

The Victorian Railways NEWS LETTER

January, 1941

Issue No. 125

Heaviest Suburban Lines Shown In Traffic Committee's Survey

CONTINUING the survey of our suburban railway transport problem, the Departmental Committee gives further particulars of the traffic in and out of Melbourne. The traffic, it is stated, is operated from the central terminal at Flinders Street over four pairs of tracks west, and four pairs east, of the station.

The following table reveals that during the busiest peak periods a far greater number of passengers travel over the Camberwell and Caulfield tracks than on any other. It also shows that on some lines approximately 44 per cent. of the day's total travel away from Melbourne during the busiest hour and nearly 30 per cent. during the peak half-an-hour.

	Total No. of passgs. travlg. away from Melb. daily	Busiest Hour 5.15-6.15 p.m.		Busiest Half-hour 5.15-5.45 p.m.	
		No. of passengers	% of day's total	No. of passengers	% of day's total
West of Terminal—					
St. Kilda line ...	16,474	6,103	37.0	3,413	20.7
Port Melbourne line ...	5,367	1,036	19.3	634	11.8
Essendon line ...	16,551	6,243	37.7	3,607	21.8
Williamstown group ...	33,992	9,737	28.7	6,237	18.3
Total, tracks west of terminal ...	72,384	23,139	32.0	13,891	19.2
East of Terminal—					
Sandringham line ...	23,704	10,704	45.2	6,020	25.4
Caulfield group ...	32,171	14,137	43.9	9,441	29.4
Camberwell group ...	31,835	13,923	43.7	8,702	27.3
Heidelberg group ...	27,277	10,793	39.5	6,328	23.2
Total, tracks east of terminal ...	114,987	49,557	43.1	30,491	26.5
Grand total, all tracks east and west ...	187,371	72,696	38.8	44,382	23.7

More Carriages . . . Longer Platforms Needed

The investigation shows further that with the exception of the Camberwell and Caulfield tracks—on which trains are operated during the height of the peak at the minimum headway of 2 minutes—all the tracks from the central station could carry twice the present number of peak passengers if additional carriage stock and, in certain instances, longer platforms were provided.

(CONTINUED ON PAGE 2)

EX-V.R. MAN SEES JAPAN'S LEADERS

INTERVIEWS with the Japanese Prime Minister, Foreign Minister and other leading public men . . . special assignments for prominent Tokyo newspapers . . . and a short-wave broadcast from Tokyo to Australia were some of the highlights of an exceptional experience of an ex-Victorian Railwayman.

He is Mr. Richard Hughes, well-known as a former Editor of the "V.R. Magazine" and the "V.R. News Letter." He left the Department



in 1933 to accept a journalistic appointment with "The Star," and he is now Chief-of-Staff of the "Sydney Sunday Telegraph."

For nearly four months Mr. Hughes was in Japan on a roving mission as Special Representative of his newspaper. One of his important assignments included attendance at the Japanese Foreign Minister's office when the recent German-Italian-Japanese Pact was announced. His vivid description of that occasion was the subject of a column-length article in a Melbourne newspaper.

Since returning to Sydney, Mr. Hughes has written a brilliant series of special articles on the foreign, economic, and war policies of Japan. In addition he has delivered many addresses, a task for which he was well-equipped.

Before leaving this State some years ago, he had been Victorian Debating Champion in three successive years. While in Japan he also gave a series of talks on Australian affairs to influential gatherings.

HEARTIEST CONGRATULATIONS TO SIR HAROLD CLAPP, K.B.E.

THE whole railway service heartily congratulates Sir Harold Clapp, K.B.E., upon his elevation by His Majesty the King to a knighthood. Felicitations are also offered to Lady Clapp. Sir Harold has an eminently distinguished record of public service, including his record-breaking term as Chairman of Commissioners from 1920 to 1939, when he was appointed by the Commonwealth Government as General Manager, Aircraft Construction.

Sir Harold Clapp was responsible for the creation

in 1930 of the Australian National Travel (now Publicity) Association, of which he is still the Chairman of the Board of Control. He is also on the Board of Management, Royal Melbourne Hospital, and is a member of the New Buildings Executive.

Lady Clapp is a talented and well-known personality, particularly in the cause of charity. She has written and produced a number of plays that have been staged with conspicuous success in Melbourne.

HIGHLIGHTS OF RAILWAY YEAR REVEALED IN BRIEF REVIEW

THE year just closed has been rich in railway endeavour, not the least of it the Department's widespread activities in connection with Australia's war efforts. Much of this work is obviously not available for publication, but in the carriage of troops and equipment during one or two periods when the everyday demand for transport has also been heavy, railwaymen have demonstrated their ability to meet the most pressing emergency call.

Associated with the departmental war activity has been the steady campaign for the elimination of waste. During the past year concentration on this purpose has been responsible for many gratifying economies, not only in the case of paper and other materials in the clerical sections of the service, but in the vitally important job of saving oil, waste and metals in the engine depots and recovering valuable metals in the reclamation section. It will not be overdrawing the picture to say that in the examination of scrap the reclamation depot has reached a toothcombing perfection that enables the tiniest filings to be recovered for future use.

Among other war activities during the past year was the inauguration of a War Savings group providing for regular contributions by voluntary deductions from the fortnightly pay for the purchase of War Savings Certificates. Almost coincidental with this effort, a voluntary scheme for contributions of 3d. a week to a War Charities Fund was also started. This good work, supplemented by the receipts from various functions throughout the service, has been responsible for raising approximately £500 a month. From this fund several big contributions to War Charities have been made.

Enlistments In Fighting Forces

In the matter of enlistments the Department has an equally good story to tell. Up to the time of writing, over 1,000 men had enlisted for service in the various fighting forces, and, as the "News Letter" recorded with deep regret last month, the first casualties among railwaymen on active service were the highly esteemed Stoker H. H. Johnson and Able Seaman A. Laddow, who were drowned when the mine-sweeper "Goorangai" sank after collision off Portsea on November 20.

Another event of the railway year was the appointment of Mr. N. C. Harris as Chairman of Commissioners, which post he had occupied in an acting capacity for a short period following the resignation of Mr. H. W. Clapp. This promotion was received with widespread satisfaction in the service. Following Mr. Harris's appointment came the promotion of Mr. M. J. Canny as second Commissioner, whilst in April last Mr. R. G. Wishart (Assistant General Superintendent of Transportation) succeeded to the vacant third Commissioner's chair.

An important happening also was, of course, the completion of the comprehensive, farseeing plan prepared by Mr. J. M. Ashworth (ex Chief Civil Engineer) assisted by Mr. G. Rogers (Superintendent of Train Services) and Mr. S. P. Jones (Signal and Telegraph Engineer) for the improvement of the suburban railway services. Aspects of this plan have already been printed, and further salient features will be found in another section of the "News Letter."

The pressure on the suburban service during the peak periods intensified the need for "staggering" the working hours of many employes working in the city, but, as was pointed out in the last issue of the "News Letter," only "the fringe of the possibilities" has been touched.

Praise For Staff In Emergency

In the rolling stock section of the Department, the completion of the giant "H" class locomotive, soon to be in service, has been one of the major activities at the Newport Workshops. Here also the Department erected the unique truck for the special transport from the wharf of the 30,000 k.w. alternator (when it arrives) for the Newport "A" Power Station.

Conspicuous among other events during 1940 was the demonstration of the Department's commendable caution and of the staffs' enthusiastic assistance in conserving the dwindling stocks of coal during the coal strike. To help the coal position approximately 50,000 tons of firewood and 5,000 tons of scrap sleepers, disused bridge timbers, etc., were consumed as fuel. Restrictions on goods and passenger services reduced country and suburban services by as much as 70,000 train miles a week and everybody must agree that the Department got through a difficult period with the minimum of inconvenience to the public.

CONTINUED FROM PAGE 1

More Tracks Needed

PLANS for two additional tracks on the Camberwell and Caulfield lines were adopted prior to the electrification of the system. Additional tracks between South Yarra and Caulfield were constructed many years ago.

To illustrate the need for more tracks between Flinders Street and South Yarra, and Flinders Street and Hawthorn, it is shown that, although there has been a heavy drop in passenger journeys from stations in the inner areas, mostly where competition by tramways and motor buses has intensified, the total traffic has increased owing to rapid development of outer areas.

Since the maximum traffic year for the system in 1927 passenger journeys from inner stations on lines served by Camberwell tracks decreased from 9.8 to 6.0 millions, or by 38.6 per cent., whilst journeys from outer stations increased from 12.8 to 17.3 millions, or by 34.8 per cent. On the Caulfield tracks, journeys from inner

FROM THE COMMISSIONERS

IN THANKING THOSE WHO BY THEIR LOYAL SERVICE ENABLED THE DEPARTMENT TO PRODUCE ITS HIGH STANDARD OF ACHIEVEMENT IN THE YEAR JUST CLOSED, WE TAKE THE OPPORTUNITY OF EXTENDING TO ALL THE WARMEST SEASONAL WISHES, AND TRUST THAT THE NEW YEAR WILL BRING VICTORY AND PEACE TO THE ALLIED ARMS.

