was not successful in the premiership match against the Yellow Cabs last month, players and officials were delighted when one of the team, Laurie Wedgwood, gained the equivalent of the Brownlow medal. He was chosen by the umpires as the best and fairest player in the Wednesday League which, of course, gave great satisfaction to his father, the popular Hall Officer at the Head Office. Laurie is evidently a "born" footballer, as before he was 14 years of age, he had travelled to Brisbane and Hobart as a member of the Victorian State School Interstate teams. Immediately after leaving school, he played with the Essendon second eighteen. Last year he was one of the best rovers and pocket-forwards in the Yarraville (A) team. He is employed in the Tarpaulin Section of the Newport Workshops.—P.R.

### From Reso to Royal Train

**COMMISSIONERS' SPECIAL** guard, Mark Dean, brings to his appointment as guard on the Royal Train an extensive experience on the only comparable train in the service—the Reso Train. In 1927, he made his first Reso Tour, when round-the-world tourists from U.S.A. visited Victoria. Since then he has accompanied Peers of the Realm, Empire Parliamentarians, scientists, bankers, graziers and other representative citizens on similar Reso tours. He started in the Service at Echuca in 1908, and was on active service abroad with the A.I.F. He gained his guard's certificate in 1912, and at that time was the youngest railwayman to attain that grade. Mark was appointed Commissioners' special guard in 1927, and since then he and the "Norman" car have been inseparable on journeys covering nearly 100,000 miles on tours of inspection of country lines.—E.P.

### 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 Echuca, 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-in-Charge H. G. Jones of North Melb. Loco. and Patternmaker W. A. Scott of Newport 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 Pier, 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 Flinders-street, 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 Maffra and Storeman R. C. West of Newport, on the 12th; Acting Asst. Stationmaster J. W. Brent of Moama, on the 13th; Percy Maher of Room 2, on the 14th; Actg. Ldg. Shunter O. Blewett, of Maryborough, Telegraphist J. Curran of Metro. Supt.'s Office, Engine Cleaner 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 Carrum, Signalman H. E. Poge of Glenhuntly and Stationmaster R. O'Donnell of Colac, on the 17th; Asst. Supt. of Refresh. Services A. W. Keown, on the 18th; Chemist E. A. Allen of Newport Workshops Laboratory and Asst. Signal

Adjuster A. Fahey of Caulfield, on the Sub-Foreman Bill Roberts of Newport on the 20th; Painter A. P. Goddall of Newport on the 21st; Boiler Cleaner H. S. W. Newport Power House, on the 22nd; J. Kenny of Benalla on the 23rd; Fireman A. H. Bennett of Newport Power House on the 24th; Signalman D. Tovey of Hill, on the 25th; Asst. Engineer McLaren, Shift Electrician W. Lang and Goods Guard E. Woolman of North Melbourne on the 26th; Engine-driver Akers of Traralgon, on the 28th; Black Signal Inspector W. J. Pearson on the 29th and Clerk S.L. Greer of Melb. Goods on the 30th.—C.M.

### Judge of Photo Art

**C**ASTING a critical eye more than 1,200 photographs, many of them the work of some of the world's leading photographic artists, was the recent responsibility of Railway Photographer W. Howieson. He was one of the three judges who decided the 300 photographs which were included in the Victorian State Photography Exhibition. The exhibition is a feature of the Centenary celebrations, and will remain open at the Athenaeum, Collins-street, until November 10. Landscape, portrait and other studies were submitted from all parts of the British Empire, Canada and Europe, and the judges were enthusiastic about the very high standard reached. Although, as a judge, he refrained from competing for coveted gold, silver and bronze awards, Mr. Howieson is representing the Exhibition by two particular photographs—St. Paul's Cathedral, Melbourne, and a landscape at Mount St. Bernard.

