

The V.R. News Letter

January, 1935

Issue No. 52

New Rail Automatic Phone Exchange

MANY IMPROVEMENTS PLANNED

NEW features in the operation of the railways automatic exchange which it is expected will be brought into use on January 29 are of particular interest to railwaymen.

Direct Central (Post Office) now serving separate offices or branches will be passed through the switchboard in the new exchange, and telephonists will connect enquirer. Additional incoming lines with provision for extensions, are being installed.

Connection to the South Melbourne Postal automatic exchange of outgoing lines will provide direct access into any of the Postal automatic circuits.

Thus, to call a Brighton number, it will merely be necessary to dial the number, preceded by the "Y." Connection to a Central office in the Postal circuits will be made by dialling the letters "YB."

Existing railway telephone numbers (accepting the Harmonic system) will be altered because the new system requires the operation of four digits. About 30 per cent. of the new numbers will retain some similarity with the old numbers—"Tourist Bureau Enquiries" 284 becomes 1284.

How to Dial

Business conducted through incoming and outgoing Central lines will be closely watched at the Observation Board to ensure that Departmental business only is being trans-

acted. In order to secure the best results, dialling operation will need to be precise, not hurried. Dialling will be ineffective if commenced before the "dialling tone"—a sound which will be heard within a second or two after the receiver has been lifted.

A novel feature of the new system is the facility to transfer automatically from one extension to another. If a call is connected to a wrong number, it will be possible to transfer the call merely by dialling the appropriate number, preceded by the "1."

The telephone directory which will be distributed has been revised to show clearly the title and number of the officer or office concerned, or a description of the work performed.

MR. CLAPP RETURNS

MR. HAROLD W. CLAPP (Chairman of Commissioners) was warmly greeted by a large assemblage of railwaymen when he returned to the Administrative Offices on December 17 from an official visit overseas.



Mr. H. W. Clapp

After closely studying all phases of rail, road and air transport in U.S.A., Canada, Great Britain and Europe, Mr. Clapp will incorporate the results of his extensive investigations in a report to the Government.

Mr. Clapp said that in many directions—housekeeping, cleanliness, teamwork and efficiency—the Victorian Railways compared more than favorably with overseas railways.

Frankston Railmen's Christmas Gesture

HOW 30 railwaymen at Frankston arranged a joyful Christmas tree party for their womenfolk and children is described by Assistant Stationmaster V. J. Gaywood, Hon. Secretary of the local Railwaymen's Social Club.

By means of a contribution of 1/- a month throughout the year from each railwayman, the Club obtained nearly £20 to meet the expenses and hire of a hall.

"About 130 women and children took part in the happy evening," said Mr. Gaywood. "The time-honored tree was erected from which Father Christmas handed each expectant child a present."

"After a 'big spread,' lollies, peanuts, ice cream and soft drinks were distributed, followed by an excellent musical programme by the women and children. Subsequently, the male members sat down to a crayfish supper, and were then entertained with a further musical programme."

The News Letter is glad to publish details of this praiseworthy effort on the part of the Frankston railwaymen, and agrees with Mr. Gaywood who says other railwaymen may be inspired to arrange a similar entertainment "which helps to promote harmony amongst all railwaymen's families."

Biggest Flood Damage in Rail History

WILL COST £51,000 TO REPAIR

DAMAGE to railway tracks and bridges and consequent dislocation of train services were on an unprecedented scale last month. Practically the whole of the Gippsland lines and some of the nearer-country and suburban lines were seriously affected by surging flood waters.

It is estimated that it will cost £51,000 to repair the damage. That sum represents nearly twice the Department's total expenditure on flood repair work in all parts of the system during the past 10 years.

In spite of great difficulties in assembling gangs and landing necessary equipment at many places, due to the inundation and destruction of lines and roadways, the main lines, with the exception of four locations where bridges had been seriously damaged, were made safe for the passage of trains within two days. Traffic on most of the branch lines was not restored for over one week.

Throughout the area affected by floods, railway repair gangs carried out their necessarily urgent work in a manner which has won the admiration of the Commissioners and the service generally.

Smart Bridge Work

The most extensive damage was caused between Traralgon and Glen-garry, where it is estimated that 25,000 cubic yards of filling will be required to restore the ballast and banks washed away for a distance of about one mile.

A considerable portion of the Tarwin Bridge was also swept away by the flood waters. Pile driving and other equipment was rushed to the scene immediately the "up" section of the line was safe, and the bridge was ready for traffic in one week.

Though at Nilma, one span of the bridge and 90 ft. of an embankment 20 ft. high were washed away, a temporary bridge 110 ft. long, suitable for the passage of trains, was erected in 2½ days.

While the damaged bridges at Tarwin and Nilma were being repaired, the "up" and "down" train services terminated at Leon-gatha and Tarwin and Darnum and Warragul respectively. Road Motor services were immediately introduced for the transfer of passengers and goods.

The Month's Topic

A Happy Augury

ELSEWHERE in this issue appears a summary of the more important happenings in the Department during the past 12 months.

Although restricted space precluded extended reference to many activities, sufficient has been mentioned to strengthen still further our pride in being associated with the Victorian Railways.

* * * *

It was a noteworthy year—a year during which all sections have co-operated to establish an unprecedented record of service in situations involving the maximum of effort and strain.

The many outstanding performances have demonstrated beyond all doubt that the Victorian railwaymen can rise to the occasion when the interests of the State call for an exceptional achievement.

* * * *

In the final analysis, that was the foundation upon which the year's operations rested, and it is the recollection of that highly significant feature which is a happy augury for the year which has just commenced.

V.R. Road Drivers' Safety Record

OF the 53 Departmental road motor drivers entered for the annual "Freedom from Accidents" Competition conducted by the National Safety Council of Australia, 43, or 81 per cent. qualified for the Council's Certificates for the year.

In the unavoidable absence of Mr. Commissioner M. J. Canny, the General Superintendent of Transportation (Mr. M. A. Remfry) presented the diploma certificates, and conveyed to the recipients the Commissioners' appreciation of the splendid safety record which had been achieved by them.

Mr. Remfry paid a special tribute to the careful driving of three of the men (Drivers T. N. Bass, R. Horne and E. Fleiner) who have not been involved in an accident on the roads since being entered for the Competition four years ago. Nineteen drivers were held to be not blame-worthy for accidents during the same period.

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

SERVICE

THE following letter of appreciation was received by the Commissioners from the Secretary, White Rock Lime Co., Melbourne:

"I wish to express our appreciation of the treatment we have received from the Department during the past fortnight when the railway system has been damaged by flood waters.

I wish to refer particularly to the speed with which the Moe-Walballa track was repaired and again placed in commission; the courteous attention and service afforded by Mr. Fethney, of Way and Works Branch, the Officers of Room 10 and the station staff at Traralgon.

We consider that the manner in which the work was handled reflects the greatest credit on those responsible for the organisation."

Growing Popularity of Holiday Train

THE increasing popularity of the Holiday Train amongst holiday-makers was strikingly demonstrated by the record number of bookings for the 7-days Christmas tour embracing some of the leading scenic features of the south-western district and Mount Gambier, South Australia.

At the time of going to press, 80 reservations had been made on the train, and of this number more than half had taken part in one or more of the four previous Holiday Train tours.

This party, which left Melbourne on December 26, is the largest which the Department has ever organised for an extended tour involving road and rail travel over such a widespread area.

Plans are already in hand for a further tour of the Holiday Train during the forthcoming Easter holiday period.

Striking Tribute to Value of Selector Telephones

"WITHOUT the selector telephone system it would not have been possible to organise and direct the multifarious matters which became urgent with bewildering rapidity following the damage caused by flood waters in Gippsland last month," declared officials of the operating Branches.

From the time it became apparent that the damage would be of unprecedented proportions, the Train Running Room at Blinders-street was the "nerve centre" from which directions were flashed to all parts of the affected districts.

"I cannot emphasise too greatly the value of the work we were able to do by means of the selector telephone system," said Mr. J. M. Ashworth (Chief Engineer of Way and Works). "Here in Melbourne, we were afforded the invaluable facility of speaking directly with our men in the flood damaged areas, and thus it was possible to plan our arrangements with that speed which the seriousness of the situation demanded."

Instead of being closed on Sunday, December 2, the Train Running Room remained open, and throughout the day there was no abatement in the conversations between Melbourne and all parts of Gippsland.

Rail Traffic Was Heavy For Eucharistic Congress

THE special passenger traffic handled by the Department last month for the various services associated with the Eucharistic Congress was the climax of an unprecedentedly busy period since the commencement of Centenary Celebrations on October 18.

An outstanding feature was the running of 31 special trains on country lines to and from Melbourne on Sunday, December 9. In addition 10 extra return trains ran on main lines to connect with the main trains.

This represented not only the highest number of country trains scheduled on a Sunday, but also the greatest number of country trains converging on Melbourne, without a restricted period, on either a weekday or a Sunday.

Unusual Frequency

The only comparable "up" services are those at the conclusion of the Christmas-New Year and Easter holidays. Those services are, however, spread over the whole day, whereas the 31 trains on December 9 were timed to reach Melbourne within a period of little more than one hour.

The unusual frequency of trains arriving at Spencer-street necessitated the employment of five pilot locomotives to haul the trains, after charging passengers, from the sidings so that the next arriving train could be promptly accommodated on platforms.

All the available siding accommodation for passenger trains was used while awaiting the return traffic. Some of the trains had to be parked in the sidings leading to the Melbourne Goods Sheds.

Heavy Suburban Traffic

Special suburban traffic was particularly heavy on December 9 when an estimated number of 12,000 extra passenger journeys was made on the electric system.

A further rail feature during the Congress was the exceptionally large number of people travelling to the Showgrounds on three successive days—December 6, 7 and 8. Passenger journeys between the city and the Showgrounds Platform on those days totalled more than 140,000.

Nearly half—25,000—of the passenger journeys on December 7 were made by children, when 14 special and 17 return trips were made by special trains between various stations and the Showgrounds. These trains ran direct on both the up and down journeys.

Outstanding Railway Happenings of 1934 Reviewed

TEAMWORK AND EFFICIENCY WERE CONSPICUOUS FEATURES THROUGHOUT YEAR

THE VICTORIAN Tours made by H.R.H. The Duke of Gloucester in the Royal Train . . . the peak period of the State-wide Centenary Celebrations . . . the official visit overseas of Mr. H. W. Clapp (Chairman of Commissioners) . . . the first sittings of the Transport Regulation Board . . . the most comprehensive review of country train services undertaken in recent years . . . and many other happenings of special railway significance made the year 1934 one of outstanding importance in railway history.

Since the commencement of the Centenary Celebrations, passenger traffic records have been established, and in the attainment of many of these records complex train operating conditions were overcome in a manner which afforded a gratifying exhibition of the efficiency and teamwork of the service. The remainder of the year's diversified operations were carried out in an equally striking manner, all Branches co-operating to achieve a consistently high quality of performance.

IDE of place among the responsible tasks successfully accomplished must be accorded the provisioning and operating of the Royal Train. The Duke of Gloucester travelled more than 2,100 miles in the Royal Train—a mileage previously covered by a Royal Train in this State. Splendid co-operation of effort by all Branches ensured the safe, comfortable and uneventful running of the train.

From the commencement of the Centenary Celebrations until the conclusion of the Eucharistic Congress in Perth, an unprecedented volume of passenger journeys—more than 2,000,000—was recorded on the Victorian railway system. Heavy traffic was also handled in the country, particularly on the Portland

intervention of the four-day strike just prior to the beginning of the special train services for the Centenary Celebrations severely hampered the organisation of the suburban services. Excellent co-operation by all Branches, however, enabled unusual operating conditions to be successfully met and 74 per cent. more passenger journeys than normally were made—more than 2,369,000 in the four days.

Clapp's Mission

During the year, Mr. Clapp paid his official visit to the more important railway systems of the United States, Canada, Great Britain and Europe.

Mr. Clapp's mission was directly connected with the far-reaching improvements in rolling stock and general equipment introduced to provide the most economical means, and the transport services demanded under present day conditions.

A highly important step towards economic co-ordination of transport was the establishment of the Transport Regulation Board. Country

road passenger and long-distance goods carriers desiring to operate for hire or reward are now required to obtain from the Board, licences to operate under definitely prescribed conditions. The Board has for some months past been engaged in hearing and dealing with applications for licences, but owing to the magnitude of the task, a considerable further period will elapse before transport in all portions of the State will be regulated.

Train Services Improved

One of the most comprehensive reviews of country train services undertaken in recent years was commenced in April last when the train services in the south-western and north-eastern districts were overhauled. Substantially faster schedules were introduced wherever possible, and more convenient times fixed for the departure of country trains from Melbourne.

Further extensive alterations and accelerations became effective on October 1. The schedules of at least 250 regular services were greatly improved in the northern and north-western areas. The remaining sections of the system—the Eastern and South-eastern lines—will be reviewed and improvement effected as early as practicable.

Fare reductions of unprecedented liberality were made available at Easter and Christmas and also for the Centenary Celebrations. The usual concession fares were reduced by 20 per cent. for second class travel, and for the first time the first class fares were only 25 per cent. more than the second class rates.

A new record in the percentage of non-collected country tickets was made in July. The overall percentage for the State was 1.56, eclipsing the previous record of 1.65 made in July, 1930. Altogether, 129,956 tickets were issued, and of these only 2,031 remained uncollected—a tribute to the increasing vigilance of the checking staff.

An extensive programme of track

betterment works was carried out, principally by money received from the Government's Unemployed Relief Fund. Approximately 7,000 men were engaged for varying periods in the country reconditioning and strengthening tracks and in relaying and regrading. The drainage of suburban lines was also improved.

To permit the economical operation of substantially heavier goods trains from the Wimmera, one of the biggest re-grading works undertaken in recent years was completed between Glenorchy and Ararat. The largest section of the work comprised the building of a new embankment, 12 miles long, between Glenorchy and Deep Lead. The embankment's maximum height above the natural surface is 29½ ft., and above the old grade line 16 ft.

Considerable attention was given to increasing the horsepower of certain locomotives. Modifications of a far-reaching nature were made to the front ends of the locomotives, the cumulative effect being greatly improved steaming capabilities. Faster train running schedules and reduced engine requirement times were achieved. Twenty-eight locomotives were modified—"C" class, 7; "A2" 16; and "A1" 5.

Auto. Coupler Progress

The all-welded method of construction, which increases structural stability and provides economy in production, was adopted as standard practice for "1Z" open type goods wagons of 27 tons capacity. During the year, 180 of these vehicles were built by the all-welded method.

In continuation of the policy of equipping rolling stock with draw and buffing gear of modern design, an additional 1,400 wagons and 50 steam locomotives were fitted with automatic couplings. Forty-three express stock cars were converted to receive automatic couplings—the first step in the plan to equip all country carriages in this way.



Personal Postscript



Up and Down

ONE of the tallest of the 20,000 men in the service and also one of the best-known personalities wherever permanent way employes foregather, Road Foreman Bill Ockenden recently experienced the extremes of comparative calm and bewildering bustle. Eighteen months as the completely successful road foreman on the big re-grading job between Ararat and Glenorchy was followed by notice of promotion to Oakleigh. He then decided to take an extended holiday, and with the happiest recollections of his "let-up" and (if possible) a more than usual amount of energy, he quietly took over at Oakleigh on November 25. Exactly five days later, rain and wind swept through Gippsland with tornado-like severity, leaving a trail of damage never previously known in Victorian rail history. Bill's section to Moe and several branch lines suffered severely, and he was immediately in the midst of the area, directing his men in their all important work of making the tracks safe for traffic. It should be mentioned, too, that one of the very few suburban lines affected by the flood waters was the Mordialloc-Aspendale section, which is also in Bill's section. There are few miles of track in this State which he has not traversed in his 34 years of service as repairer, plate-layer, ganger, special ganger and road foreman. —M.T.

* * *

Retired Christmas Day

BILL OCKENDEN'S predecessor at Oakleigh was Road Foreman Jack Ryan, whose 33 years of service were brought to a close when he retired on Christmas Day. He began his final leave on November 26, and thus narrowly missed the exciting period during which the Gippsland flood damage was being repaired. Jack doubtlessly regrets that one

month only debarred him from including this work in a career which has been strenuous and also conspicuous for a devotion to duty. His first job as a repairer at Warracknabeal on November 1, 1901, was but the prelude to service in all parts of the State. He remained associated with the permanent way side of the Department throughout his railway career. While at Wahgunyah in 1914, he received appointment as ganger, and 12 years later he was appointed road foreman at Wangaratta. He was located at Oakleigh for five years.—A.O.

Civic Honor

THE recent election of Mr. J. J. Poynton as Lord Mayor of the City of Perth aroused widespread interest among his former colleagues in this Department. He is the first ex-Victorian railwayman to attain such a high Civic office. Mr. Poynton's early career in the Victorian Railways embraced transportation experience at Geelong and the Melbourne Yard prior to his transfer to Room 10 in 1903. He remained there until 1912, when he accepted appointment as Chief Transport Officer during the construction of the Trans-Australian railway. When the line was opened for traffic, he became General Superintendent of Transportation and Stores of the Commonwealth Railways. In 1920 he resigned from that post to take over the position of General Manager of the Midland Railway Company of Western Australia, a position which he still holds.

—B.C.

January Birthdays

DRIVER A. Arblaster, of North Melbourne Loco. on the first; Telegraphist J. E. Hesking, of Seymour, 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 Wycheproof,

on the fifth; Chief Clerk C. D. Ballarat Goods and B.-maker G. A. M. of Newport Workshops, on the sixth; Chief Elec. Engineer C. G. H. M. and Train Despatcher R. F. Dodd, seventh; Jack Fetherstonhaugh of Branch, Driver C. E. Muirfett of M. and Repairer J. E. Williams on the Commercial Agent W. L. Middleton, Officer A. H. Rogers on and Signal Barton of Flinders-street, on the Traffic Inspector P. J. Cahill, on the Road Transport Supervisor C. G. Shunter A. E. Coles, of Warragul and J. T. Hayes of Murchison East on the Fireman J. O'Farrell of Ballarat and man G. Carter of Geelong, on the Ldg. Shunter J. Palmer of Hamilton Melbourne Workshops Manager Thornton and Bendigo Dist. Supt. Proctor on the 15th; Fireman J. E. of Warrnambool, on the 16th; E. C. McPhee of Bendigo, on the Yard Foreman A. H. Sleeth of M. Yard and Relv. Asst. S.M. N. V. c/o Metro. Supt., on the 18th; Y. W. S. Kennedy of Serviceton and Examiner E. McIntosh of Traralgon, 20th; Bonding Supvr. W. W. Flinders-street, on the 21st; Sp. Stationmaster A. T. Giles, on the Signal Engineer E. F. K. McIvor, J. Pollock of Bendigo, and Signal Smith of Caulfield, on the 23rd; Officer W. W. Reid, Elec. Engineer McLean and Cleaner J. T. Taylor of boola on the 25th; Stationmaster Brough, of Port Melbourne, L. C. of the B. & P. Board and Dep. D. W. Bell of Korumburra, on the Ldg. Shunter C. O'Halloran of M. Yard, Fireman R. Sampson of B. Enginemen's Instructor W. H. 29th; and Driver W. Busbridge of on the 31st.

World's Smallest Passenger

A TWO MONTHS' baby Emanuel San Filipino, who weighed only 2½ lb. arrived in Melbourne on the Twentieth Century Locomotive recently in a specially oxygenated drawing room. Weighing only 2½ lb. at birth, the baby was taken to an incubator in Atlantic City operated by a doctor, who also operated an incubator at Coney Island. "A Century of a progress," said the Atlantic City and Coney Island incubators, however, are being replaced for all the babies except Emanuel have outgrown them. So Emanuel was brought to the World's Smallest Passenger incubator. A portable incubator plugged into an electric light socket in a special compartment flooded with oxygen, was his home for the Melbourne railway trip. A special ambulance met him at the Melbourne oxygen cubicle received him at the Fair.

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The V.R. News Letter

February, 1935

Issue No. 53

ROYAL TOUR RAIL SERVICES PRAISED

The following appreciative references to the part played by railwaymen during the visit of His Royal Highness The Duke of Gloucester have been received by the Commissioners:—

H.H. The Duke of Gloucester

I would kindly convey to all concerned the appreciation of the smartness and efficiency shown by the Railway and Police Services, Police Force and Ambulance detachments, on all of whom, during the visit, a severe strain has at times been put.

The Prime Minister (Right Hon. J. A. Lyons, M.H.R.)

The Minister in Charge of the Royal Tour, Mr. Charles Marr, has brought to my notice of the Commonwealth in the manner in which the tour was under the administration of the Railway and State Departments co-operated with themselves and his staff during the visit of His Royal Highness The Duke of Gloucester.

The work of your Police, Railway and Ambulance officials was most efficiently carried out, and the many courtesies shown by them were highly appreciated.

Mr. Charles has made particular reference to the services of your State Police, Mr. C. C. Gale, whose untiring ability and unflinching courage contributed in no small measure to the success of the tour.

I would be good enough to convey my thanks to the officers of your Departments who formed part of the organisation which showed appreciation of the Commonwealth and their services.

The Premier (Hon. Sir Stanley Argyle)

I would be glad if you would convey to the Chairman of the Railways Commissioners

my appreciation of the excellent arrangements made by the Railway Department in connection with the visit of His Royal Highness The Duke of Gloucester, and my congratulations to all concerned on the very satisfactory way everything was carried out.

I should like to specially thank Commissioner N. C. Harris, who accompanied the Royal Train on the country tours and was chiefly responsible for the excellent arrangements made, Mr. W. R. Price for his co-operation in connection with train services, and Mr. M. A. Rensfry, General Superintendent of Transportation, Mr. A. C. Allston, Chief Mechanical Engineer, Mr. E. Richard, Metropolitan District Engineer, and Mr. C. J. Ramsay, Manager, Dining Car Depot, for their valuable assistance.

From the Minister of Transport (Hon. W. S. Kent Hughes, M.L.A.)

I have very much pleasure in forwarding herewith a letter from The Honorable the Premier, concerning the work of the Railway Department during the visit of His Royal Highness The Duke of Gloucester.

I would like to add my own thanks to those of the Premier. Every member of the staff carried out his task in the most efficient manner, and when one considers the large amount of extra and intricate work which was thrown on to the staff immediately preceding and during the initial stages of the visit, on account of industrial troubles, the highest praise would not be out of place for the manner in which the Railway men did their jobs.

In making these eulogistic references available to the "News Letter," Mr. H. W. Clapp, Chairman of Commissioners, said: "I desire to add my personal expression of keen appreciation of a job well done and pride in the whole service for the wonderfully efficient manner in which every emergency was met."

Railway Dietitian Starts Next Month

Having completed 12 months' study under an expert dietitian at St. Vincent's Hospital, Miss Betty Wilmot, will commence her duties as Railway Dietitian on March 2. This is the first appointment of its kind made in the railway system in Australia and New Zealand.

Special significance is attached to Miss Wilmot's appointment as it represents an important step forward in the Department's policy of raising the standard of service for train travellers.

Miss Wilmot's special knowledge and advice will be availed of in the selection of female staff and in the scientific supervision and management of refreshment rooms, fruit juice drink stalls and other activities of the Refreshment Services Branch.

Miss Wilmot's ability as exhibited in her course at St. Vincent's Hospital is warmly praised by the Hospital authorities. She brings to her new position a practical experience gained during an intensive training period at this institution.

Her course included a comprehensive experience in the diet and main kitchens, and in the food-costing divisions. She also did a course of cookery at the Emily McPherson College of Domestic Economy.

Australia's Latest Travel Magazine

"WALKABOUT," the new monthly travel magazine produced by the Australian National Travel Association, of which Mr. H. W. Clapp is the Chairman of the honorary Board of Control, promises to be a potent factor in encouraging the Australian people to "See Australia First." Mr. Charles H. Holmes, the Director of the Association, who was formerly Chairman of the Betterment and Publicity Board, is editing the publication, which will be Australia's Geographic Magazine.

Launched in November last, with an initial printing of 20,000 copies, *Walkabout* was so well received that 22,000 copies are now being printed each month.

Australia, New Zealand and the South Sea Islands are all featured by colorful articles from the pens of such popular writers as Ion Idriess, Vance Palmer, Arthur W. Upfield, Charles Barrett, Noel Monkman, Charles Chauvel and many others who are thoroughly familiar with their subjects.

Christmas Treat by Bendigo Railmen

MENTION in last month's "News Letter" of the Christmas Treat arranged by 30 Frankston railwaymen for their womenfolk and children, totalling about 130, has inspired Mr. A. Isles, Secretary of the social committee connected with the Bendigo Works Branch cricket club, to forward details of a somewhat similar function.

On December 22, 200 children and their parents were guests of the club at afternoon tea which included a plentiful supply of ice cream, lollies and fruit. A large Christmas tree, heavily laden with toys and gifts, was provided for the children who were also entertained by swing boats, seesaws and roundabouts.

Mr. A. E. Cook, M.L.A., and Cr. A. Staples, Mayor of Bendigo, also attended, and they both warmly congratulated the railwaymen on their happy thought and the excellence of the comprehensive arrangements made for the entertainment.

The Month's Topic

A Talking Point

VASTLY improved train services to be brought into operation this month on the Bendigo and Daylesford lines represent a further instalment of train alterations introduced as a result of the Department's continuous and systematic review of passenger services. They have to a large extent been made possible by the Department's carefully-planned policy over a number of years of improving tracks, signalling, locomotives, etc.

In April and October of last year comprehensive improvements were made to passenger and goods train services in various other parts of the State, excepting the Eastern and South-eastern districts, resulting in greater public patronage and much more economic handling of traffic.

When the Gippsland lines are brought within the scope of the scheme, the Department's country train services will reach a standard hitherto unattained.

Wherever practicable greatly accelerated schedules, combined with more convenient departure and arrival times, have been introduced to improve our services to the public—factors upon which we must fully inform ourselves because it is vital that the new timetables and services be given the widest possible publicity.

Service

"I WISH to express our appreciation of the manner in which all members of the railway staff and employes at Moe rose to the occasion during the dislocation owing to the floods in December.

The township of Moe was cut off from surrounding districts by both rail and road. Emergency communications were organised and maintained by motor trollies on damaged railway lines and over damaged bridges, this being the only way of getting food and stores to and produce from a large section of the farming community.

The willing services rendered by every section of the railway employes has been very much appreciated. I am purposely refraining from mentioning names, some did more than others, but I think everyone did all that his opportunities allowed."

—Mr. R. L. Adamson, Manager, Moe Co.-op. Dairying Co. Ltd., writing to the Commissioners.

In appreciatively acknowledging this tribute to the excellent work performed, the Commissioners said "... From their own observations, the Commissioners are satisfied that this 'man size' job was tackled and completed in a manner that was beyond praise. ..."

Mr. Clapp Reviews Rail Finance

INFLUENCE OF ROAD COMPETITION

STRIKING facts and figures relating to the financial position of the Department during the 12 months ended June 30 last, were given in a review by the Chairman of Commissioners (Mr. Harold W. Clapp) last month.

He stated that although the deficit for the year (£735,119) is an increase of £40,000 on the deficit for the previous year, it is still considerably lower than the deficits in the years, 1929-30, 1930-31, and 1931-32. The deficit promises to be even lower for the year 1934-35.

THE railway revenue of £9,249,866 in 1933-34 was the lowest since 1919-20, when the fares and freights were appreciably lower than they are now. It has fallen 33 per cent. since 1926-27, the peak year, when the revenue was £13,761,000.

On the other side of the ledger the working expenses for 1933-34, after deducting £251,103 provided from unemployment relief funds, amounted to £6,431,791. This total which is 39 per cent. (actually £4,089,000) below the peak year, 1926-27, included an amount of £125,562 expended on works associated with unemployment relief, but it was yet £140,998 less than the comparable expenses for 1932-33.

Interest and Exchange

Interest charges for 1933-34, including exchange at present rates, were £3,553,195. Loan conversions are responsible for the fact that this sum is £90,682 lower than the amount of interest and exchange payments for 1932-33 and £546,448 lower than the interest and exchange bill for 1931-32.

During the years when traffic was steadily increasing, the railway equipment was built up to enable the business to be handled efficiently. With the greatly reduced volume of traffic now offering, the interest on the increased capitalisation, made more formidable by the added exchange, is a very serious burden.

Out of every £1 earned in 1933-34, 7/8d. had to go out for interest and exchange, whereas in the railway peak year, 1926-27, only 4/9d. in the £1 was earmarked for that purpose. In that year, of course, exchange on interest was not payable.

Rate-cutting Evil

The greatest concern of the Department is the fall in revenue. One of the most important factors is the development and growth of road motor services.

Road transport which reveals its greatest competitive vigour in the carriage of high-class commodities—

the most desirable freights of railways and those upon which they rely to enable them to quote specially low rates on primary products, etc.—had brought rates to a level which, in many cases, not possibly yield a fair return under reasonable working conditions.

Goods Traffic Loss

This position was responsible for further railway rate concessions by means of freight contracts. Steps met with a measure of success, but, at the same time, it is estimated that the overall losses, due to the activity of the road services, amount to at least £400,000 in goods traffic alone.

The value of the railway services will be better appreciated when it is explained that the average charge to railway consignors of goods and livestock over the year amounted to a little over 1/4d. a ton per rate at which no road operator could live, even with his right of way largely maintained at the public expense.

It is only by concentrating on selected freights of the higher specifications that road operators are to compete with the railways.

Looking Ahead

Since the last balance sheet presented the general position has improved manifestly. The increase in the revenue mainly by the Centenary Celebrations, the Eucharistic Congress and the increased return from passenger services is shown by an approximate increase of £1,500,000 in the last seven months, as compared with the same period last year.

While this is very encouraging and indicates a somewhat reduction in the deficit for the current year, it appears to be little prospect of substantial improvement in the financial results until the economic situation of the State has improved and the stabilisation of the currency through an equitable co-ordination of all such services, has been attained.

Features of New Telephone Directory

DESCRIBED by officials of the Postal Administration as the most conveniently classified publication of its kind they have yet seen, the new telephone directory for the railways automatic and harmonic telephone services will shortly be distributed.

Printed at the Railways Printing Works, the new directory embodies the altered telephone numbers which will come into use when the change-over from the existing to the new automatic exchange takes place this month.

simplicity of reference to the numbers has been achieved. Users will be greatly assisted by the re-arrangement of the numbers.

As far as practicable, all the various Branches of the different Branches have been grouped in alphabetical order under their appropriate Branches. In very few exceptions, telephone numbers appear in one place only in the directory.

Each Branch group begins with the telephone number of the Head Office, and then follow all the

pages in the new directory.

It is necessary to emphasise that, in making a Departmental call, the dialling operation should be deliberate, not hurried. Dialling will be ineffective if commenced before the "dialling tone," which should be heard within a second or two after the receiver has been lifted.