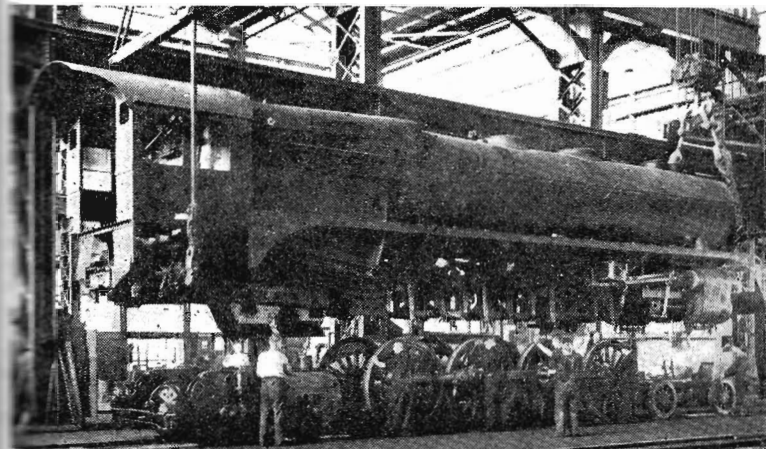
stations decreased from 9.1 to 7.4 millions, or by 19.3 per cent., and journeys from outer stations increased from 15.0 to 19.3 millions, or by 28.7 per cent.

On the Camberwell group of lines, a measure of relief could be obtained by the provision of a "fly-over" junction at Burnley for the Eastmalvern line trains, and by the duplication of sections of both the Eastmalvern and Ashburton lines. These are single tracks almost throughout and they already carry the maximum service during the peak periods.

The real solution, however, cannot be found in any minor expedients. Inevitable expansion in the areas served by the Camberwell and Caulfield groups of lines will demand additional tracks and extensive alterations at Flinders Street, which are also vital requirements for the extension of express running to provide proper services for residents in the outer areas.

(TO BE CONTINUED).

GIANT LOCOMOTIVE WILL SOON BE READY



A TENSE MOMENT AT THE NEWPORT WORKSHOPS, on December 19—the lowering of the boiler and frame on to the wheels of the giant "H" class locomotive. When completed—probably towards the end of this month—the locomotive will be the largest, heaviest and most powerful in the Victorian Railways service. In this picture the crane is lifting over 200 tons. Roadworthy, the locomotive will weigh 261 tons (39 tons heavier than an "S" class locomotive), and when the tender is attached it will be more than 90 feet in length.

SCRAP ELECTRIC TRAIN SERVICES

Motor Journal's Quaint Suggestion

A PROMINENT motor journal recently published an article advocating the scrapping of Melbourne's electric train system in favor of trams and buses. The reasons given for this view were that tramways and buses operated by the Tramways Board last year moved more passengers than were carried on the suburban railways, and also that "on a recent journey by rail the writer counted 31 passengers," who could have been carried by one tram.

As an example of loose thinking and false deduction, this would be difficult to equal. Everyone realizes the magnitude of the traffic so capably handled by Melbourne's tramway system, but to compare tramway with railway passenger journeys is about as useful as to make a comparison between the task of an escalator in a City Emporium and the activities of a Taxi Company.

Real Comparison

The average distance that the 155,998 tramway and bus passengers were carried was apparently little more than 2 miles, whereas the 137,691,735 railway passengers were carried, on an average, a distance of 6 1/2 miles. Obviously the task performed by the railways was immensely greater.

That only 31 passengers were carried on a train by which the motor journal's writer travelled proves nothing except the well-known fact that there are periods during the day when traffic by all forms of transport is very light.

During other periods, trains carrying from 700 to 1,000 passengers are entering or leaving practically all the platforms at Flinders Street at intervals of about two minutes. Between 5.15 p.m. and 5.45 p.m. more than 1,100 people pass through the barriers every minute.

With the standard Tait type of vehicle and trains of 8 cars in use,

each suburban track equipped with automatic signals to allow a 2-minutes frequency, can carry 21,360 seated passengers per hour. The capacity of a tramway track based on seating accommodation of the standard vehicle is approximately 8,000 per hour, and the experience of London shows that a similar figure may be assumed for buses operating in wide streets.

Mass Transportation

The fact, of course, is that railways, tramways and buses are all necessary and desirable in properly defined spheres. It does not detract from the importance of other forms to assert that electric railways possess marked advantages for mass transportation and also, from the aspect of speed, for journeys of more than 4 or 5 miles. A 6-mile journey by tram or bus takes about 30 minutes, compared with 16 minutes by electric train.

The disparity in favor of railways increases progressively for greater distances. The average suburban railway passenger saves more than half an hour on every return journey by comparison with the time he would spend on a similar journey by tram or bus!

Outer suburbanites will have no sympathy with the journal's views, which are as unsound as they are extreme.

V.R. Patriotic Fund's Big Program For This Year

PRELIMINARY announcements of the plans of the Victorian Railways Patriotic Fund for 1941 reveal that the activities during last year will be surpassed. A fishing competition open to anglers all over the State; a cabaret ball; a railway lawn tennis tournament on a State-wide basis; and numerous other functions promise railwaymen and their friends ample opportunities to support this worthy wartime cause.

Valiant Greeks Helped

One of the final acts for 1940 of the Committee of Management was to donate £100 to the "Greece War Victims Fund." In view of the gallant and vital part that the Greek fighting forces are playing as Allies of the British Empire, railwaymen generally will unhesitatingly endorse the Committee's action.

Auxiliary's Fine Work

Amongst other Auxiliaries splendid work is being performed by the Victorian Government Tourist Bureau Staff. By means of card parties, dances, picture nights and various special efforts, nearly £120 has been raised during the last six months. With this money wool has been purchased and the lady members of the staff and the wives of the male members of the staff have produced 76 balaclavas; 70 pull-overs; 93 pairs of socks; 50 scarves; 6 pairs of airman's gloves and 18 pairs of mittens. In addition 80 Christmas hampers were purchased for despatch to the fighting forces. Incidentally, every member of the Bureau staff is a regular pay-roll contributor to the Victorian Railways Patriotic Fund. They do not miss the 6d. per pay and yet what a help it is to the Fund!

Feature For February

In the February issue of the "News Letter" look for a full summary of the assistance that the Victorian Railways Patriotic Fund, since its establishment last August, has rendered the Australian Red Cross, Australian Comforts Fund and kindred wartime movements. Though the record will be gratifying, the Committee feels that substantially more can be accomplished.

MORE CONTRIBUTORS URGENTLY WANTED

An earnest appeal is, therefore, made to ALL members of the railway service to become regular contributors of 6d. per fortnight through the pay-rolls. There is a pressing need for more comforts for the men of Australia's fighting forces who are risking their all that we may survive.

ASK YOUR PAYING OFFICER FOR A FORM TO ENSURE THE FORTNIGHTLY CONTRIBUTION OF 6d.

"Firebreaks Will Break Fires!"

Prize Winners In V.R.I. Classes For 1939-40

FOR the year 1939/40, there were 2,926 enrolments in the various educational classes conducted by the Victorian Railways Institute. Of these, 594 submitted themselves for examination.

Due to space limitations, the names of all who passed cannot be published in the "News Letter." In the following list only the students who gained the highest percentage of marks are shown:—

Engine Working—

Junior Grade—F. W. Brown, Cleaner, Nth. Melb.

Senior Grade—R. B. Gabbe, Fireman, Warragul.

Westinghouse Brake—

Junior Grade—A. J. Andrews, Cleaner, Nth. Melb.

Senior Grade—J. R. Jenkins, Fireman, Nth. Melb.

Safeworking—

"A" Division—L. C. Sharp, Porter, Dimboola.

"B" Division—R. W. Hodge, Shunter Ararat.

Station Accts. & Management—

Opg. Porter's Section—L. Hemley, Porter, Minyip.

Ticket Checking—

A. A. Leicester, Cas. Labr., Fl. St.

Perm. Way Constr. & Maintenance.

Senior Division—J. Dillon, Ganger, Kilmore East.

Junior Division—F. T. Malone, Repr., Tarranginnie.

Storeman's Duties—

Junior Grade—W. Bates, Storeman, Benalla.

Internal Combustion, Engine Mechanics—

F. P. Tait, App. F. & T., Newport.

Bookkeeping—

Grade One—J. Finn, Clerk, McKinnon, Newport.

Grade Two—M. McKenzie, Jr., Clerk, Newport.

English & Arithmetic—

E. J. Grant, Acctg. Despatch Officer, Sp. St.

Shorthand—

Elementary Theory—W. E. Walls, Jr., Clerk, Nth. Melb.

Advanced Theory—Miss M. Shepherd, Student, V.R.I. Ararat.

Speed—J. B. Dunn, Jr., Clerk, Newport.

Typewriting—

Miss W. Heffernan, Dependent, V.R.I. member.

MORE V.R. ENLISTMENTS

R.A.A.F.

APPCE. F. & Trnr. P. S. Busbridge; Appce. Elec. Ftr. A. G. Cullen; Porter I. E. Ebbott; Appce. Armature Wdr. L. C. Ferrari; Appce. F. & Trnr. R. J. Gormley; Sub-stn. Asst. L. J. Lee.

Appce. F. & Trnr. R. E. Lapsley; Ftr. E. H. Liddicoat; Porter J. H. McCawley; Clerk J. W. McGrath; F. & Trnrs. L. Penna & G. H. Robinson; Jnr. Clk. R. J. Richardson; Lad Labr. W. H. Scott; Appce. F. & Trnr. R. E. Wilson; and Telegraphist G. M. Yule.