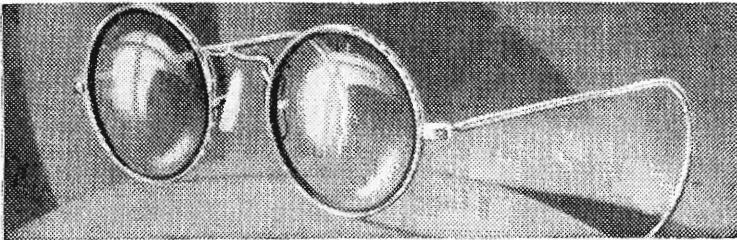
### Last Mile Post

**T**HE death occurred recently of William Ashworth, a retired railwayman, who was well-known and respected by a wide circle of friends. He was 76 years of age. Mr. Ashworth was connected with the railway for 41 years, and joined as a Branch at Ravenswood in 1877. He was the first Depot Ganger at Wonthaggi and while there was engaged on the construction of the last few miles of Wonthaggi railway. Two of Mr Ashworth's family are in the Department—a daughter is a typist in the Electrical Engineering Branch and W.N., is now temporarily attached to the staff of the Superintendent Transport.

**W**ITH the recent death of Mr. Ashworth, there passes one of the highly respected officers in the Transport Branch. He was 64 years of age. Nearly the whole of his railway career was spent in the Transport Branch, but owing to his position as Superintendent in Charge of the Sick Leave, Unemployment and Increments Division, he was known to the majority of the members of the Transport Branch both in city and country. At the time of his death, he had completed 46½ years of devoted service, which commenced in the District Superintendent's Office at Seymour.

The V.R. News Letter is issued weekly by the Victorian Railways Commission, a railwayman in the service. Personal notices 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

December, 1934

Issue No. 51

## Record Rail Travel During Centenary

TRIKING figures are contained in a statement of the special suburban rail traffic for the first of the Centenary celebrations.

As estimated by the Metropolitan Board of Transport, more than 1,000 passenger journeys, additional to the normal traffic, were made on 29 days during the period from 13 to November 14.

Following are the days on which the greatest number of extra passenger journeys were made:—

Arrival of The Duke of Gloucester, 600,000; Two picnics by School Children, 224,000; Henley, 140,000; Melbourne Cup and Picnics, 120,000.

The feature was the unusually heavy Sunday traffic. On five days, October 14, 21, 28, 29, 30 and 31, the additional to the normal traffic amounted to 310,000 passenger journeys. On November 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 140,000 extra passenger journeys were made in the city for the Shrine Picnic and to Port Melbourne where the warships were sent for inspection.

During the four days of the strike (October 16 to 19) there was a total of 2,369,000 passenger journeys. This represented an advance of 74 per cent. compared with the preceding days of the pre-war week. This exceptional

amount of traffic includes normal daily traffic as well as the passenger journeys made on October 18 and 19.

On October 18, 2,562 electric trains were dealt with at Flinders-street and Princes-bridge stations—a total of 448 trains, representing an increase of 21 per cent. over a normal day. The maximum density of traffic at Flinders-street occurred on October 7 and 9 a.m. on October 19, when 450 trains were handled, compared with 350 on a normal day—an increase of 28 per cent.

During the period of the tramway strike, 118 electric trains—every available train—were in service during the morning and evening peak traffic. A total of 10,454 trains ran a total of 10,454 passenger journeys, 95 per cent. of which ran to within five minutes of schedule, with only one recorded mechanical defect or signal failure.

## BIG V.R. CATERING JOB AT PORTLAND

AT the request of the State Cabinet, the catering arrangements for the official luncheon, attended by The Duke of Gloucester, and the buffet supper at the Centenary Ball, at the Portland Celebrations on November 19, were undertaken by the Refreshment Services Branch.

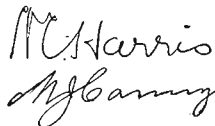
A vast amount of organisation was essential, as the attendances at

### THANKS! ONE AND ALL

THE services rendered by the Railways generally, and the smooth working of the intense and diversified passenger traffic during the past few weeks, have been the subject of unstinted praise by friends and critics alike.

The tasks imposed on the Department, which varied enormously from day to day, could not have been carried out so effectively without skilful planning and energetic co-operation by the staff, and the Commissioners desire to express their personal thanks and sincere appreciation to all concerned.

This acknowledgment of good work extends not only to those directly associated with train running, but also to other members of the staff whose efforts assisted materially in the attainment of a very high standard of service.