A feature, entirely new in telephone mechanism in Australia, is the facility to transfer automatically calls from one extension to another. If a call be connected to a wrong number, it will be possible to transfer the call merely

JAMBOREE—MAGNIFICENT RAIL JOB

WE saw for ourselves on December 27 the work done at the Frankston end by the railways in handling and facilitating the heavy Scout rail traffic.

The Scout section of the transport which was located in Melbourne, awaiting the arrivals there and ready to despatch the Scouts, have become themselves to camp, and the most wonderful helpfulness of the railway staffs at Spencer-street and Flinders-street, also.

The Railways Department handled and coordinated all traffic without a hitch and when trains were slightly

out of schedule on arrival in town, they altered or amended other train running with a speed and certainty that amazed our Scouters, in order to keep a steady flow of Scout traffic to Frankston.

Senior officials, station staffs, train crews—railwaymen from the highest to the lowest—all rendered amazingly fine service, and earned the warm regard and gratitude of all concerned.

On behalf of Scouters and Scouts, we thank them, and, perhaps, if this meets the eye of the proper authorities, they might pass on our sincere tribute in the appropriate railways news channels. —From "The Jamboree Daily"

by dialling the appropriate number, preceded by "A."

When the new exchange commences operating, all railway telephone numbers except those between 1,500 and 1,699 will have the facility of calling direct into the Postal Department's network. If the number required is connected to one of the automatic exchanges, the postal call symbol and number required may be dialled, preceded by "Y." If the number is disengaged immediate connection will be established.

In the case of the Postal Department's manual exchanges, such as Central and Brunswick, the dialling will consist of the postal call symbol preceded by "Y" which will bring contact with the postal telephonist who should be asked for the number required.

Jamboree Brings Heavy Traffic

MAINAINING the high standard of service so conspicuous during the Centenary Celebrations, the Department successfully performed the big job of transporting record crowds of Boy Scouts, Girl Guides and visitors to and from the World Jamboree at Frankston during late December and early January.

Altogether, 18,500 Boy Scouts and Girl Guides travelled by rail to and from Frankston. During the period of the Jamboree, 110,000 inward and outward passengers were dealt with at Frankston—a unique record for that station.

Ordinary train services were augmented by 11 steam and 70 special electric trains during the Jamboree. The peak of the traffic occurred on New Year's Day when 23 special electric trains were pressed into service to cope with 40,000 passenger journeys.

Special steam trains were run direct between Adelaide and Sydney and Frankston, conveying nearly 3,000 Scouts. A special train was also scheduled from Sydney for Girl Guides.

More than 7,000 Scouts, who converged on Melbourne by ordinary trains from all parts of Victoria, were also conveyed from Spencer-street to Frankston on December 27 in a series of special trains.

During and immediately following the Jamboree, numerous special trains were run for Scouts and Guides taking part in excursions and displays in and around Melbourne.

Catering Feat

Railway catering for the Scouts and Guides at refreshment rooms reached unprecedented proportions.

At Ballarat on December 27, the biggest undertaking ever attempted at a Victorian refreshment room was successfully accomplished. Two special "Scout" trains, conveying a total of 989 passengers, reached Ballarat within a space of five minutes. Each train load was divided into two sittings for breakfast, the maximum number at one sitting being 274.

Due to skilful planning and excellent service by the refreshment room staff, all tables were cleared and reset in intervals of 10 minutes between each group meal.

Huge quantities of sandwiches—totalling nearly 5,300—were served at Seymour and Kyneton to Scouts and Guides on special trains. For sight-seeing excursions on January 8, 9 and 10, 4,560 bag lunches were prepared in Melbourne.

Nearly 1,700 counter meals were also provided at the Ballarat, Kyneton and Seymour refreshment rooms on three days, the maximum number at one meal being 520.

Personal Postscript

State's Biggest "Landlord"

AFTER presiding over that comparatively little-known, but highly important division of the Department—the Estate Office—for 7½ years, Mr. R. A. Rankin retires this month. His expert knowledge on the many complex phases of land dealings was gained during 47 years' continuous service on that work. In all large and small railway engineering works involving the acquisition of land, Mr. Rankin has "blazed the trail" in valuing and acquiring land and property in all parts of the State. More than 20 years ago he took a leading part in the drawing up of a standard form of agreement governing the operation of the hundreds of private sidings throughout the system. His work in this direction brought praise to the Department from overseas railways. As a Lands Officer, Mr. Rankin also occupied a prominent role in selecting sites and acquiring land for the wheat storage sites at country and terminal stations during the Great War. The inauguration of this huge scheme, for which there was no precedent, was rendered more difficult by the record wheat yield of nearly 60,000,000 bushels in 1915-16. As Estate Officer controlling more than 2,000 Departmental residences, shops on railway land and leases, which yield a yearly rental of nearly £150,000, Mr. Rankin could confidently claim to be the biggest "landlord" in the State. —C.J.D.

Behind the Scenes

MEMBERS of the V.R.I. Cricket Team visiting Sydney this month to seek Interstate honors against N.S.W. and Queensland are, at least, assured of one success—the trip, organised by Roy Kidd, of the Spencer-street Telegraph Office. Promotion of the social side of the Department has long been his hobby. As Secretary of the V.R.I. Cricket Association and V.R.I. Clubs' Association, V.R.I. Councillor and Founder and Organiser of the Railways Cricket and Tennis Week, he has an all-the-year job which affords him full vent for his completely congenial work. As a

Telegraphist, it is safe to assert that when he is operating, he knows the operator at the other end of the line because railwaymen in all parts of the State have at some time come within the scope of Roy's organising work behind the scenes. The spacious sports ground (cricket, tennis and football) which the V.R.I. possesses at Royal Park has no more ardent publicist than Roy who urges all railwaymen to regard it as their own —H.E.

Railman's Rise

LAATEST railwayman to receive an important appointment outside the Department is popular Campbell Turnbull. Last month he was selected by the State Cabinet to be Assistant Crown Solicitor, and thus at the comparatively early age of 36 he is occupying one of the leading posts in the Crown Law Department. His success has brought great pleasure to a wide circle of friends in the city and his home-town, Wedderburn, where he began his railway career as a junior clerk in 1913. After a period as a booking clerk at Ringwood, he was transferred to the Claims Agent's Office where his proficiency in shorthand and typewriting led to his temporary transfer to the Crown Solicitor's Office (Railway Common Law Division). In 1931 he was admitted to practice as a barrister and solicitor in the Supreme Court of Victoria, and in the following year he assumed control of the Division to which he had been "temporarily" transferred 16 years previously. His friends predict that in between expressing opinions on complex questions of law, he will find a chink for the delivery of an opinion on the prospects this year of the South Melbourne football team, of which he has always been a keen supporter. —B.

February Birthdays

STATIONMASTER H. O'Hagan, of Birchip, and Repairer L. P. Monigatti, of Rochester, on the first; Firemen E. Allen of Yea and J. Pilkington of Traralgon on the second; Upholsterer H. Opie, Stationmaster J. F. Horsburgh, of Auburn, Repairer J. Klemm of Rainbow and Shunter Tom Halfpenny of Bendigo, 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; Boilermaker's Help W. F. Mayne and Fireman S. W. O. Chaat of North Melbourne Loco. on the fifth; Engine Driver J. S. Nancarrow of Benalla and Repairer W. S. Kick of Goldsborough on the sixth; Asst. Estate Officer R. F. Calcutt and Fireman J. T. Callahan of Ballarat on the seventh; Signalman R. Fawcett and Yard Porter T. P. Reher of Ivanhoe, on the eighth;

Guard O. C. Healey of Dimboola on the ninth; Ganger T. Skermer of North Melbourne on the tenth; Plumber W. Sharman of Ballarat and maker W. F. Anstey of North Melbourne on the 10th; Betterment and Publicity Member G. A. Curtis, Road Foreman Cashen of Ballarat, Ganger W. T. Pakenham and Optg. Porter R. J. S. of Bruthen, on the 11th; R.M.O.'s D. M. Little and Commissioner N. C. clerk Alf. Gilmore on the 12th; W. V. Bishop of Sale on the 14th; Engineer W. Bromby and Repairer Jenkins of Windsor on the 15th; Officer R. A. Rankin, 'Phone Attendant N. W. Armstrong, of Newport Works and L. H. Upholsterer E. L. Stannard of Dudley-street, on the 16th; Carpenter Ford and Yard Porter W. H. Deane of Bacchus Marsh on the 17th; R.M.O.'s Gordon, Driver V. A. Collins of Bendigo and Cleaner A. J. Sheppard on the 18th; Engine Driver Bert Rachinger, Shedman Bolitho of Bendigo and Signalman F. G. of Benalla, on the 19th; G. P. & F. A. McClelland on the 20th; Repairer W. G. of Ballarat and Tramway Inspector Griffiths on the 22nd; D.R.S. Supt. McLeod of Bendigo on the 23rd; Supt. master A. L. Abbott of Flinders-street, and Shunter E. J. Green of Dandenong, Clerk J. K. Donald, of Room 1, on the 24th; Carpenter H. S. Bullen of Shepparton on the 25th; Supt. Train Services W. G. and Road Foreman J. P. O'Loughlin of Melbourne on the 27th; and Chief Electrical Engineer H. P. Colwell, on the 28th.

Last Mile Post

THE death of Mr. R. W. Easterby, Clerk of the Way and Works Branch, came as a great shock to numerous both inside and outside of the Department. His death, within 12 months of removing one of the most conscientious and painstaking officials in the Department. For more than 18 years, Mr. Easterby occupied the highest clerical post in the Way and Works Branch. In that position he supervised the whole of the non-engine activities of the Branch under three successive Chiefs—the late Mr. J. H. Fraser and Mr. E. H. Ballard and J. M. Ashworth. "His extensive knowledge of the Branch gained during 47 years' service was invaluable in solving the almost endless success problems which arose in a Branch whose activities extend throughout the State. His opinion and advice were always sought by me," said Mr. Ashworth in his tribute to Mr. Easterby.

The Department was represented at the funeral by Messrs. N. C. Harris and Canny (Commissioners), E. C. Eymont (Secretary for Railways), J. M. Ashworth (Engineer of Way and Works), T. F. C. (Comptroller of Accounts) and D. C. (Chairman, Staff Board).

WITH the recent death of Mr. O'Regan, of Canterbury, at the age of 86, there passes one of the earliest railwaymen in the State.

He commenced his career with the Victorian Railways Company 68 years ago. In 1883 he was transferred to Canterbury when that station was opened for traffic. For 25 years he remained as Stationmaster until his retirement from the service. Mr. O'Regan was a popular official when he retired local residents presented him with a valuable gold watch and suitably inscribed, which he greatly appreciated. Two of Mr. O'Regan's sons are also employed in the Railway Department.

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The V.R. News Letter

March, 1935

Issue No. 54

RECONDITIONING HISTORICAL V.R. TUNNEL

1700-ft. Welded Rails To Be Used

PREPARATIONS ARE now being made for draining and reconditioning the double tracks running through the Elphinstone tunnel on the Bendigo line. Many features associated with the carrying out of this work make it one of the most unusual operations undertaken by the Way and Works Branch in recent years.

The tunnel, which is 1254 ft. in length and the longest in the State, is an historic link with the early railroading days of Victoria.

By means of the "gauntlet" track, the use of switches and costly interlocking will be largely obviated, and the cost of the whole work will be materially reduced.

All recognised safeworking conditions will, of course, be in operation during the progress of the work.

Home signals will be erected at both ends of the tunnel, and the movements of all trains will be controlled throughout the day and night by signalmen located in a temporary double line block post.

To warn the workmen of approaching trains, electric sirens will be installed for operation by the signalmen.

An interesting phase of the work is the decision to use 90-lb. welded rails. They will extend beyond both ends of the tunnel, and will thus have a total length of nearly 1,700 ft. These will be the longest rails yet laid in this State, the previous greatest length being 225 ft. The welding will be carried out on the site of the work.

Welded Rails

The even temperatures in the tunnel will be particularly suitable for the welded rails. Smoother and quieter running will be achieved because of the elimination of track joints, while track maintenance expenditure will also be reduced.

The necessary preliminary arrangements are now well advanced, and the actual work of draining and reconditioning will commence on April 29. By working two shifts between 6 a.m. and 12 midnight, it is planned to complete the work before July 1. Two encampments will be established for the accommodation of the men.

Former S.M. Now An Air Chief

APPOINTED to the high post of second in command of the Royal Australian Air Force last month, Air Commodore S. J. Goble, C.B.E., D.S.O., D.S.C., Croix de Guerre, is a former railwayman who has had a brilliant career in aviation. He is now 44 years of age.

He joined the Transportation Branch as a junior clerk in 1907, and rapidly revealed qualities which foreshadowed a successful Departmental career. Shortly after reaching 21 years of age, he qualified for his Stationmaster's certificate, and was appointed to the relieving staff.

Always keenly interested in aviation, he went overseas in 1915, and secured an appointment in the Royal Naval Air Force, which was later merged into the Royal Air Force. In recognition of his services in attacking two hostile machines at close range and bringing one of them down, he was, in 1916, awarded the D.S.C., whilst early in 1917 he was awarded the D.S.O. for conspicuous bravery and skill in attacking hostile aircraft on numerous occasions.

As Lieutenant-Colonel Goble, he returned to Australia in 1919, and immediately became prominently associated with the administration of the Royal Australian Air Force. In 1924, he had the distinction of making the first flight around the Australian coast. He was accompanied by Flight-Lieutenant MacIntyre on this historic aerial survey, and he was awarded the Britannia Trophy for the achievement.

Air Commodore Goble has since been in the forefront of all developments which have led to the high standard of efficiency of the Royal Australian Air Force, and was granted the distinction of C.B.E. in this connection. At the direction of the Federal Cabinet, he has visited England on several occasions to study modern trends in aviation.

Special arrangements are being made for the electrical illumination of the tunnel during the progress of the work, current being obtained from a nearby main owned by the State Electricity Commission.

Construction was followed by the opening of the Melbourne-Bendigo line in 1862—just eight years after the first train to run in Victoria was hauled from Flinders Street to Port Melbourne, then known as the "bridge".

The work comprises the reconditioning of the tracks with 90 lb. welded rails throughout, renewal and regrading of sleepers, grading of the track, provision of new ballast, and a pipe and spall drain to carry away water from the two tracks to carry away rain and spring water.

"Gauntlet" Track

Operations will commence by constructing the down track, and this portion of the work is in progress. Trains from Melbourne will use a "gauntlet" track—a method of working under traffic conditions that has been adopted on numerous occasions.

Trains from Melbourne will proceed as usual to a point near the tunnel and then use the "gauntlet" track. The rails will be laid on the sleepers already carrying the up track, but the up and down trains will travel on one set of sleepers, but each on its own pair of rails. Trains passing through the tunnel, the down trains will rejoin their original track.

When the down track has been constructed with 90 lb. welded rails, sleepers and clean ballast, the "gauntlet" will be moved across the up to the down side to form a temporary route for up trains. The up side has been drained and reconditioned, the track will be in its permanent position.

The Month's Topic

Benefits of New V.R. Telephone Exchange

WITH the opening of the new railways automatic telephone exchange last month, yet another substantial addition is made to the Department's equipment which will be invaluable in promoting efficiency.

Replacing an exchange which, after 25 years had become totally inadequate to handle the increasing volume of Departmental telephone business and with no scope for expansion, the new exchange is a recognition by the Administration of the importance of the telephone in every-day business.

Constant association with the telephone is prone to make users overlook the extraordinary advantages of this modern equipment. The telephone spans distances—today telephone subscribers throughout the world can converse with one another—but not the least important phase is the facility the telephone affords for speedier and more satisfactory conclusions to matters which would otherwise lead to superfluous correspondence and indefiniteness. Complicated transactions can often be promptly completed by phone, and, if necessary, subsequently confirmed in writing.

Co-operation Imperative

Satisfied with the potential benefits which will accrue from the installation and operation of the new exchange, the Administration is naturally anxious that these benefits should be obtained from the outset, and it is our imperative duty to co-operate to the fullest extent in order to attain this objective.

Instructions and hints that will be readily understood are contained in the new Telephone Directory, and their careful study is absolutely essential to secure the best results both from the point of view of the Department and of the individual user.

New Apprentices Begin This Month

EARLY this month it is expected that the first of the 60 successful applicants for the vacant Departmental apprenticeships will commence their duties. Applications for these permanent appointments—the first for five years—were received from 1,801 youths.

Of the total number of applicants, nearly half resided in country areas. In addition to interviewing youths in Melbourne, the Board of Selectors (Messrs. D. Cameron, Chairman of the Staff Board, V. L. Hyndman, Acting Manager, Bendigo Workshops, and J. N. George, Assistant Engineer, of the Way and Works Branch) visited 10 country centres.

One hundred and twenty youths from all parts of the State were selected by the Board, and of these 80 possessed educational qualifications, such as the University intermediate or leaving certificates, or a Technical School intermediate certificate or diploma, which obviated sitting for the educational examination.

After completion of the medical test, a ballot will be conducted to determine the order of precedence for appointment. The candidates who do not secure immediate appointment will be eligible to fill any vacancies arising during the next 12 months.

Apprentices for the grades of fitter and turner, electrical fitter, boilermaker, painter and so on were required for the following Branches:—Rolling Stock, 39; Way and Works, 18; and Electrical Engineering, 3.

Service

"RECENTLY we had occasion to consult your Department regarding the shipment of complete X-Ray equipment to our Adelaide office.

We thank you for the courtesy and help extended by your officers, and are pleased to report that the consignment opened up in good order and condition and has since been installed and working to its capacity.

The consigning was such a success that our Adelaide office request us to forward future goods by the fast goods rail service between Melbourne and Adelaide."

—W. Watson & Sons Ltd., of Melbourne, writing to the General Superintendent of Transportation.

THIS consignment was valued at nearly £500, and it was imperative that it should be expertly packed and transported.

Cases of a special type to ensure safe transit of the delicately-adjusted mechanism were devised by an official of the Claims Agents Office.

A significant feature is the decision of the Company to despatch future consignments by rail following the excellent work performed by the railwaymen concerned.

Better Farming Train 38th Tour

THE 38th tour of the Better Farming Train will take place from March 22 to April 5. The success which attended the running of the train emphasises its value for developmental purposes and the education of the primary producer.

The train, which is described as an "agricultural college on wheels" is provided by this Department and is staffed and stocked by the Department of Agriculture which provides provision for lectures and demonstrations on a wide range of subjects. The tour will embrace the following centres: Tempy, Underbool, Meringur, Werrimul and Renmark.

So highly regarded is the Better Farming train as an aid to the primary producer that, in order to permit of a continuance of its operations, the Commonwealth Bank Board has again advanced funds to finance the coming tour from its Rural Development Fund. The last two tours were similarly financed.

Reso and Easter Tours

WITH representatives of the commercial, manufacturing, cultural and shipping industries of the party, the Reso Train will leave Melbourne on April 8 and visit Hill, Kerang, Rochester, Deniliquin, Tatura, Shepparton, Murkrah, Cobram and Yeppoon before returning to the metropolis on April 15.

Carefully-planned motor tours at each stopping point will provide unique facilities for the Reso tourists to learn at first hand of developments taking place in many phases of primary production.

Bookings for the Reso tour are now being accepted at the Department and Publicity Board Office.

The sixth tour of the Better Farming Train—the Department's latest initiative to enable groups of primary producers to visit a number of the distant resorts at Christmas and Easter instead of remaining at one particular centre—will take place on a tour of the North-eastern Districts over the Easter period (April 12 to 18).

Albury, Beechworth and Melbourne National Park are among the leading features of the tour, including a scenic motor drive through the Australian Alpine region from Melbourne to The Chalet.

Introduced at Christmas, the Holiday Train tours were an immediate success, and are now a regular feature at Christmas and Easter periods. All the available accommodation on the forthcoming tour was fully booked within a fortnight of the itinerary being announced.

NEW V.R. TELEPHONE EXCHANGE

Four Months' Job Completed

This issue of the "News Letter" was going to press, Departmental engineers and mechanics had nearly completed installation of the new automatic telephone exchange in readiness for the change-over on February 24.

Four months ago, a commencement was made with the intricate task of assembling and erecting the thousands of parts. The equipment is of a design never previously used in Australia, and embodies all the latest developments in telephone transmission.

The task which confronted the engineers and mechanics was substantially lessened by the presence of Mr. E. G. Ledin, an

engineer attached to the Ericsson Company, who was specially sent from Sweden to Australia to supervise the erection of the equipment.

Mr. Ledin, who is 29 years of age and has been associated with the Company for seven years, has carried out much important work on behalf of his employers. He is a recognised expert on telephone equipment, and has supervised the installation of similar exchanges in Holland and Esthonia.

He will remain in Australia for a further two months to ensure that Departmental engineers and mechanics are thoroughly familiar with the maintenance and operation of the equipment.

Striking Instance of Teamwork

Last month a group of railwaymen at the Melbourne Yard and Goods Sheds figured prominently in a striking instance of teamwork which ensured the smooth despatch of a consignment urgently needed at Coleraine.

The Melbourne machinery firm specified the conveyance of 30 consignments by the 3.25 p.m. goods train, and although the consignment was delivered at the electric load-out of the Goods Sheds until the last moment, smart work by the railwaymen resulted in the joists being cleared and ready for removal from the train at 3 p.m.

Handling

The truck was taken from the goods train then situated at the distant part of the Melbourne Yard and due to a series of skilful manoeuvres through busy Yard traffic the truck was attached to the goods train which left promptly at 3.25 p.m. Examination and brake test had been completed on the remainder of the train prior to the arrival of the truck so that when it was added to the train that was necessary was to ensure this vehicle and then make the continuity test before the train departed.

"It was a very creditable performance on the part of all concerned," said officials of the Melbourne Yard.

HOARDING JUNK

DON'T hoard up disused material. Allowing elderly or damaged nuts, bolts or other material to lie about and become junk is untidy, uneconomic.

Report anything that has outstayed its usefulness to your senior officer, who will have it sent to the Reclamation Depot for attention.

That is what the Depot is for.

Inserts for Folder Timetables

TO enable purchasers of country folder timetables to keep their copies current with train alterations introduced between the bi-yearly issues of timetables, the Department last month commenced the issue of inserts.

The first issue covers all the country train alterations made since October 1, including complete reprints of pages 23, 24, 25 and 26 of the existing public folder timetable comprising the rearranged and improved train services on the Bendigo, Daylesford and other Northern lines introduced on February 4.

These inserts are available free of charge at all stations, bookstalls and the Government Tourist Bureaux at Queen's Walk and Spencer-street station.

It is intended to issue other inserts covering future series of train alterations introduced after the publication of the usual folder timetable.

Cauliflower Traffic on French Railways

THE cauliflower is a humble vegetable, but it has achieved such an importance in Brittany that special trains are run at high speed to deliver it in France and for transport abroad.

Each winter from 50,000 to 60,000 tons of cauliflowers are produced with a further crop in the late spring or early summer, and the Etat Railway is kept busy carrying the vegetables from Roscoff and St. Pol-de-Leon where large store houses have been constructed. A co-operative organisation controls all the marketing and the packing in wooden crates, 3 ft. long by 1 ft. wide, specially designed for railway or sea transport and providing ample protection for the vegetables in transit.

At the height of the season one or two high speed special trains each consisting of from 20 to 30 loaded cars leave St. Pol-de-Leon in a day. This is a significant instance of the value of the rail for the rapid transport of perishables in bulk, a service which could not be accomplished so successfully by road.

Peak Train Service Achievement

FIVE trains scheduled to leave Nos. 6 and 7 Platforms, Flinders-street, within a space of five minutes is a striking development following the introduction last month of improved peak period train services on the Frankston and Dandenong lines.

Trains now leave these platforms for Dandenong at 5.48 p.m., Frankston at 5.50 p.m., Mordialloc at 5.51 p.m., and Oakleigh and Williamstown at 5.53 p.m.

This frequency of trains is unique in the suburban electrified area, and has been made possible only by the use of the "through" track between South Yarra and Caulfield. It could not, under existing conditions, be achieved on any other suburban lines.

Another important factor is the careful planning and carrying out of the movements of empty trains from the Jolimont Yard to the platforms to take up passenger running.

Formerly scheduled to run express to Bentleigh, the 5.50 p.m. train now runs express to Cheltenham, and thus becomes the longest non-stop regular passenger train in the suburban area.



Personal Postscript



Eminent R.M.O.

TEN years ago, the Department was singularly fortunate in securing the distinguished services of Dr. John Gordon, C.M.G., M.D., M.S., F.R.A.C.S., L.R.C.P., as Railways Medical Officer. His retirement on reaching the statutory age will be regretted throughout the service. Very few of the 20,000 odd railwaymen have not at one time or another passed under his kindly eye. As the principal Medical Officer, he averaged 12,000 examinations a year during his decade of service, and to him is due the present high standard of efficiency of the Railways Medical Division. Prior to becoming Railways Medical Officer, Dr. Gordon was an examiner in surgery at the Melbourne University and Honorary Surgeon at the Melbourne Hospital. Between 1914-1919, he served with distinction with the A.I.F., Medical Services in Egypt, Gallipoli, France and England. Since his return, he has had control of the limless soldiers of Australia on behalf of the Repatriation Department. His predecessor was the late Sir Charles Ryan who was the first Railways Medical Officer to be appointed. —J.J.

Signalman's Record

UNIQUE records are possessed by Signalman Ish Williams who retires this month after 49 years' continuous service in the signalling division. For 37 years he has been on the suburban railway staff, and although for most of that time he was more or less difficult to locate, his colleagues took it for granted that he could be easily found in September and November. They were right because 30 years ago, Ish began regularly to take up duty at the Royal Show and Melbourne Cup. His thorough knowledge contributed largely to the safe and expeditious handling of this busy traffic. "Couldn't tell you," said Ish when asked to say

precisely the number of signal boxes at which he had relieved during the past 37 years. Ish has another record. For 30 years he has been an active Committeeman of the Essendon Football Club—16 years when the team was in the Association and 14 years as a League team. —M.C.

March Birthdays

Fitter A. T. Twells of Geelong on the first; Fireman A. E. Dawson of North Melbourne Loco. and A.S.M. J. J. McDonough of Watchem on the second; Clerk M. Stanistreet, Room 2, Commissioner M. J. Canny, Staff Board Member T. F. Brennan and Architect S. Steel of Head Office on the third; Chief Foreman W. G. Cornish, North Loco. on the fourth; Shunter W. J. Lacey, of Melb. Yards on the fifth; Driver S. Parker, Colac, Accountant's Chief Clerk N. J. Lester and Train Examiner P. Gill, of North Melbourne, on the seventh; Clerk A. J. Paul of Ararat on the eighth; Clerk Bill Conroy of Room 4 on the tenth; Lineman H. Alexander, of Dandenong, Road Foreman E. E. Schurer, Ballarat, and Supt. Roadmaster H. Bye on the 11th; Signalman J. Price of Bendigo and L. H. Fitter L. B. Mudge, Geelong, on the 12th; District Engineer Tom Bye, Provodore Les Brown and Man Power Officer F. P. O'Dea of North Loco. on the 13th; Elec. Train Driver D. P. Ryan, of Glenwaverley on the 14th; Fireman G. Mitchell, of Kerang, Fitter W. J. Lonsdale, Ballarat, and Guard C. A. Potter of Traralgon on the 16th; Works Foreman E. G. Armstrong of Geelong on the 17th; S. & T. Engineer J. A. Malan on the 20th; Train Examiner W. Dunn of Benalla on the 21st; Cleaner A. G. Clements of Traralgon on the 22nd; Boilermaker R. Hill of Ballarat, S. & T. Supvsr. N. S. Smyth, Ballarat, W. & W. Staff Clerk J. A. Norris, A.S.M., G. E. McKemmish of Croydon, Guard T. H. Flynn of Flinders-street on the 23rd; Lineman P. Hyde of Bendigo on the 25th; R.S. Chief Clerk H. L. Dickinson and Train Exmnr. D. Purtle of Dandenong on the 26th; Driver T. H. Dwyer of Warragul and L. Porter T. O'Brien of Bendigo on the 27th; Supt. Loco. Supplies Ed. Dillon on the 28th; C. & W. Shops Foreman J. H. Homersham and Fitter J. S. Telling of North Melbourne on the 29th; Driver C. Crick of Ararat, Parlor Car Conductor Billy Lynch and Signalman P. H. Harding of Lara on the 30th; Jack Cordwell of the G.S.T.'s Office and Signalman P. J. Fogarty of Richmond on the 31st.

Last Mile Post

THE death of Mr. Robert C. Fitter, on February 8th, was as a shock to his workmates at Spotswood Workshops. Joining the Department in 1920 he worked three years under the Inspector of Ironwork and was then transferred to the Workshops staff.

Always willing to lend a hand to those less fortunate than himself, "Bob" will be missed by a wide circle of friends both in and out of the Department. Our deep sympathy is extended to his widow and relatives.

Ideas—And Hats

APPROPRIATELY titled "Don't Keep It Under Your Hat," a pamphlet just issued by the Commissioners for circulation throughout the system, sets out cogent reasons why the submission of suggestions for improving the service is most advantageous to railwaymen and the Department.

"Hats are made," a passage in a direct statement to every railwayman, "to cover heads, not to cover brains." Brainwaves come—they must be quite often, about your job, apparatus or the system. Under your hat, however, is the germ of an epoch-making invention, or a bright idea that will revolutionise some existing railway practice. A new idea may be worth £1, £10, £50 or even more to the Department.

The simple procedure to be followed in submitting ideas to the Betterment and Publicity Board is set out, together with the conditions governing cases where railwaymen desire to take out patent rights in respect of an invention.

Unsuccessful suggestors are urged not to be disappointed or disheartened if your ideas are not accepted. Your non-acceptance does not necessarily mean that your suggestions are without merit. For more, your study of a problem in order to propound a solution will necessarily make you a keener railwayman and fit you even more completely than before, to achieve distinction in the Department."

Since the establishment of the Board 13 years ago, 29,279 ideas have been submitted. Of these, 5,111 have been adopted, 11 are now on the list, £20,366 has been paid in awards.

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The V.R. News Letter

April, 1935

Issue No. 55

Special Train's Dramatic 186-mile Journey

TRAIN CONTROL AGAIN

WIDELY demonstrating its great value in the movements of trains, the train control system played a notable part in a dramatic dash of a special train, containing overseas mail, from Wodonga to Sunshine on March 7.

When the "up" Limited Express left Melbourne from Albury, postal officials were alarmed to discover about 10 cwt. of overseas mail missing. Hurried enquiries revealed that the mail had been delayed between Sydney and Albury.