A.I.F.

Actg. Testing Assistant V. T. Hodgson.

NAVY

B'mkr. R. W. Abberton; Lad Labrs. G. D. Davey & J. I. Josephs; & Jnr. Clerk R. A. Lynch.

UNITED ACTION IS VITALLY NECESSARY

FOLDERS stressing the importance of preventing the spread of bush fires by making firebreaks have been prepared and distributed by the Department throughout the State. With Australia at war, the appeal is of special significance. Bush fires, it is emphasized, can easily attain the magnitude of a national calamity and impair the nation's efforts at a time when every man and every shilling is needed for the successful prosecution of the war.

"United action in this matter is imperative," the folder declares. "Country residents are urged to prepare a network of firebreaks that will minimize the possibility of a bush fire spreading disastrously during the summer months."

In the folder there is a summary of the Department's precautionary measures to prevent bush fires. Also there are suggestions which country land owners and occupiers might well follow in the making of the all-important firebreaks.

Best Kept Lengths

IN the annual competition for the best kept lengths of railway track, gangs supervised by Gangers T. Joiner (Cressy) and E. Moysey (Dimboola) scored 96 and 94 respectively out of a possible 100 points—an excellent performance.

The results of the judging in each of the sections controlled by the five District Engineers were announced last month. First prize is £15; second, £10; third, £5, with a further prize of £10 for the most improved length in each district. Individual members of each gang share in the prize money.

Factors taken into consideration when judging are alignment of track; tightness of fastenings; condition of cuttings and drains, etc.

Winners of first prizes were:—

(a) Broken Stone Ballast. (b) Gravel Ballast.

Metro. and Eastern District:

(a) No. 3 Length, Tooradin (Ganger A. Wenn).

(b) No. 23 Length, Rosedale (Ganger A. Hall-Bentnick).

Seymour District:

(a) No. 13 Length, Broadford (Ganger E. R. Gibson).

(b) No. 6 Length, Congupna Road (Ganger W. J. O'Brien).

Geelong District:

(a) No. 28 Length, Dimboola (Ganger E. Moysey).

(b) No. 5 Length, Cressy (Ganger T. Joiner).

Ballarat District:

(a) No. 5 Length, Ingliston (Ganger R. J. Stanley).

(b) No. 11 Length, Windermere (Ganger R. Speechley).

Bendigo District:

(a) No. 21 Length, Ravenswood (Ganger W. J. Gollougher).

(b) No. 27 Length, Goornong (Ganger T. Tuddenham).

WAR ZONE STORY BY RAILWAYMAN

A VICTORIAN Railwayman figured in the first story flashed to Australia after the historic announcement was made last month that the A.I.F. had gone into action against the Italians in the Western Desert of Egypt and Libya.

He is Sapper Norman Armstrong who, before his enlistment early in the war, was a lad laborer at the Newport Workshops. His father is Mr. N. W. Armstrong (Telephone Attendant, Newport Workshops) who is well-known as the Secretary and Drum-Major of the Workshops Brass Band.

Interviewed by Mr. John Hetherington (Special Correspondent of "The Herald" with the A.I.F.), Sapper Armstrong told the following dramatic story:—

"I had a narrow squeak yesterday. I was driving along the road between Mersa Matruh and Sidi Barrani with a British truck about 200 yards behind me. Suddenly there was a heavy explosion and I felt the whole road tremble. I looked back and saw that we had set off an Italian booby trap at the roadside. It had gone up partly wrecking the British truck following mine. . . .

I have been right among the prisoners at Sidi Barrani. They are perfectly friendly towards us, and I am sure they are relieved it is over. The Italians at Sidi Barrani had a pretty tough time before surrendering. The Navy and R.A.F. did such a thorough job in breaking the lines of communication from Libya that the troops had no water for nearly three days."

Mr. Hetherington added that "lightning flashed and thunder rumbled above this bombed out town (Mersa Matruh) while Armstrong sitting on an upturned box, described his experiences."

DEBATERS' GOOD YEAR

FINISHING the 1940 season with two of its three teams qualifying for the final contest of the "B" and "C" Grades of the Victorian Debating Association, the V.R.I. Debating Society was responsible for an outstanding performance among the clubs from all parts of Melbourne.

This announcement was made at a highly entertaining social and prize distributing evening arranged by the Society on December 7. Among the artists were three Victorian Railwaymen—Messrs. B. Lamble, S. Gedlin and F. Flanagan—whose performance largely contributed to a pleasant giving program. Speeches emphasizing the value of platform-speaking were made by a number of speakers.

Mr. H. E. Millane, who is the Society's Secretary, was warmly congratulated on a splendid feat: he won three of the four trophies awarded for the year. Mr. E. Jones won the remaining prize.

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The Victorian Railways NEWS LETTER

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Issue No. 126

Suburban Traffic Committee's Recommendations In Brief

IN the December and January issues of the "News Letter" sections of the report of the Committee of Railway Officers which investigated Melbourne's future transport needs were expansively described. In the following and final article the Committee's suggestions for underground city railway connections, and additional tracks and platforms at the Flinders Street-Princes Bridge terminal are outlined.

After investigating a number of alternatives, including the underground route recommended by the Town Planning Commission, the Committee developed a scheme for an underground city railway divided into two sections, the Flinders Street terminal being retained as the principal interchange point for passengers to and from new city stations. One section commences at Princes Bridge, runs via Swanston and Drummond Streets and emerges to join the existing tracks between North Carlton and North Fitzroy. It has two city stations in the vicinity of Bourke and Victoria Streets and three stations on the Drummond Street portion of the route. The other section which leaves Flinders Street via Swanston Street, parallels the first section to Lonsdale Street and then turns westerly to join the existing Coburg tracks at North Melbourne. It has three city stations located between Bourke Street and North Melbourne.

Underground Railway Connecting Present System

At the Flinders Street terminal connections between the underground railway and the existing system would be provided at two points, i.e., at a new low level platform to be constructed at Princes Bridge and a new low level platform to be constructed obliquely beneath the present platforms at Flinders Street.

The former platform would serve Box Hill line trains, which would be regularly routed through to Reservoir via the Drummond Street section of the underground. The new platform at Flinders Street would serve St. Kilda and Port Melbourne trains which would traverse the underground railway via the western loop and link up with the existing Coburg line at North Melbourne. Through services would thus operate between the St. Kilda, Port Melbourne and Coburg lines. Other new platforms are also provided for at Princes Bridge—one for traffic on the Clifton Hill group of lines and the other for country traffic.

The scheme embodies subways at Flinders Street and Princes Bridge station exits, and provides for extensive roofing of the Jolimont Yard in conjunction with future bridges which may be constructed by other authorities in extension of Russell Street and perhaps Spring Street.

The lines which would be ultimately diverted to the underground city railways now carry approximately one-third of the total suburban passenger business. The majority of passengers off these lines as well as large numbers from other lines would no doubt travel to the city stations which afford them the greatest convenience. This would substantially reduce the number of passengers using the crowded thoroughfares in the Flinders Street station area and greatly relieve the acute city street traffic problem.

Estimated Cost : £8,800,000

The cost of the scheme has been roughly estimated at £8,800,000 (duplication and extension of lines, £2,100,000; alterations at the terminal, £2,000,000; and underground railway connections, £4,700,000). Such a huge project would necessarily have to be spread over a long period—not merely for reasons of finance but because traffic would otherwise be seriously dislocated.

It is important that the suburban railway system, which is an integral part of the industrial, commercial and social life of the Metropolis should keep pace with the requirements of Melbourne's steadily growing population and a scheme such as that outlined would form an ideal post-war reconstruction work.

ROLL OF HONOUR

THE Commissioners and staff extend their deepest sympathy to the parents of Sapper Norman Armstrong, who died of wounds received on the Libyan front. Before his enlistment in



November, 1939, Sapper Armstrong worked as a lad labourer in the Newport Workshops. This valiant young soldier was in khaki at the age of 18 and only a few weeks ago he had reported in a letter to his

parents how he had escaped an Italian "booby trap" when he was driving a truck on the road to Sidi Barrani.

The late Sapper Armstrong was a son of Mr. N. W. Armstrong, Drum-Major and Secretary of the Newport Workshops Brass Band, who also served his country in the last Great War. Mr. N. W. Armstrong was only 15 when he enlisted, but his big frame enabled him to be mistaken for a recruit of 18 years. He served with the 6th and 24th Battalions, the 6th Machine Gun Company and the stretcher bearers.

"Every Little Helps"

SAying that she wanted to help the Department in these anxious times, a lady—the widow of Ticket Checker Harry Haywood, who retired from Flinders Street in 1930—recently called at the Head Office and left a weighty parcel containing over 300 buttons.

"Over many years I have saved these buttons from my late husband's uniforms," Mrs. Haywood explained. "Perhaps some of the buttons can be used again, but if not, I think the Department would welcome the metal of which they are made.

"There's little that I, at my age, can do to help the Department, but I know that the metal is needed—and if you can use it then I will feel that I am at least doing something to help in this dreadful war."

This patriotic and much-appreciated gesture is mentioned not only as a tribute to Mrs. Haywood, but as an instance of the countless small, yet effective ways in which the national war effort can be assisted.