Deputy Chairman

Commissioner

## Duke's Recognition of Tour Services

AMONG those honored by His Royal Highness The Duke of Gloucester during his recently-concluded tour of Victoria was the Minister of Transport (The Honorable W. S. Kent Hughes, M.L.A.).

Mr. Kent Hughes, who was a member of the Cabinet Sub-committee in charge of all the Victorian arrangements for the Duke's visit and who was selected by the Cabinet to accompany the Duke during his tour of this State, was in recognition of his services, made a Member of the Victorian Order.

Mr. J. H. Aldred, State Transport Officer during the Royal visit, who is an officer of the Victorian Railways on loan to the Premier's Department, was presented with the Royal Victorian Medal.

A number of railwaymen who were directly associated with the Royal Train's travel over the Victorian system were the recipients of mementoes from The Duke of Gloucester.

### "WELL PLAYED, NEWPORT WORKSHOPS BAND!"

MEMBERS of the Newport Workshops Brass Band have been busy

acknowledging congratulations on the brilliant success achieved at the South-street Competitions last month.

They gained Championship honors in the "C" Grade in competition with five other Bands, and now become Australasian Champions in that grade. In addition, they tied for second place in the "Quick Step" contest.

In reviewing the contests, the adjudicator paid a tribute to the all-round efficiency of the Band, and said that "the Newport Workshops Band gave a superb performance."

This was the second occasion on which the Band had competed at the South-street Competitions and this success automatically advances it to the "B" Grade.

The services of the Band are in demand throughout the year for picnics, sports, and social functions, and frequent performances are given at various hospitals and in aid of different charitable efforts.

the luncheon and ball were 200 and 500 respectively. Owing to the catering capacity of Portland being already fully taxed by thousands of visitors, all the crockery, cutlery, glassware and table linen for these functions were railed from Melbourne. In addition, 220 chairs and 27 tables, each 11 ft. long, from the Newport Workshops were despatched to Portland.

With the exception of a small number of items, such as milk and cream, the whole of the food was prepared and forwarded from Melbourne. This comprised turkeys, hams, salads, sweets and so on. The Branch also supplied all the staff, including 18 waitresses.

Luncheon was also served to about 40 ladies in the dining car on the Ministerial train, and on November 18 and 19 meals were served in the State Car for the Vice-Regal party.

## The Month's Topic

### A Notable Transport Feat

**B**EHIND the simple statement that "more than 7,000 passengers were carried by the railways to Portland on November 19" lies a story of careful planning and organisation which made possible a transportation feat notable in the records of the Department.

In one of the most comprehensive circulars issued for a special train service in a country district, provision was made for 12 special trains to arrive at Portland at intervals of 15 minutes between 7.45 and 10.25 a.m.

As siding facilities at Portland were insufficient for all these trains, the yard at Portland North, one mile distant, was used. To maintain the 15-minute frequency, it was possible to allow only three minutes for discharging passengers and coupling the locomotive to haul each train back to Portland North.

An integral part of the organisation provided for a "light" engine to follow each train as it passed Portland North, be attached to the empty train at Portland and haul it to Portland North, the original hauling locomotive becoming the "drop-on" engine for the next-arriving train.

### Triumph of Co-operation

Each train was allowed a minimum of five minutes to return to Portland North over the 1 in 40 grade and be shunted to the selected siding so that the main line would be clear for the next train *en route* to Portland—the margin being only two minutes in each case.

Co-operation by all concerned enabled the various movements (all, of course, governed by safeworking instructions) to be carried out with clock-like precision, and every train reached Portland on time.

Ten of the trains were located at Portland North where practically all siding space was occupied by 80 carriages, 20 vans and 15 locomotives. Two of the trains remained at Portland.

For the return traffic, the trains left Portland at intervals of 20 minutes, commencing at 4.15 p.m. A series of movements, somewhat similar to those for the forward traffic, were carried out, with the exception that it was necessary to stop each train at Portland North to detach the pushing locomotive which then returned to Portland to form the hauling locomotive for the next special train.

Everything worked to the carefully planned arrangements, and each train departed from Portland on time.

## "Blazing the Trail" on Royal Route

### Service

*Following are three letters of appreciation which have recently been received by the Commissioners:*

H.M.A.S. Canberra.