It was imperative that the mail should leave Melbourne that afternoon at 5.10 p.m. East-West Express connect at Fremantle with an outgoing liner. The advice of railway officials was urgently sought, and at 5.15 p.m. Central Control advised the train control to schedule a locomotive and van to make a specially fitted train from Wodonga.

The mail arrived by road motor at Wodonga at 1.36 p.m., and at 1.41 p.m. the special set out on its long journey to Melbourne.

Control Watches

With the exception of compulsory stoppages at Barnawartha, Benalla and Seymour, which occupied a total of 45 minutes, an express run was made.

Seymour Control facilitated the passage of the special train as far as Seymour, and for the remainder of the journey Central Control closely watched its running.

While the special was speeding to Melbourne, Central Control officials were forecasting the probable arrival of the train and although travelling at up to 40 miles an hour over certain sections, it became apparent that the special train could not reach Spencer-station before the departure of the 5.10 p.m. East-West Express.

It was quickly decided that the 5.10 p.m. express should be detained at Seymour and the special diverted to the branch goods line from Seymour meadows to Albion.

The special eventually reached Melbourne at 5.36 p.m., after covering

Commissioners Welcome New Apprentices

"OUR Chairman (Mr. Clapp) started his career as an apprentice, and the present Heads of our Rolling Stock and Electrical Engineering Branches were apprentices in the Department not so many years ago—I mention these examples to show there is no limit to your opportunities," said Mr. Commissioner N. C. Harris at the V.R. Institute, Melbourne, when addressing the 60 apprentices who began on March 20.

He warmly welcomed the lads as the latest recruits to the service, and emphasised the Commissioners' personal interest in their future progress as railwaymen.

"The trade you have chosen," said Mr. Harris, "will be your capital in life, and you should make it your job to master it thoroughly."

He stressed the advantages they possessed as compared with apprentices appointed prior to the depression. None had been appointed for five years, and this greatly enhanced their prospects of advancement. He hoped they would prove themselves worthy of this unique opportunity.

"To take the utmost advantage of your opportunities," said Mr. Harris, "it is necessary that you should have certain qualities, of which the outstanding ones probably are: Ambition, Energy, Health, Loyalty and Education in its broadest sense."

The Board of Selectors (Messrs. D. Cameron, Chairman, Staff Board, V. L. Hyndman, Acting Manager, Bendigo Workshops and J. N. George, Assistant Engineer, Way and Works Branch) also addressed the lads who were afterwards shown over the Institute by Mr. Cameron prior to commencing their duties in the Department.

the journey of 186½ miles in 3 hours 55 minutes. Transfer of the mail was hurriedly effected, and although the express left Sunshine 31 minutes behind schedule it reached Serviceton on time.

Altogether, it was a most praiseworthy effort on the part of every railwayman concerned in the scheduling and operation of the special train.

American Visitor Leaves "Well Satisfied"

"BEFORE leaving Australia, as an American tourist travelling alone and having received such marvellous treatment by the organisation you represent and everyone connected with it, I feel it a duty as a well satisfied visitor to express the satisfaction I have experienced since I landed in your delightful country.

The trip to Mt. Buffalo National Park was far beyond my expectations; it is very beautiful—The Chalet is marvellous and the people delightfully courteous. The service was as near perfect as it could be, and I can only say that I shall use every bit of my powers of expression and persuasion on my friends to come this way.

Australia is a revelation, and greater contact should be made between our two countries."

—Mrs. Glen Fabrick, of Medford, Oregon, U.S.A., writing to the Chairman of Commissioners.

Busy Year for Rail Ambulance Division

EXPERIENCING the busiest period in its four years' existence, the No. 1 Victorian Railways Division of the St. John Ambulance Brigade attended 777 cases last year, compared with 219 during the preceding 12 months. The Division's activities are distinct from the Department's own extensive Ambulance organisation, and embrace work at events of a non-railway character.

These striking figures are taken from the Division's recently-issued Annual Report which shows that its members were conspicuous at all the leading Centenary fixtures when there were, on many occasions, record assemblages of people in the city.

"The marked increase in the number of cases handled," says the Report, "was due mainly to the Centenary, necessitating heavier requirements in the way of dressings and so on, the cost being mostly borne by the members themselves."

This work is voluntarily performed, in their own time, by the 35 enthusiastic members of the Division. To fit themselves for active work, they assist in the Casualty Department of one of the leading city hospitals.

Appreciative reference is made in the Report to the receipt of £38/9/-, which was collected during the appeal launched throughout the service last year.

The Month's Topic

Influence of Developmental and Scenic Tours

COMMENCING with the tour of the Better Farming Train—March 25 to April 4—several special tours have been listed for the Autumn season.

Large attendances of practical farmers and their womenfolk at each point of visit on this tour are further manifestations of the appeal and value of the train as a means of spreading scientific knowledge.

* * *

On April 8, the Reso Train will take representatives of city and country interests on an extensive six-day tour of Northern Victoria and Southern Riverina.

The unanimous opinion has been expressed that no superior medium exists for the acquirement of so comprehensive a knowledge and understanding of our vast rural areas.

* * *

For the King's Silver Jubilee week-end—May 4-6—a holiday tour is being organised to Echuca. A river excursion along the Murray will be one of the outstanding features.

In their broadest sense, the Better Farming and Reso Trains are developmental, while the Holiday Train tours are providing a means whereby the more remote beauty spots of Victoria are becoming better known to an increasing number of holidaymakers.

New Tennis Court at Highett

In association with the Victorian Railways Institute, railwaymen at Highett have completed plans for laying down a first-class tennis court on Departmental land adjoining the local station.

The Secretary (Mr. A. Wisken, Highett station) says his Committee would welcome members to the newly-formed Club.

"When completed, this tennis court," said Mr. Wisken, "will be run exclusively for the social benefit of railwaymen and their families."

Improving Rail Suburban Services

Easter-Anzac Day

RAIL TRAFFIC RECORDS EXPECTED

FREE country and suburban rail transportation having been granted by the Government to returned soldiers, sailors and nurses travelling to attend the Anzac Day Ceremonies, which will follow immediately after the Easter holidays, country rail traffic between April 15 and 27 is expected to be on an unprecedented scale for that period of the year.

Many additional trains will be scheduled, and in preparing the timetables it will be necessary to recast the whole of the train services ordinarily fixed for the Easter traffic because of the comprehensive alterations and accelerations introduced during the past 12 months.

Plans for enabling free travel to be obtained have now been finalised. Application forms will be available at all railway stations throughout the State and at Branches of the R.S.S.I.L.A.

Service

"AS a Cheltenham resident, I desire to express my appreciation of the improved service on the Frankston line during the peak period—the non-stop run to Cheltenham is fine. Thank you! Having travelled in all the Australian States, I can truthfully say that the Victorian suburban service is by far the best.

I would like to take this opportunity of expressing, on behalf of my wife and self, our grateful appreciation of the courtesy and attention of your staff at all times and especially at Cheltenham, where they often go out of the usual way to oblige. Again thanks."

—Mr. Alfred W. Pennington, of Cheltenham, writing to the Superintendent of Train Services.

Striking Instance of Appreciation

HOW courteous consideration towards a passenger who had unwittingly broken a By-Law reacted beneficially to the Department three months later is described by the General Passenger and Freight Agent.

The passenger was particularly impressed by the courteous—or as he described it "decent"—manner in which the case was dealt with by all the officials concerned.

As a result, when five members of his family desired to travel by steamer from Melbourne to Sydney to farewell him on departure for a trip to America, he decided that they should patronise the railway for the journey.

One single and five return tickets were purchased, and the railway revenue benefited to the extent of £54/7/6.

PASSENGERS SUBMIT SUGGESTIONS

SUBURBAN rail travellers have submitted 35 proposals to improve various electric services. These suggestions were in response to the Department's widespread invitation through a medium of 300 "Electric Railways Bulletins" exhibited at 140 suburban stations between March 1 and 12.

Most of the correspondents suggested minor alterations to train times principally to provide connections with other trains at Melbourne and several other junction stations.

The fixation of convenient connections at changing stations has always been a vexed question. Experience has shown that the convenience of passengers generally is best served by the maintenance of a regular frequency and the provision of "through" services.

While connections at suburban stations are given due consideration alterations in the schedules to meet the requirements of individual travellers would cause inconvenience in other directions.

There are so many ways in which connections may be made at Richmond that any endeavor to do them all would dislocate the services running in and out of Melbourne.

These proposals are, however, being thoroughly investigated, and any are found to be practicable will be adopted.

Transportation Branch officials hold the view that the relatively large number of suggestions received is an indication of the generally factory nature of the suburban services.

V.R. Decorative Float Success at Ballarat

BALLARAT railwaymen were prominent in the pageant which was held to celebrate the Centenary. One of the main features was a spectacular procession which included decorative floats. One of the floats was a working model of a "C" class locomotive—gained a prize.

Preparation of the float was largely undertaken by the young staff. Two small lads, crewed by engine-men, energetically turned the wheels of the locomotive, while a young kindler in the fire box maintained a continual stream of smoke which was fanned through the boiler funnel.

Bulk Handling Scheme Draws Nearer

BUCK ALTERATIONS COMMENCED

An important advance was made towards the introduction of a scheme for the handling of wheat in Victoria when the Grain Elevators Board was recently constituted by the Government.

The State's greatest transport problem, the Department is, of course, concerned in the bulk handling of wheat. Extensive alterations to sidings and to a large number of wagons are involved.

Appointed on February 1, the Board consists of Messrs. C. Judd (Chairman), formerly Manager, Victorian Wheatgrowers' Corporation, C. J. Kennedy, Assistant Chief Engineer, and Works, and C. R. Henderson, of Ouyen, who represents the growers.

Since their appointment, members of the Board have made a first hand study of the bulk handling methods

WASTE NOT—!"

WASTE, one of the greatest of economic crimes, can be avoided by the exercise of ordinary care and commonsense. With approximately 22,000 employees covering a railway field in Victoria which absorbs nearly £50,000 in working expenses annually, the smallest individual economies on the job will accumulate into a considerable sum. Each railwayman prevented waste to the extent of one penny a day, the total gain for one year would be about £30,000!

in New South Wales and Australia. The Board will commence the preparation of comprehensive plans and estimates of a complete scheme for terminal and silos for Victoria.

The task before the Board is one of great magnitude. If the Government approves of the scheme ultimately submitted the actual construction work is expected to occupy two to three years.

Anticipation of the introduction of the scheme, the Rolling Stock of the Department has commenced the drawings of the necessary alterations of the existing welded 27-ton trucks.

Principal among the bulk handling alterations are the installation of door seals to provide for sealing the trucks on the abolition of peep-holes in doors, and the elimination of slack between removable standard support.

Treasure Trove on Railway Land?

ERECTOR of marquees on railway land at South Yarra has been used by the Electoral authorities during the recent State Elections—the first time Departmental land has been used for such a purpose—is yet another little-known and unusual instance of the use of railway land.

One of the unique files of correspondence in the Department deals with applications for licences to search for treasure trove on railway land near Queenscliff station.

Twelve months ago, the Department consented to a syndicate making excavations in a romantic search for a treasure hoard of supposedly immense value stolen from Peru about 120 years ago.

The treasure is said to have been placed on a ship by the President of the Republic during one of the intermittent revolutions of that period. When the ship returned, nearly all the crew were murdered. The ship's boy said that the treasure was at Cocos Island. Vain searches have since been made there for the treasure, one of the most recent being conducted by Sir Malcolm Campbell, the famous British motorist.

The search was next taken up at Queenscliff when searchers averred that they possessed a map showing that Swan Bay was once deeper and giving the exact place where the treasure was concealed when the ship reached there more than a century ago.

After excavating on railway land at Queenscliff for about a month, the whereabouts of the treasure still remained a deep mystery and the search was abandoned.

Donald Railwaymen Entertain 200

DONALD and district railwaymen recently conducted their second annual picnic to Cope Cope, and thus added to the growing list of enterprising railwaymen who are fostering the "get together" movement among their families.

A contribution of 1/- from every railwayman on each of the five pay days preceding the picnic, assisted by small donations from local businessmen, provided the funds for the entertainment of more than 200 railwaymen and their families.

Sports, swings, a merry-go-round and other forms of amusement and a plentiful supply of refreshments completed a day full of fun and happiness.

President Fred. Rowley and Secretary Andy Isles, assisted by an enthusiastic committee, worked hard and successfully to make the outing a memorable one.

LOCOMOTIVES GET "INDIGESTION," TOO

COMMENTING on a recent overseas news item that the famous "Flying Scotsman" locomotive had been "suffering from indigestion," Rolling Stock engineers explained that the trouble was due primarily to the use of inferior water in the boiler of the locomotive.

Inferior water induces excessive foaming in the boiler, resulting in portion of the water entering the steam pipes leading to the steam chest and cylinders. The general efficiency of the locomotive is thus adversely affected and hauling capacity reduced, as it is essential that these pipes transmit "dry" steam exclusively.

In Victoria, similar trouble is experienced due to the variable quality of the water which the Department secures for the locomotives.

Good quality water is obtainable in the Metropolitan, Gippsland and generally in the north-eastern areas, but in districts north of Maryborough towards Mildura, in the vicinity of Warracknabeal and Dimboola and in certain parts of the western district, the waters set up a condition comparable with "indigestion."

As a counteracting measure engineers are instructed to keep the water level in the boiler slightly lower than usual, consistent, of course, with safety.

In addition to foaming, water of this quality causes the boiler to be more thickly coated with scale. Other waters contain an excessive amount of mud. These disabilities are overcome by periodically washing out the boilers, the frequency varying with the actual waters used.

In areas where the water is of a particularly inferior quality, an anti-foaming compound is used to minimise the trouble.

Export Fruit Season in Full Swing

LAST month the s.s. "Clan Urquhart" left Port Melbourne with the largest shipment of export fruit since the season commenced on January 28.

Altogether, 48,454 cases of apples and 32,927 cases of pears, for which 53 iced "T" trucks were required, were railed from various parts of the State to Port Melbourne.

Included in this loading were 12,970 cases of pre-cooled pears which were despatched from Shepparton by the largest special fruit train ever to leave that station.

The weight of the train, which comprised 22 iced "T" trucks, was 658 tons. All the trucks were equipped with automatic couplers, and were prepared at the Departmental Ice Works, Spencer-street.

Personal Postscript

Family's Record Service.

CLOSING of Navigator as a caretaker station has ended the unique record possessed by five sisters of the McGuigan family. They had been continuously in charge of the station as caretakers for the past 46 years. The late Miss L. McGuigan, the first caretaker when the station was opened in October 1888, was also the first woman to occupy such a position in the Department. Successively, her four sisters assumed control of the station for varying periods, Miss Mary McGuigan being caretaker for the last 14 years. Actually, the family has an unbroken sequence of 58 years' service in the Department. Samuel McGuigan, Senr., was a repairer and ganger at Navigator between 1877 and 1904, when he retired because of ill-health. Sam McGuigan, Jr., is an electric suburban guard at Williamstown. He joined the service at Hamilton as a porter in 1901. For 20 years he was located at the Melbourne Yard, occupying in turn the positions of shunter, guard and acting yard foreman. —W.F.T.

Audit Expert.

AFTER 46 years in the Audit and Accountancy Branches, Mr. J. A. Mactaggart, Auditor of Cash Accounts, last month began his final leave prior to retiring. As a junior clerk under the late Mr. Harold Kent, Traffic Auditor, he gained a sound and practical knowledge of the work which was reflected in the conspicuous success he achieved throughout his long career. His ability marked him for advancement to responsible positions, and after controlling the intricate adjustments of Government accounts during the Great War period he was promoted to the Audit Inspection staff. In that position and later as Chief Inspector of Audit he became an acknowledged expert on all phases of station accounting. Following the amalgamation of the Audit and Accountancy Branches, he was appointed Auditor of Cash Accounts. Mr. Mactaggart's specialised knowledge made him an invaluable member of those Departmental committees dealing with important traffic questions. Officers of the Accountancy Branch assembled last month to farewell Mr. Mactaggart,

and on their behalf Mr. T. F. Brennan, Comptroller of Accounts, presented him with a handsome grandfather clock appropriately inscribed. —W.

Farewelled.

LAST month, Mr. R. A. Rankin, former Estate Officer, briefly renewed association with the Department when his colleagues in the Way and Works Branch farewelled him. Their gifts consisted of a handsome wireless set and a wallet of notes. In making the presentation the Chief Engineer of Way and Works (Mr. J. M. Ashworth) referred appreciatively to Mr. Rankin's honorable service extending over a long period. Mr. Ashworth also read from the official file the Commissioners' acknowledgement of the loyal and efficient services which had characterised Mr. Rankin throughout his 49 years continuous association with the Way and Works Branch. —A.H.R.

April Birthdays.

Clerk F. C. Lord, of Yarrowonga, and Stationmaster J. E. O'Meara, of Murtoa, on the first; Porter J. Gadd of Seymour, and Asst. Elec. Engineer W. M. Clarke, of Flinders-street, on the second; Asst. Engineer J. T. Dadsy of R.S. Head Office, on the third; Ganger A. McCallum, of Cressy, on the fifth; Stationmaster F. V. Lunny, of Woodleigh, Elec. Mechanic R. H. Coventry, of Overhead Depot, on the sixth; Plumber J. Tait, of Hamilton, Clerk H. K. Aitken, of G.P. & F.A.'s., and Classification Board Secretary N. Quail, on the seventh; Signalman A. J. Cotter, of Ballarat East, on the eighth; Ganger J. P. Brown, of Mangalore, Yard Foreman G. Corrigan, of Geelong, and Mechanic E. A. Bracher, of Newport, on the ninth; B'maker E. A. Davis, of Newport, Commissioner N. C. Harris, and Passenger Guard W. Lethlean, of Spencer-street, on the 10th; Fitter's Asst. R. Bannister, of Newport, and Secy's Despatch Clerk E. P. Linden, on the 11th; Carpenter C. T. McAuliffe, of Spotswood Workshops, Optg. Porter A. J. Lister, of Nyora, and Storeman W. J. Meade, of Newport Loco. Storehouse, on the 12th; Goods Guard L. Coghlan and Yard Checker J. R. Orr, of Melb. Yard, on the 13th; Ganger J. C. Stewart, of Tempy, on the 14th; Ldg. Shunter V. J. Larkin, of Shepparton, and Clerk J. M. Alsopp of Accountancy Branch, on the 15th; Blacksmith G. E. Caldecoat, of Ballarat and Asst. Chemist A. E. Boyce, of Newport Power House, on the 16th; Plan Moulder J. F. Walker, of W. & W. Plan Room, on the 17th; W. & W. Clerk B. J. Wood, of Ballarat, on the 18th; Clerk A. H. Fergus, of G.P. & F.A.'s., on the 19th; Storeman T. Tyler,

of Newport Loco. Storehouse, on the 20th; Asst. Stationmaster W. J. Ledwith, Cashier J. T. Dalton, on the 22nd; Train Examiner W. Chamberlin and Fitter C. H. Tuckett, of Geelong, on the 23rd; Fireman T. F. Lambert, of Melbourne, on the 24th; Iron M. F. J. Allen, of Newport, on the 25th; Help F. E. Beyer, of Newport, on the 26th; Laborer H. H. Beswick, of Overhead and Storeman E. A. Wyatt, of Ballarat, on the 27th; Storeman L. Breese, of Street Receiving Depot, and S.I.O. J. C. on the 28th; Fireman H. W. Bluff, of North Melbourne, on the 29th; Clerk Cadd, of C.E.E.'s. Head Office, on the 30th.

New Chief Clerk

WHEN Mr. W. H. Swaney was appointed to the responsible post of Chief Clerk of the Way and Works Branch he returned to surroundings with which he was thoroughly familiar. Between 1914 and 1922 he was personal Chief and Assistant Chief, and became closely acquainted with the administration of that big Branch. Throughout his career Mr. Swaney's ability and untiring energy have made him the completely successful occupant of many important positions. In 1923, after joining the service as chosen as personal Clerk to the Mr. H. W. Hawkeswood, Claims Branch, with whom he was associated for 10 years prior to transferring to the Way and Works Branch. When the Way and Telegraphs Branch was created in 1922, he was appointed Staff Clerk. Swaney's 11½ years in the Way and Works Branch have been conspicuously successful. From Secretary to the Staff he was appointed Assistant to Mr. Carolan (Special Staff Officer) and since appeared as Commissioner's representative before the Common Arbitration Court and the Railway Classification Board in many important cases. For the past 12 months he has been Acting Member of the Staff.

Water Polo, Now.

TO the formidable list of men who have been successful in all phases of competitive sports must now be added Bill Hallett, Dining Car Depot. He was a prominent and forceful member of the Victorian Water Polo team which wrested the "Regal" Cup from the New South Wales last month. It was a notable achievement on the part of the local team because up to that time New South Wales had been unbeaten. He has actively participated in water polo for the past six years. During his first season he had the distinction of gaining the trophy as the best and fairest player in the competition. He is now a leading member of the Middle Park team. He has taken part in the three-mile race on the River Yarra on three occasions. Although he has not won any minor prizes he has demonstrated endurance as a swimmer by swimming the first 20 each year.

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The V.R. News Letter

May, 1935

Issue No. 56

Salient Features of Mr. Clapp's 80-page Report

AIR-CONDITIONING TRAFFIC BUILDER

IN ONE of the most comprehensive and arresting documents yet compiled in the Department, the Chairman of Commissioners (Mr. H. W. Clapp) recently presented his eagerly-awaited report to the Government on his tour of investigation overseas.

Recommendations of a far-reaching character have been made. In addition, a vast amount of the most up-to-date information concerning scores of separate important aspects of railway operation was brought back by Mr. Clapp.



demands made upon them over long periods. They had only just been placed in regular operation.

Diesel engines manufactured in Denmark have, however, fully demonstrated their suitability and reliability. They would undoubtedly be very satisfactory for service on certain lines in Victoria, and on Mr. Clapp's recommendation approval was given by the Government to the purchase of two Diesel equipments (of the Danish type) to be built in England under the supervision of Danish engineers.

Trains of Future

Discussing the first light weight super-speed streamlined trains constructed for the Union Pacific Co. in U.S.A., Mr. Clapp said that the light weight construction was secured by the use of aluminium alloy, except in the bolsters, articulated castings and truck frames, where steel was used.

"In spite of the spectacular speeds of these super-speed trains," he said, "I am fully satisfied they are unsuitable for use in this State where there are so many open railway crossings and stations with more or less involved trackwork, at frequent intervals. Under such conditions, even with suitable track the super-speeds cannot be realised."

He expressed the opinion that the trend of long-distance bulk passenger transport would be more in the direction of alloy-steel passenger carriages of modern design weighing between 35 and 40 tons—approximately the weight of our present carriages—and hauled by a streamlined steam locomotive.

Plans and drawings of up-to-date passenger carriages constructed of Corten steel and incorporating semi-streamlining and air-conditioning had been obtained to excite such types to be constructed in Victoria. These trains will ensure greater safety and comfort at high speeds than with the light weight aluminium or stainless steel trains.

Complete information and drawings of modern passenger carriages used in many countries were obtained. In the bogies and bodies of many of these carriages rubber is extensively used for sound-proofing and for reducing high-frequency vibrations.

Extensive data dealing with all phases of steam locomotives had been obtained from many railroads, including the German State Railways, whose Chief Mechanical Engineer (Dr. Paul Wagner) is a recognised authority throughout the world on locomotive design and research.

Locomotive Research

"It was most gratifying," said Mr. Clapp, "to find that the improved results in our own locomotives which were accruing from the research work in this State were very much in line with the improvements on the most progressive railroads overseas. We have been following closely the work of Dr. Wagner."

Much attention was devoted by Mr. Clapp to a close personal study of methods and practices in many railway and other workshops. Precise details were obtained of the practices adopted in connection with motive power and rolling stock, including electrical equipment and permanent way construction and maintenance.

A feature of this aspect of the mission was the information obtained in regard to the method followed in the overhaul of electric rolling stock at the London Underground Works at Acton, which are claimed to provide the most complete example in the world of rapid and thorough overhaul of such equipment.

Electric Welding

Mr. Clapp found that increasing use was being made of electric welding in the construction of railway rolling stock. He said that a very important development was taking place in the use of X-ray for the examination of the completed weld to determine whether proper fusion of the metals had taken place. Such equipment had not so far come into general use, though it was anticipated that in the near future X-ray testing machines would be available for railway work at reasonable cost.

(Continued in col. 3, page 2)

very definite terms, Mr. Clapp expressed the conviction that the greatest advance in modern rail- ing is the air-conditioning of "The innovation," he said, a traffic builder, and an indis- part of modern railway ment."

air-conditioning provides for con- of temperature and humidity of circulating in railway carriages for the complete elimination of and dirt.

This system has vastly improved attractiveness of rail travel in America, and practically all passenger stock for long-distance in the United States and on Trans-Continental trains will been so equipped before June 1.

Equipment Ordered

Two sets of this equipment have ordered in England—one set installed on the Sydney Limited car and the other set on a passenger carriage operating in country. These equipments have been so that the railway staff may as possible become thoroughly in their operation as it is attention to completely so equip long-distance trains as early as possible.

ing at length with the Winton compression ignition (Diesel) engines in the operation of the high speed passenger trains in the States, Mr. Clapp reached the conclusion that at the prices quoted they were far too costly, apart from that no data existed as to main- costs and suitability of the en- to withstand the severe service

The Month's Topic

Keeping Abreast of Transport Trends

DUE to limitations of space in the *News Letter*, it has been possible to give railwaymen only the briefest outline of the report by Mr. Clapp following his all-embracing investigation of modern transport developments overseas.

This report makes absorbing reading, and the knowledge obtained by Mr. Clapp will result in Victoria being brought well into line with the most modern railway services abroad.

* * *

From beginning to end, the report bears striking testimony to the thoroughness with which Mr. Clapp came to grips with every phase of up-to-date railway practice.

In addition to recommendations which have been submitted, bases have been firmly established which will unquestionably lead to vast improvements in the already high standard of efficiency of the Department.

* * *

Access to the highest authorities in the various aspects of transport dealt with in the report has, of course, considerably enhanced the potentialities of the investigation.

By means of these personal contacts there have been established media which will ensure that the Victorian Railways will be in closer association than ever before with future overseas transport developments of outstanding importance.

* * *

It scarcely seems necessary to add that both the railways and the State as a whole must greatly benefit from the information gathered during this tour of investigation.

Future Rolling Stock NEW STEEL EVOLVED

DURING his tour abroad last year, Mr. Clapp was greatly impressed by the immense potentialities of Cor-ten steel, a new development in the steel industry. He fore-shadowed that it would be an increasingly important factor in the construction of future railway rolling stock.

It is a chromium-copper-silicon steel of low carbon content, which combines corrosion resistance, high yield point and exceptional ductility.

High physical properties permit substantial increases in the allowable working stresses, and its ductility permits of satisfactory forming of the usual shapes required in car construction. There is thus ample opportunity to radically reduce the weight of the carriage structures without sacrificing strength.

Cor-ten steel enables modern standards of safety, comfort and convenience to be provided in steel carriages having weights which compare favorably with the present standard carriages, with steel underframes and wooden bodies used on the Victorian Railways.

This steel may be welded satisfactorily without affecting its corrosive resistance, and shapes and plates may be readily pressed, hot or cold, within the range of sizes usual with ordinary carbon steel.

Cor-ten steel is available at a price within the economic limits of the average railroad, and possesses characteristics that make it outstandingly satisfactory for railway use.

Train Services Review FOUR MAIN OBJECTIVES

IN continuation of the comprehensive overhaul of country train services commenced in April, 1934, substantial improvements in the Eastern and South-eastern Districts became effective last month.

These alterations represent a small part of the continuous State-wide review of country train services which has the four following principal objectives:

- (1) Faster schedules;
- (2) More convenient services;
- (3) Later departure times of late-afternoon country trains from Melbourne; and
- (4) Earlier arrival times of country trains in Melbourne.

Wherever practicable, these improvements will be introduced, with the result that country train services will reach a standard never previously excelled in this State.

Despite the many striking alterations effected during the past year there will, of course, be no abatement in the policy of still further increasing the speed, comfort and convenience of country train services.

Retirement of Mr. W. D. Morgan

SUPERNUMERARY messenger of the Newport Plant Yard on a wage of 2/6 per day in 1887. Head of the Branch in 1933. Milestones in the long career of W. D. Morgan, Comptroller of Stores, who reached the retiring age last month.

Early in 1887, Mr. Morgan was appointed to the clerical staff of the Stores Branch. This was the beginning of his advance via every position of importance to the control of the Branch.

Two years as Secretary of the Stores Board, three years as Senior Purchasing Agent and eight years as Assistant Chief Storekeeper well equipped him as the successor to Mr. C. J. Coleman, former Comptroller of Stores, in February, 1933.

ANZAC DAY RAIL TRAFFIC RECORD

ALTHOUGH the provision of more than 30 special trains followed immediately after the Easter traffic rush, the arrangements yesterday were a tribute to the efficiency of the Transport Branch of the Railway Department.

Coming from all parts of the State, and reaching Melbourne at almost five-minute intervals, the one train ran behind time. The train, from Merbein, which is beyond Mildura, was 15 minutes late in a journey of nearly 400 miles.

The whole organisation of the specials was an excellent example of the manner in which the Department can rise to an emergency.

—"THE AGE," APRIL 25, 1934.

Mr. Clapp's Report—Continued

Amongst the way and works matters fully dealt with in the report are rail welding, apparatus for detecting defects of alignment in the track, also for detecting rail fissures, material for use in track maintenance, standard rail gauge plates and so on.

Matters affecting electric operation such as up-to-date developments in power houses, electric lightning faults in overhead equipment and other questions were closely investigated.

Mr. Clapp also took the opportunity of studying railway refreshment services abroad, and he recorded appreciatively that the quality of food and the prices charged in the Victorian Railways dining cars and refreshment rooms compare very favorably with similar services in the countries visited.

An important phase of Mr. Clapp's mission was an extended review of the co-ordination of transport services overseas, and he has dealt with this matter in a very comprehensive and illuminating way.

Mr. Letcher Succeeds Mr. Kelly

BETTERMENT & PUBLICITY BOARD CHAIRMAN



Mr. Letcher

LAST MONTH the newly-appointed Chairman of the Betterment and Publicity Board (Mr. V. F. Letcher) assumed control in succession to Mr. B. Kelly who has been appointed Commissioners' Representative before the Transport Regulation Board.



Mr. Kelly

Wide experience in a succession of posts closely associated with the Administration is a characteristic of their careers. Each has displayed rare ability and energy in completely fulfilling the functions of the important duties allotted by the Commissioners.

With a background of practical experience in the Transportation Branch, Mr. Kelly became in turn Secretary of the Classification Board and Member of the Board.

Subsequently he was appointed Commissioners' Special Officer, and his first time became intimately associated with the economics of transport competition.