Chairman Talks To 75 New Apprentices

WELCOME to the family" were the opening words of the Chairman of Commissioners (Mr. N. C. Harris) in greeting the 75 apprentices who recently commenced work in the Department. In a friendly address to the lads, Mr. Harris informed them that though they were coming into "a big family of 26,000," they must not regard themselves as being too unimportant to be noticed.

"I want you to know," the Chairman continued, "that we are glad to have you in the Service. You are entering at the most critical time in the history of the country. You will have to do your part in protecting Australia. This War is going to be won just as much in the workshops as in the field.

Work and Play Hard

"You will be the tradesmen of the future and some of you will be leaders in the future. Keep your bodies and your minds clean, but I am not suggesting that the next few years are given to work only. I hope you will play hard and work hard. Apply that to your work and you will learn fast and get a good reputation in the shop.

"Although we do not see much of you, we are very interested in you. Every three or four months I see a report on every apprentice, and I read those reports as carefully as anything that comes before me.

"I hope you will all see your apprenticeships through," the Chairman concluded, "and that the Service will be proud of you and that you will be proud of the Service."

This group of apprentices whose progress and development will be watched with the keenest interest represents the greatest total appointed at any one time in recent years. They are the cream of 1,150 applicants from every part of Victoria who were exhaustively examined by the Selection Board comprising Messrs. N. Quail (Staff Board), W. Gamble (Way and Works) and O. Keating (Rolling Stock). To enable lads living in the country to be examined with the minimum of inconvenience to themselves, the Board visited Traralgon, Seymour, Wangaratta, Bendigo, Maryborough, Mildura, Ararat, Ballarat and Geelong. More than one-third of the new apprentices came from the country and the balance from the metropolitan and suburban area. Of the total chosen, 22 are apprentice fitters and turners, 21 electrical fitters, 9 boilermakers, 5 blacksmiths, 5 moulders, 4 sailmakers, 4 coppersmiths, 2 tinsmiths, 1 painter, 1 patternmaker and 1 wood machinist.

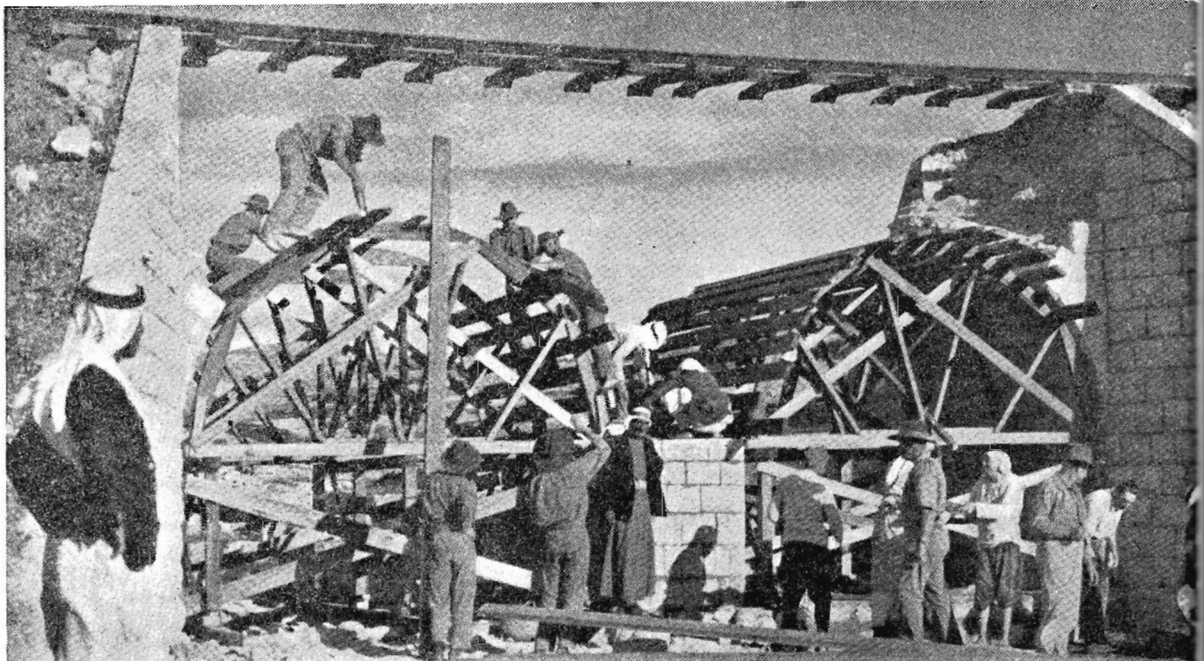
Many of the lads selected, particularly from the country, have demonstrated their ability to overcome hardship and difficulties in their efforts to secure the technical education to fit them for a post in the railway service. It is almost commonplace to find country boys travelling long distances daily for their education, and there are instances of some having to assist their parents in the work of the farm before their departure each morning and after their return home at night.

A reserve list of qualified candidates has also been prepared to fill any additional vacancies which may arise within 12 months from the date of the ballot which was conducted to determine the order of precedence for appointment.

SERVICE APPRECIATED

MR. A. N. Kemsley, General Manager of Nilsen's Broadcasting Service Pty. Ltd. was one of the happy party on the Holiday Train Tour to the Western District over the Christmas and New Year, and was greatly impressed by the organization which was responsible for a highly successful holiday.

In a personal letter to the Chairman, Mr. Kemsley says among other nice things: "I want to pay a sincere tribute to all concerned. From the moment of our arrival on the train until it deposited us at Spencer Street last night the train crew worked as a happy co-operative team. It reflects great credit on the Railways administration".



SKILFUL ARAB STONEMASONS WORK side by side with the A.I.F. Railway Construction Unit in the reconstruction of a bridge that they probably helped to blow up. The wooden arches are used as a pattern and base for the stone arches that are to be built here.

(Dept. of Information picture)

ONE SHILLING A WEEK, PLEASE

YES, just one shilling a week to help the Great Cause for which we are fighting. It is a modest, everyday sum, but even if only 10,000 of the 26,000 railwaymen in the service were lending one shilling a week—remember that it is a loan—to the Commonwealth Government, Australia would be benefiting to the tune of £26,000 a year.

Surely that is little enough to expect of us in these dire days. Up to the present we have been immune from the death and terror that seeks out the old and young, the rich and poor, the hearty and the maimed, regardless of place or time, in almost daily rains of bombs from the skies. That is England's constant experience and all the savagery and suffering is being borne without a whimper, without exhibiting, indeed, the slightest dent in the mail of its natural pride while we in Australia are still permitted to go our way, uninterrupted by the violence shipped in tons by German planes.

In the face of the steadfastness and courage of the country that from King Harold to Churchill has put a thousand years of valorous history behind it, isn't it clear that it is our duty to assist in every way possible in the fight that Britain is making for us? Money is needed to buy all the implements of war. And remember in this struggle for our national existence every shilling counts.

Do your bit today by joining a Railway War Savings Group. It will only cost you 1/- a week (2/- a pay) deducted from your fortnightly pay envelope. And remember that every 16/- contributed purchases a War Savings Certificate redeemable in seven years for £1 in Australian money. You will not only be helping your own country, but you will be investing in a sound venture.

Ten-Year Survey Of Transport Regulation

THE whole of the past decade has been a period of continual struggle by the railways against road competition. Protective legislation, which would permit the system to operate economically, has been looked for year by year but has not eventuated. The Transport Regulation Act, in force since 1934, has not resulted in any reduction in the total number of competitive vehicles existing in that year. On the contrary, each year has seen an increase.

Restrictions imposed in some directions by the Act have been offset by the freedom allowed in other directions. Among the most important, and at the same time the most disturbing, of the developments in this respect is the constantly increasing use of ancillary vehicles, i.e., those operated by merchants and others to carry their own goods "in the course of trade."

Traders' Activities

At the time the Transport Regulation Act was introduced, the instances in which these vehicles were used for long distances were relatively few. Today, throughout the length and breadth of the State, vehicles owned by traders are regularly employed in carrying large loads of goods for which formerly the railways were the recognised means of transport.

The freedom allowed by the existing law to carry anywhere "in the course of trade" has, moreover, given rise to a new form of trading which is not only responsible for the diversion of a substantial tonnage from the railways, but is also reacting seriously against the interests of country storekeepers.

Many "merchants" distinguish themselves only technically from carriers,

and frequently possessing no business premises except the highway, are constantly on the roads between the metropolis and country centres with many and varied classes of loading.

Cement and cordials, sugar and softwoods, wool, hides and skins, fresh fruit and potatoes, confectionery and building supplies, anything, in fact, for which there is a ready turnover or a pre-arranged sale, may be included in the activities of these "merchants."

Committee's Views

One of them whose operations came under official notice described himself as a "trader in machinery, cement, scrap iron, fruit, meat, manures, furniture, building materials, hides, skins and tallow." Later he may find it expedient to include other commodities also in his catalogue!

Apparently the State Economic Committee realized the necessity for some restrictions upon ancillary vehicles. Their report dated 30th October, 1939, contains the following recommendations:—

"On vehicles operating under owner-user licences beyond a specified distance, and carrying general merchandise for sale, power should be given to the Board to assess the fee up to a maximum of three pence, but not less than one penny per ton-mile based on the aggregate of the weight of the vehicle unladen and of the weight of the loading it is capable of carrying."