"On departure from Melbourne, I should like to express to you the thanks of all officers and men of the Australian Squadron for the facilities of travel which you have so kindly afforded them during our visit for the Centenary Celebrations.

"Without these facilities the distance of Port Melbourne from the City, and the expense of getting there, would have debarred many from enjoying so much their stay in port. The courtesy and readiness of the Railway Officials to help on every occasion has been most marked. Please accept our most grateful thanks for your kindness,

Yours faithfully,  
(Sgd.) W. J. Ford,  
Rear-Admiral Commanding  
H.M. Australian Squadron."

Brunswick Training School.

"I would like you to convey to the South Brunswick station staff our appreciation of and gratitude for the courteous and capable manner in which the children of the above school were handled when they travelled by rail to and from that station when attending the rehearsals for the Physical Culture Display and the Display itself.

"Owing to illness, I was unable to accompany the pupils myself, but each member of my staff who did accompany them, speaks in the most flattering terms of the kindly treatment meted out to them and to the children, and specially stress the highly efficient and careful manner in which the staff, unaccustomed to handling large numbers of children, rose to the occasion.

I am,  
Yours faithfully,  
(Sgd.) F. A. Moore,  
Head Teacher."

Adelaide.

"I desire to take this opportunity of thanking you and your staff for all that was done for our Cavalry teams when proceeding to and returning from the Royal Melbourne Centenary Show.

I feel that any measure of success which may have attended the efforts of the South Australian teams, was very largely due to the excellent transport arrangements made by your officials. The Railway arrangements were such that our teams arrived in Melbourne in the best possible condition.

Yours faithfully,  
(Sgd.) H. J. Copley,  
Colonel  
Commanding, 6th Cavalry Brigade."

## Duke's Tours Yield Extra Country Travel

During the various Victorian tours of the Royal Train, H.R.H. The Duke of Gloucester made extended and brief stops at 16 country centres.

To enable residents at other points to take part in the receptions to the Duke, the Department ran many special trains at very low day-return fares, and nearly 10,000 people availed themselves of these rail facilities.

## IMPORTANT WORK BY PILOT TRAIN

**A** VITAL factor in the comprehensive arrangements made for the safety of Royal Train in Victoria was the scheduling of a pilot train.

Nothing was left to chance. Various detailed circulars, covering Royal Train's running schedule, set out the precautions to be observed and to ensure that the instructions were clearly understood and being accurately carried out, a Chief and Signal Inspector (Mr. C. Saunders) travelled in charge of the pilot train.

Preceding the Royal Train by about 20 minutes but quickly able in case of emergency, the train virtually "blazed the trail" for the Royal Train.

Throughout, Mr. Saunders, in constant touch with the Chief Signal Points, checking on the running of the various trains scheduled to cross the Royal Train, and in various directions facilitating the safe and punctual passage of the Royal Train.

An electrical fitter also travelled on the pilot train to attend to any failures that might develop in the signalling apparatus.

In addition to the duties set out from the pilot train, Chief and Signal Inspectors were on duty at important junctions and signal en route.

## Record Sunday Train on December 9

**A** RRANGEMENTS made for the trains from country centres to Melbourne, on Sunday, December 9, in connection with the Eucharistic Congress, comprise a most comprehensive Sunday train service, more than twenty special trains having been scheduled.

The Specials will run to Melbourne from such distant centres as Port Fairy, Maryborough, Echuca, Cobram, Albury, Sale, Yarrawonga and Wonthaggi.

These trains will be conveyed to Spencer-street and Flinders-street stations between 10.35 and 11.30 a.m. On the return journey, the trains depart between 6.45 and 8.30 a.m.

In the suburban area, extra special trains will be run on December 9 for the Pontifical Mass at St. Paul's Cathedral, arriving between 10.15 and 10.30 a.m. For the Eucharistic Congress, a frequent service will be run on all electrified lines. These trains will commence to arrive in Melbourne at about 12 noon.

# Review of Altered Train Services

## ASTER SCHEDULES BEING ATTAINED

AFTER two months of actual operation of the comprehensive series of altered services in the North and Western Districts, officials have expressed satisfaction at the train performances.