Rail Expert

He has since largely concentrated on this highly important question, and is now the Department's recognized expert on the complex question of rail and road co-ordination.

During his six-year term as Chairman of the Betterment and Publicity Board, Mr. Kelly was appointed a member of the Transport Regulation Board which, after a State-wide survey, presented to the Government a comprehensive report on the matter.

When the present Transport Regulation Board was constituted in 1934 he acted as Commissioners' Advocate and has since prepared and conducted the Department's cases with consummate ability. Mr. Kelly's new appointment will enable him to devote himself more fully to these duties.

* * *

LETCHER'S occupancy of the position of personal clerk to the late Mr. W. Hawkeswood (Claims Agent) was the beginning of a sequence of similar positions with five Commissioners, including Secretaryship to two of the Commissioners — Mr. H. J. Clapp and the late Mr. C. E. Norman — and a close and valuable association with Mr. Commissioner E. B. Jones which dated from 1918.

Shortly after Mr. Clapp assumed the duties of the Department in 1920, Mr. Letcher was appointed as his personal clerk in succession to Mr. A. E. Jones and remained in that position for three years. He was appointed Commissioners' Special Officer in 1923 and afterwards was the leader of the delegation of three railway officers to visit America to investigate the methods of the Administration and modern methods.

In 1929 he was appointed Chief Clerk of the Secretary's Branch, in which post he continued to carry out work of an important nature, including membership of many committees dealing with a wide range of questions.

'Phone Exchange Control, Too

The most recent of these is the Telephone Committee which had the responsibility of advising on the multifarious questions connected with the purchase and installation of the new Automatic Telephone Exchange, the operation of which is now under Mr. Letcher's control.

Six years ago Mr. Letcher was appointed by the Commissioners to the Council of the Victorian Railways Institute, and his work as a Councillor and General Vice-President is reflected in the wider influence which the Institute now exerts in its educational and social aspects.

CAPABLE SUPERVISOR OF NEW EXCHANGE

MISS J. McNAUGHTON, who was appointed Supervisor of the new Railways Telephone Exchange when it was opened on February 24, fully demonstrated her fitness for that responsible position after only 16 months' service.

Born at Orbost, Miss McNaughton gained much valuable experience over a period of five years in the Orbost Postal Telephone Exchange. She joined the Railway Department in October, 1933, and was the first female to be appointed to the position of Telephonist in the Railways Exchange.

Possessing a pleasing personality and a remarkable memory which enables her to give unhesitatingly the number of almost any of the 700 lines connected to the Exchange, Miss McNaughton has played an important part in the smooth and efficient operation of the new Exchange.

To her and her staff of telephonists, who are now members of the Secretary's Branch, much credit is due for the efficient handling of the record Easter traffic dealt with through the Railways Exchange.

New Auto. Exchange Improves Telephone Service Standard

TWO months of actual operation of the new railways automatic telephone exchange have fully realised the experts' expectations that the equipment would greatly increase the general standard of the telephone service.

Departmental engineers are enthusiastic concerning the equipment's smooth running and general efficiency and the many additional features it possesses.

A vastly improved telephone service is now being appreciatively availed of by persons transacting business with the Department. This has been due to the elimination of miscellaneous direct lines to the postal services and the concentration of all in-coming calls through the enlarged switchboard in the new exchange.

The facilities for dialling direct to any number on the Postal Department's automatic exchanges and to the switchboard attendants on the manual exchanges are notable features in providing a speedier service for out-going business.

Previously all outwards calls from the Department were made through the Central Telephone Exchange. The switchboard attendants there

TELEPHONISTS' TRIUMPH

A REMARKABLE volume of public business was handled by the new railway telephone exchange between 9 a.m. and 5 p.m. on the four days prior to Good Friday.

On April 18, the telephone exchange experienced the busiest day in the history of the Department. No less than 2,995 calls were received on the manual switchboard by three telephonists over the 30 in-coming lines from postal circuits. An additional 1,042 calls were handled after 5 p.m.

During the day up to a total of about 12 calls a minute were being handled. This was a splendid performance because in the majority of cases the nature of the business had to be ascertained in order to determine the office or officer required.

In addition, an abnormally large number of calls between Harmonic and automatic lines were dealt with on the Harmonic switchboard.

Much credit is due to the telephone exchange staff for the capable and efficient manner in which the traffic was handled throughout this exceptionally busy period.

now deal exclusively with calls to numbers connected with that exchange. As a result there has been a marked reduction in the time taken to effect such calls.

From the opening of the exchange on February 24 until April 27, a total of 681,980 inter-departmental calls had been handled. On April 18, the number of these calls made between 9 a.m. and 5 p.m. was 20,972—a striking instance of the new system's capacity to handle successfully an exceptional volume of business.



Personal Postscript



Degrees

AMID traditional academic pomp and ceremony at the Melbourne University last month, two railwaymen—Clerk Ted Rogan, of the Secretary's Branch, and Scholarship Apprentice Noel Coutts, of the Rolling Stock Branch—crowned their years of study by receiving the degrees of Bachelor of Commerce and Bachelor of Mechanical Engineering respectively. Each had been awarded a Government free place at the University. The impressive symbols, B. Com. now take their place with F.I.C.A., after Ted's name. He gained the latter distinction at the age of 21 when he passed the final examination of the Federal Institute of Accountants. He joined the Department in 1925, and after eight years in the Rolling Stock Branch, including nearly two years on loan to the clerical staff of the Newport Technical College, was transferred to the Secretary's Branch. When he joined the service as an Apprentice Fitter and Turner in 1927, Noel embarked upon intensive courses at the V.R.I., Working Men's College and the Footscray, Caulfield and Newport Technical Colleges. His successes there, combined with practical railway workshops experience, culminated in his selection to continue his studies at the University. Ted is 26 years of age, and Noel two years younger. —D.B.C.

Coach

ONE of the most prominent Association footballers during the past five years, Fitter and Turner Jack Wunhyrn, of Newport Workshops, has now been transferred to the Ballarat Workshops, and thus Yarraville will lose the services of this talented footballer. He has since been appointed playing coach of the Ballarat Imperials, and local football supporters are looking forward to his displays. Jack played with Footscray for three years, and when he transferred to Yarraville he was appointed vice-captain. Last year his strength and stamina as a follower gained him selection in the combined Association team which played the Victorian League 18. For nine years, he has played with the Railways in the Wednesday League, being captain for three years. —W.B.

Sporting Administrator

RAILWAYMEN connected with suburban sporting activities will regret to learn that popular Bill Keppell has decided to withdraw from active administrative work in the Coburg Line cricket club. He had been an indefatigable and successful worker since the inception of the club, which he was instrumental in forming nine years ago. For three seasons he was President and Captain, and much of his leisure was monopolised in promoting the club's interests. In nine years, the club gained four premierships, and was the runner-up on four other occasions. Bill has been equally active as a football administrator. First Treasurer and Social Secretary of the Coburg Line club in 1928, he remained in active association with the club's affairs until last year when after being President for two seasons, he retired. "His record with these two clubs should stand as an inspiration to all club-workers," was a colleague's well-deserved tribute to Bill on his retirement. —S.

New Estate Officer

WHEN Mr. R. F. Calcutt was appointed Estate Officer last month he was the third member of the family to reach a responsible position in the Department. His father, the late Mr. J. R. Calcutt, was Chief Clerk of the Existing Lines Branch, and continued in that office when the Branch assumed its present designation—Way and Works—in 1904. A brother, Mr. F. M. Calcutt, became Head of a Branch—Chief Engineer of Signals and Telegraphs—and occupied that post for eight years. Mr. R. F. Calcutt has now reached the leading position in the Estate Office after 48 years varied service in that division. His experience in making valuations, investigating claims and negotiating with claimants in respect of lands acquired for railway purposes in suburban and country areas has given him a wide and comprehensive knowledge in real estate matters. He has represented the Department in many Arbitration Court cases under the Lands Compensation Act. Mr. Calcutt is a Fellow of the Commonwealth Institute of Valuers. —Y.J.

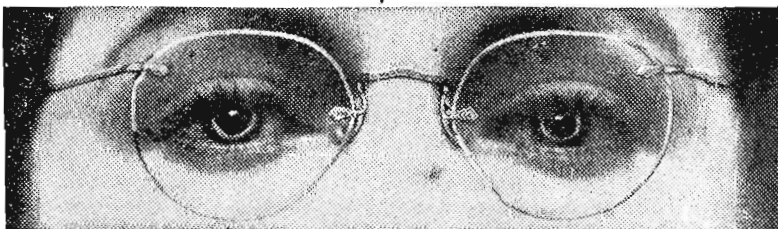
Veteran Auditor Retires

IF Auditor of Revenue D. H. Falconer had remained until 1926, he would have completed 60 years of service in the Victorian Railways. He is now on final furlough prior to retiring, and his colleagues intend farewelling him approximately early this month. Throughout his career Mr. Falconer has specialised on auditing in all its ramifications. Since his appointment as Chief Auditor of Audit in 1922, he had wielded his auditor's pencil at nearly every part throughout the system. Later he fulfilled the expectations of his colleagues by reaching the highest post in the Branch—Acting Auditor of Audit in succession to Mr. G. K. Long. He occupied that position for several years until the Audit and Accounts Branches were amalgamated in 1925 when he became Auditor of Accounts in immediate control of a large and important section of the Branch.

May Birthdays

ACTING Engineering Assistants: Taebing, of Spencer-street Depot, on the first; Signalman C. Payne, of North Williamstown and J. K. Tighe, of Geelong, on the second; Stationmaster M. E. Larwood, of Geelong, on the third; Parvan, Clerk H. A. Day, of Accty. Branch, and Storeman J. R. Dewar, of Signal Branch, on the fourth; Painter H. L. C. of Ballarat, and Repairer A. D. Beaufort, on the fifth; Fireman Thompson, of Wahgunyah, on the sixth; Commissioner Canny's Clerk C. D. on the ninth; Ganger I. Cope, of Melbourne Yard, on the 10th; Clerk, W. B. O. of Melbourne Goods, Lad Laborer White, of Newport Workshops, and Engineer W. C. Pratt, of Newport Power House, on the 11th; Engineering Asst. S. C. of Signals Division, on the 12th; Clerk Carter, of Stores Branch Head Office, on the 13th; Boilermaker C. W. C. White, of Newport Workshops, on the 14th; Signalman L. J. R. Brown, of Loco. Storehouse, on the 16th; Special Officer Field, of G. P. & F. A's. Branch, on the 17th; Fitter T. A. Lee, of North Melbourne, on the 17th; Carpenter T. Paton, of Ldg. Hand Coppersmith J. C. W. of Newport Workshops on the 19th; and Turner T. F. Wignall, of Newport Workshops, on the 21st; Elec. Fitter Peakall, of Head Office, on the 22nd; Suburban Guard W. F. Johnson, of Footscray, on the 23rd; Fireman J. Waldron, of Footscray, on the 23rd; Ganger D. F. Curran, of Mordialloc, on the 24th; Clerk W. W. Burn, of Accty. Branch on the 26th; R. E. Jones, of Melbourne Goods, on the 27th; Foreman W. H. Caddell, of North Melbourne, on the 27th; Asst. Stationmaster C. E. Lynch, of Laverton, and Signalman F. G. I. Chappell, of Flinders-street Depot, on the 28th; Ldg. Shunter Joppich, of Flinders-street Yard, on the 28th; Sub-foreman A. G. Thomas, of Newport Power House, on the 29th; Shift Foreman C. A. Bell, of Newport Power House, on the 30th; Porter W. R. Luke, of Railway, on the 30th; and Clerk L. G. David, of Secretary's Office, on the 31st.

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The V.R. News Letter

June, 1935

Issue No. 57

Passenger Train Accelerations

ONE YEAR'S ACHIEVEMENT

A REVIEW of the results so far achieved since the State-wide overhaul of country train services commenced in April, 1934, reveals striking accelerations in passenger train services.

The weekly saving in through travelling time, after making allowance for trains that do not run daily, is conservatively estimated to be 216 hours, or nine days.

BASED ON LONG-RANGE PLANNING

Timetables, numbering more than 1,000, have come under review, and wherever practicable, savings have been made in travelling time, with a maximum of 5 hours 17 minutes on the Collingatta-Melbourne journey.

Working equally in importance with better schedules are the more frequent departure times from Melbourne and the results attained by the introduction of many additional express running through for the major portion of the

The earliest departure time of an important country train from Melbourne is now 7.45 a.m.—one train, the Bendigo express, leaves at 9.10 a.m. on Mondays. With the exception of the recently-introduced 2.30 train to Horsham, the first train leaves in the afternoon is the 4 p.m. express, and the latest is the 7 p.m. to Mildura on four days a week and 7.10 p.m. on Saturdays.

Efficiency of Locos.

All these vast improvements have been made possible by the long-range policy initiated by the Department a little more than a decade ago of progressively improving locomotives, tracks, signalling, bridges, workshops, depots and so

constant locomotive research and development—very much in line with work on the most progressive roads overseas — have been a high for departmental engineers. Alterations to locomotives have been a potent factor in the spectacular accelerations which have been intro-

Summarised, the modification of

the front end of the passenger locomotives comprise the introduction of a self-cleaning type of smokebox, a reduction in the height of the blast pipe and an increase in the size of the blast pipe cap. The diameter of the chimneys has also been increased.

As a result, greater power has been attained, and the back pressure in the cylinders, which is opposed to efficient operation, has been lessened.

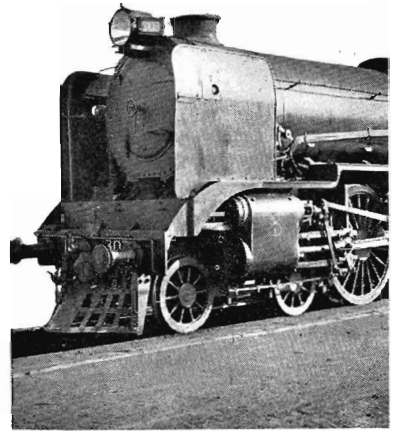
Intricate Work

The work of planning the schedules has been most complex, requiring not only the specialised knowledge of train timetables, but also the wholehearted co-operation of the operating staff and track forces.

Among the problems confronting timetable officers 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 trains, the fixation of convenient crossing points where single line working was in operation and the extent of the platform accommodation at Spencer-street for docking the trains.

An outstanding feature was the planning and introduction of portion of the improved train services coincident with the preparations for the unprecedented rail traffic which had to be handled during the first three months of the Centenary Celebrations.

Much has been achieved since, and the policy of still further improving train schedules will continue with unflagging vigour so that even more attractive timings can be introduced wherever practicable.



FOLLOWING the success of the tests of the smoke deflectors, pictured above on the sides of "S" 303, similar fittings will be installed on the other three "Pacific" locomotives.

The deflectors effectively dispose of the smoke, particularly when the locomotive is running with the steam shut off, thus increasing the visibility of the driver and fireman.

Holiday Train's Record Bookings

THE booking of 122 passengers for the Holiday Train Tour to Mt. Buffalo National Park on King's Birthday week-end, June 1 to 3, is a further instance of the phenomenal success which has attended the introduction of these tours.

Impressed by the possibilities of exploiting a different form of tour affording facilities for visiting a series of resorts at recognised holiday periods instead of remaining at one particular location, the Commissioners introduced the Holiday Train during the Christmas-New Year period of 1932-33.

A tour was planned to the north-eastern district on the all-inclusive basis—the fare covered rail travel, accommodation, motor sightseeing and social entertainment.

Eight tours have now been conducted. On the first tour 35 passengers were booked, but since then there has been a progressive increase in patronage culminating in the record number for the tour to Mt. Buffalo National Park.

So far 591 passengers have travelled on the Holiday Train, including 76 on the last Christmas Tour and 81 on the King's Jubilee week-end excursion to Echuca.

The Month's Topic

"Only the Forerunner . . ."

IT is opportune to emphasise that, although numerous outstanding improvements have been made to country train services during the past 12 months, the work accomplished is only the forerunner to further substantial achievements in this direction.

Transportation is the life-blood of the railway system, and fully recognising this fundamental, the Commissioners have, in recent years, availed themselves of every practicable opportunity of improving train schedules, culminating in the intensive survey commenced in April, 1934.

Behind all these improvements, lies a story of constant visionary planning initiated some years ago. It was realised that the policy of higher speeds of trains was impossible of attainment without a widespread rehabilitation of equipment and tracks.

Every aspect of transportation—locomotives, tracks, signalling, workshops, etc.—needed strengthening and improving to withstand the heavy demands that would be placed upon them.

Results from this planning are now strikingly demonstrated in the enhanced value of the train services introduced. Elsewhere in this issue of the "News Letter" an endeavour has been made to record some of the performances. Further alterations providing faster times and more convenient train running will also be directly traceable to this policy.

Amazing transformations have taken place in country train timetables during the past year, and the success which has been attained in planning and carrying into effect all these revolutionary changes is at once a tribute to every railwayman associated with the work.

Mallee Drift Sand Problem

Service

LETTERS continue to come in from Sub-branches of the League throughout Victoria praising the arrangements made for the conveyance of returned soldiers and their relatives to Melbourne for the Anzac Day March.

It would be impracticable to send to you each resolution as it is received, and I ask you to accept this letter as sufficient indication of the receipt at this office of such letters of appreciation, and as an assurance that not in one instance has there been an unfavorable comment upon the arrangements made, which must surely be gratifying in the circumstances.

—Mr. C. W. Joyce, Secretary, Victorian Branch of the Returned Soldiers' and Sailors' League of Australia, writing to the Secretary for Railways.

* * *

In addition to the above communication, appreciative letters have been received by the Commissioners from Sub-branches of the League at Ballarat, Kyabram, Merbein, Terang, and Yallourn.

These tributes have been very gratifying to the Commissioners who, fully apprehending the magnitude of the task, are highly appreciative of the success with which it was carried out by the whole of the staff concerned.

INTRODUCING—

MR. J. S. O'HAIRE, whose 12 months as Senior Train Despatcher, Flinders-street, have been the most eventful in his 30 years' service. Since appointment in charge of the Eastern and South-Eastern Control, he has taken a leading part in the handling of the unprecedented traffic for the Centenary Celebrations, including the tramway strike, and in the creation of emergency passenger and goods train services following the widespread dislocation of traffic in Gippsland during the floods in December, 1934, and April last.

Mr. O'Haire's work in quickly arranging, with his staff and railwaymen scattered throughout Gippsland, transport during and after the floods has won the highest praise.

Among the many important positions he has occupied are R.S.M., Relieving Traffic Inspector and Train Running Officer in the suburban area, Traffic Inspector and Train Running Officer at Ballarat, and Acting Assistant District Superintendent at Maryborough.

For a number of years he compiled and corrected the examination papers for the "Harold W. Clapp" Prize in Station Accountancy. He also had charge of one of the first classes formed to train junior clerks and porters entering the service.

Mr. O'Haire was for four years a member of the Council of the Victorian Railways Institute, and also a member of Ballarat Rotary.



SUCCESS OF NEW EXPERIMENTS

HIGHLY interesting experiments, designed to overcome trouble and expense caused by drift sand on railway lines in the Mallee District, are now being conducted by the Department.

So far, the results achieved have been very encouraging. Officials are hopeful that even the disabilities arising from the concentration of sand on railway tracks will be greatly minimized.

To prevent the drift sand covering the rails in cuttings, an experimental open-bottom wind fence, nine feet high and set slightly away from the track, has been erected nine feet from the rail in a cutting on the westward of the line near Nandaly, on the Lake-Kulwin line.

Wind Action Described

The slopes of the cutting have been flattened and timber sheeting placed on the wind chute fence for a distance of five feet from the top, leaving a space of four feet at the bottom.

Striking the top of the fence, the wind is deflected downwards and blowing through the opening at an accelerated speed, carries the sand well clear of the track.

The cutting averages two feet towards the south end, deepening to four feet towards the north end, and since the erection of the fence the sand has been blown away for a depth of one foot below the original bottom of the cutting, or five feet from the upper edge of the timber sheeting.

Importance of Tests

To meet varying local conditions further experiments are to be made with the depth of the timber sheeting and the extent of the opening.

Contrary to the general belief, sand drift trouble on the Victorian railways is confined to a number of cuttings, mostly on the sandstone where the west side of the line has been cleared of vegetation.

As the solution of the drift sand problem will remove a frequent and costly cause of delay to the public, the results of the experiments are being watched with great interest.

Auto. Couplers on Carriages

RIDING QUALITIES IMPROVED

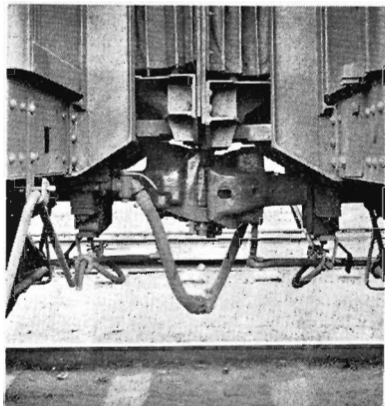
EQUIPPED with automatic couplers. standard vestibule passenger carriages are now in regular running on the 4 p.m. Albury express. This is the introduction of automatic equipment on broad-gauge passenger vehicles in Victoria.

The carriages are assembled in a block of four; the leading and trailing ends of the "block" retain the primary transition hooks and screw couplings for the attachment of any other carriage that have not been equipped with automatic couplers.

The introduction of friction draft gear, which is additional to the normal friction draft gear introduced in the automatic coupler, has removed the "slack" between the carriages. Buffers have also been taken

away from the equipment, which also eliminates the jolting movements when the train is stopping, starting, braking, running and prevents swaying when negotiating curves, has effected a marked improvement in the riding qualities of the carriages.

Forty-four carriages, five "BCE" and 15 passenger-train vans have been altered and fitted with automatic hooks and screw couplings in readiness for the final change-over to automatic coupler conditions.



Smart Work by Railwaymen

OUTSTANDING among the many instances of railwaymen rising to the occasion in emergencies during the recent further heavy floods in Gippsland was the prompt and effective action taken by Train Control, Flinders-street, in co-operation with local staffs to provide transport for 80 rail travellers from Walhalla to Melbourne on April 20.

Following advice at 5 p.m. Train Control arranged for the preparation of a locomotive and the assembling of a crew to proceed from Moe to Gould. Motor transport for these passengers was also quickly arranged from Walhalla to Gould.

At 5.40 p.m. advice was received from Moe that a tree had fallen across the line at mileage 85. Shortly afterwards it was discovered that the line had been seriously flooded at mileage 84, and was unsafe for the passage of steam trains.

Train Control thereupon sought all available "Casey Jones" rail motors, and five of these were used to transport passengers from Gould to mileage 84, where an emergency steam train, consisting of one louvre and two canopy trucks, conveyed the passengers to Moe.

Meanwhile, a special train had been assembled, and this train left Traralgon at 7.15 p.m. The passengers from Walhalla joined the special train at Moe at 8.12 p.m., and excepting a stop for refreshments at Warragul, an express run was scheduled to Melbourne, which was reached at 10.3 p.m.—57 minutes later than the ordinary train.

Praise is due to the staff concerned for the manner in which they surmounted so many difficulties.

Suggestions Awards Liberalised

NEW PLAN OPERATES

Valuable Ideas To Be Featured

A LIBERALISING of the method of assessing awards for adopted suggestions submitted to the Betterment and Publicity Board was approved last month by the Commissioners.

Any railwayman who submits and has adopted two suggestions in any one year, for which only commendatory entries on the history sheet were formerly granted, will now be entitled to receive a special award of £1.

The new method will operate in respect of the current calendar year so that any suggestor who has already been commended once this year will receive the special award if he submits a second suggestion which is adopted, and merits a commendatory entry.

By this means, it is planned to recognise the initiative and interest of many suggestors whose adopted ideas, while not resulting in any monetary saving to the Department, nevertheless lead to some measure of improvement in the service.

Ideas Recently Adopted

In each issue of the "News Letter" it is proposed to feature a selection from the most valuable suggestions recently adopted.

Care will, of course, be exercised to adhere to the Board's undertaking not to disclose the source of any idea.

Of the many suggestions recently adopted, the following are regarded by the Board as being valuable:—

Alterations to Croydon and Ferntree Gully train services on Saturdays;

An improvement to the exhaust retarding plugs of 3½ in. triple valves;

Routing of certain excursion trains via the Sunshine Loop line;

Improved method of manufacturing spring followers for automatic couplers;

Abolition of certain receipt forms used in the Transportation Branch;

Use of pneumatic tools for clipping and grinding Thermit rail joints;

Amendment to Truck Register Book, Y 65;

Method to facilitate the hydraulic testing of bye pass valve bodies;

Issue of special 3-piece tickets for certain country race meetings;

Provision of clear instead of ground glasses in Nathan lubricators;

Improvements to smoke indicators at Newport Power House;

Provision of two flats instead of one on compensating beam pin heads.

"Sunshine" Fares to Mildura

BECAUSE Mildura in the winter is so pleasantly warm and invigorating, contrasting greatly with the colder climates of southern areas, it has attracted the attention of winter holidaymakers," said the Commissioners last month in announcing special reduced fares to Mildura.

On August 31, Holiday Excursion fares will be issued from Melbourne to intermediate stations via the Ballarat and the Castlemaine routes to Mildura, subject to a maximum fares of £4, first return, and £2 second return. These maximum fares also apply from Bendigo to

Ballarat to Mildura from other stations. Special Holiday Excursion tickets, and will be given the benefit of the maximum fares quoted for the miles of the journey, the same, if any, being computed at the Excursion rates.

Special tickets will be available for return for 12 months from date of issue.

The attractive fares, combined with the pleasant and vastly improved services between Melbourne and Mildura, should prove an inducement to holidaymakers seeking a winter holiday where days of continuous sunshine can be guaranteed.

The V.R. News Letter

1935

Issue No. 58

Faster Sydney Limited Expresses

INFLUENCE OF "S" CLASS LOCOMOTIVES

NOTABLE accelerations of Victoria's most important passenger train—the Sydney Limited express—making possible more convenient departure and arrival times to become effective on July 15 were outstanding announcements in the Department last month.

On July 15, 1929—exactly six years ago—the Melbourne departure time (5 p.m.) of the Sydney Limited express, after being in force for 21 years, was altered to 5.30 p.m. Although leaving 30 minutes later, it reached Albury at the same time as previously. The express from Albury was also run to a faster schedule and arrived Spencer-street at 12 noon instead of 12.30 p.m.

BRIEFLY it is now planned that the Melbourne-Sydney Limited express shall leave at 6 p.m. instead of 5.30 p.m., but it will reach Albury at the same time as at present, 10.20 p.m.

On the return journey to Melbourne, the express will leave Albury at 11.30 a.m., as at present, but running to an accelerated schedule it will reach Melbourne at 11.30 a.m., instead of 12.00 p.m.

Proceeding from Melbourne to Seymour, the express will continue to run daily at Seymour. Under the new schedule it will make a similar run on the return trip.

Stop Runs

Stops previously scheduled en route to Melbourne at Wodonga, Geelong, Wangaratta and Benalla are eliminated. The express thus maintains its position as the longest non-stop train in this State.

The faster schedules inaugurated in 1929 synchronised with the introduction of the "S" class locomotives in this State, and in the forthcoming accelerated services the "S" class is the dominating factor.

With the advent of these locomotives, far-reaching changes in the speed and weight of important passenger trains, hauled by one locomotive, have become practicable.

Between Melbourne and Albury, the Sydney Limited express runs express for 100 miles—between Seymour and Albury. Under the new schedules, the average overall speed on the run from Melbourne to Seymour will be 48½ miles per hour. Between Albury and Melbourne the average overall speed will be 48 miles. The "S" class loco-

motive will, therefore, have the distinction of performing the fastest and longest non-stop run in Victoria.

On the journey from Albury to Melbourne, the 7.30 a.m. express will in future convey both first and second class passengers who will arrive at Albury from Sydney in two trains. It will thus become the State's heaviest passenger train regularly hauled by a single locomotive—"S" class.

The greater hauling capacity of the "S" class locomotives has been exceptionally valuable in eliminating costly double-heading. Prior to the introduction of the "S" class, the authorised load of the Limited express, hauled by one "A2" locomotive, was only 330 tons. The use of two "A2" locomotives to haul the express was of frequent occurrence.

The new schedules will be inaugurated by the altered "S" class locomotives incorporating somewhat similar modifications of the front end,

successfully introduced on the "C," "A2" and "D3" locomotives. The experience gained on the latter locomotives has facilitated departmental engineers in arriving at the correct proportioning of the various components for application to the "S" class locomotives.

Summarised, the modification of the front end of the "S" class locomotives comprises an increase in the size of the steam pipes from the boiler to the cylinders and in the size of the blast pipe cap, the fitting of a baffle plate in the dome to prevent priming, and the introduction of a self-cleaning type of smoke box. The diameter of the chimney has also been increased.

Looking Back

It is significant to recall that August 21 will be the 52nd anniversary of the running of the first "through" express train from Melbourne to Sydney.

On that day in 1883, a train comprising three first class carriages with a full load of 74 passengers left Spencer-street at 4.45 p.m. ("exactly at the appointed time" as a newspaper very precisely records), and reached Albury at 11.15 p.m. Transferring to the New South Wales train, the passengers eventually reached Sydney at 1.45 p.m. the next day.

From the press accounts of the occasion, the running of the first "through" express does not appear to have been marked by any special celebrations.

Members of the Melbourne football club assembled at the station and cheered vociferously as the express drew out, but their enthusiastic demonstration was not so much a tribute to the improvement of interstate transport as a boisterous farewell to some Sydney footballers who were travelling by the train.



The Month's Topic

An Expression of Service

ELSEWHERE in this issue an attempt has been made to outline some of the directions in which the "S" class locomotives have made possible such substantial reductions in travelling time on the Sydney Limited expresses.

Linked with the pleasure at the prospect of Australia's two leading cities being brought closer together in point of time, is the pride railwaymen must feel in the knowledge that these locomotives are products of the service to which they belong.

A monument to the skill of the designers and builders, the first "S" class locomotive made history when it emerged from the Newport Workshops for a series of intensive trials.

It was then the largest and most powerful locomotive in the Southern Hemisphere, and its inauguration into active running was a milestone in the Department's progress.

* * *

Increasing train loads, faster schedules, double-heading on the more important passenger trains on the north-eastern route made it imperative to place in service a larger and more powerful type of locomotive capable of greater and more economical service.

That the "S" class locomotives have since amply demonstrated their capacity to achieve these objectives was evident when the Limited expresses in 1929 were accelerated, the authorised load for a single locomotive was increased, and longer non-stop runs introduced.

Dedicated to the service of the people, the "S" class locomotives are destined to play an even greater part in the Department's unremitting endeavors to make rail travel more attractive.