Adoption of this recommendation, if applied to all vehicles competing with the railways for long distances, would provide an equitable and logical solution of a problem that, if allowed to remain unsolved, can weaken not only the railway system (as it has in fact already done) but also the entire financial structure of the State.

Big Business At Tourist Bureau

SOME conception of the importance of the Victorian Government Tourist Bureau will be obtained from the fact that the revenue for the month of December last was £76,840; the revenue on one day—December 20—reaching the previously unapproached peak of £6,467. The activities of the Bureau cover all forms of transport—rail, road and air—and to cope with the business during the Christmas holiday period, the staff handling railway bookings alone had to be more than trebled.

Growing In Usefulness

The Bureau has attained an important place in the travel world, and is rapidly growing in public usefulness. Listening patiently to every patron and answering accurately every query, whether it is bearing on travel or not, has given the Bureau an enviable reputation in the community. No one seeking advice is ever turned away.

The questions that are put to the staff cover a wide and varied range of subjects and the Bureau will go to no end of trouble in obtaining the necessary information. Recently a person who was going to Darwin enquired the cost of living there and was given the prevailing prices for groceries, meat, fruit and other details. Another enquired whether New Zealand was a good country for the cultivation of cherries, and the information was duly supplied. The questions fired by refugees from Europe, by evacuees from the East and by other visitors from Asia—many of them important officials who with their wives have come to Australia on long leave, normally spent in Europe, sometimes lead to the unfolding of most pathetic human stories of strangers adapting themselves to a new routine of life.

Accommodation Section

Included among the Bureau's many facilities is an up-to-the-minute accommodation section where holidaymakers and others may book to hotels and guest-houses in Victoria and New South Wales without extra charge to themselves. Here are heard the mothers who are seeking suitable guest-house accommodation for daughters who are going to some specified resort unattended.

Here too, will be found inquiring demurely the newly-weds who want a piece of paradise, or some other quiet, beguiling substitute, all to themselves. "Where we can go for a short honeymoon?" is a standard question and it is a fact that over twenty newly-married couples—many of them soldiers with their brides—have been helped in one day!

V.R. Patriotic Fund's Varied Work

A SURVEY of the activities of the Railways Patriotic Fund over the six months ending December 31 last reveals that nearly £4,000 has been raised by the various metropolitan and country committees, and that of this total one-fourth was raised by Railway Committees operating in the country. A total of £580 represents contributions in the form of leg irons, leg splints, bedside lockers, folding chairs, packing cases, and over-bed tables, all manufactured by a fine army of voluntary railway employes working in their own time.

Apart from the contributions from the pay envelopes in the city and the country, funds were secured by a series of entertainments organized with the traditional railway thoroughness by parties of patriotic helpers including, of course, many industrious ladies. In Melbourne money came from very successful Cabaret Balls and Dances, a State-wide Art Union, Lawn Tennis and Billiards Exhibitions, and an excellent Smoke Night. The Ladies' Committees of the V.R.I. Cricket and Bowls Associations ran a series of card afternoons and evenings and the Spotswood Workshops Auxiliary staged a very effective Sports Carnival. Space prevents our covering the handsome record in the country where card afternoons and evenings, various dances, carpet

bowls tournaments, socials, children's parties, tennis and croquet competitions all served in assisting the Railways patriotic effort.

The warm vote of thanks due to all these patriotic helpers is passed on by the "News Letter" with the full endorsement of the Commissioners who feel assured that the achievement of the past six months will be surpassed by the results during the first half of 1941.

Tribute to Comforts Fund

Private W.R.B. Scott, of the 24th Battalion, son of Mr. F. W. Scott of the house staff of the Spencer Street Administrative Offices, is quite assured of the value of the Comforts Fund. In a letter to a friend in Australia he mentions the receipt on Christmas Day of a hamper containing a tin of peaches, a plum pudding, a tin of cream, a packet of nuts, tin of cigarettes, shaving soap, razor blades, tooth-paste and brush. As he had enjoyed an excellent Christmas Dinner including pork, turkey, vegetables and a bottle of beer contributed by his officers, and had previously "put in" with his comrades to buy peaches, salmon, biscuits, sweets and other good things, the arrival of the hamper forwarded by the efficient Australian Comforts Fund just "topped off" the pleasure of a very memorable occasion.

FIRST AID VITAL FOR ALL IN WARTIME

"FROM every viewpoint—national, departmental and personal—we want every member of the service to qualify in first aid during 1941," said Mr. W. J. Blackburn (Ambulance Officer) last month in announcing the commencement of the initial first aid classes in metropolitan and country districts.

Stressing the immense value of a knowledge of first aid in wartime, Mr. Blackburn said that, remembering the suffering caused overseas through enemy action, no one could afford to be complacent about preparing against similar dire happenings in Australia.

"Today, the civilian population is up in the front line," Mr. Blackburn continued, "and, as a result, first aid men have become of supreme importance in relieving suffering. I speak for the Commissioners when I appeal earnestly to everyone to start learning first aid this year. Apart from its wartime aspect, first aid continues to be most essential not only on the job—but in the home circle, too."

Instruction and books are free for students attending Departmental classes, and passes are issued for rail travel to stations where the classes are held.

Full details will be gladly supplied upon application to the Ambulance Officer, Spencer Street station. Telephones, Railways 1328 or 1845.

V.R. ENLISTMENTS

R.A.A.F.

APPCE. Fitter & Turner T. C. Archer; Eng. Clnr. T. G. Austin; Repr. G. Mcl. Beatty; Overhead Oiler H. Burness; Cas. Labr. A. E. Burns; Clerk J. T. Byrne; Car Clnr. G. H. Coomber; Jnr. Clk R. D. Dangerfield; Eng. Clnr. J. J. Giles; Appce. F. & Turners S. T. Houston and L. Langford; Clerk K. Millgate; Optg. Porter R. W. H. Penrose; Jnr. Clk. J. Pierce; Appce. F. & Turner W. Smith; Jnr. Clk. G. J. Stevenson; Labr. I. R. Sunderland; Lad Labr. H. W. Williamson.

A.I.F.

Clerk G. L. Augustine; Upholsterer J. Bailey; Lad Labr. L. S. Capuano; Cas. Labr. E. A. Hornley; Lad Porter M. D. Kirchner; Clerk L. J. Miller.

NAVY.

B'mkr. H. V. Cox; Eng Clnr. K. B. McDonald; Jnr. Clerk R. J. Murphy; Lad Labr. D. B. Norman; Lad Porter J. W. O'Brien; Clerk L. A. E. Sands; Lad Porter N. G. Smart; Jnr. Clerk W. R. South; Number Tkr. J. U. Thomson; Eng. Clnr. R. H. Trimble; Lad Porter P. G. Wright.

Cupid Very Busy In Buffet Cars!

"HOW I miss tomatoes on toast!" Simple enough, but coming straight from the heart of a soldier in the A.I.F. abroad, it possesses a deeper significance. It was one of the fervent thoughts on a postcard from abroad forwarded to "Miss No..... in the Railways Buffet Car Services." He did not know the lady's name, but memories of her official number, probably reinforced by recollections of her personality and service, inspired him to send a card of greeting.

Actually a considerable "fan mail" is developing on the buffet service and romance is exhibited in sparkling fingers and sparkling eyes. Six girls are wearing engagement rings and letters addressed to various other members are frequently arriving at the official headquarters of the service in Melbourne.

Buffet work is the apex of achievement for the army of competent young ladies serving the railways in the refreshment and dining rooms, fruit and drink stalls throughout Victoria.

But the task of selection for buffet work is not easy. All sorts of characteristics must go with an unimpeachable record as a waitress. Especially competent service with a smile; the faculty of being alert and pleasing and of presenting to the public a "band-

box" comeliness carry a girl far in her desire to wear a buffet cap.

Those caps, by the way, vary in their color, according to the buffet in use. It is green on the "Taggerty," tangerine on the "Wimmera," tan on the "Tanjil," blue on the "Mitta," and brown on the "Moorabool."

All railway waitresses are taught their business thoroughly. They learn how to handle a peak crowd, and assess the amount of a customer's debt for food and drink—sometimes a considerable task when to the straightforward menu of a restaurant is added a wide range of minor refreshments—sandwiches, cakes, rolls, sundaes, grills, salads and the like offering a bewildering variety of food combinations.

The Victorian Railways NEWS LETTER

March, 1941

Issue No. 127

AUSTRALIA'S LARGEST LOCOMOTIVE "H220" Launched Last Month At Newport Workshops



Mr. Hyland
Talma Photo.

DESCRIBED by the Chairman of Commissioners as a "new milestone, not only in Victorian history, but Australian history also," the new 'H' class locomotive was officially launched for service at the Newport Workshops on February 7.

A large gathering of railwaymen and guests, including the three Commissioners, Sir Harold Clapp, and Mr. A. E. Smith, a former Chief Mechanical Engineer of the Department, heard the addresses by the Chairman of Commissioners and the Minister for Transport (the Honorable H. J. Hyland, M.L.A.).

Following some interesting comments by Sir Harold Clapp, the big assemblage had the unique pleasure of seeing the giant engine driven off by Mr. Hyland, the first Victorian Minister of Transport to possess a first-class engine driver's certificate.