More than 250 regular passenger, mixed and rail motor services affected, and in many cases special accelerations were provided. Timely timekeeping has been maintained, particularly on those sections where accelerated schedules were introduced. Except for occasional short delays due to the heavy Centenary and to the temporary speed restrictions on the "down" side of the Melbourne-Adelaide journey has generally been achieved.

Difficulty has been experienced in saving 40 minutes also on the Melbourne-Mildura line, where adherence to the new schedule on the Melbourne run has been the rule.

The substitution of petrol electric motors for mixed trains on the Swan Hill and Echuca lines has resulted in the expected saving of three hours in the overall running time on these lines.

### Services, Too

Between October 15 and November 15, 1934, passengers from the Swan Hill line saved four hours on the journey, and Melbourne eight hours more than prior to October 1. This was made possible by the scheduling of an additional fast train from Benalla to Melbourne.

Similar satisfactory results have been achieved in the overhaul of the goods train services. Of outstanding importance was the inauguration of a special goods train for perishables and other loading from sections of the Western and Wimmera Dis-

tricts. Previously timed to reach Melbourne at 6.20 a.m. daily, this train has now been accelerated to arrive at Melbourne at 4.45 a.m. on Tuesdays and Thursdays. It is now running via Maroocha and with loading from the Portland branch lines, Murtoa-Ararat, and Warracknabeal and Lubeck lines.

The success generally which has attended the introduction of these train services is in a large measure due to the enthusiastic co-operation of the railway staff who have quickly adapted themselves to the many complex situations arising from such an extensive re-arrangement of schedules.

## Long-Welded Rails In Country Now

PREPARATIONS are now being made for relaying 14 track miles of the Deniliquin-Moama line with long-welded rails—the first occasion upon which this modern type of rail has been used in a country district.

Previously, welded rails have been used exclusively in the suburban area where, since 1931, 36 track miles have been relaid.

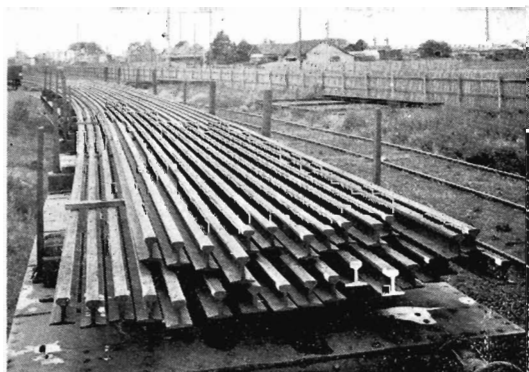
Completion of the work on the Deniliquin line will effect a vast improvement in the riding qualities of the passenger vehicles, and also result in a reduction in maintenance expenditure.

Serviceable 75-lb. steel rails, released from the Ballarat-Maryborough-Donald track, now on hand at the Reclamation Depot, will be used. The whole of the welding will be carried out at the Spotswood Workshops.

Five rails will be welded into lengths of 103 ft. 4 in., and it is expected that more than 3,700 rails will be required. Welding is being carried on at the rate of 25 per day, and when additional equipment is installed, this number will be increased to 50 per day.



LOADING the first of the welded rails for relaying a portion of the Deniliquin-Moama line. This picture illustrates the great flexibility of the 104 ft. 3 in. rails when rounding a curve. No chains are used to secure the rails to the trucks, and when the vehicles have negotiated a curve the rails revert to their normal straight position. Forty-five rails, each weighing 22 cwt., or a total of 45½ tons, will be loaded on each pair of "Q" trucks.



## Record Quantity of Flour Shipped

A RECORD shipment of 379,610 bags of flour was conveyed in the s.s. *Masunda* which left Victoria Dock, Melbourne, for North China last month.

Five hundred and one "I" trucks were necessary to rail this huge quantity of flour from centres in various parts of the State.

Careful transport organisation and the systematic scheduling of certain quantities each day according to the loading capacity of the ship entirely eliminated any congestion at the ship's side.

## ELEPHANT v 20,000 VOLT UNDERGROUND CABLE

WHEN the attendant of an elephant at "Joyland" tethered the animal to a massive, elongated iron bar driven into the ground, he little thought that an elephant—indirectly, at least—would be added to the list of unusual factors which occasionally cause trouble on the suburban electrification system.