INTRODUCING—

DR. R. ST. CLAIR STEUART, M.D., F.R.C.S.E., F.R.A.C.S., who was appointed last month Railways Medical Officer. For eight years a general practitioner in St. Kilda and in practice in Collins-street at the time of his appointment, Dr. Steuart possesses a specialised knowledge of surgery which will be an important advantage in his new post. He was a surgeon to in-patients at the Alfred Hospital for many years. He was also examiner in clinical surgery at the Melbourne University and a member of the Assessment Appeal Board of the Repatriation Department. Dr. Steuart, who had four years' active service with the A.I.F., was a house surgeon for four years in London and Edinburgh. He was also surgeon at the Caulfield Military Hospital. The "News Letter" takes pleasure in introducing Dr. Steuart whose distinguished career foreshadows an eminently successful term of office as Railways Medical Officer.



Service

"I CANNOT let the occasion of my first trip through from Mildura on the altered timetable go without complimenting you on the excellent arrangements carried out by your staff. Conductor Buckpitt bestowed his best attentions to the sleepers with offer of hot water bags, boots polished and breakfast brought into the sleeper provided in a most excellent manner by the Manager of the Ballarat Refreshment Rooms.

"I much appreciate the services bestowed."

—Mr. A. Loftus of 32 New Street, Hampton, writing to the Chairman of Commissioners.

V.R. Dining Cars Popular

IN view of the announcement commencing July 1, a dining service will be reintroduced on the expresses between Melbourne and Adelaide, significance attaching to the results achieved on the Victorian dining car of the Sydney Limited expresses.

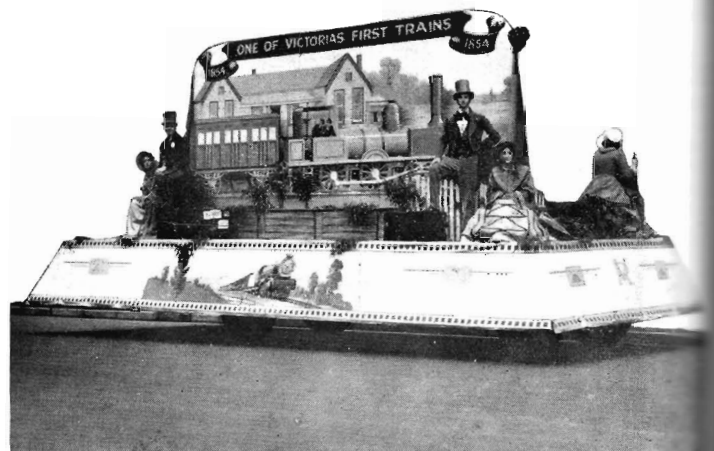
Described by Mr. C. J. Ramsay, Manager of the Dining Car Department as an indication that railway travellers are rapidly acquiring a "dining car conscience," figures concerning the activities of the dining car on the Limited expresses reveal encouraging and progressive increase in patronage during the past few years.

Between July 1, 1931, and June 30, 1935, the number of meals (dinner and breakfast) served in the dining car totalled 183,638, and the revenue received was £44,177. The latter figure includes a comparatively small amount derived from the sale of light refreshments in the car.

The following figures illustrate the growth of the service during respective financial years:—

Year	Meals	Revenue
1931-32	43,950	£10,750
1932-33	45,122	10,800
1933-34	45,934	11,000
To June 1, 1935	48,632	11,500

From present indications, it is expected that the number of meals served in the dining car for the financial year 1934-35 will be in the region of 50,000 and that the revenue will slightly exceed £12,000.



DEPICTING one of the first locomotives—built by Robert Stephenson in 1825 to run in Victoria, a carriage originally used by the Hobsons Bay Railway Company and an early station building, the Department's float was a prominent feature in the procession of decorated floats through Melbourne streets on June 8. The procession marked the conclusion of the Centenary Celebrations commenced last year.

Eight members of the service—four of the female staff from the Spencer dining rooms and four men from the Head Office—wearing clothes appropriate to the period rode on the float.

A representation of the present Sydney Limited express on the bottom part of the float provided a vivid contrast with the locomotive of the early days in Victoria.

Automatic Lubrication of Rails



APPRECIABLY increased life of rails, points and crossings, together with a considerable saving in maintenance costs in suburban area will follow the recent installation of 22 track lubricators.

Using a mixture of grease with 15 per cent. of graphite, the track lubricator pictured is automatically operated.

When a train passes over the ramp mechanism (running parallel with and slightly above the top of the rail) a plunger pump is operated. Lubricant issues in measured quantities from eight points and,

contacting with the wheel flanges, is carried and deposited on the gauge side of the rail head.

It is planned to install eight track lubricators at Spencer-street, six at South Yarra, four at Burnley and four at West Richmond.

Affixed to the "up" and "down" tracks at these locations the appliances will thus become lubricating media for suburban lines.

The great value of these track lubricators lies in the fact that the grease, after contact with the wheel flanges, continues to lubricate the side of the outer rail head on all curves for several miles from the point of contact.

Regular Broadcasts From 3DB Now

COMMENCING on Tuesday, July 9, and on each succeeding Tuesday, the Department will be "on the air" from Melbourne, for a quarter-session—9 to 9.15 p.m.

By concentrating on one broadcasting station at a regular time each week, and by the introduction of novel features, the Department confidently expects that the value and effectiveness of this publicity medium will be greatly enhanced.

A feature of the new sessions will be the introduction, by sound effects, of something distinctive of the railways—something that will at once associate the listener with the Department.

By means of a small record, it is planned to inaugurate the sessions by featuring some of the sounds associated with a locomotive leaving Melbourne.

Each week, the Department will broadcast a session of popular musical programmes interspersed with a series of messages of general public interest. Railwaymen are, therefore, invited to "tune in" regularly to 3DB every Tuesday at 9 p.m. Perhaps they will tell their friends of these attractive broadcasts, and thus stimulate public interest in the Department's activities.

Using Your 'Phone Properly?

INSTANCES of irregular usage of departmental telephones have reached a stage where it is necessary to impress upon every railwayman the vital need for using the telephones in the prescribed manner.

Over a period of 27 days, no fewer than 816 cases of failure to replace the receiver four minutes or more after the conclusion of a conversation were automatically indicated in the exchange.

Particularly prevalent, too, is the practice of removing the hook and inordinately delaying until commencing to dial the number required. Delays of 20 seconds or more are also automatically indicated in the exchange.

Obviously, these irregularities are seriously militating against the efficient operation of the telephone service, and railwaymen generally are urged to co-operate to ensure that these practices cease.

Statistics concerning actual faults in the exchange equipment itself after four months' operation are, however, very gratifying. They clearly show that the mechanism is continuing to fulfil the highest expectations.

A careful check of the operation of the exchange equipment shows that between May 4 and June 1, the number of faults was only 13 in a total of 308,238 calls, which is less than one fault for every 20,000 calls.

30,000 SUGGESTIONS!

Notable Achievement

LAST month the total number of suggestions submitted to the Betterment and Publicity Board since its inception passed the 30,000 mark.

This is a noteworthy landmark in the progress of the suggestions scheme. It is also a striking tribute to the many thousands of railwaymen whose desires to improve the service have found expression in the submission of a great number of invaluable ideas.

INTRODUCED with the object of securing the benefits of the practical experience of the man on the job, the suggestions scheme continues to be an integral part of the Department's operations.

Since the constitution of the Board in 1921, there have been many far-reaching changes in the general situation affecting the Department. Road

Ideas Recently Adopted

THE following ideas which have recently been adopted are indicative of the value and of the very wide range of suggestions submitted:

To show on future issues of circulars the pages of Working Timetable applicable to the alterations being made.

To increase the thickness of the flanges of connecting rod brasses on Garratt locomotives.

Alterations to the call button wiring on Head Office automatic lift.

Improved method of bending main steam pipes for locomotives.

Issue of "Wednesday Bulletin" urging advance purchase of periodical tickets.

Improvements to interlocked gate gear, i.e., provision of buffer springs for gate levers.

motor competition and the world-wide business depression have brought problems that react upon the Department in numerous directions.

Above all, these problems have thrown an increased responsibility on every railwayman to enhance the Department's high reputation for service.

Today, there is greater need than ever to demonstrate the capacity of the Department to render efficient service from the issue of a ticket right through the ramifications of the service to the maintenance of the tracks.

In addition to the broad, departmental viewpoint, there is, of course, the personal inducement to submit suggestions. Monetary awards, which vary according to the extent of the financial saving involved, are paid for any adopted ideas considered worthy of such recognition.



Personal Postscript



Goods Expert

WHEN William Newton Wortley, the Department's efficient Goods Agent, retired last month he set out on the impossible task of saying farewell to all his friends both inside and outside the service. Reluctantly he gave it up, because in 49 years' service, the major portion being in close contact with clients on the goods traffic section, he became one of the best known officers in the Department. Outstanding among Mr. Wortley's achievements was the organisation and introduction of the "Nominated Loading Days" system. Of incalculable value to railway patrons and the Department, the system is the very basis of the efficient movement of the millions of tons of goods transported by rail each year. Practically the whole of Mr. Wortley's service was connected with goods traffic, and it was no surprise when he was eventually transferred to the Melbourne Goods Sheds. He was at the Goods Sheds for 27 years, finally rising to the position of Chief Clerk. Actually, he started his career as a school teacher at Clifton Hill, but the fascination of railroading led him to forsake that job.—N.L.

Popular Bendigonian

PROOF of the popularity of Carpenter Alex. McCallum was the gathering of one of the largest number of railwaymen in recent years at the North Bendigo workshops to farewell him on his retirement from the service. Another feature of the occasion was the presence of the recently-constituted workshops Mouth Organ Band which played appropriate numbers. Alex. was obviously embarrassed by the enthusiastic references to himself by the many speakers representing all sections of the Workshops, including Mr. G. Curtis, Manager of the Workshops. The keynote of all the speeches was the splendid companionship of the veteran. His colleagues' farewell gift was a handsome six-valve wireless set. Alex. was equally well known and just as popular at Korong Vale where he was located for 11 years.—S.

New D.R.S.S.

WITH a background of 28 years of practical experience in the Rolling Stock Branch, Mr. F. P. Archer, Westinghouse Brake Inspector, was recently appointed Acting District Rolling Stock Superintendent at Geelong. Beginning as an engine cleaner at Bendigo, he successively (and successfully) occupied the positions of fireman, driver, enginemen's instructor and night depot foreman until appointment as Westinghouse Brake Inspector in 1928. In that responsible post Mr. Archer has gone wherever a train has penetrated, and now there are few better known railwaymen in the State. In the present State-wide overhaul of train services, introducing considerably faster schedules, the roadworthiness of locomotives becomes even more important. Accelerated a little more than 12 months ago, the south-western district passenger train schedules are about to be operated under faster timetables and there will be no lack of efficiency and enthusiasm on Mr. Archer's part to ensure that the locomotives are maintained in a condition that will assure the attainment of the new schedules. —G.W.

Ask Mr. Jones

SELECTION of Ted Jones, of the Government Tourist Bureau, to control the recently-opened Tourist Bureau at Mildura, ensures that visitors will be completely au fait with the attractions of this ideal winter holiday resort. Any questions regarding Victoria's beauty spots will never find him nonplussed. Possessing all the attributes of a successful escorting officer, Ted has piloted satisfied holiday-makers on the Bureau's popular conducted tours to all the State's leading tourist resorts. In addition, he has visited and inspected the thousands of hotels and guest houses featured in the Bureau's accommodation guide, "Where To Go." His wide knowledge of tourist house essentials made him an invaluable member of the Accommodation Bureau established during the Centenary Celebrations. Ted's 15 years at the G.T.B. were preceded by extensive practical railroading at many stations. A returned soldier, he saw active service

with the Air Force, and was associated with one of Australia's famous airmen—the late Sir Smith.—C.K.S.

July Birthdays

STATIONMASTER P. C. Holloway, Burumbet and Clerk T. Archibald, Accts. Bch. H.O., on the first; Repairer Smith, of Richmond, Guard G. W. M. of Flinders-street and Clerk R. G. M. of G. P. & F. A's. Bch on the second; Repairer J. F. Sewell, of Moorooduc, third; Flax Rope Slicer E. J. L. Newport, on the fourth; Yard Guard W. Ryan, of Spencer-street and S. R. Sennett, of Spotswood Workshops, the fifth; Despatchman A. F. G. Accts. Bch. H.O., on the sixth; Clerk R. S. T. Sandland, of Flinders-street, Guard F. Carroll, of Ringwood, eighth; Repairer H. J. Schumacher, Bendigo, Signal Porter W. Green, of "A", Clerk L. J. Miller, of Accts. H.O., and Clerk R. M. O'Brien, of Bch on the ninth; Guard J. C. McArthur, of Melb. Yard, Running Gear Repairer W. Hook, of Nth. Melb. and Asst. E. C. Blackwell, of Elec. Engineering on the 10th; Ldg. Driller W. J. Holloway, Newport, on the 11th; Guard B. Chalmers, Melb. Yard, on the 12th; Ldg. J. E. J. Newton, of Flinders-street, and J. Geddis, of State Coal Mine, on the 13th; Actg. Clerk B. J. Farrelly, of Newport, on the 14th; Fireman J. Newcombe, of Dimboola, on the 15th; Engine Cleaner C. Day, of Ararat, on the 16th; Skilled Laborer A. T. New, of Nth. Melb., on the 17th; Fitter G. Anderson, of Nth. Melb. and Clerk E. Skidmore, of Flinders-street, on the 18th; Clerk C. S. Arliss, of G. P. & F. A. on the 19th; Stationmaster J. H. C. of Boclarra and Elec. Train Driver J. G. Kins, of Essendon, on the 20th; Joiners Labr. J. McDonald, of Nth. Melb., on the 21st; Shunter C. T. Carr, of Melb. Yard, on the 22nd; T. E. Day, of Newport, and Board Chairman V. F. Letcher, on the 23rd; Works Sub-foreman W. A. Walters, of Leigh, Asst. Stationmaster S. H. Jolhmont, and Storeman H. F. Bell, of Wood, on the 24th; Stationmaster J. Hosking, of Garfield and Engineer A. J. Lane, of Nyora, on the 27th; R. H. McCredden, of Nth. Geelong, on the 29th and Asst. Engineer J. I. Kelly, on the 30th; and R. S. Head Office on the 31st.

Last Mile Post

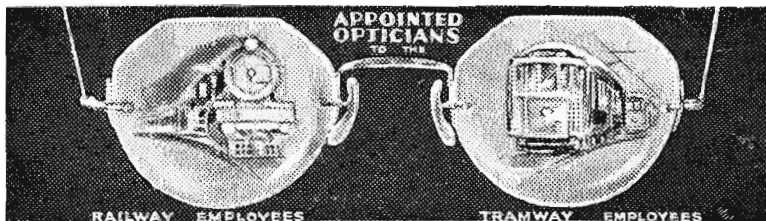
THERE was widespread regret over the recent death of Mr. J. Nolan, Block and Signal Inspector. Aged 64, he was a very well known and highly respected officer.

All but nine of his 45 years were spent in the Department were connected with signalling. Appointed a signaller in 1899, Mr Nolan later became the relieving staff. In that position he efficiently operated the lever system every signal box in the suburban area outside the Metropolitan area. Promoted to Block and Signal Inspector in 1922, Mr. Nolan was successively located in the Bendigo and Seymour districts.

The V.R. "News Letter" is issued weekly by the Victorian Railways Commissioners for the benefit of railwaymen in the service. Personal contributions 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

June, 1935

Issue No. 59

Mr. Clapp's Important Statement on Air-conditioned Carriages

IN a radio talk last month from 3AR, Mr. H. W. Clapp (Chairman of Commissioners) made an important pronouncement on the subject of air-conditioned trains.

His statement on this revolutionary addition to rail travelling comfort will be of absorbing interest to every railwayman.

THE most outstanding progress in the matter of comfort is the air-conditioned train. I am sure that this new process, of purification combined with the control of temperature and humidity

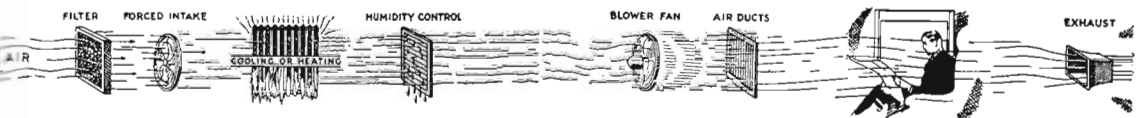
"The comfort of the air-conditioned train is so great that in thousands of cases it is dampening the ardour of the man on the road and wooing him back to the rail. We are introducing the innovation in

Smart Bridge Work

PERFECT preliminary organisation and co-operation by the railwaymen concerned enabled a railway bridge near Beaufort to be demolished and replaced by a new structure in four hours without interruption to trains.

A wooden bridge on the main Melbourne-Adelaide line was dismantled on July 11 and a steel superstructure substituted on a concrete foundation.

Commencing at 12.31 p.m., the Way and Works Branch staff completed a splendid job at 4.45 p.m. "The Department's slogan 'On Time All The Time,'" said Mr. T. R. Collier, Acting District Supt., in praising the men, "cannot be disturbed—even for the complete renewal of a bridge!"



Skeleton Diagram showing flow of air in an air-conditioned carriage

railway carriages, is now playing a part in the drama of railway

Actually air-conditioning is firmly based on the North American precedent. In that vast country the thermometer drops much below zero in winter and in the summer scores over-centuries than Bradman in a cricket season. Air-conditioning in some form or other has been relegated to the past all over the world of land transport that are not equipped.

Summer Temperatures

Travel, as I did, through the desert wastes of south-eastern California and Arizona when crossing Los Angeles to Chicago. The heat outside was an imitation of the heat inside the railway carriages that of a delightful Summer's day. I need only one experience of this kind to appreciate the extraordinary significance of the revolution which has been

Another important advantage is the insulation of the air-conditioned train practically eliminates the inseparable from ordinary travel. Despite the very difficult financial position of the railroads in the U.S.A. all trains in main line had been completely air-conditioned at the beginning of this

Victoria. From my experience abroad, I have no doubt about its success.

"During my visit to North America in the Summer of 1934, I travelled many thousands of miles in air-conditioned trains and was thoroughly converted, as all others are who have had experience of air-conditioned trains. I am convinced that here, as elsewhere, it will be of immense help as a traffic builder.

"With our air-conditioning equipment, the air will first be taken through filters which will remove the dust and other foreign matter. The dustless air will then be cooled or warmed according to the season and with the humidity just as one likes it. Last, but not least, it will be circulated through the car without draughts.

"Passengers who are sufferers from catarrh, asthma, hay fever and other similar troubles are now able to travel long distances in complete comfort. Moreover, invalids or elderly people who have been prevented from enjoying travel due to severe Summer temperatures are now able to enjoy throughout the year the train journeys in a mild, purified atmosphere not hitherto possible in any type of vehicle used in land transport.

"These new railway trends have been productive of great increases in passenger travel. Instances that came under my notice abroad showed that railroads employing air-conditioning had striking increases in passenger traffic."

"Buffet" Car to Run in this State

Following the tour of investigation overseas last year by the Chairman of Commissioners (Mr. H. W. Clapp), it has been decided to equip a "Buffet" car which will provide novel refreshment facilities for rail travellers in this State. It is likely that the car will be introduced on the Melbourne-Bendigo line.

One of the standard "AE" country passenger carriages is now being converted at the Newport Workshops for service as a composite Buffet and 3-compartment first-class passenger carriage. The Buffet saloon and kitchen will occupy approximately 42 ft. of the length of the carriage.

Measuring nearly 34 ft. in length, the saloon will be fitted with a counter 31 ft. long, 3 ft. high and 1½ ft. across the top while, for the convenience of patrons, at least 18 raised chairs will be installed along the front of the counter.

Other features of the saloon equipment will be two refrigerators, cupboards, a service counter, facilities for heating food, boiling water service for tea and coffee and also a show case for displaying various edibles.

THE MONTH'S TOPIC

New Era of Railroading . . .

IN two radio talks from 3AR last month, Mr. H. W. Clapp (Chairman of Commissioners) expressed the conviction that railways will continue to play a very large part in the transportation and economic life of this country.

"Because we are fundamentally primary producers," he said, "mass transportation must remain practically the monopoly of those great locomotives and those lines of trucks and carriages which provide the economic arteries of this great country."

One cannot visualise Australia's annual production of wool and wheat being carried other than by the railway. No road service could perform the annual Australian railway job of hauling 27 million tons of commodities, including huge numbers of sheep and cattle. Hundreds of millions of passengers must still be carried by the railway.

"There is a vast field of development ahead of the railways," Mr. Clapp said. "In fact we are only now entering a new era of railroading. Developments in railway transport, especially in England, Europe and the U.S.A., cannot but convince any intelligent observer that the iron horse is definitely in the race."

* * *

Turning to the trends in modern transport, Mr. Clapp declared that railway systems are abandoning methods that are rusty with tradition. The railways are concentrating on salesmanship, and are endeavouring to render the highest possible standard of service.

There was now the greatest collaboration between the scientist and engineer to secure technical perfection and the greatest possible improvement. Remarkable changes will take place in the next decade.

One of the world's outstanding authorities on locomotive design and construction, Dr. Paul Wagner, the Chief Mechanical Engineer of the German State Railways, told Mr. Clapp "that the steam locomotive was only entering upon a greater future. Its possibilities had not yet been fully explored."

Amazing performances had been registered by high speed steam locomotives overseas. Another form of railway transport—compression ignition (Diesel) engines have now been successfully developed for high speed passenger work.

In Victoria, the Department was building a modern steel train constructed of corten steel, a new high-strength alloy. Air-conditioned and equipped with every modern convenience, this train will, it is expected, be in service within 18 months on the Melbourne-Sydney route.

S-Class Locomotives' Achievements

TIMEKEEPING; MILEAGES; BIGGER HORSEPOWER

STATISTICS covering the running of the "up" and "down" limited expresses between Melbourne and Albury during the 12 months ended June 30 are a striking tribute to the high standard of timekeeping maintained by the S-class locomotives on the 190-mile journey.

The following is an analysis of the timekeeping of the expresses during the period mentioned:—

ON BASIS OF—	"Up."	"Down"
Strictly on time ...	83.01%	88.77%
Up to 5 mins. late ...	92.88%	93.70%
Up to 10 mins. late ...	95.89%	96.16%

In the above table are many instances of the expresses losing time en route, or of late starting from Albury, through causes not in any way associated with the locomotives. On many of those occasions, the expresses have made up time on the journey and arrived to schedule, or the margin of late-running has been very materially reduced.

An outstanding example of consistent timekeeping occurred when the "up" and "down" expresses reached their destinations strictly on time on 36 and 38 consecutive occasions respectively.

During the period from the introduction of the first of the S-class locomotives seven years ago till June 1 last, the four locomotives have run an aggregate mileage of 1,289,364, or an average of nearly 50,000 miles per locomotive per year.

In running 79,455 miles during 1929-30, S-301 has the distinction of covering the greatest mileage of any Victorian Railways locomotive in a

year. S-300—the first of this class to be placed in commission—has the highest aggregate mileage of the class to its credit—355,640.

* * *

A STRIKING increase in effective horsepower—from 1,500 to approximately 2,000—has allowed the modifications of the end of "S" class locomotive.

Rolling Stock engineers are indebted to the excellent improvement attained at the excellent improvement attained by embodying the results of many experiments, which were only possible by the use of the Dynamometer car.

Before proceeding with the modifications, the drawbar horse power of "S 302" (unaltered) was determined at various speeds on test track which the Dynamometer car was attached. At 30 miles an hour the horsepower was 1,560, and this was not exceeded.

When "S 303" had been altered similar tests showed that at 30 miles an hour the horsepower was 1,920; at 38 miles it was consistently developing 1,970 horsepower, and at times it rose above 2,000.

The trial run was made from Melbourne to Albury with a load of 500 tons, which is in excess of the normal authorised load of "Limited" expresses. The result on this occasion confirmed the horsepower previously obtained.

With a load of 500 tons the locomotive can comfortably maintain a speed of 70 miles per hour on the track.

INTRODUCING—

TO the relatively small number of railwaymen who do not know him—

Martin Young, Ararat's very popular

and efficient Leading Porter for the past twelve years. West of Ballarat, where he was equally successful as a porter for fourteen years, he is perhaps the best known railroader. Up to a few years ago, his flair for handling crowds made him invaluable at numerous



country agricultural shows throughout the Wimmera. Recently, for seven weeks, travellers on the main Melbourne-Adelaide line have missed this conspicuous personality. Martin was in the local hospital, and it is a tribute to his popularity that the hospital authorities reported something like a record number of admission fees on visiting days!

Trains Held Up

MAGPIE AGAIN

ONCE again the magpie's fondness for nesting in the overhead equipment in the suburban electrified area caused a temporary dislocation of traffic.

Laying a foundation of beams in a bracket attached to a steel arm between Glenroy and Broadmeadows on July 6, and attempting to pass a small piece of wire in the nest, the magpie dropped the wire on the side-strain bracket.

The subsequent short circuit of the side-strain insulator to burn the steel arm swayed from the contact wire in the path of oncoming trains.

The "flash" was seen by the wife of Mr. T. Nelson, who was appropriately enough is closely associated in Room 2 with the scheduling of suburban trains. Fully appreciating the effects of the "flash," Nelson at once sent her son a long distance to notify the Glenroy staff. Her prompt action greatly diminished the delay to traffic.

Real Facts of Riverina Rail-Road Transport Question

Illuminating facts on the much-discussed question of road transport to the Riverina are contained in a brochure issued by the Commissioners last month for widespread distribution.

Many views have been expressed on this subject. Some have been merely propaganda. Others have apparently been due to a misconception of the true position. Here is a summary of the main points which are of exceptional interest to railwaymen.

It is a fallacy to assert that the curtailment of road transport between Melbourne and the Riverina will divert traffic to Sydney.

Many Riverina woolgrowers have financial interests in Melbourne. Consequently, their wool has always gone to Melbourne. For wool and other commodities mainly carried by road transport the railway rates between Melbourne and the places where the production is chiefly active are lower than those to or from Sydney.

Costs Compared

A comparison of the rail freight rates on general merchandise and wool from Melbourne and Sydney to Riverina towns very clearly supports this contention and effectively disposes of the statement that traffic will be diverted to Sydney if competitive road services are established.

The capital cost of £1,500,000, developmental railway lines have been constructed in the more sparsely populated parts of the Riverina, and the heavy operating losses, amounting last year to £46,152, and aggregating £158 since the commencement of operation are being borne by the Victorian taxpayer.

Considering that railways are vitally important to the greater part of the Riverina, the Commissioners point out that last year on the Deniliquin, Mildred and Oaklands lines over 1,000,000 bags of wheat and 12,883 tons of live stock were carried by rail to or from Victoria.

Manifestly, this task could not have been carried out by road transport. Neither could it offer the low rates for these commodities: wheat, approximately three shillings a ton mile; superphosphate, necessary for wheatgrowing, at the top dressing of pastures, at half-penny a ton mile.

"Stream" of Traffic

Road competitors cannot handle the traffic upon which the pastoral and agricultural areas of the Riverina depend very largely for their existence. By under-cutting the railway rates they have, however, secured a large percentage of the more payable traffic—wool and traders' goods comprising mainly groceries, hardware, and sugar. These lower rates are made possible by confining their operations to these commodities.

Road transport between Melbourne and the Riverina is providing a partial, limited service only. It cannot displace the Riverina railways; but it could deprive them of remunerative traffic to such an extent as to seriously jeopardise the continuance of efficient railway services for the essential needs of the district.

On the other hand if given reasonable protection the railways could provide in conjunction with an intelligently devised system of co-ordinated road transport, a comprehensive service adequate to meet efficiently the whole of the transport requirements of the areas concerned.

Chance for Railmen to Join Transport Institute

UNTIL September 30, Victorian railwaymen have the privilege of admittance without examination to the Student and Graduate membership of the British Institute of Transport (New South Wales Centre).

Briefly, the objects of the Institute are to promote, encourage and co-ordinate the study and advancement of the science and art of all forms of transportation.

There are two main divisions of membership—corporate (members and associated members) and non-corporate (students and graduates). The principal qualifications for membership without examination are:

Members must be aged at least 30 (associate members 25 years) and at date of application be engaged and for at least 10 consecutive years (associate members 5 years) prior to such date have held posts of responsibility in administering, managing, conducting or carrying on any of the principal forms of transport.

Graduates must be aged at least 25, produce evidence of having attained an educational standard and of having pursued, within five years prior to applying, further study satisfactory to the Council, and at the time of election or application be engaged in and have had not less than seven years' approved service in one or more of the principal transport undertakings.

A somewhat similar provision applies in regard to students, who must be aged 21 and possess three years' transport service.

The British Institute publishes a Journal containing the papers, etc., read before the Institute, and both corporate and non-corporate members receive free copies.

Further information may be obtained from the Honorary Secretary, Mr. M. M. Allen, c/o Secretary for Railways, Bridge-street, Sydney.

Suggestions Soar Over 300 for July!

Last month the Commissioners sanctioned the first payment of the new award of £1 to a railwayman whose two adopted suggestions submitted this year had each merited a commendatory entry on his history sheet.

Under the recently-introduced plan to liberalise the basis upon which awards are assessed for adopted suggestions, monetary recognition is being

Back to 1928!

FOR the first time since 1928, the number of suggestions submitted to the Betterment and Publicity Board in one month has exceeded the 300-mark.

During the month of July, 339 suggestions were received—a further manifestation of the keen interest which railwaymen are continuing to evince in the policy of improving the service.

Since the beginning of January last, 1,152 suggestions had been received, the totals during May and June being 145 and 165 respectively.

accorded those railwaymen whose ideas, while not making them eligible for payment of an award, nevertheless assist to promote the betterment of the service.

* * *

A feature of the suggestions scheme that is not, perhaps, generally well-known is the possibility of railwaymen receiving more than one award for an adopted idea.

By a reciprocal arrangement between all the Australasian railway systems, there is a regular inter-

THE following ideas which have recently been adopted are indicative of the value and of the very wide range of suggestions submitted:—

Removal of certain engine smoke stacks at Geelong Loco. Depot;

Improving the drainage of an ash pit at Horsham;

More efficient delivery of oil from Oil Store, Newport, to Nth. Melbourne, Loco. Storehouse;

Improvements to suburban folder timetable;

Conserving space in certain rail motors by providing roof hooks for bicycles;

Strengthening of ash pit hose nozzles.

change of suggestions or inventions that have a definite application elsewhere than in the State where originally submitted.

If any such suggestion or invention, adopted on these other railway Systems, is considered by the System concerned to merit a monetary award, the suggestor is accordingly notified and thus secures this additional benefit.