Mr. Harris

ALL the speakers paid glowing tributes to the quality of the work exhibited in this new and impressive addition to the railway service. In his address, the Chairman of Commissioners said that the war may overshadow in people's minds the magnificent job we see here today, but work of that kind must go on concurrently with war production and if the situation becomes so bad that we cannot maintain the property in a sound physical condition, then it is pretty well past praying for."

Chairman's Tribute

"This is a very big engine," Mr. Harris continued. "The fact that it is the biggest in Australia will appeal to a lot of people, but we do not wish to stress the size of the engine. Anyone can carry out a big job, but the building of this engine is just another example of the very high standard for which Victorian railwaymen have been famous for many years.

"We have had some of our journalistic friends calling the engine 'HEAVY HARRY.' My idea is that an engine is feminine, and I rather think the engine might perhaps be better known as 'HEALTHY HILDA.' Those who think it might be a little extravagant to call it might prefer it to be known as 'HUNGRY HARRIET!'"

The Minister for Transport expressed great pleasure and pride at the opportunity of introducing to the present and the public of Victoria the first "H" class locomotive. He told the men responsible for the engine how proud the Government were about the job, and that they felt proud of the fact that Victoria definitely led in railway construction in Australia. He wished this engine the very best in railway service.

Warmly endorsing the opinions of the previous speakers, Sir Harold Clapp said: "It is with great pride that I have come to Newport today

An Invitation

RELATIONS and friends of Victorian Railwaymen who are serving in Australia's fighting forces abroad are invited to keep the "News Letter" regularly informed of any happenings associated with the men.

Promotions, exploits that win recognition and any other news affecting the lives of the men will be appropriate for publication. Items of general interest will probably be found in letters from abroad. Photographs will also be considered for publication.

Send—and keep on sending—your contributions to The Editor, "The News Letter," c/o Publicity and Tourist Services, Railway Offices, Spencer Street, Melbourne.

to see this great engineering achievement. I have a very great affection for this place and the people in it. This locomotive is a grand achievement for all of you and it will help to keep the Victorian Railways at the head of the procession in Australia. It is a remarkable advertisement for Australian industry."

As already announced, the new "H" class locomotive is the heaviest locomotive yet constructed in Australia. In Victorian railway experience it is easily the most formidable locomotive yet produced—dwindling into relative insignificance the "A"

class engines that have long done yeoman service; and even compelling the powerful streamlined "S's" now hauling the celebrated "Spirit of Progress" to lose some of their pre-eminence.

The total weight of the new engine and tender is 260 tons 1 cwt. Some idea of its magnitude may be gauged from the fact that the first locomotive designed and constructed by the Victorian Railways about 40 years ago—the "D" type—weighed only 90 tons.

The "H" class locomotive with its tender is 92 feet 6 inches long and the wheelbase, 82 feet 1 inch. Its boiler heating surface is 3,980 square feet, while the boiler pressure—220 lb. to the square inch—is a new apex in locomotive boiler pressure in Australia, being 15 lb. greater than that of any other locomotive in Australia.

Wheel Arrangement

The new "H" class engine is technically known as a 4-8-4 three-cylinder express passenger engine. This means, among other things, that there are eight coupled wheels, with a four-wheel bogie and a four-wheel trailing truck. The latter is required to carry an all steel boiler of exceptional dimensions without involving excessive loading on any one axle. The centre cylinder drives the leading coupled axle, which is a crank axle, and the outside cylinders drive the second coupled axle.

The eight coupled driving wheels are 5 feet 6 inches in diameter and the tractive effort of the engine at 85 per cent. of boiler pressure is 55,000 lb. The water tank capacity of the tender is 14,000 gallons—1,000 gallons more than that of the "S" engine—and the coal capacity is 9 tons.

CONTINUED ON PAGE 3

IF HITLER WINS THIS WAR!

AUSTRALIA is playing an increasingly valuable part in the war. Our soldiers are in the forefront of the magnificent campaign that has now brought the whole of Cyrenaica under the British flag. Together with our sailors and our airmen they are serving in innumerable ways from Singapore to Suez and thence onward to England itself, proving—as only fit and valiant Australians can prove—that they are welcome units in the most competent and the most audacious force in the world today.

On our home front the brains and power of Australian industry are concentrated on the steady flow of munitions. As time goes on, possibly bringing the war nearer to lands where at present the assurance of uninterrupted sleep in our beds is still one of the commonplaces of our existence, more and more munitions must be produced and more and more money must be provided to pay for the men, the guns, the aeroplanes and the million other needs of a nation at war.

We railwaymen who are in regular jobs and for various reasons unable to serve on the fighting front should realise our obligation to contribute some portion of our earnings to the Railways War Savings Group. The suggestion that the greatly increased Federal Income Tax makes contributions difficult and in some cases impossible is fallacious, as a big majority of railwaymen are only slightly affected by the new Income Tax, and many more are not affected at all.

Exemptions From Taxation

No man earning the basic wage, except a single man without dependants—will have to pay any Federal Income Tax, and further, the exemptions allowed for dependants obliterate, in the manner shown below, the Federal Tax on margins above the basic wage. Indeed, assuming that a railwayman has the average commitments for Life Assurance, Superannuation, Medical Expenses, State Taxes, etc., amounting to 10/- a week, no Federal Tax will be payable by railwaymen indicated in the following table:—

Married man (Wife, no Children) earning £5/6/- per week.	
“ “ (Wife, 1 Child) “	£6/5/4 per week;
“ “ (Wife, 2 Children) “	£7/4/7 per week;
“ “ (Wife, 3 Children) “	£8/3/10 per week;
and so on.	

Thus numbers of railwaymen in secure positions in the Service are not involved in Federal taxation and should, therefore, be capable of contributing something—the minimum is 2/- a pay—to the War Savings Group. Don't forget that your contribution is not a gift. It is a loan carrying compound interest at a rate of approximately 3½ per cent. You will be doing something for your country if you instruct the Department to make the deduction from your next pay envelope. Remember what the residents of England are enduring for us and ask yourself if it is too much to be expected to contribute towards maintaining safety and security for yourself and your family . . .

THINK WHAT WILL HAPPEN TO YOU IF HITLER WINS THE WAR!

Ex-V.R. Man Wins Distinguished Flying Cross

YET another former railwayman—Wing Commander Ian D. McLachlan—has been awarded



the Distinguished Flying Cross for conspicuous service. In a recent "News Letter," mention was made of the Distinguished Flying Cross awarded to Squadron Leader H. Gibson Lee who was previously in the Accountancy Branch.

Wing Commander McLachlan, who was born in 1911, was a clerk in the Way and Works Branch Pay Roll Section, and he resigned to enter the Royal Military College, Duntroon. Subsequently, he was appointed to the Royal Australian Air Force, and he went to England with the Coronation Contingent in 1937.

Highly Praised

Wing Commander McLachlan, who is at present in command of an R.A.A.F. Squadron in the Middle East, is the first Royal Australian Air Force fighter pilot to win the Distinguished Flying Cross.

Announcing the decoration, the official report said: "Under his determined leadership, the squadron has often overwhelmed the numerically superior enemy. The fine military feats of this officer and his squadron contributed to the high morale of the forces in the Middle East."

Nazi Bombs Not Detering Brave British Railwaymen

HOW British railwaymen are displaying heroism in the historic Battle for Britain is revealed in a recent issue of the London "Railway Gazette." Fine deeds by railwaymen in repairing damaged tracks, signalling and stations—often during murderous air raids by the Nazis—are accumulating to provide, when the war is over, an outstanding part in the story of the defence of the Mother Country.

Here, for our sober reflection, are some typical examples of the achievements of these brave and resourceful railwaymen of Britain:

Early one morning, a bridge carrying four London railway tracks was damaged by a huge bomb, putting a section of the lines out of service. To divert traffic to two of the lines,

it was necessary to shift high-tension cables and entrench them; to build a new crossover 200 feet long; and to reverse the automatic signalling over two miles of line. During the operations, a Nazi bomber swooped over the workers, but they carried on resolutely.

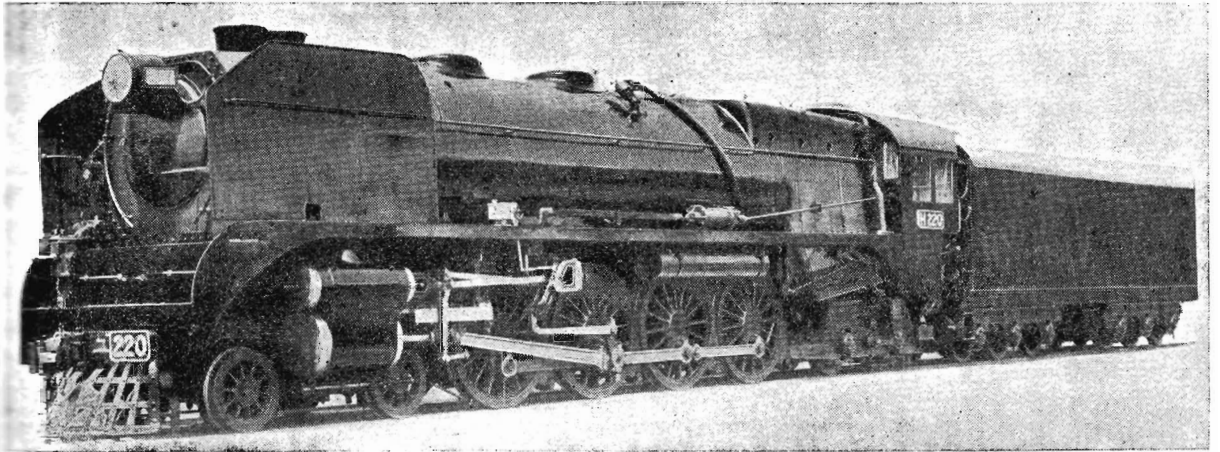
Two high explosive bombs fell in a railway goods yard, destroying or distorting lines and points leading to 18 sidings. The serious damage was made good within 12 hours.