Recently, the circuit breakers "opened" at Caulfield sub-station, and immediately a fault was recorded in the 20,000 volt, underground cable "somewhere between Jolimont and Caulfield." The cable's 6½ miles tortuous course is underneath parks and streets and over the Yarra River.

An ingenious fault-localiser is part of the Electrical Engineering Branch's modern equipment, and this remarkable piece of mechanism was connected to the cable at the Jolimont end.

It quickly recorded that the fault was 306 feet distant, and after carefully measuring 306 feet, officials found themselves in the midst of "Joyland."

Excavation had not proceeded very far when the iron bar was discovered. It was revealed that the attendant, rather than withdraw the bar when leaving, drove it further into the ground. In doing so, the bar penetrated the 20,000 volt, cable—a mere 3 inches in diameter—and although barely touching the conductor inside, a leakage of current developed.

## Telephoning the World From Royal Train

CO-OPERATION between the Postal and Railway Departments made possible the provision of unique telephone facilities on the Royal Train during its recent tours in Victoria.

A telephone was installed in No. 4 State Car—the car occupied by The Duke of Gloucester—and at each point where the train stayed overnight, connection was made with the postal telephone system.

By this means, it would have been possible to conduct a telephone conversation from the Royal Train with any of the telephone subscribers connected to the Postal Department's telephone network throughout the world.

This was the first Royal Train on which direct telephone connection was established with the Postal Exchange.



## Personal Postscript



### Footplates and Footlights

**W**INNER of an open championship in elocution, oratory and dramatic work at South-street, founder of the V.R.I. Dramatic Society and producer of the first play staged at the V.R.I., Melbourne, are comparatively little known sidelights on the career of Metro. District R.S. Supt., W. H. Deasey who retires on December 4. On that day he completes more than half a century of service in the department—to be precise, 50 years, 4 months and 7 days. In 1884, he began as a "boy" at the long-since demolished Williamstown workshops which were the nucleus of the present famous Newport Workshops, where he started his apprenticeship in 1888. Later, he joined the Drawing Office staff at Newport and Head Office, and in 1919 was deputed by the Department to assist in the construction of "DD" locomotives at Thompson's Foundry, Castlemaine. Promotion to officer-in-charge of the Train Running Room preceded his appointment as District R.S. Supt., at Ballarat and Geelong. During his 11 years in the Metropolitan area, he has, on many occasions, relieved the Supt. of Loco. Running and Loco. Supplies. An extended holiday abroad found Mr. Deasey spending much of his time in the Drawing Offices and Workshops of the leading railways in Great Britain and South Africa.

—H.

### Sydney Express Identity

**D**URING the recent Royal Train tours, the familiar "Hullo, Dave," which has been echoing along the corridors of the Sydney expresses, for the past five years, was conspicuously absent. Conductor Dave O'Mahony had been allotted to the Royal Train, and many regular travellers between the two capital cities missed his cheery presence. Dave's experience as a conductor is probably unique in the service. He has been conductor on two Royal Trains, 16 Reso Train tours, and 20 Better Farming Train tours, and his work has been characterised by a thoroughness and attentiveness to

detail which have won the appreciation of many distinguished travellers. Dave started as a porter at Bendigo in 1911, and since coming to Spencer-street, in 1923, he has travelled all over the State, including periods on the Melbourne-Adelaide expresses. He confesses that the hardest task to set him would be to estimate with reasonable accuracy the rail mileage he has covered during the past 11 years.—R.R.D.

### Life Savers' Secretary

**A** DEVELOPMENT of far-reaching importance to the Royal Life Saving Society was the formation last month of an Australian Federal Council which will initiate uniform control of life-saving throughout Australia. It will also embark on an extensive campaign to stimulate further interest in life-saving and swimming generally. When the Council sought a Secretary, it was not surprising that they selected Ernie Pleydell, of the Claims Agent's staff. He has been the energetic and completely successful Secretary of the Royal Life Saving Society of Victoria for the past 2½ years. This executive experience, combined with his wide practical knowledge of life saving (he holds every possible award) foreshadows that the Council will exert a potent influence throughout the Commonwealth. In recent years, Ernie has found time to take an active part in the administrative side of cricket and football. He was treasurer of the Prahran football club, secretary of the Brighton and Elsterwick cricket clubs. Last year he became actively associated with the St. Kilda football club for the first time, and he was immediately appointed a League delegate. —J.W.