Personal Postscript

Driver and—

WHEN Driver Frank Hobbs climbed aboard S 303 at Seymour on July 15 he was more than ever determined to complete this inaugural run on the faster schedule of the "up" Sydney limited express "on time." But he failed, as the giant locomotive rather perversely reached Spencer-street at 11.29 a.m. — one minute ahead of time. Frank's previously expressed view "that for express running the Pacifics stand on their own" was, however, fully justified, and his satisfaction was unbounded. Of course, Frank and the Pacifics are on the most agreeable terms after a continuous association during the past six years. For nearly 20 years, Frank has been connected with express running on the Albury route. In deriving the utmost pleasure from the honor of completing the first run on the new schedule, Frank is not unmindful of the equally meritorious work which his colleagues, Driver Charlie Rickman and Fireman Bob Parry, performed in efficiently piloting the express from Albury to Seymour where it was five minutes ahead of time. —R.S.B.

Fireman

ASSOCIATED with Driver Hobbs on the footplate was Fireman Albert Hinchcliffe who, after practical experience, shares his driver's high opinion of the Pacific locomotives. They have been working as an efficient "team" on the footplate for six years. Albert's enthusiasm for locomotives has led him to closely study them with such success that he is now the proud possessor of a dozen certificates in engine working and Westinghouse brake equipment from the V.R.I. In these subjects, he won the coveted "J. C. M. Rolland" Prize — donated, by the way, by a gentleman whose layman's knowledge of locomotives in particular, and railways in general, is above the ordinary. In 1920, Albert was appointed fireman, and he has been on express running for about 10 years.—D.K.

Paid Out £12,000,000

Introducer of the "Negative" system of timekeeping at the Newport Workshops, Mr. J. J. Turner, Principal Timekeeper, retired last month after 46 years' service in the Department. When he was selected for that post in 1908, he immediately re-organised the time-keeping practices at the Workshops and introduced the "Negative" system under which records are only maintained of men absent, or otherwise working reduced hours. It has been of exceptional value to the Department in eliminating superfluous clerical work in an establishment where as many as 3,700 men have been employed at the one time. He estimates that while at Newport about £12,000,000 in wages have been paid to railwaymen employed there. For 19 years, Mr. Turner was in the Transportation Branch, and among the positions he occupied was that of Timekeeper at the Melbourne Goods Sheds.—W.B.

"Scots Whae"

DESCRIBED as the most ardent Australian-born Scot in Victoria, Chris. MacRae's transfer and promotion from Liaison Officer, Newport Loco. Storehouse, to Storekeeper, State Coal Mine, was the occasion of a remarkable demonstration in Melbourne last month by the leading Scottish Societies. In an enthusiastic farewell gathering of 300 people, Chris. was the centre of glowing tributes to the splendid work he had consistently performed for more than 25 years. He will continue as Vice-President of the Victorian Scottish Union simply because the Executive firmly, but courteously declined to be deprived of his services. Chris., however, had his way when he relinquished the secretaryship of the Melbourne Thistle Club which, under his guidance, has become one of the most virile of the 42 societies affiliated with the V.S.U. —D.L.

Figures and Functions

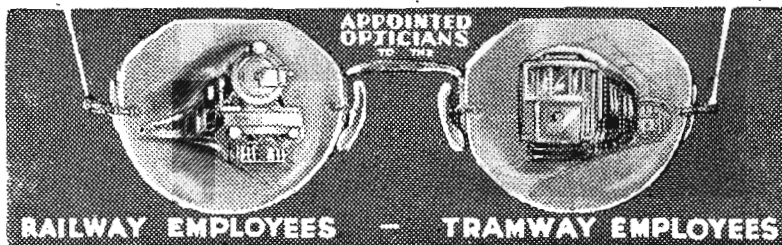
LATEST railwayman to become a qualified accountant is Ernie Keast, of the Transportation Branch Accounts Office. Three years of unre-

mitting study at the Victorian Railwayways Institute has brought it to him the privilege of affixing A.I.C.A. to his name. Ernie combined a fine figure with social organising as the Honorary Secretary and Treasurer of the Holiday Train Association. Having sampled one of the tours himself, Ernie was so enthralled in supporting the formation of the Association that he was promptly installed as the very energetic Secretary and Treasurer. Now with a membership of 206—and increasing each succeeding tour—the Association boasts members in all parts of the State. And with Ernie directing their activities and promoting frequent meetings and functions throughout the year the Association has become a beneficial factor in giving tangible expression to the Department's slogan—"See Victoria First." —H.

August Birthdays

REPAIRER W. Mathews, of Newport; Fireman H. H. Kelly, of Newport; Power House and Clerk A. S. Edwards, Accts. Branch, on the first; Skilled P. D. Leversha, of Nth. Melb., on the second; Repairer G. Scales, of H. Melb., on the third; Driver S. E. Warner, of Nth. Melb., on the fourth; Spotswood Workshops, on the fifth; G. L. Rayment, of Staff Board, and Electrician J. T. Fitzpatrick, of H. Melb., on the sixth; Skilled Labr. A. H. S. of Nth. Melb. and Optg. Porter F. W. of Robinvale on the seventh; Fitter B. F. Pellett, of Newport, and Clerk Fisher, of Shepparton, on the eighth; B'Maker's Help H. A. J. Watson, of Newport Workshops, on the ninth; Repairer Magee, of Castlemaine, on the 12th; Checker J. B. Hollowood, of Newport, on the 13th; Engine Cleaner P. N. of Nth. Melb. Locc. and Carpenter Mallet, of Shepparton, on the 14th; Electrician G. E. C. Stevenson, of Flinders-st., on the 15th; Fitter-in-Charge J. L. Spence, of Newport, on the 16th; Stn. Master W. J. H. Footscray, and Yd. Porter J. R. Ferris, of Warracknabeal, on the 17th; Engine J. A. Glasson, of Ballarat Workshops, on the 18th; Master A. B. Faull, of Gisborne, on the 19th; Brown, of Accts. Branch, and Assistant Charge H. R. Humphris, of Retford, Flinders-street, on the 18th; Lad Jensen, of Korumburra and Clerk Bolger, of Nth. Melb. Loco. Storehouse, on the 19th; Gatekeeper P. Lynch, of Newport, on the 20th; B'maker John Kennedy, of Wagon Shops, Nth. Melb., on the 21st; Clerk S. J. M. Kennett of Seymour Loco. Ganger J. Lawrence of Korumburra, on the 23rd; Carpenter J. R. McInness, of Newport, on the 25th; Signalman J. P. Fagan, of Canterbury, on the 26th; Clerk Cobham of Claim's Office, on the 27th; Porter W. M. Howie of Traralgon, on the 29th; Comms. Special Officer Wishart, Clerk N. R. Jordan of Accts. Branch, and Spl. Inquiry Officer J. M. Cross, on the 30th; Elec. Mechanic A. C. Pearl, of Ballarat, and Foreman Printer G. Bennett, of Nth. Melb., on the 31st.—G.P.

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The V.R. "News Letter" is issued monthly by the Victorian Railways Commissioners for the benefit of railwaymen in the service. Personal notices 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

September, 1935

Issue No. 60

Striking Results from Dynamometer Car

TRAIN ACCELERATIONS ASSISTED

ONE of the dominating influences in the remarkable improvements effected to certain of the Department's locomotives in recent years has been the dynamometer car.

The car has enabled a correct assessment of the value of the modifications in locomotive design to be made and has also been valuable in checking each step in the alterations. Without the car, the vast improvements in locomotive performance could not have been obtained.

ACCELERATIONS of train schedules have been based on predictions made from the dynamometer car tests, and the satisfactory operation of the faster services contribute to the accuracy of the information obtained from the car.

When reviewing existing goods train schedules the dynamometer car has been valuable in pointing the way to improved performance. Subsequent tests have invariably confirmed the improvements made on the car.

Assessment of locomotive performance involves determination of tractive effort—and horsepower—at various speeds. Without a dynamometer car these relationships can only be guessed at.

Being Described

Values of tractive effort and horsepower at various speeds are taken from the dynamometer car chart plotted. The resulting graph is a performance curve for the particular locomotive under test.

The car is also used for determining tractive and air resistances of various classes of rolling stock which, combined with locomotive performance, permits the calculation of maximum loads over various grades and the speeds which can be maintained under any given set of conditions. This information is essential for the computation of passenger and freight train schedules.

The car is attached directly to the locomotive under test by means of an automatic coupler through which pulling and buffing forces are transmitted to a dynamometer consisting of a pair of pistons operating in oil-filled cylinders. The pressure of the oil provides the magnitude of the forces.

By means of a mechanism which constantly multiplies the drawbar force and the distance travelled, a computation is made of the amount of mechanical work performed at the drawbar. The product of these

factors is further combined with a time element, provided by a constant speed motor, thus indicating the drawbar horsepower.

These quantities—the forces on the drawbar, work and horsepower—are read directly and continuously recorded by pens on a chart driven from an axle of the car. A continuous graph of the speed is simultaneously recorded by a sensitive speedometer.

Minute, two, six or 12 second intervals are marked on the chart by electrically operated pens.

For the purpose of brake tests, gauges and pens record the pressures in the brake cylinder, train pipe and auxiliary reservoir of the car. Oil pressure cylinders operate gauges and pens which record the tangential and radial pressures of the brake blocks on the wheels.

Re-appointment of Mr. H. W. Clapp

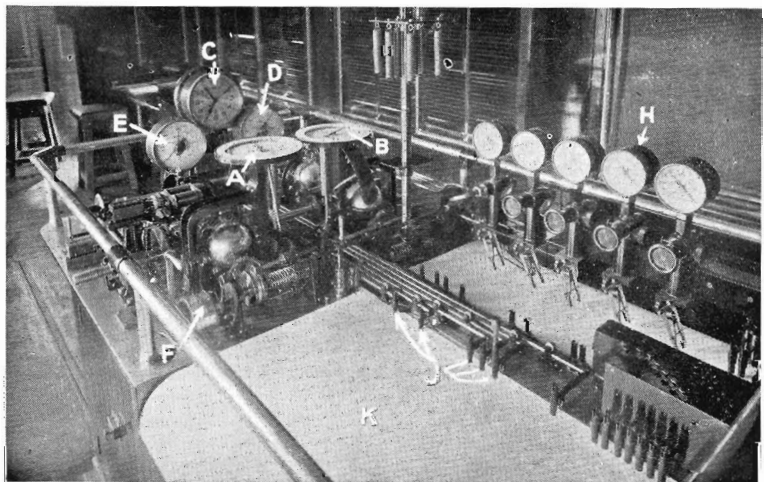
WIDESPREAD PLEASURE IN SERVICE

THERE was general satisfaction throughout the service at the announcement of the re-appointment of Mr. Harold W. Clapp as Chairman of Commissioners.



Mr. Clapp, who was first appointed in 1920, has already occupied this responsible position for a longer period than any previous Chairman. His outstanding achievements as a railway administrator are too well-known to call for recapitulation here. The "News Letter"

feels it is reflecting the sentiments of all railwaymen in expressing the earnest hope that Mr. Clapp will continue to enjoy that health, vigor and imaginative control which have been so invaluable to him during his highly satisfactory term as Chairman of Commissioners.



VIEW of Instrument Table in Dynamometer Car showing (A) Speedometer; (B) Horsepower Calculator; (C) Clock; (D) Pulling Force Dial; (E) Buffing Force Dial; (F) Constant Speed Motor; (H) Brake Force Gauges; (J) Recording Pens; (K) Chart Table.

The Month's Topic

Another Railway Birthday

SEPTEMBER 13, 1854, and September 13, 1935, are dates in railway history that possess a special significance to the railwaymen of Victoria. They span a period of 81 years since the first train to run in Australia was hauled from Flinders-street to Port Melbourne (then known as Sandridge) by the first locomotive built in Australia.

Looking back through the years to the earliest railroading days in Victoria when there were only a few miles of railway opened and the equipment was of a primitive type, our minds abruptly turn, by way of contrast, to the magnificent progress that has been made in every phase of the Victorian Railways.

* * *

There are now 4,721 miles of railway opened for traffic in this State. Scarcely any appreciable area of arable, pastoral or non-mountainous land within the borders of Victoria is more than 10 miles from a railway.

Vast improvements have been made to locomotives, signalling, workshops, stores systems; electrification and train control have been introduced—on every hand there is striking evidence of an enhancement of the entire service rendered by the railways.

And, appropriately enough, on the 81st birthday of the railways, departmental engineers will be engaged in preparing for the newly-arrived air-conditioning equipment.

* * *

Typifying the railways in their unremitting endeavors to keep abreast of modern trends in transportation, the air-conditioning equipment is the railroad's latest development to provide the travelling public with the highest attainable standard of comfort.

It is opportune, therefore, to suggest that we should reflect on the historic part which the railways have played in the development of the State, and take further pride in the knowledge that the railways will continue to be indispensable to the State's progress and prosperity.

New Stores Chief and Assistant

IMPORTANT appointments announced last month were the elevation of Messrs. H. S. Sergeant and L. C. Stewart to the posts of Comptroller of Stores and Assistant Comptroller respectively.

In reaching the highest position in the Stores Branch, Mr Sergeant sets the seal on a career conspicuous for a degree of service which should prove an inspiration to every railwayman. He possesses an outstanding knowledge of the whole range of storekeeping.

Following his visit to America, in 1921, with Mr. C. W. J. Coleman, a former Branch Chief, Mr Sergeant applied himself assiduously and successfully to reorganising the stores system.

With the Spotswood Storehouse as the pivot, the Department's stores activities have functioned with an efficiency and smoothness that have been acclaimed by authorities from all parts of the world.

Mr. Sergeant also played a leading role in the establishment of the Reclamation Depot at Spotswood where an incessant war against waste is in progress with highly beneficial results.

Possessing an intimate knowledge of the whole of the Branch activities, Mr. Stewart, as second in command, should prove invaluable. Six years as a junior clerk at the Melbourne Goods Sheds preceded his transfer to the Stores Branch in 1911.

He revealed a special aptitude for the work and after occupying many important positions was appointed personal clerk to Mr. Coleman in 1923. Eight years with Mr. Coleman afforded Mr. Stewart the facility of acquiring further experience on the broader issues of departmental stores policy. In 1931 he was promoted to the position of Chief Clerk.

INTRODUCING—

SPECIAL-CLASS Relieving Signalman Bill Spinner, of the Melbourne Yard, whose generous physical proportions—

between 16 and 17 stone—symbolise the extent of the knowledge he possesses of signalling complexities. There are few better known railwaymen within 20 miles of Melbourne. It is certain that every signal box in the suburban area has figuratively groaned when Bill has appeared on the horizon. He is one

of the signalmen whose splendid work during the height of the Centenary Celebrations traffic evoked such widespread admiration. He is worthily carrying on the traditions of the Spinner family. His late father was at the time of his retirement in 1924 No. 1 passenger guard in the service.



Air-conditioning EQUIPMENT ARRIVES

REPARATIONS are now being made at the Newport Workshops for the installation of one of the sets of air-conditioning equipment that arrived in Melbourne from England last month.

The first carriage to be so equipped will be 36 "AE"—a standard class country passenger vehicle. The other set of air-conditioning equipment will be installed later in a steel carriage for use on the Sydney Limited press.

All the work now in progress on "AE" car is designed to make the passenger section of the vehicle completely air-tight.

To obviate any air leakage, all cracks in the walls and roof of the carriage are being sealed with sisal kraft insulation.

Just for Fun

A VERY prominent railway professional officer, who retired from the service a few years ago, is noted for his antipathy towards racing.

Rather frequent pleas for his aid aroused his suspicions, and he had a notice posted on the wall of his office:

"All applications for leave to attend funerals of relatives on weekdays must be submitted to me personally at least two days before each race meeting."

* * *

Each month the "News Letter" proposes publishing some humorous railway anecdote—something that causes your cheeks (and our) to crease!

This is your space—so let us hear from you early—and briefly!

A door will be placed at the end of the corridor, thus effecting isolation of the passenger section of the carriage.

With the object of insulating the interior of the carriage from external variations of temperature and noise, extensive use is being made of celotex. Three sheets of celotex are being used for lining the ceiling and two sheets for lining the sides of the carriage.

The windows will be fitted with roller blinds, instead of the present louvres, will also be new features of the air-conditioned carriage. The number of window openings on each side of the carriage will be reduced from 32 to 16. Consisting of double glass, the windows will be 4 ft. 6 in. wide, thus greatly improving the facilities for extensive observation. Each window will comprise two panes separated by a ½ in. air space, which provides a measure of insulation.

An additional innovation is the provision of independent electric switches for each compartment.

Faster Trains Mean Earlier Mails

A NUMBER of outstanding examples of earlier deliveries of mails serve to emphasise another direction in which accelerated train services are exerting a big influence.

AS nearly every member of the community makes use of mail facilities, one of the greatest benefits that is being obtained by the public generally from the accelerated train services is in the carriage of mail matter.

The Postal Department makes extensive use of the railway systems for the carriage of mails, and as expedition is the keynote in the handling and delivery of mail matter faster train services are of prime importance.

The altered arrival time (11.30 a.m. instead of 12 noon) of the Limited Express from Sydney has made it possible to give an earlier delivery of mail matter to the business firms of Melbourne. This earlier delivery, combined with the later departure (6 p.m. instead of 5.30 p.m.) of the Limited express from Melbourne permits an extra hour for reply the day of receipt.

As a vast amount of correspondence is despatched between Melbourne and Sydney each day the additional hour is of particular advantage to the business community.

The benefits are not, however, confined to the city areas of Melbourne and Sydney. With the former scheduled arrival (1.50 p.m.) of the second

division of the Sydney express (which carries mail matter from Albury and intervening towns), correspondence for the suburban areas of Melbourne could not be delivered until the following morning.

Under the existing timetable, the mails arrive at the Melbourne General Post Office at 12.50 p.m., and are despatched to the suburbs in time for the afternoon delivery.

The earlier arrival of the second division of the Sydney express on Saturdays provides sufficient time to sort and classify mail matter for inclusion in the outgoing country mails closing at the General Post Office at 12.50 p.m. As a result the mail matter is available for delivery in the country districts concerned on Monday mornings.

The acceleration of the trains on the Port Fairy line now enables mail matter for the suburban areas of Melbourne to be delivered on the afternoon of the arrival in the city.

Another valuable by-product of the accelerated train services concerns the earlier arrival time of the West-East overland express in Melbourne. Under the new schedule, letters from all parts of the United Kingdom and Europe for addresses in the city area of Melbourne are now delivered on the Saturday, instead of Monday morning.

The Department also co-operated with the local District Progress Association in the establishment of an active Tourist Bureau at Mildura. A travel expert from the Government Tourist Bureau assumed control, and he has materially assisted in co-ordinating local activities to entertain and plan excursions for the visitors.

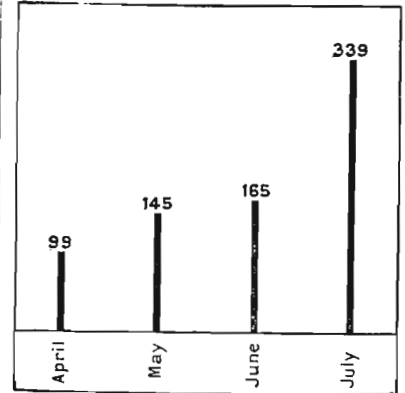
New Tennis Court at Highett

RAILWAYMEN at Highett and adjoining stations recently had the satisfaction of witnessing the official opening of their excellently appointed tennis court near the Highett station.

It was the culmination to many months of enthusiastic efforts to raise funds. The Council of the Victorian Railways Institute assisted the Committee.

At the opening ceremony, the President of the Club (Mr. H. Jones) was accompanied by the President of the V.R.I. (Mr. D. Cameron, Chairman of the Staff Board), Institute Councillors and officials and representatives of local bodies.

How Ideas Have Mounted This Year



When this issue of the "News Letter" went to press the total number of suggestions received for the month had passed July's 339—the best since 1928—and was well on the way towards the 400-mark!

It Pays—Both Ways!

In a "Weekly Notice" front-page message last month the Commissioners urged railwaymen to continue submitting suggestions because "it pays—both ways."

That epitomises the very foundation—mutual benefits—upon which the suggestions scheme rests. It is at once an arresting reminder to railwaymen of the advantages to be gained by forwarding suggestions to the Betterment and Publicity Board.

From the Departmental standpoint, suggestions are a powerful means for

THE following ideas which have recently been adopted are indicative of the value and of the very wide range of suggestions submitted:

- Improved method of attaching tumbler boxes to sheep races;
- Issue of three-piece tickets for Ballarat and Bendigo race meetings;
- To fit more substantial cab-spouting to locomotives;
- Use of an improved safety chain catch to secure electric equipment covers on suburban cars;
- Placing of station office clocks where they can be more readily seen by passengers on platforms;
- That a ball thrust bearing be used on cast iron columns of Cottew gate gear.

promoting the general betterment of the service. They inevitably lead to the substitution of efficient practices for wasteful and uneconomic methods.

There are also obvious advantages when the matter is viewed from the personal angle of the railwayman. The fixation of monetary awards, which vary according to the value of the adopted suggestion, is a recognition by the Commissioners that railwaymen are deserving of a reward for the time and thought occupied in developing ideas that subsequently prove of benefit to the Department.

Mildura Rail Traffic Shows Big Rise

GREAT success has followed the intensive three-months' publicity campaign which the Department launched to popularise Mildura as a winter holiday resort. At one stage, the influx of visitors to Mildura overtaxed the available hotel and guest house accommodation.

From June 1 to August 31, the increased tourist traffic to Mildura represented nearly £3,000 extra revenue to the Department. Considerable benefits accrued, of course, to local accommodation establishments and other business concerns when the expenditure of money by the visitors.

Substantial fare reductions of £4, first return, and £3, second return, supplemented by continuous publicity—broadcasting, posters, picture theatre screens, advertisements in journals, calico signs and a folder—brought the many attractions of Mildura as a winter holiday resort prominently before the notice of holidaymakers.

Personal Postscript

Ambulance Student

IN selecting Ted Coughlan, of the Melbourne Goods, as Assistant Ambulance Officer the Department has secured the services of a railwayman who has made a life-long and eminently successful study of first-aid work. His appointment last month was, he confesses, the highlight of his railway career. He has since thrown himself enthusiastically into the work of becoming thoroughly acquainted with the Department's efficient ambulance organisation. He brings to his new position a splendid reputation established under active service conditions with the A.I.F. Ted won his initial first-aid certificate in 1911—just one year after entering the service—and since then his interest in this important work has continued unabated. After nearly 3 years with the A.I.F., he returned to the Department and once more assumed an active part in all ambulance work. Successfully he was awarded the Bronze Medallion and the Silver Medal, and in 1934 he won the Department's highest reward for first-aid activities—the Gold Medal. —V.

Successful Secretary

MEMBERS of the Seymour Branch of the V.R.I. are hopeful that the rumoured intention of Cyril Searle to relinquish the secretaryship will be like Mark Twain's death—greatly exaggerated. In 12 months he has worked so indefatigably in promoting the general well-being of the Branch that Seymour's members unhesitatingly "proclaim our Branch the best of the country centres." Cyril has been aided by an enthusiastic committee which, by means of all sorts of social functions, has substituted a credit balance for an irritating debit of nearly £100. His wife, too, has been an invaluable co-worker, and altogether the local members are loth to be deprived of their services. —J.R.

Workshops Executive Retires

THE fact that he was fitter and turner at Newport Workshops in 1900 and Assistant Manager of

the Shops in 1919 is sufficient evidence of the ability which was displayed by Mr. James Taylor who retired last month. He took over the Assistant Managership of one of the State's biggest industrial undertakings after two years as Manager of the Ballarat Workshops—a position he secured when the Ballarat Shops were opened in 1917. In addition to his duties as Assistant Manager, Mr. Taylor has taken a leading part in the preparation of the Department's cases before wage tribunals during the past decade. He served his apprenticeship in Scotland, and arrived in Victoria in 1889. Experience with several private engineering firms preceded his entry into the Department. —W.

Melbourne's "Bob Pratt"?

TO miss five games and yet win the coveted trophy for the best and fairest player in the Wednesday Football League was the noteworthy achievement of Ron Baggott, of the Spencer-street Telegraph office, who is a member of the Railways team. A brother of Jack Baggott, the talented Richmond half-back, Ron's outstanding form as a footballer has now gained him selection as a regular player with the Melbourne League team. Although only 18 years of age, he has demonstrated sufficient ability as an all-rounder to foreshadow a very successful football career. He is a particularly good high mark, and his accurate kicking for goal makes him an acquisition to the Melbourne 18. He seems destined to win advancement to an Interstate team before very long. —J.A.P.

September Birthdays

ASST. Stationmaster Joseph Davidson, of Elsternwick, and Relvg. Optg. Porter E. S. Farnsworth, of Geelong District, on the first; Fireman J. F. Elderfield, of Bendigo, and Elec. Fitter W. J. R. Clifton of Elec. Workshops, Spencer-st., on the second; Carpenter G. C. Wells, of Spotswood, and Elec. Fitter J. T. Burne, of Flinders-st., on the fourth; Ganger J. A. Norton, of Nth. Geelong, and Parcels Porter J. A. Dickens, of Stawell, on the sixth; U'gear Repairers' Asst. J. A. Hozan, of N. Melb. Workshops, on the seventh; Secretary for Railways E. C. Eyers and Telegraphist E. H. Dempster, of Bendigo, on the eighth; Optg. (Contd. in Col. 3)

Two New District Superintendents

TWO new District Superintendents, Messrs. R. G. Durston (relieving Mr. T. R. Collier, Ballarat)—were appointed on August 1 at the comparatively early ages of 36 and 40 respectively.

After a brilliant career in the Rolling Stock Branch, during which he quickly demonstrated his ability and aptitude for railway work, Mr. Durston was selected in 1934 to transfer to the Transportation Branch to train for promotion to a superintending position.

Mr. Durston, who is a Bachelor of Electrical Engineering of the Melbourne University, joined the service as an engineering assistant in 1924, and in 1927-28 he went overseas to widen his experience with the Westinghouse Brake Company. He is a returned soldier.

Mr. Collier possesses 25 years' varied experience in the Transportation Branch. He joined as a lad at Glenhurlty in 1910, and became Stationmaster in 1916. Ten years later he was promoted to Asst. Traffic Running Officer at Ballarat, and in 1929 he was appointed Traffic Inspector.

In 1934, he was promoted to Assistant District Superintendent at Ararat. Mr. Collier, who is also a returned soldier, has carried out the duties of his various important posts in a manner which indicates further success as a District Superintendent.

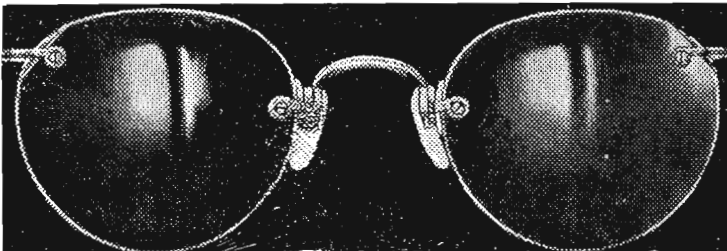
(Contd. from Col. 2)

Porter C. J. Ervin, of Westgarth, on the ninth; Secy's. Bch. Typing Bureau Supervisor Miss E. Tobe, and Machinist G. Gale, of Printing Works, on the 10th; Painter C. W. Holmes, of N. Melb. Workshops, on the 11th; Plumber T. W. Noble, of Oakleigh, on the 12th; Machinist W. C. Hodge, of Newport, Clerk T. J. McGlade, of Superintendent Weighing's Office, on the 13th; Black G. T. Groom, of Bendigo, and Skld. L. G. T. Wilson, of Horsham, on the 14th; Clerk F. T. Dickson, of Jolimont Office, on the 15th; Ticket Checker Evans, of Flinders-street and Lincolnton, A. Wilson, of Overhead Depot on the 16th; Parcels Foreman H. R. Davies, of Flinders-st., on the 17th; Actg. Clerk L. G. Egan, of Newport, and Clerk A. Burton, of Printing Works Actg. Office, on the Refreshment Bch. Staff Clerk N. S. Chandler, on the 18th; Platelayer W. Godden, of N. Melb., on the 20th; Clerk H. A. Webb, of Flinders-st. W. & W. Clerk S. C. Ellis, of Bendigo Station, on the 21st; Fitter and Turner J. Emery, of N. Melb. Loco., on the 22nd; Fireman B. H. Moore, of Murchison, on the 23rd; Clerk A. R. Mitchell, of Flinders-st., Actg. Office, Ldg. on the 24th; Fitter T. E. Cope, of Newport Power House, on the 25th; Dining Car Steward D. D. on the 26th; Guard J. Fahey, of Koroit on the 28th; Fencer O. F. Salva, of Koroit, and Asst. Stn. Master W. A. on the 29th.

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

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The V.R. News Letter

Number, 1935

Issue No. 61

Striking Sign for V.R. Publicity



MARKING an important development in railway publicity activities, the striking illuminated sign, measuring 41 ft. long and 7 ft. deep, recently placed at the Swanston-street entrance to the Flinders-street station is the biggest of its type in Melbourne and one of the largest in Australia.

There is space for 93 letters, each 17 inches deep and of a special type that increases the visibility of the messages displayed.

Each message, which will be changed at frequent intervals, is exhibited in three rows of red letters inside a plain border of blue. The "V.R." monogram is in green.

Easily read throughout the day and night, the cumulative advertising value of the sign is vastly superior to the former colored calico signs which were not sufficiently conspicuous, particularly in the evenings.

Only a hint of the brilliance and effectiveness of the illuminated sign is given in this small illustration.

Improved Sheep Unloading Ramps

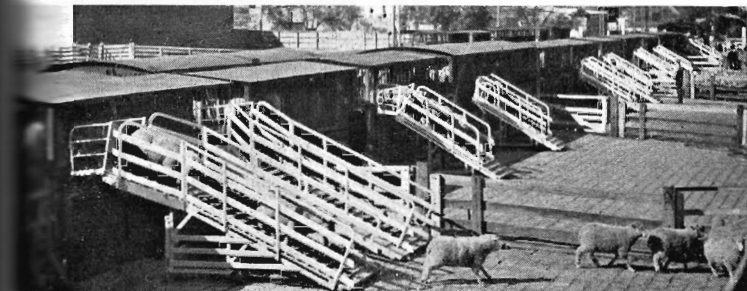
DESIGNED to afford greater safety and expedition in the discharge of sheep and lambs from the top tiers of trucks, 46 unloading ramps, with fixed platforms, have been installed throughout the two unloading platforms at the Newmarket stock yards. Each platform accommodates 39 ramps.

Some of the ramps have been constructed to greatly facilitate the unloading of sheep. The sheep are

ramps to be easily moved, thus eliminating the man-power necessary in placing the former type of ramp in position.