During an air raid in the Midlands, an L.N.E.R. signal-box was burnt out. The damaged structure was removed; the floor replaced; and a

temporary box erected complete with a temporary stairway. All steelwork in the supporting girders was stripped and repaired where necessary. The whole job was finished in 17½ hours.

At the same place, heavy damage to the track at several points was repaired in eight hours. Some of the workmen had previously evacuated their homes through delayed action bombs in the vicinity.

In yet another instance, a broken water main had to be made good before traffic could be resumed. An L.N.E.R. plumber was making the final joint with molten lead when another air raid began. He carried on to completion and made it possible for the station platforms to be used for the rush traffic in the evening.



CONTINUED FROM PAGE 1

SEVERAL features of the "H" 220, though not new in principle or design abroad, are certainly new in Victorian experience. Conspicuous among these is the novel brakegear on the tender which is fitted with special valves to enable the brake pressure on the tender wheels to be automatically reduced as the level of the water in the tender is reduced. This restricts the possibility of skidding.

A mechanical stoker which conveys the coal from the tender to the grate will interest the layman; whilst engineers will be attracted by the arrangement of duplex blast pipes and chimneys designed to improve the draught and reduce back pressure.

Other novel features are the roller-bearing axle boxes on the engine bogie, trailing truck and tender axles and a type of crosshead, coupling the piston rod to the connecting rod, which enables the reciprocating weights to be substantially reduced.

There is an improved device for smoke deflection also, and two steam domes on the boiler. The rear one contains steam separators which remove moisture from the steam before it passes to the forward dome in which the regulator is situated.

The "H" class engine will be used for fast Interstate goods work on the Melbourne-Albury line, where it will be of the utmost value—particularly under present day conditions—in meeting the rapidly increasing demands upon the railway service.

STORM AFFECTS ELECTRIC RAILWAYS

THE violent storm which broke over Melbourne just before 9 o'clock on the night of January 15 last subjected the suburban electric railway system to its severest test during the last 15 years. The intensity of the storm, particularly the phenomenal play of lightning, was responsible for the fact that only the Caulfield-Frankston-Dandenong areas and the Newport Power Station were unaffected.

Direct damage by lightning involved 18 trains, 4 electric locomotives, and a number of circuit-breakers in tie stations and Jolimont Sub-station.

Dense Smoke

Train delays were due mainly to the damage at the Flinders Street Yard Master's Bridge and the Jolimont Sub-station. In the latter case some of the control wiring was burnt, filling the building with dense smoke, and it was half an hour before the smoke cleared sufficiently to enable the staff to assess the damage.

Supply was then resumed from Jolimont Sub-station to all routes except the Box Hill "arrival" and "departure" platforms, the Clifton Hill line and the Car Storage Siding at Flinders Street. In order to provide an alternative power supply on these lines, certain manually controlled outdoor switches had to be operated in the Jolimont Yard.

About 10 p.m. another big blaze of lightning occurred and power supply was again lost. The efforts to supply power were again resumed, but it was not until 11.13 p.m. that power was made available to the Box Hill platforms at Flinders Street.

The freakishness of the lightning caused three failures in the equipment on the Yard Master's Bridge controlling power supply to the Storage Sidings in the Flinders Street Yard.

Here the staff encountered major difficulties because, owing to the rapidity of the opening of the circuit-breaker which feeds those sidings from the Jolimont Sub-station, no signs of trouble, such as flashing or arcing, were visible.

Locating Faults

It was only possible to locate and isolate the faults by a process of individual switching by hand of some 20 components feeding power to the storage sidings. The size of this job may be gauged from the fact that in each case the operation had to be undertaken in consultation by telephone with the control engineer.

Under present conditions the control engineer has to rely on telephoned information from various Sub-stations and switching stations; but the up-to-date supervisory control scheme now being installed, which will be described in due course, will automatically reveal just what is happening on all the circuit-breakers on the system.

Rail Users Express Their Appreciation

IN a letter to the Chairman referring to the arrangements for a special train from Rushworth to St. Kilda recently, Mr. E. A. Coyle, M.L.A., wrote in the following highly appreciative terms:

"I desire to bring under your notice the conduct of my special train from Rushworth district to St. Kilda. The way in which your officers managed the details of this trip was perfect. Every detail of the running—locomotive department, guards' section and the handling of the train at every point—was just all that could be desired and I wish to take this opportunity of thanking them through you and to ask you if you will be good enough to convey to the various sections my heartfelt thanks and appreciation of the wonderful work that was done."

"HAPPY, HELPFUL RELATIONS"

THIS is the substance of another letter from the President of a country Chamber of Commerce highly commending the services rendered by the local railway staff:

"As this year of 1940 draws to a close, the executive of this Chamber of Commerce desire to express to you their appreciation of the services which you and your officers have rendered to the public here throughout the past year.

Would you please convey to your Commissioners this appreciation and inform them of the happy, helpful relations which exist between your Department and the citizens of this District."

The Commissioners were delighted to receive the letters containing the complimentary references above. These letters are further testimony to the fact that the good work of the railways does not go unnoticed.

New Loco. Helps V.R. Patriotic Fund

AUSTRALIA'S largest and most recently constructed locomotive—"H220"—was responsible last month for the Victorian Railways Patriotic Fund receiving the substantial amount of £150. Placed on exhibition in a specially prepared location at No. 6 Platform, Spencer Street Station, on February 15 and 16, the giant locomotive attracted an aggregate attendance of nearly 10,000 people.

Admission was by silver coin. Postcards featuring the locomotive were also on sale, and it is a tribute to the manner in which the locomotive has captured the people's imagination that within a few hours on the first day, the initial supply of 1,000 postcards was exhausted.

Facilities were provided for everyone to inspect the interior of the cab of the locomotive where a Departmental representative explained the maze of instruments and control levers. Engineers were also in attendance on the ground level to explain outstanding features.

Band music added to the obvious enjoyment of the visitors, whose comments on this latest and most spectacular production of the Newport Workshops showed that there has been no abatement in the fascination which the majesty and power of the steam locomotive have always possessed for the average man.

Collection Boxes

Small money collection boxes which are being placed near the booking windows at 100 suburban and country stations afford rail patrons an opportunity to augment the V.R. Patriotic Fund. These boxes, on each of which is a printed invitation "LEAVE YOUR SMALL CHANGE HERE," are expected to yield a substantial amount of money.



With material purchased by the Committee of Management, railwaymen in the sheet metal and wood working sections of the Spotswood Workshops generously made the boxes in their own time.

So far 50 of the boxes have been distributed and from the 30 cleared during the first fortnight a total of £30/5/- was obtained. On this basis, officials of the Fund are optimistic that this new source of receipts will bring in upwards of £2,000 a year.

Although the V.R. Patriotic Fund has been actively functioning for the past eight months, some members of the service have the erroneous idea that the contribution through the payrolls is at the rate of 6d. per day, INSTEAD OF 6d. PER PAY.

Railwaymen generally are urged to correct this obvious misunderstanding of the true position.

More V.R. Enlistments

A.I.F.

REPR. A. A. Brooks; Cas. Labr. B. F. Burton; Upholstr. J. Bailey; Lad Labr. L. S. Capuano; Skld. Labr. C. E. Kayll; Carpr. H. Mortimer; Skld Labr. A. J. Watson.

R.A.A.F.

Eng. Clnr. T. G. Austin; Appee. F. & Trnr. T. C. Archer; O'hd. Oiler H. Burness; Jnr. Clerk D. T. Bull; Lad Labr. C. A. Crawford; Clerk I. Clarke; Labr. R. E. Collins; Storeman H. F. Critchley; Car Clnr. G. H. Coomber; Labr. C. B. Coomber.

Appee. Carpr. J. F. Grossman; Eng. Clnr. J. J. Giles; Appee. F. & Trnr. S. T. Houston; Spl. Tkt. Chkr. H. G. Knights; Appee. F. & Trnr. L. Langford; Clerk J. Millgate.

Appee. Upholstr. T. J. O'Riordan; Jnr. Clerk G. L. Pieper; Telegraphist H. H. Prince; Jnr. Clerk J. Pierce; Labr. I. R. Sunderland; Appee. F. & Trnr. W. Smith.

Appee. F. & Trnr. J. Webster; Lad Labr. C. T. Walmsley; Guard W. R. Woods; Prtr-in-Chge. E. K. Williams; Lad Labrs. W. H. Williamson and B. W. Wigan; Optg. Prtr. A. A. Yole; and Fireman B. Zieganbein.

NAVY.