### December Birthdays

**D**RIVER T. M. Holt of Geelong, Asst. Engineer C. E. Bennetts, 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. J. Brammer of Bendigo,

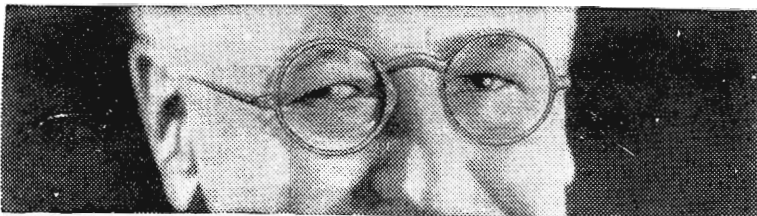
on the third; Rolling Stock Engineer Cannington, Porter T. M. Keenan of Metro, R.S. Supt. W. H. Deasey on the fourth; Transportation Despatcher Harvey, on the fifth; Relieving master H. Neilson, on the sixth; Stock Clerk S. C. Jones, Actg. Sign. G. H. Crocker of Speed, and Asst. J. P. O'Brien on the seventh; Withell of Wangaratta, on the eighth; Meares of Room 2, and Night Depot W. House of Seymour, on the ninth; R.S. Supt. E. Jackson of Geelong, Cleaner A. J. Deakes of Bendigo, and master E. A. Anderson of Hamilton, 10th; Ldg Shunter P. J. Green of Yards and Goods Guard T. Donald, on the 11th; Inspector T. P. on the 12th; Signal Porter E. D. of Wedderburn Junction, on the 13th; Wright, Victorian Rep. G.T.B., Sign. Weighbridge Attendant S. Taylor on the 15th; Yard Foreman Carpenter R. J. Jeffery of North Melbourne, Yard Porter F. O. Baddeley of the 17th; Driver T. N. Palmer of North Melbourne and Clerk Ted O'Loughlin and W. Staff Office, on the 18th; J. S. Vaughan of Geelong, and W. S. Lawler of Traralgon, on the 19th; Ganger T. Edwards of Tyabb, on the 20th; Clerk H. C. Easterby of W. and B.M. Help C. M. Higman of Wagon Shops on the 21st; Comptroller Pollard of Warragul on the 22nd; Supt. W. Tredinnick, Stationmaster Chalmers of Bairnsdale, and Porter of Geelong, on the 23rd; Repairer of North Carlton, on the 24th; Ldg T. Zoek of Seymour, Road Foreman Ryan of Oakleigh and Sub-Foreman Jones of Spotswood, on the 25th; Loco. Running A. R. Stamp, Fireman Ward of Ararat and Asst. Medical G. Sutton, on the 26th; Advtg. Agent Jack and Road Foreman H. Lane of the 27th; Asst Melbourne Goods W. Arundel and Goods Guard H. Geelong, on the 29th; Comptroller T. F. Brennan, Driver W. Rampling of North Melbourne and Senior Train Despatcher Devine of Seymour, on the 30th; E. Rickard of Spencer-street, on the 31st.—C.M.

### Stores Expert

**W**ITH characteristic alacrity, the Transportation Stores' Officer, Turner, has passed, amended or approved his last requisition for Stores. Staffs will miss his crisp, pitilessly frank, typed by himself. He has been typewriter continuously during the past 30 years. Mr. Turner returns to the month with 49 busy years of railway to his credit. He recalls approvingly the fact that his railway knowledge is largely due to the thorough training he received from Mr. W. Fitzpatrick, former Chief Commissioner, then S.M. at Ararat. Later, he was clerk to Mr. Fitzpatrick when he was S.M. at Spencer-street. Turner's excellent work in recent phases of the stores supply system. His Transportation Branch led to his promotion for the post of Transport Stores Officer when it was created in 1921. He brought to that position practical experience gained at stations, and the watchful and efficient control he exercised over those requisitions was invaluable to the Department. He possessed an uncanny knowledge of the detailed requirements of stations throughout the service.—L.K.

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