A further improvement at the Newmarket stock yards is the provision of gang-boards hinged to the platform coping. These are folded, as required, to bridge the space between the platform and the bottom tier of the trucks. By this means the animals are prevented from falling to the track.

A considerable proportion of the sheep and lambs unloaded at Newmarket is intended for export, and the



move three abreast instead of single file through lengthy races. A small rail track throughout the length of the platforms enables the

improved discharging methods are an important factor in enabling the animals to be delivered at the abattoirs in a satisfactory condition.

PITH of 1934-35 REPORT

THE percentage of working expenses (exclusive of electric tramways, road motor public services, pensions, etc., and of expenditure charged to Unemployment Relief Funds and to the Commonwealth Grant for Rehabilitation—storms and floods) to gross revenue was 65.09 as compared with 64.30 in 1933-34 and 63.96 in 1932-33.

* * *

A net increase of £229,865 in the Capital Account during the year brought the total to £76,341,426 excluding stores and materials.

The return on the total property investment including the investment in stores and materials, was 3.62 per cent.

* * *

Railways opened for traffic at the end of the year totalled 4,721 route miles or 5,070 track miles and 1,038 miles of sidings. The Department also operated 7½ route miles or 15 track miles of tramways.

The standing time of locomotives has been reduced from 22.4 hours per 1,000 miles run in 1925-26 to 17.0 in 1934-35. The "gross ton miles per train hour" figure, an index of efficient goods train operating, advanced from 3,500 in 1.25.26 to 4,731 gross ton miles in 1934-35.

* * *

Goods traffic showed an increase of 129,784 tons (equivalent to 2.46 per cent.) over the previous year, but the revenue decreased by £25,814 (.66 per cent.). Livestock traffic advanced by 21,800 tons (3.72 per cent.) with an additional revenue of £12,992 (1.92 per cent.).

Percentages of trains on time during the year were: Country passenger trains 80.97; Country mixed trains, 77.90 and Suburban electric trains, 84.00.

* * *

There was a marked reduction in payments for short delivery, damage to or delay of goods, parcels and livestock which amounted to £9,770 by comparison with £11,859 in 1933-34 and £12,095 in 1932-33. The amount paid represented .20 per cent. of the revenue from these classes of traffic compared with .24 per cent. in the preceding year.

* * *

An improvement of nearly £20,000 was recorded in the volume of business at the refreshment rooms and stalls and dining car services. The revenue totalled £290,733, and that from book-stalls £61,279, the latter figure representing an increase of £3,357.

The Month's Topic

Commissioners' Annual Report

EXPRESSING gratification that the downward trend which has been evidenced in the revenue for the past six years has been arrested, the Commissioners in their Annual Report disclosed that the deficit of £566,450 was £168,670 less than the deficit for the year 1933-34.

This improvement was largely contributed to by the increase in revenue (£248,839), of which it is estimated that £132,000 was due to extra traffic created by the Centenary and other celebrations.

Stating that the inadequate provision made for depreciation of property continued to occasion serious concern, the Commissioners emphasised that in the year 1934-35 the amount included in the accounts for depreciation was approximately £400,000 less than that which should have been provided.

To this extent, therefore, and apart from the inadequate provision for maintenance work, the published accounts do not disclose the true results of operation for the year.

"If our railway system" said the Commissioners "is to continue to operate efficiently and maintain its place in the transport life of the State, it is essential that provision be made in the immediate future for largely increased expenditure on up-to-date locomotives, rolling stock and other equipment."

Regret is expressed by the Commissioners that owing to the serious decline in revenue—a feature of the depression and also partly due to a loss of revenue to the road—it has not been possible to reduce fares, except in special directions where the prospective additional traffic appeared to warrant such a course. Nor has it been possible to reduce freight charges, apart from varying reductions in the case of certain classes of merchandise.

Technical Education in Japan

V.R. Ambulance

STATE CHAMPIONSHIP THIS MONTH

KEEN interest is being manifested in the forthcoming State Ambulance Competitions to be held at Mount Evelyn on Friday, October 10.

The winning corps will gain the coveted State Challenge Shield presented by the Commissioners. In addition, it will have the honor of representing the Victorian Railways at the Interstate Competitions at Mount Evelyn on Thursday, November 21.

Each member of the winning corps in the State Competitions will receive a special gold medal. The second and third corps will receive gold and silver medals respectively.

Demonstrating a high standard of proficiency in all phases of ambulance work, the country and metropolitan corps concluded their elimination events last month.

In the country, the successful corps were: Benalla No. 1, Maryborough and Dandenong. The metropolitan winners were: Accounts Branch No. 1, Accounts Branch No. 2 and North Melbourne Loco. No. 2. These six teams will compete for the State Championship title.

INTRODUCING—

DINING Car Steward Donald Dunbar who is still on the move after 30 years. Eleven years on steamers in the Atlantic and around the Australian coast were immediately succeeded by 19 years in the V.R. dining car service. When Don became a railwayman he began an unbroken association with the Commissioners' tour train. His 16,000 miles annually on that train, plus two Royal Tours, 20 Reso Tours, other special tours and on the Sydney and Adelaide dining cars . . . No! Don adroitly evades the obvious question: "How many miles have you travelled?" However, no matter how far he travels, Don's friends aver that his thoughts are never very distant from his show-garden at Preston. His gardening ability is said to be on a par with his dining car efficiency. What a garden!



RAILWAYMEN HELPED

EVIDENCE that the Japanese Government Railways are so conscientious of the importance of technical research and the technical education of their employees is revealed in a recent publication.

In the research division there are six sections which deal with chemistry, physics, electricity, bridges and structures, safety appliances and "general affairs." The field of investigation covers the whole range of railway operation from signalling to steam engines.

The "general affairs" section controls the Railway Museum which was opened in 1911. The daily average number of visitors to this Museum totals 528.

Started in 1897, the railway technical transport library comprises 50,000 volumes. Serious losses were incurred during an earthquake and fire in 1923. The average daily number of visitors is over 1,000.

As to educational facilities the staff the Japanese Railways have established Technical Institutes giving instruction in Higher and Special Training Courses. Residence at the Institute is provided.

JUST FOR FUN!

RETURNING from a convivial function at a town on the eastern line, two of the passengers in a motor car were abruptly awakened when the brightly-illuminated Limited thundered past at 70 m.p.h. There was a vivid glow skyward through the open doors of the train on the giant "S" class locomotive. Peering out at the fast-moving train one of the slumbering passengers with considerable difficulty, exclaimed: "Gosh, Fred, that town was up!" "Yes," Fred knowingly replied, "and the first house (hic) was too!"

The *News Letter* renews invitation to every railwayman, along any railway anecdote that amuses you, will no doubt interest other readers. We want this to be a regular monthly feature of the *Letter*.

during period of attendance no tuition fee is demanded. The higher training course, which is restricted to employes between the ages of 17 and 30, covers railway commercial, railway operating, civil engineering and electrical engineering.

In the latter course, the students are designed for certain grades, such as stationmasters, yardmasters, motive and electric train conductors, telegraph operators, etc.

The Japanese railways have had in force for many years a system under which the railway officers are enabled to visit railway systems of other countries. During 1933, there were 35 officers including 20 engineers, on visits to European and American railways.

Big Cuts in Country Train Schedules

TRAVELLING TIME REDUCED BY 380 HOURS WEEKLY

TOTAL weekly reductions in railway travelling time on country lines made a spectacular advance from 261 hours to 380 hours last month when the whole of the Northern and Midland train schedules were recast.

This further reduction of 119 hours per week represents the largest of a series of train accelerations effected since the State-wide review of country train services commenced in April, 1934.

All Northern district lines considerable reductions in travelling time have been introduced through passenger journeys from Melbourne, the maximum being 275 minutes on the line.

Alter running of certain trains between Melbourne and Bendigo and replacement of mixed and car-trains by fast passenger and motor services are mainly responsible for the vastly improved travelling times for long-distance pas-

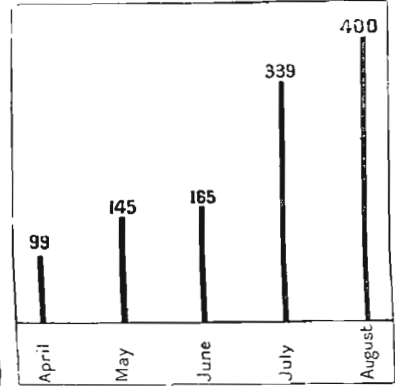
senger services have introduced between Melbourne

Making the fastest run of all trains between Melbourne and Bendigo (2½ hours), the 9.10 a.m. train has made possible very material improvements in the train services on all lines north of Bendigo, as well as to those lines branching from Castlemaine to Maryborough and Maldon.

The extra days of running of the 9.10 a.m. train have been balanced by scheduling the Monday afternoon train from Bendigo to Melbourne to run daily to an accelerated schedule.

By this means connections are formed at Bendigo with certain of the

How Ideas Have Mounted This Year



Transportation Branch Heads August Suggestions List

AN analysis of the 400 suggestions received by the Betterment and Publicity Board during August reveals that, with a total of 172 suggestions, railwaymen in the Transportation Branch submitted the highest number of ideas.

Then follows the Rolling Stock Branch (94 suggestions), Way and Works (70), Electrical Engineering (18), Secretary's (13), Accountancy and Stores (9 each), Traffic (2) and Refreshment Services (1).

On the basis of 388 suggestions (private citizens submitted the remaining 12), the percentage of suggestions from a total staff of 22,380 was 1.73.

Publication of these figures will no doubt serve as a further incentive to railwaymen to increase the number of suggestions submitted from their respective Branches.

IDEAS RECENTLY ADOPTED

THE following ideas which have recently been adopted are indicative of the value and of the very wide range of suggestions submitted:—

- To prevent the clogging of triple valve exhaust retarding nipples;
- That throw-over points be substituted for hand points at Maroona;
- To remove the screw jacks from Melbourne Yard pilot locomotives;
- That syringes and lid lifters be withdrawn from locomotive drivers' kits;
- A new type of pamphlet to advertise railway excursions;
- Provision of cross-over to link the new yard with Spion Kop roads in the Melbourne Yard;
- Device to prolong the life of boot shields as used by oxy-acetylene operators;
- Instructions for mixing and diluting phenyle.

SUMMARY OF STATE-WIDE ACCELERATIONS TO COUNTRY PASSENGER TRAIN SCHEDULES

From April, 1934, to September, 1935

District according to Working Time-table	Net Acceleration per week.
Northern and Midland ...	11,600 mins. (193 hours)
Western and South-western ...	3,704 mins. (62 hours)
North-eastern ...	3,585 mins. (60 hours)
Eastern and South-eastern ...	3,899 mins. (65 hours)

GRAND TOTAL (per week) 22,788 mins. (380 hours)

This striking result is based on actual train accelerations only. The many seasonal train services have not been taken into account.

Bendigo and on the Echuca, Swan Hill, Cohuna, Wycheproof and Ultima lines.

The former 1.20 p.m. train from Melbourne now departs at 2.40 p.m., according to an accelerated schedule, with connection at Bendigo with the fast passenger services leaving Melbourne shortly after 6 p.m. for Melbourne and Swan Hill.

Under the reorganised services the "key" train is the 9.10 a.m. Great Northern Limited (Melbourne-Bendigo train which now runs daily, instead of on Mondays only). This is an outstanding example of a main line train exerting a major influence on a group of branch line services operating through a substantial portion of the

newly-introduced trains from the Wycheproof and Ultima lines and also at Castlemaine with the new through passenger train daily from Donald and Maryborough.

Another feature of the amended services is the elimination of train-changing at Bendigo for certain Echuca and Swan Hill line trains.

On five days per week the cars on the afternoon train from Melbourne now run through to Echuca, while in the reverse direction the cars on the afternoon train run through to Melbourne on six days. Swan Hill line passengers travelling by the daily "up" and "down" morning trains are also now inconvenienced by through services.

Personal Postscript

Red and White

LOCOMOTIVE boilers, football and cricket—the two latter of the South Melbourne brand—are said to have been the main obsessions of popular Foreman Boilermaker Bill Mapp. This fact was given due emphasis at the enthusiastic farewell tendered him last month on his retirement. For 34 years Bill was in the boiler shop at the Newport Workshops, and when he finally left he was the proud possessor of a handsome gold watch, a leather travelling case and a rug. Mrs. Mapp was not forgotten, either. These gifts testify to the high esteem in which the veteran was held by all sections of the Newport Workshops. Departmentally, Bill specialised in locomotive boilers. Promoted a leading hand in 1921 and sub-foreman a little later on, he finally became Foreman Boilermaker in 1928. He was very closely associated with the extensive boiler improvements introduced on locomotives in recent years, and it goes without saying that Bill was efficiency personified.

—L.J.N.

In the Four

RAILWAYMEN have taken a prominent part in the League football finals now nearing completion at the M.C.G. Each team in the final four had a railwayman either as an executive or a player. Clerk Dick Mullaly, of the Melbourne Goods, is South Melbourne's Secretary; Acting Leading Hand Painter Bruce Edmonds is Asst. Secretary of Richmond; Clerk Martin Bolger, of North Melbourne, is a back-pocket player in the Richmond team; Refreshment Services Staff Clerk Newton Chandler is Secretary of Carlton, and Acting Car Builder Len Murphy, of the Newport Workshops, is a follower in the Collingwood team. Incidentally, Bill Blackburn, who officiated as one of the field-umpires during the finals, is a clerk in the Accountancy Branch.

—T.S.N.

Signalling Expert Retires

WITH the retirement last month of Special Officer E. R. Roberts the Department loses the valued services of an expert in all phases of signalling. His 50 years continuous association with signalling, beginning as an apprentice at the old Telegraph Workshops at Spencer-street, enabled him to gain a comprehensive knowledge of this important branch of railroading. Possessing what a colleague described as "a remarkably retentive memory for detail," Mr. Roberts was always sought when the why's and wherefores of former signalling practices were under discussion. And it was on rare occasions only that he was unable to supply the information on unrecorded matters long-since forgotten. Upon his appointment as Special Officer in 1926, Mr. Roberts became a member of the Metropolitan Inter-Branch Enquiry Board, and his long experience and knowledge were found invaluable in the many problems encountered.

—J.

Councillor, President, Secretary

AFTER making elaborate plans for a whirlwind election campaign as a candidate for the Heidelberg City Council, Clerk Jack Sutton, of Room 9, was forced to scrap his organisation. Still he was far from being dismayed. His opponent had suddenly withdrawn and Jack, at his first attempt for municipal honors, found himself a fully-pledged Councillor without any opposition. Already he has settled down in his quiet way, and is proving an effective member. A returned soldier with four years active service to his credit, Jack has been the energetic secretary of the Ivanhoe Returned Soldiers' League for three years. In July last, he went a big step forward when he was elected a member of the State Executive of that organisation. He was secretary of the Ivanhoe Social Club for five years, and now as President is piloting it serenely along with satisfaction and pleasure to members. All of this indicates that he has little time to spare.

—L.T.

October Birthdays

REPAIRER W. G. Sanderson, of Warrnambool and Conductor H. Buckpitt, of Melbourne; the first; Ganger J. McNamara, of Melbourne; the second; Clerk F. W. Hatfield, of Melbourne; the third; Shunter Phillips, of Geelong, on the fourth; C. W. Fenton, of Bendigo Workshops; Clerk H. M. Durston, of Accets, Bendigo; the sixth; Signalman S. M. Pontin, of Melbourne Jnco., on the seventh; Repairer A. Schneider, of Geelong, and Clerk Burton, of H. O. Signals Division; the eighth; Draftsman W. S. Sanderson, of H. O. Signals Division on the ninth; Carpenter G. E. Jobson, of Newport; Clerk F. T. Kelynack, of Claims Office, on the 10th; Ganger E. F. Mapp, of Tarwin, and Fitters' Asst. J. Carr, of Newport Power House, on the 13th; and Turner H. L. Clemens, of Bendigo Workshops, on the 14th; Storeman S. M. Carr, of Newport Storehouse, on the 15th; Plumber T. W. Nisbet, of Bendigo, on the 16th; C. H. Arblaster, of Croydon, on the 17th; Photo. Asst. J. L. Rousch, and Stationer O. T. Woblers, of Spencer-street, on the 17th; Fitter W. J. Gurney, of Ballarat, on the 19th; Car Builder E. Fisher, of Bendigo, on the 20th; R. S. Akers, of Flinders-st., on the 21st; Fitters' Asst. C. E. Clifton, of Newport, on the 22nd; Skld. Laborer J. J. O'Connell, of Oakleigh, on the 23rd; Porter L. J. O'Connell, of Cheltenham, on the 24th; Carpenter G. Neander, of Flinders-st., on the 25th; Elec. Fitter W. B. Clarke, of Newport Workshops, on the 26th; Fitter J. J. Field, of Nth. Melb. Loco. and Road, on the 27th; W. Ockenden, of Oakleigh, on the 28th; Stationmaster W. H. Barnes, of Yarram, and Ldg. Hand B'maker J. Barnes, of Newport Power House, on the 29th; Clerk E. F. McMahon, of Melbourne Office, on the 30th.

Last Mile Post

James McPherson

THE recent death of Mr. J. McPherson, a former Foreman at the Newport stock yards, came as a profound blow to a wide circle of friends. His retirement from the Department in November marked the conclusion of 47 years service.

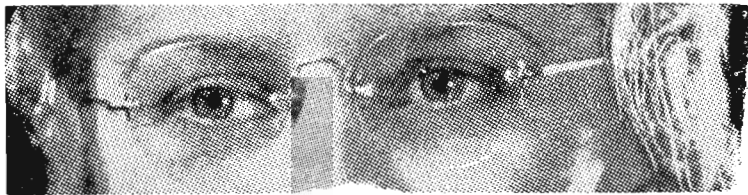
During his long career, he was located at many stations, including Echuca, Woodend, Kyneton, Inverness and Williamstown Pier. In Melbourne, Mr. McPherson became a well-known man at the Melbourne Goods yards, and in the following year he was transferred to Newmarket as Goods Yardman.

His term at Newmarket was particularly conspicuous for a devotion to duty which gained the respect and admiration of the Department's clients. His retirement was tendered a most remarkable farewell which was attended by his colleagues and representatives of the stock and station agents.

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The V.R. News Letter

September, 1935

Issue No. 62

Big Efficiency Factor

SPOTSWOOD STORE'S FIRST DECADE

KEY point of the purchase, storage and distribution of material for the diverse requirements of the Department, the General Storehouse at Spotswood last month completed the first 10 years of its usefulness. That period has strikingly demonstrated the wisdom of establishing such an up-to-date Central Storehouse.

It is appropriate that this 10-year review of the operations of the Spotswood Storehouse should closely follow the appointment of Mr. H. S. Sergeant as Controller of Stores. With a former Branch Chief, Mr. Sergeant visited Spotswood in 1921, and it is largely due to his ability, enthusiasm and concentration that the Storehouse and the stores system generally have achieved such an outstanding success.

ADOPTED as a model for the re-organisation of storehouses throughout the system, the Spotswood Storehouse exemplifies law, cleanliness, simplicity and efficiency.

To achieve these ideals, standard painted black and white, are used. The stock is arranged into sections according to the nature of materials, and trays are provided for unit piling. By obviating the use of numerous inter-shelves, the shelves are invaluable in saving space and allowing light to enter freely.

A section stock book is used to record stock on hand each month and to place orders for replenishment of stock. By this means, slowly-moving and obsolete materials are also clearly identified. The simple accounting system is based on a separate quantity card for each item of stock, and one card for each section in money value only.

A vacuum cleaner plant, capable of being connected to every part of the Storehouse, ensures that dust will not be allowed to accumulate. Trucks and trollies for the handling of materials move smoothly along wide aisles connecting the various sections with the Despatch Department.

An important feature of the Storehouse is its situation. In selecting the site, attention was paid to the fact that the Newport Workshops, the Signal and Telegraph Workshops (now at Spotswood), Newport Power House and the then-proposed Spotswood Workshops were all within a radius of one mile. By this means, economic centralisation and distribution to the largest users of Departmental stores and materials have been successfully achieved.

Although nearly 12,000 items are stocked at the Spotswood Storehouse, the rapidity of turnover is such that the value of the stock is only £65,000. Some idea of the turnover

might be gained from the fact that during the first 10 years of operation, 300,000 wooden tool handles, 10 tons of candles and 4,000 gallons of ink have been issued.

The South Australian Railways have modelled their system directly on that of Victoria, while the New South Wales Railways have adopted many of the new ideas as well as some of the largest manufacturing industries of Australia.

Following visits by representatives of the New Zealand Railways, the stores system on the sister-Dominion's railways has been reorganised on the lines of the Victorian methods.

Representatives of overseas commercial and manufacturing firms,

FOR MEN ONLY!

CHRISTMAS Skyline Tour, December 24 to January 2. Rail to Mansfield, thence across country through the magnificently rugged and remote Eastern Highlands. Rejoin train at Wangaratta. A tour for all who relish adventure and the wide, open spaces. Tents, sleeping bags, etc., supplied. Meals by a competent chef. All-inclusive fare, £8.10 for walkers; £12 for riders, including supply of saddle. Early booking essential at Govt. Tourist Bureau, Queen's Walk, Melbourne.

Talk about it to your friends!

system experts and accountants have also closely inspected the operations of the Spotswood Storehouse. These visitors have expressed warm admiration for the order and cleanliness of the Storehouse, and the efficiency of the methods of stock recording and accounting.

Shortly after the General Storehouse was erected the Reclamation Depot was established on the adjoining site. This Depot has been a profitable venture for the Department, and in addition it has enabled the railway system as a whole to be cleared of scrap and obsolete material.



Two pictures that vividly depict the conditions in the long-since demolished Spencer-street Storehouse and, by way of contrast, the law, order, cleanliness and efficiency of the General Storehouse at Spotswood.

The Month's Topic

FIRST-AID KNOWLEDGE

THE State Ambulance Competitions last month and the forthcoming Interstate Championships at Mount Evelyn, on November 21, are worthy of every railwayman's thoughtful consideration.

Exhibiting a high standard of proficiency in the all-important work of first-aid, these events emphasise a phase of railroading that must inevitably hold a strong appeal.

Obvious Advantages

The advantages of possessing the ability to render efficient first-aid in an emergency are too obvious for elaboration. Frequently it has a vital influence on the sequel to an accident or a sudden illness.

Looked at from the purely departmental viewpoint, the rendering of first-aid is an example of service that merits and gains the appreciation of our patrons.

All Railwaymen

But there is another aspect, and it concerns every railwayman, irrespective of his grade or branch. A knowledge of first-aid is an invaluable adjunct in the home life. Here again the capacity to apply first-aid as a temporary expedient until medical advice and treatment are available is a safety-valve. The lack of this knowledge is strikingly evident every day.

Railwaymen throughout the service have a great opportunity for acquiring an understanding of first-aid. The Department's State-wide first-aid organisation is expertly controlled and fully equipped to impart the necessary tuition. Books, bandages and instruction are free.

Attractive Hobby

For the reasons mentioned, it behoves every member of the service to evince a practical concern in first-aid work. Not the least attractive feature is that first-aid is absorbingly interesting and a splendid hobby.

Railwaymen Highly Praised by B.M.A.

M ADE available at the request of the Conveners for special duty at the recent Annual Meeting of the British Medical Association in Melbourne, 16 railwaymen played a conspicuous part in the elaborate organisation created to handle the mass of detail.

Working at high pressure for 10 days, these railwaymen had the big task of registering each of the 1,500 delegates and controlling the issue of tickets for the innumerable entertainments that were arranged.

In acknowledging the following high tribute from Mr. Edgar H. Ward, Financial Secretary, British Medical Association (Victorian Branch), the Chairman of Commissioners (Mr. H. W. Clapp) said: "I may say that the Commissioners regard it as a compliment that this Department should be asked to co-operate."

"Please let me place on record my appreciation of the manner in which the men acquitted themselves. Never have I had the pleasure of being associated with a better team.

"Their perception in grasping details, their courtesy in approaching our members in spite of the rush and bustle, and their general demeanour throughout a strenuous fortnight was splendid, and I trust that you will not regard it as presumption on my part in stating that such men are a credit to our public services and to the Department responsible for their selection and training.

"We all feel that the efficient manner in which they carried out their part contributed very largely to the success of our function."

INTRODUCING—

A CTING Road Foreman Mick Kilmartin, of Laurens-street, North Melbourne, for whom the innovation of running electric trains from No. 1 Platform, Flinders-street, to the racecourse during the Melbourne Cup meeting has a special significance. He was closely and successfully associated with the duplication of tracks on the Flinders-street Viaduct without which this important rail transport development would have been impossible. He has also



left his imprint on the majority of the outstanding track works carried out in the suburban area during the past 25 years, including the re-arrangement of tracks at Flinders-street and the Melbourne Yard, the North Melbourne Gravitation Yard, Montague Shipping Shed and Station and unemployment relief schemes. Mick's specialised knowledge and rare capacity for leadership in track work under busy suburban traffic conditions is appreciatively described by a leading engineer as "invaluable to the Department."

"Peep Behind Railway Scenes" from 3DB

NEW features recently introduced have made the radio session from 3DB every Tuesday day at 9 p.m. even more attractive to listeners.

A portion of the quarterly session is now allotted to "Peep Behind Railway Scenes"—a series of talks on known aspects of the Department's activities are briefly and concisely discussed.

Subjects already dealt with include: The life of a railwayman; the ceremony at the opening of Victoria's railways; handling the mail for the Royal Show; how a timetable is prepared; stores system; and first-aid sections; and tickets.

These interesting sidelights on the Department's operations, combined with the brightly-written programme matter and the carefully-selected music provide splendid entertainment for the general public and railwaymen alike.

STATE AMBULANCE CHAMPIONS

"VERY definitely, there was an improvement in the standard of work," said Mr. J. Southwood, Ambulance Officer, discussing the Ambulance Competition held at Mount Evelyn last month.

By gaining 426 points, the county Branch No. 1 Corps comprising Messrs. W. J. Blainey (Superintendent), J. M. Galt

JUST FOR FUN!

A REQUISITION by a former Chief, many years ago, for cushions for the office chairs was granted by the stores officer with this endorsement: "Your order has been reduced by one. It is not the policy to provide cushions for officers of the rank of 4th class clerk."

Incensed, the Head of the branch hotly retorted: "I object most strongly. I have yet to learn that the stores officer is any less tender than I am of a 4th class clerk."

L. Scott, C. C. Mitchell and J. Galt won the Championship. They followed Maryborough No. 1, Melbourne Loco. No. 2, Danby No. 1, Benalla No. 1 and Accumero No. 2.

The winning Corps will represent Victoria at the Interstate Championship at Mount Evelyn on Thursday, November 21.

Mr. Southwood expressed his pleasure at the reawakening of interest in Ambulance matters generally. "We look forward," he said, "to seeing all our railwaymen, from all parts of the State, irrespective of their grade positions, manifesting a greater interest in this important work."

Pullman Cars on Adelaide Expresses

MORE COMFORTS FOR PASSENGERS

Improvements—the restoration of the Pullman sleeping cars and a new system of ticket checking—introduced last month on the expresses between Melbourne and Adelaide are further innovations that will enhance the attractiveness of rail travel between those Capital cities.

Incorporating many additional comforts, the Pullman cars provide superior advantages for sleeping car passengers. Among these are smoother riding, larger wardrobes, roomier compartments, longitudinal berths, and full-length mirrors.

DESIGNED to obviate disturbing “through” first and second class sitting passengers late at night and early in the morning, a revision has been made in the number of ticket checkings.

At convenient times two instead of four checks are now made between Melbourne and Serviceton, while in the reverse direction one check instead of three is now made.

As part of the system, the destination station of each passenger is shown on a new type of sitting diagram. By means of this

information, the conductors are able to advise passengers in advance of the approach of their destination stations.

It also serves to obtain a more even distribution of passengers in the train and to facilitate the detection of any irregular travelling.

For the past four months, a dining car service has been in operation. Recently the marshalling of the dining car was rearranged to provide direct and convenient access for first and second class passengers to their respective saloons in the car.

Another example of personal service is the gratuitous distribution to sleeping car passengers of copies of the Melbourne and Adelaide morning newspapers.

Electrical Chiefs to Meet at The Chalet

MEETING under the chairmanship of Mr. H. P. Colwell (Chief Electrical Engineer) an important conference of representatives of the Electricity Supply Association of Australia will be held at The Chalet, Mt. Buffalo National Park.

The conference will open on November 11 and probably conclude on November 15.

Fifteen representatives from the principal electrical undertakings in Australia will attend to discuss about 150 items and reports of particular importance to suppliers and users of electricity.

mid-day peak business to the Williams-town, Essendon, Coburg and St. Albans lines simultaneously with the rush of traffic to the racecourse.

To obviate any interference to ordinary train services, it is planned

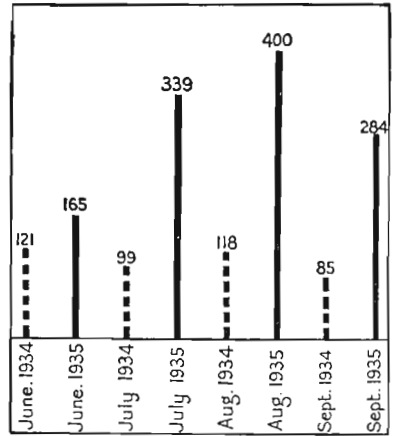
A feature of the plans for conducting rail traffic from the city during the Melbourne Cup meeting is the extensive use of calico signs directing racegoers to the various booking windows and the most convenient routes to the race tracks. Altogether, 54 calico signs, ranging in size from 5 ft. x 2 ft. to 20 ft. x 4 ft. have been placed in carefully-chosen sites at the three Metropolitan stations. This represents easily the greatest and most informative effort made by the Department to direct the movements of passengers during a Cup meeting.

to divert Williamstown, Coburg and St. Albans line trains along the southern tracks on the Viaduct between Flinders-street and Spencer-street.

By this means, the northern tracks which lead direct to No. 1 Platform, Flinders-street, will be reserved exclusively for the special race trains.

Keep Them Up!

SUGGESTIONS REVIEWED



SUGGESTIONS received between June and September of this year totalled 1,188—a considerable advance upon the figure (423) for the corresponding period of last year. In September 284 suggestions were received compared with 83 in September of last year.

Too much emphasis cannot be placed upon the vital need for every railwayman maintaining the keenest personal interest in the suggestions scheme.

It is opportune to reiterate the mutual benefits which the scheme

THE following ideas which have recently been adopted are indicative of the value and of the very wide range of suggestions submitted:—

A re-arrangement of certain “down” trains on the Box Hill line;

Improvements to safety-valves, Babcock boilers, Newport Power House;

To improve the telephone system between the station office and two gate-houses, Bacchus Marsh;

A jig for the manufacture of two-inch V.R. padlocks;

To place all electrically-lighted point indicators on separate timbers;

An improved lock for hinged casement lights of Tait cars.

presents. Adopted ideas enable the Department to increase its efficiency. Wasteful and uneconomic methods have no place in such an organisation as the Victorian Railways.

State-wide in its scope, the Department offers a continuous field for the observant railwayman to gather ideas that may lead to a pecuniary advantage to himself, and benefit the great service which employs him.

Every accepted suggestion is at once a potential monetary award. Under the recently-introduced plan—a special award of £1 for two adopted ideas that only previously brought commendatory entries—railwaymen possess a further attractive opportunity to be rewarded.

Cup Trains From Flinders-street, Now

ALL history will be made this month when, for the first time, the electric train service for the Melbourne Cup meeting at Flemington will be conducted from No. 1 Platform, Flinders-street.

On this issue of the “News” went to press, Transportation officials had completed their plans for the biggest rail transport undertaking of the year.

Paradoxically enough, the special traffic on the busiest day of the meeting—Tuesday, November 5 (Cup Day)—is not expected to be the most difficult to handle from No. 1 Platform, Flinders-street. The normal rail business to and from the city on that day will be almost entirely absent.

On Saturday, November 2 (Derby Day), however, the situation will be quite different. Special organisation will be needed to handle the customary

Personal Postscript

Operatic

THE high tribute from the British Medical Association to the efforts of the 16 railwaymen on page 2 of this issue has brought great pleasure to Gordon Peart, of the Govt. Tourist Bureau, who had the responsible post of presiding over this busy section of the Meeting. He becomes enthusiastic when singing his colleagues' praises. And after all, Gordon is eminently fitted for the role of "singer." His talents as an operatic baritone have gained him prominence. He had important roles in the 1924 Melba-Williamson Grand Opera Company. The only Victorian male artist in the Company, Gordon appeared in "Faust" in association with the late Dame Nellie Melba. Later he had the honor of singing at Melba's Gala performance. Following the 1924 season, he went abroad. In 1931, he reappeared in Grand Opera at the Melbourne Theatre Royal in "Faust" and "Tosca." He has been in charge of many of the Bureau's escorted tour parties, and when prevailed upon to assist at the various social entertainments his singing has created a furore.—P.R.

Encyclopaedic

DAPPER Station Director Jim Tallent, of Flinders-street, answered his last question—officially, at least—when he divested himself of his immaculate grey uniform and retired last month to the seclusion of his garden. Hundreds of regular rail travellers will miss this courteous and well-informed official. His grasp of all the details of the world's busiest single passenger station—Flinders-st.—never failed to cause wonderment among rail travellers. Time-tables, fares, mileages, rates and so on were reeled off with bewildering rapidity. He was, if anything, seen at his apex during the Christmas and Easter rush of holiday traffic. Deluged with questions throughout the day, Jim remained characteristically urbane—and accurate. Truly, he

was an ideal man for the job, and he leaves the service carrying the good wishes of a legion of railwaymen.—N.H.

Tram Veteran Retires

INSTRUCTOR and examiner of motormen on the St. Kilda-Brighton electric tramway symbolises the career of Supervising Motorman Dave Humphreys who retired from the service last month. Former colleagues pay a graceful tribute to the veteran's helpfulness. He was ever the wise counsellor, and he has left an indelible impression at the Elwood Depot. Dave had a comprehensive knowledge of all phases of operation of the electric tramway. Fireman in the power station was succeeded by terms as motorman, conductor, ticket examiner and finally supervising motorman. It was appropriate that Way and Works Engineer Gordon Massey, a former Superintendent at the Elwood Depot, should be asked to hand over the staff's farewell gifts to Dave. Prior to transfer to the Elwood Depot 30 years ago, he was in the Rolling Stock Branch.—R.B.

Hockey Victors

RAILWAYMEN are excelling themselves in yet another branch of sport—this time it is hockey, a game that calls for great stamina and not a little capacity to grin cheerfully when the shins resound to a lusty swing from an opponent. Jubilation reigns supreme among the enthusiastic members of the V.R.I. hockey club. The "D" grade gained the zone premiership, and then went on to score a brilliant victory in the Grade final after a thrilling encounter with a strong team from the Power House, Somers Camp. Formed only three years ago, the V.R.I. Club members have responded magnificently to wise coaching. Last season the club was able to place two teams in the field each week. Although not winning a championship, the senior team met with a fair measure of success. Prominent amongst those responsible for placing the club on such a satisfactory basis are Jack Furphy, of the G.P. and F.A.'s. Branch, Evan Prewitt, of the Estate Office, and Ray Grieve, of the Accountancy Branch. If enthusiasm

alone is any guide, the V.R.I. is destined to play an even greater part in Victorian hockey.—F.B.

November Birthdays

REPAIRER A. A. N. Gardner, of Fitter-in-Charge W. H. Barrow, Sale and Clerk F. A. Orders, of Acc'ty. on the third; Lineman's Asst. E. J. Overhead Depot on the fourth; Skilled R. Wilson, of Seymour, and Shift W. H. J. Cross, of Spencer-st., on the Spl. Ganger S. Prendergast, of Nth. on the sixth; Fitter A. L. S. Johnson, Newport Wkshps., Repairer A. E. G. of Darling, and Goods Guard R. J. of Ballarat, on the eighth; Wood B. L. McCann, of Newport Wkshps. Carpenter T. B. Pattenden, of Ballarat Yd. Foreman J. A. M. Cumming, of Yd. on the 10th; Driver E. B. H. Jolimon, on the 11th; Optg. Porter Marshall, of Dennis, on the 12th; S. H. Holmes, of Jolimon Wkshps. Optg. Porter J. W. Paislow, of Yd. on the 13th; Clerk P. J. Maher, of Yd. on the 14th; Iron Machinist N. R. of Ballarat, and Line Sub-foreman Fenwick, of Spencer-st., on the B.M. Help W. J. McKenna, of Jolimon

BIRTHDAY greetings to H. C. Bentley, of Brighton Beach, on November 25—also his twin sons who were born that date 28 years ago!

Skilled Labr. E. Williams, of Flinders the 16th; Clerk R. F. A. Roberts, & F. A.'s Bch., on the 17th; W. H. Oates, of Nth. Melb. on the Fireman A. M. Peel, of Nth. Melb. on the 19th; Fireman J. T. McC. Dandenong, and Goods Guard J. derson, of Seymour, on the 20th; A. P. Goodall, of Ouyen, on the 21st; Fitter C. Dumble, of Spencer-Wkshps. on the 22nd; Repairer Wilson, of Geelong, and Lamp O'Loughlin, of Spotswood, on the Clerk W. G. N. Augustine, of Acc'ty. and Spl. Inquiry Officer T. H. on the 25th; Clerk F. G. Gent, of Goods, and Clerk D. C. Hamilton, Acctcy. Bch., on the 26th; Goods L. Gittis, of Melb. Goods, on the Shunter L. J. Martin, of Melb. Yd. on the 29th; Painter W. J. O. Griff, of st. and Laborer J. J. Flynn, of Bch. on the 30th.—G.P.

Last Mile Post

THERE was widespread sympathy for the death last month of Charles Knight, a senior member of the Stores Branch. He died at the age of 62.

With 46 years' continuous association with the Stores Branch to his credit, Mr. Knight's period of service in the Branch was the longest of the present staff.

When he commenced in the department in 1889, the Stores Branch Head Office was situated in the Buildings, Collins-street, City.

Amongst those who attended his funeral were Messrs. C. W. J. and W. D. Morgan, former controllers of Stores.

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

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The V.R. News Letter

December, 1935

Issue No. 63

Train Control Merger Plan

SUBURBAN SELECTOR SYSTEM

DESTINED to have far-reaching effects on train services generally, the Commissioners have decided to amalgamate the Central, Eastern and Suburban train control sections and locate them in the Headquarters adjacent to the division freed over by the Superintendent of Train Services (Mr. W. R. Price).

Certain sections of the Rolling Stock which directly associated with train operation and crew rostering are to be merged in the plan.

To enable the suburban services to be readily to meet emergency contingencies, it is proposed to establish a suburban selector telephone system. This means, the running of trains will be more closely observed, permitting the readjustment of services when abnormal traffic conditions arise.

The proposed grouping and co-ordination of the activities of the time-keeping and train control divisions and the rolling stock operating sections will make it possible to improve the efficiency of train operations with consequential benefits to the travelling public.

Introduced in 1926, the train control system has been one of the most important factors in the greatly improved train operating efficiency, resulting in better train timekeeping and the much faster services scheduled on many lines; reduced coal consumption; reduction of costly

standing time of locomotives and trains; increased train loads, and generally in achieving the better use of rolling stock throughout the system.

Big Tourist Travel Developments

A STIMULATION of interstate tourist traffic to Victoria is expected to follow the establishment of Branches of the Government Tourist Bureau in Sydney and Adelaide.

Last month the Sydney office was opened at 11 Martin Place—in the heart of the city and in the vicinity of all the leading travel agencies.

Mr. L. J. Wright, who has been the Victorian Representative at the N.S.W. Govt. Tourist Bureau for the past five years, has been appointed Manager. His assistant is Mr. P. A. Olney, of the Bureau staff in Melbourne.

Negotiations have been completed for the Adelaide Branch to occupy premises at 131 King William-street, which is the city's busiest thoroughfare. It is expected that the office will be equipped and opened early this month.

With the opening of these Branches, Victoria is now represented in the capital cities of the three Eastern States on the mainland. In Brisbane, Mr. A. E. Williams is the Victorian Representative at the Govt. Tourist Bureau, George-street.

Can Any Railwayman Beat It ?



REACHING the office recently at 8.25 a.m. to get a flying start on an urgent job, Miss Winnie Burrige, of the Powers Machine Division, plunged into her work without even removing her hat and coat. At 9.13 a.m. she stood petrified; she had forgotten to "punch the clock" at 9 a.m. ! There was a sensation in the room—it was the first time in the whole of her 10½ years service that the records, with cold, unrelenting accuracy, showed that she was "late ! " To this remarkable record must be added the fact that she has not missed one day from duty through sickness.

There is method in her precise punctuality. For example, if anything seems likely to interfere with suburban trains, Miss Burrige safeguards the record by leaving home earlier. Her judgment—or was it sheer luck ?—came to her rescue last year when a thunderstorm seriously affected the morning peak trains. Many of the girls were late. But not Miss Burrige. She caught the last suburban train on the line that ran to schedule . . . !

In warmly congratulating Miss Burrige on her achievement, the "News Letter" takes the liberty of throwing her hat into the ring. Can any railwayman beat or even approach her record for consistency ?

New Fruit Juice Drink Stall

REPLACEMENT of the existing fruit juice drink stall on the main concourse, Flinders-street station, by a new stall incorporating features that will make it the most attractive and up-to-date in Australia has been approved by the Commissioners.

Increasing patronage and the necessity for modernising the equipment made this improvement imperative.

This decision coincided with the completion of the stall's nine years' sustained popularity among rail travellers desiring health-giving drinks. It was established in November, 1926, and since then more than 5,000,000 fruit juice drinks have been served at this stall alone.

Plans prepared by the Chief Architect foreshadow that the new stall will be a striking addition to the station surroundings. The front and back counters will be covered with a stainless steel surface and a Carrara glass front in black and white, with stainless steel trimmings.

Modern lighting will enhance the stall's general appearance, while a new ticket cabinet in harmony with the remainder of the stall will be erected.

Additional refrigerators are an important feature of the new stall. They

FIRST of its kind ever organised by the Department, the Christmas Tree Party arranged by the staff of the Railways Nursery at the V.R.I., Melbourne, last month was an outstanding success.

More than 300 happy children attended. They were entertained by a punch and judy show, a conjuror, a clown, "talkie" cartoons and an orchestra for community singing.

These items, together with the distribution of sweets, fruit juice drinks and refreshments, preceded the presentation of toys to every child from a big Christmas tree.

Sister M. Northcott (sister-in-charge of the Nursery) and her assistants are to be congratulated on the success of the venture which was splendidly organised in every way.

will permit the various drinks to be kept appropriately cool on the warmest days.

To ensure the maintenance of the highest degree of cleanliness, the stall will include the latest hygienic ideas, among these being a service of boiling water for sterilising and washing cups and glasses after use.

The Month's Topic

Stimulating Citrus Fruit Sales

ANNOUNCEMENT of the Commissioners' decision to replace the existing fruit juice drink stall on the main concourse, Flinders-street station, with a more attractive and modernly-equipped stall is a reminder of the foremost position occupied by the Department in stimulating the home consumption of citrus fruits.

For more than 12 years the Department, in conjunction with the State Rivers and Water Supply Commission and the Victorian Central Citrus Association, has conducted a widespread publicity campaign.

According to the general manager of the Association, "this publicity has had a most beneficial effect on the increased annual consumption of citrus fruits which is now in excess of 30 lb. per head of population for Australia."

By maintaining a special sales organisation on railway fruit stalls, fruit juice stalls and at refreshment rooms, the Department has been enabled to render immense practical aid to the growers.

Huge Purchases

For some years, the Department has been the growers' largest retail customer. For a period of seven years—separate records being available only for those years—the Department paid £104,788 to growers for 207,766 cases of citrus fruits.

Perhaps the biggest single factor in the success of the Department's efforts in this direction has been the introduction of the "Sunkist" fruit juice extractors. They have been phenomenally successful in creating a "citrus conscience."

At present there are 90 extractors in use at the three Metropolitan stations and at certain suburban and country stations. A seven years' review of operations reveals that nearly 8½ million fruit juice drinks have been sold by the Department. The greatest number of drinks sold on any one day at the stall on the main concourse, Flinders-street station, was 13,000.

Rail Highlights of Cup Meeting

IMEDIATE success of the innovation of running electric train service direct from No. 1 Platform, Flinders-street, to the racecourse.

* * *

High standard of efficiency and teamwork by the staff concerned. Traffic conducted without mishap or mechanical failure.

* * *

Big increase in traffic—the best since 1926. Total passengers carried: 91,793 (1935); 77,382 (1934). Increase of 14,411.

* * *

One hundred and fifteen return trips between Flinders-street and racecourse on Cup day. Forward journey, 69 trips;

average time, 16½ minutes; return journey 46 trips; average time 16½ minutes. At peak period on Cup day, service of a little more than one-minute frequency.

* * *

More than 90 calico signs for exhibition of publicity and direction notices were erected on carefully selected sites at the three Metropolitan stations. This represented the most and most informative display yet for facilitating this large movement of passengers.

* * *

On Cup Day, 113 electric trains running: Race traffic, 19; passenger 48; regular traffic, 46.

Service

"I AM directed to convey to you our very deep appreciation of the valuable services rendered by your Department in regard to the All-Electrical Exhibition.

"The air-conditioned carriage exhibit was a source of sustained interest, while the all-electric kitchen and restaurant in which your Department so largely assisted was an outstanding success. I emphasise our deep indebtedness to you for the numerous facilities placed at our disposal and express gratitude to Mr. A. W. Keown, Mrs. Macaw, Chef Roberts, Mrs. Fitzgibbon and Mrs. Carter. Also kindly convey our thanks to the other members of your staff.

"The Committee is also deeply conscious of the very material assistance which was so courteously rendered by the Betterment and Publicity Board in connection with the excellent publicity."—Mr. A. D. Broad, Manager, All-Electrical Exhibition, writing to the Chairman of Commissioners.

—♦♦—

INTRODUCING—

ACTING Goods Foreman Ted Hocking, of Ballarat, whose magnificent tenor voice has gained for him the following impressive successes: Grand Champion at South-street (1925), including Lord Stradbroke's medal; Winner of "Sun"



Ted Hocking

Aria (1926); Champion in Vocal section and second in "Sun" Aria at Bendigo (1926); Winner of gold medal and championship at Kurri Kurri, N.S.W. (1928). In 1924 and 1925 he toured Tasmania and South Australia as tenor soloist in the Lydiard-st. (Ballarat) Choir. He has frequently appeared in recitals at the Melbourne Town Hall, Collins-st. Baptist Church and from the National Broadcasting stations. And now after his outstanding record as a competitor, Ted has added fresh laurels to his name by conducting the Champion Choir in the Juvenile Choir Contest at South-street in October last. Three members of his family were in the Choir.

Faster Suburban Train Services

APTLY described as "Bringing Melbourne Nearer Home," 15 additional express trains were an outstanding feature of the new suburban timetable introduced on November 25.

Greatly improved travelling conditions during the morning and evening peak periods are now being provided for thousands of passengers on the Frankston, Dandenong Ring and Broadmeadows lines.

In addition to the express trains extra stopping trains were scheduled on the Caulfield, Essendon and Camberwell lines.

A feature of the new non-peak services on the Frankston line was the scheduling of fast trains on week days (Saturdays excepted) in each direction between Melbourne and Frankston. All these trains now stop only at Mordialloc, Caulfield, Glenhuntly, Mordialloc, and all stations between Mordialloc and Frankston.

Dandenong line passengers are being facilitated by the elimination of train-changing at Oakleigh throughout the day.

JUST FOR FUN!

RAILWAYMEN from the Murray to the sea will chuckle at the experience which recently befell them—the most widely-known retired Statesman—Mick Enright and Arthur Nugent.

Prize bulls at the Newlyn Show have these two 17 "stoners" to set their car from Lal Lal, with Arthur at the wheel. Groaning under the heavy "freight," the car rocked on its precarious way until an aristocratic-looking bull lazing in a paddock claimed the veterans' exultant attention.

As they drew nearer the bull, so their interest quickened. Excited conversation on the bull's good points reached a sudden climax when Arthur, temporarily lost in admiration, forgot the steering wheel, forgot his friend, and forgot everything else but the bull.

The car went off the road—and the massive ex-railroaders went out of the car, narrowly missing the bull!

Serenely indifferent to its admittedly undignified arrival, the bull just yawned and went on lazing. . . .

Goods Traffic on Upward Grade

RIGHT features of the goods train traffic are the record quantities of hardwood timber and butter now being transported by rail. Live stock statistics also reveal a heartening advance.

Back to 1929," is the optimistic view of a leading member of the industry in discussing the spectacular revival of building in Melbourne and other centres. "For the first time since the business depression, many timber mills are working to capacity," he said. "The railway stations adjacent to the mills report greatly increased loadings. A striking instance is the siding at Moe-Walhalla

located near a reserve controlled by the Forests Commission, this siding

handled 999,550 super feet of timber during October last. Stationmaster R. F. Stanistreet, of Moe, reported that this output—the greatest since November, 1929—was likely to be exceeded during November, 1935.

There is a heavy demand for refrigerated trucks for the transport of butter. For the week ended November 16 last, 210 refrigerated trucks were utilised for the conveyance of a record

Illuminated Signs Effective

A SECOND illuminated sign for the display of railway publicity was erected on the Flinders-street station last month.

Occupying a commanding position facing north along Elizabeth-street, this sign, combined with the one already installed at the Swanston-street entrance to the station, is proving strikingly effective in bringing rail concessions, train facilities and tourist travel prominently under notice.

With space for 72 letters, the new sign measures 41 ft. x 7 ft.—the same dimensions as the first sign erected.

quantity of 2,162 tons of butter. The previous highest tonnage—2,040 tons—was transported during the week ended November 12, 1932.

A notable advance has also been recorded in live stock traffic. For the first four months of the present financial year (July, August, September and October) 49,160 truck loads of live stock were carried, as compared with 30,442 during the corresponding period of last year—an increase of 18,718 truck loads.

High Praise for V.R. Publicity

"I HAVE received today a supply of very interesting leaflets and five very excellent posters, which I have on display.

"The posters are novel and very attractive. I like "The Grampians" and "Gippsland Lakes." "Take Care of Your Lamb Export Trade" is also a very splendid idea in the way of a poster, and also "Murray River" and "Citrus Fruits."

—Mr. H. W. Brodie, Overseas Passenger Manager, Canadian Pacific Railway Co., Montreal, Canada, writing to the Chairman of Commissioners.

HIGH praise for the standard of publicity issued by the Department was also voiced by Mr. E. A. Ferguson, State Publicity Officer, Queensland.

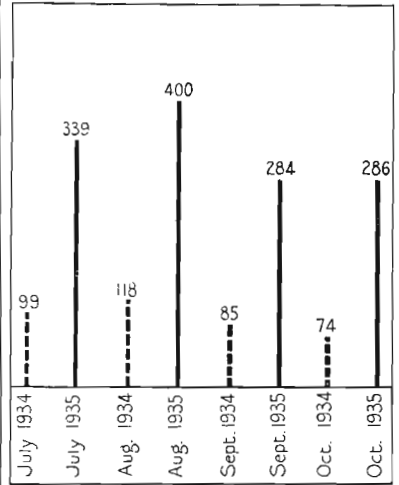
On a visit to Melbourne last month, Mr. Ferguson said that "the Victorian Railways publicity is the best in Australia."

A RECORD number of 120 passengers on the Holiday Train tour to Coles, Phillip Island, last month illustrates the continued popularity of this form of holiday-making.

Advance bookings for the forthcoming Christmas tour to Gippsland have been so heavy that it has been decided to plan a second tour through the Western District and to Mt. Gambier (S.A.). Both tours, which will be conducted simultaneously between December 26 and January 1, promise to be the finest yet organised.

There are still a number of vacancies on both tours. The all-inclusive fare for each tour from Melbourne is £11/19/6.

THIS YEAR—AND LAST!



THIS graph demonstrates the markedly increased interest that railwaymen are now evincing in the suggestions scheme as compared with last year.

During the months of July, August, September and October of last year, a total of 376 suggestions was received by the Betterment and Publicity Board. For the same months of this year, the total has made a spectacular leap to 1,309, or an advance of 933!

When this issue of the "News Letter" went to press, the number of suggestions to hand for the month of November had exceeded the 300-mark.

* * *

"One in every six suggestions submitted to the Betterment and Publicity Board is adopted."

Disclosure in last month's "News Letter" of this high percentage of adopted ideas in relation to the total number submitted has been the subject of keen discussion among railwaymen.

It is an attractive feature of the suggestions scheme which has seldom been considered in the past.

* * *

THE following ideas which have recently been adopted are indicative of the value and of the very wide range of suggestions submitted:—

- To improve the lubrication of cranks and compensator rods used in point rod connections;
- That another unit be attached to 16.19 a.m. train from St. Albans on Mondays; also the 9.39 a.m. train from Williamstown;
- To reduce empty car mileage by re-locating the terminating points of certain suburban special football trains;
- An improved system for distributing and safeguarding pay for certain country track gangs;
- To cover the bottom of track walls for interlocked gates with concrete;
- A locking plate for use on new pattern vertical cranks for signalling equipment.

Retirement of Mr. Tredinnick

PRESIDENT of Rotary; Vice-President, Boys' Employment Council; President, Young Men's Clubs; President, Football League; President, Northern Football League—and District Superintendent, with Bendigo as a pivotal point.

In brief is the busy life that Mr. W. Tredinnick, Metro. Supt., has led for most of the 10 years while he has been controlling railway destinies in the North. He retires this month, but it has remained for the last 12 years of his career to produce what he describes "as the most exacting and of all."

Centenary Echo

After his appointment as Metro. Supt. in 1934, he became immersed in railway plans for the Centenary Celebrations. "I'll never forget," he says, "the magnificent work by railwaymen when the tramway strike was over and we recast our plans completely in the early days of the Celebrations." A month later, unprecedentedly, he completely dislocated a major portion of the Gippsland train services. In a prompt way in which the tracks and train services were restored, he overcame the overwhelming difficulties, also set out in Mr. Tredinnick's retirement.

Now almost on the eve of his retirement, he has figured prominently in another railway event of great importance—the successful innovation of running trains from No. 1 Flinders-street, for the Melbourne Cup meeting.

He has indicated the most far-reaching railway development during his career, Mr. Tredinnick unhesitatingly said: "The train control system." It is impossible, he stated, to assess the enormous value of the system both to the Department and to railway users generally.

Personal Postscript

War-time S.M. Retires

LATE in July, 1914, Stationmaster Jim Irwin nonchalantly accepted advice of transfer from Baxter to Broadmeadows. Twenty-six years of more or less placid railwaying seemed likely to continue. . . . But on August 4, the Great War broke out, and with the creation of the famous A.I.F. camp at Broadmeadows, Jim was, for the next four years, one of the busiest Stationmasters in the State. And now the news of his retirement last month will stir the memories of thousands of railwaymen who passed through the camp. In looking back, Jim vividly remembers the first Sunday after the camp was opened. "Every Sunday was like a Melbourne Cup day," he says. With troops pouring into camp and the first visiting Sunday looming up, former Metro. Supt. Tom Hayes asked Jim if the Camp Commandant would care to forecast the likely number of visitors. "I imagine that one or two special trains would do," said the C.O. Sunday broke, calm and crisp, quiet and serene—but not for Jim. "Half Melbourne decided to visit the boys, and instead of two special trains we had 25!" he said. From then on the station revenue soared, the telegraph business trebled, the parcels traffic leaped ahead. . . . In 1919 he was transferred to Stratford and four years later Coburg claimed this courteous and popular official as S.M. Last month he was the guest of honor at an enthusiastic farewell in the V.R.I. Organised by the Coburg Line Social Club, with Lill Keppell as the driving force, the function was a magnificent tribute to a railwayman who gave of his best throughout a career of 47 years.—J.M.

All-round Sportsman

WITH Leo. O'Brien in South Africa as a member of the Australian Test cricket team, another railwayman—Joe Plant, of the Accounts Branch—was also well in the cricketing limelight last month. Chosen as an all-rounder in the Victorian side to play against the Marylebone visitors, he acquitted himself splendidly. The Englishmen were greatly impressed by his forceful batting in compiling a badly-needed 64 runs—the second highest score of his team. He followed

up this excellent performance by bowling two of the best batsmen, including E. R. T. Holmes, Marylebone's captain. Joe was, however, no stranger to International cricket. Four years ago, he played for Victoria against the English Test team, his big thrill on that occasion being the inclusion of Herbert Sutcliffe among his bowling victims. He is a leading member of the Fitzroy District eleven, while as a baseballer he represented Victoria at the Australian Baseball Carnival in Adelaide last year. Football followers remember Joe as a prominent player in the Coburg team a few years ago.—W.W.

December Birthdays

ACT'G. DRIVER A. L. Landy, of Bendigo and Goods Checker B. L. Gleeson, of Mildura, on the first; Clerk G. J. Way, of W. and W. Accts., and Testing Asst. W. H. Mence, of Spencer-st. on the second; Fitters' Asst. W. C. Adolph, of Nth. Melb. Loco. on the third; Ganger C. Chapple, of Murrayville, on the fifth; Skld. Labr. A. Price, of Flinders-st. on the sixth; Car Cleaner G. Ainsworth, of Nth. Melb. and Elec. Train Driver R. J. Elliott, of Box Hill, on the seventh; Storeman C. E. Davies, of Printing Works and Clerk E. P. Harrison, of G.P. and F.A.'s Beh., on the eighth; Stn. Master F. H. George, of U.F.T. Gully, on the 14th; Repairer L. H. Nicholls, of Whoorel, Ganger E. E. Whiting, of Burrumbet, and Clerk E. C. James, of Flinders-st., on the 15th; Asst. Stn. Master T. J. O'Rourke, of Lascelles and Clerk J. E. Glassborough, of Acts. Beh., on the 16th; Fitter and Turner L. Robertson, of Jolimont, Skld. Labr. F. S. Whitechurch, of Lilydale, and Stn. Master R. R. Higgins, of Kyabram, on the 17th; Elec. Mechanic E. W. Harrop, of Jolimont, and S. I. Officer, A. Lee, on the 19th; Optic. Porter J. A. Paterson, of Aspendale, on the 20th; Lad Labr. H. Latimer, of Jolimont, and Repairer R. J. Negri of Spencer-st., on the 21st; Storeman-in-Chg. E. L. Boyd, of Newport Loco. Storehouse, on the 23rd; Clerk D. G. Muir, of Accts. Beh., on the 24th; Stn. Master P. J. O'Meara, of Trafalgar, on the 25th; Repairer J. C. W. Clarke, of Caulfield, on the 26th; B.M. Help F. Rogan, of Newport, Repairer G. Strong, of Newport, and Asst. Elec. Engineer C. Deane, of Flinders-st., on the 28th; Comptroller of Accounts T. F. Brennan, on the 30th; and Asst. Sig. Adjuster G. S. Boden, of Nth. Melb., on the 31st.—G.P.

First-aid Title to Victorians

"VICTORIA wins!" Enthusiastic applause greeted Mr. H. W. C. eagerly-awaited announcement of an official dinner on November 21, adjudicators' decision that the ambulance team had gained the Victorian Railways Championship.

It was a dramatic climax to a period of severe mental strain for the competitors from all the systems, and of sustained interest and appreciation on the part of 200 visitors, including representatives from every Branch in the Department.

"If I were in urgent need of attention and any one of these competent first-aid men attended to me, I would feel quite happy" was a tribute that accurately conveyed the feelings of all who witnessed the competitions.

Improvised Tests

A whistle blows—and 36 eagles plunge into the closely clustered trees at Mt. Evelyn. Supplied with a tomahawk, each team works at the saplings and within 15 minutes there are seven ingenious constructed stretchers.

With bracken or gum leaves for bedding and the various parts of stretchers fastened with laces, or the bark from trees, the stretchers are strong and comfortable, ready for the transport of a seriously injured patient.

Easily the most impressive were those in which the competitors had to improvise stretchers from improvise material for a "patient" suffering from a variety of serious injuries.

In the improvised material the competitors were given three minutes to study a typewritten sheet describing injuries of a "patient" lying prone and awaiting immediate attention. It is here that the competitors showed a wanton disregard for their clothes.

Organising Triumph

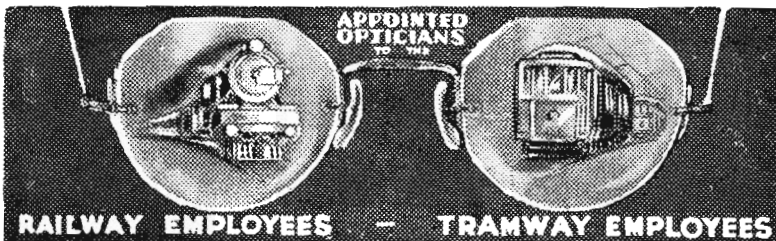
Bandages are not supplied, so the competitors to meet the urgency of the situation divest themselves of their shirts, singlets which are soon ripped and torn into improvised bandages, and braces are the next to go: the coats—and even the hats. They must succour the patient—and their clothing is only of minor importance.

A word of praise is due to the organisers. Led by Mr. V. E. Wood (Ambulance Officer) the whole of the arrangements for the competition were carried out with clock-like precision.

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

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