Eng. Clnr. W. C. Brown; B'mkr. H. V. Cox; Lad Labr. F. P. Collins; Clerk R. P. Clohesy; B'mkr. W. F. Dickson; B'mkr. W. G. Gordon; Eng. Clnr. C. J. Hock; Messgr. R. S. Hooker; Lad Labr. K. B. McDonald; Lad Labr. D. B. Norman; Eng. Clnr. R. H. Trimble.

AVOIDING PEAK IN FERTILISER TRAFFIC

WITH the object of spreading the heavy fertiliser traffic during the peak period, the Department last month made a widespread appeal to farmers to lodge orders for fertilisers as soon as possible.

The object of spreading the traffic is, of course, to overcome the uneconomical train operating associated with heavy peak loading in one direction.

Some idea of the magnitude of the fertiliser traffic will be gained from the fact that over the past three years the Department has carried an annual average of 399,104 tons, nearly one-third of which was carried in the month of March.

Supplementing the radio and press campaign launched last month, railwaymen were urged in a recent front page message on the "Weekly Notice" to contact farmers and agents immediately, with the object of inducing them to order their requirements of fertilisers at a time when prompt transport could be assured.

Last year, owing to rail service curtailments due to the coal shortage, truck supplies had to be rationed and some farmers suffered considerable inconvenience through unavoidable delays in the delivery of their consignments.

WHY RAILWAY NURSERY IS SO POPULAR

ONE of the finest sights in this metropolis is the array of bonnie Australian children that can be seen every week day under the skilled care and attention of the Departmental Nursery Staff at Flinders Street station.

The children come from all the suburbs and from further beyond, several of them "veterans" whom the staff have seen develop from babes in arms to happy toddlers, regularly enjoying a half day or more among the bicycles, trolleys, swings and other glorious toys of the playroom.

Attendance Rise

The popularity of the Nursery has grown enormously. The average attendance per month has jumped from approximately 700 in the first year of its existence (1933-4) to over 2,300 in the current financial year. The daily attendances, originally about 30, are now about 100, the busiest days being Mondays and Fridays, when the number is frequently over 150 and on occasions has been well over 200.

It now often happens that the accommodation, even in the largely expanded cotrooms, is heavily taxed on the two big days of the week,

and it is not unusual to see several young babies waiting for a vacant cot.

The most marked development in patronage came with the remodelling of the accommodation in 1938, when the improvements included the creation of an additional playground in the open air, an increase in the number of cotrooms and the provision of a special room for mothers.

Confidence of Mothers

The growth of this service is a testimony to the high repute which the Nursery enjoys. The observance of the strictest hygiene in the preparation of milk and other food for the children and the equally meticulous care of seeing that every child admitted is quite healthy, have been responsible for the implicit confidence which the great convenience has achieved in the minds of patrons.

The assurance that every child is under the eye of a nurse trained in mothercraft and skilled in the handling of children at a tender age is a further important factor.

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The Victorian Railways NEWS LETTER

April, 1941

Issue No. 128

Railways Able To Carry Greater Volume Of Traffic

In a recent newspaper article reference was made to difficulties in an industry which may be created by the decrease in shipping facilities for interstate traffic, and which it was suggested might be ameliorated by relaxation of road haulage restrictions.

The Chairman of Commissioners (Mr. N. C. Harris) stated last month that no difficulty had been experienced in handling up to the present all the interstate traffic offering to the Railways. In fact, they could handle a substantially increased volume.

Continuing, Mr. Harris explained that there was little possibility of the whole of the tonnage now carried by sea having to be transported by rail. Shipping was hardly likely to be eliminated from the whole of the Australian coast at any time. In times where shipping was not available for the time being there would obviously be no export trade, and the normal transport business of such areas would therefore be deferred until the emergency passed.

If it should be found at any particular time that the railways cannot handle all the essential traffic offering, there is sufficient statutory power in all the States to permit the transport regulatory authorities to make such decisions as the circumstances might justify in regard to complementary road transport.

Stagnant Idea

However, the case which has been presented for more road transport appears to be based mainly on erroneous freight rates. It has been stated that the malting trade, for example, would be in a critical position if it were obliged to pay railway freights for its raw material and finished product.

Apparently the suggestion is that the position would be alleviated if road transport were given freedom to carry these goods. Comparison has been made between a railway rate, stated as £14 a ton, between Sydney and Melbourne, and a road rate—clearly a theoretical one only, of £13/- a ton for the same journey.

This comparison is not a fair one. The highest railway rate between the two capitals is not £14, but £9/12/7d. a ton, and this is applicable only to the more valuable classes of manufactured articles. For other classes of goods, the railway charges diminish on a graduated scale. For either barley or malt—both of which have been specifically referred to—the inter-capital rate is only 34/2d. a ton.

Clearly, therefore, the malting trade would be at a great disadvantage in using road transport even if, as is more than doubtful, it were able to operate commercially for £3/13/- a ton.

Similarly, railway rates for other vital commodities, notably coal and iron ore, of which very large tonnages might have to be moved, are much lower than the quotation for road transport.

Moreover, when the availability of suitable fuels is considered, prospects of successful motor operation for the tasks visualised are negligible. If, therefore, the heavy industries look to road transport to lighten their burden of freight charges, disillusionment is inevitable.

SERVICE

DEPARTMENTAL care in the carriage of sheep by rail is recorded with thanks in the following letter from Mr. C. S. Brown, Manager for C. G. and R. Seymour, Yat Nat, Balmoral, dated February 14 last:

"From 1st October to date we have trucked from Balmoral 3,039 sheep, the bulk of which went to Newmarket. The total deaths have been 6 sheep and no shortages.

"We would like to take this opportunity of expressing our appreciation of the courtesy and active service we have consistently received from the Station-master, staff and train crews."

* * *

THE Rev. Norman Fox, St. Michael's Rectory, 196 Albion Street, Sydney, is also appreciative of the service received during a recent tour of Victoria by a party of boys under his care. In a highly complimentary letter he states:

"As Chairman of the Church of England Boys' Society of Sydney and leader of the recent party that toured Victoria, I wish to convey to you our very deep appreciation of the many kindnesses shown us by various members of your staff.

"The tour was of great value to all and it was certainly made more enjoyable by the thoughtfulness of so many worthy servants of the Victorian Railways."

The receipt of letters such as these is always acknowledged by the Commissioners with a great deal of pleasure and a full appreciation of the efforts of the staff concerned to maintain good service to our patrons.

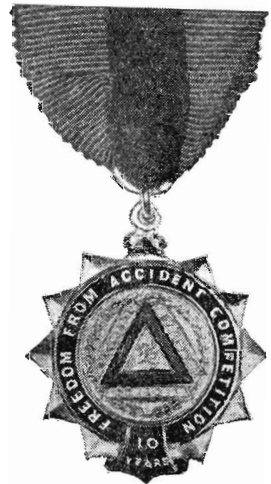
FINE RECORD BY MOTOR DRIVERS

DRIVERS of Departmental road motor vehicles once again recorded splendid performances in the "Freedom from Accidents" Competition sponsored by the National Safety Council of Victoria. Of the 79 drivers entered for the 1939-40 competition, 72 were not involved in any accident for which they could be held blameworthy.

An outstanding feature was the completion by 12 drivers of 10 years' driving without being responsible for an accident. In recognition of this fine achievement they have received the National Safety Council's highest award—the gold medallion.

The drivers who received gold medallions are all members of the Transportation Branch. They are:—

E. R. Fleiner; L. J. Preston; E. W. Gramban; S. T. Harris; R. Horne; W. P. L. Keating; W. Ketterer; W. J. McConnell; P. Quigley; A. V. Reed; C. F. Simms; and L. J. Watson.



Twelve other drivers have driven from six to nine years without an accident, and they have received bars to their silver medallions. In addition, seven drivers received silver medallions for having driven without an accident for five years.

In making the presentations, Mr. M. J. Canny (Commissioner) and representatives of the National Safety Council warmly congratulated all the men on their excellent records.

H-220 Compared With Big Overseas Locomotives

HOW does Victoria's new H-220 locomotive compare with representative locomotives abroad? The answer, of special interest to railwaymen, will be found in the following table showing the relative differences in weight, tractive power, etc., of representative big passenger locomotives in Britain, Canada and the United States.

Particulars	Victorian	London Midland and Scottish	Canadian Pacific	Atchison, Topeka and Santa Fe
	H class 4-8-4	Coronation 4-6-2	3100 4-8-4	4-8-4
Weight in working order tons and cwt.				
Engine	146-10	108-2	188-13	223-1
Tender	113-11	56-7	130-16	176-19
Total weight	260-1	164-9	319-9	400-0
Adhesive weight	92-12	67-2	110-4	128-2
Boiler heating surface—Sq. ft.				
Tubes and flues	3,613	2,577	4,509	4,851
Firebox, syphons and arch tubes	367	230.5*	377	552
Total evaporative	3,980	2,807.5	4,886	5,403
Superheater	800	856	2,112	2,366
Boiler pressure lb. per sq. in.	220	250	275	300
Grate area—sq. ft.	68	50	93.5	108
Mechanical stoker	Yes	No	Yes	Oil burner
Tractive effort lb. at 85 per cent. boiler pressure	55,000	40,000	60,800	66,000
Cylinders	3	4	2	2
Diameter—ins.	21.5	16.5	25.5	28
Piston stroke—ins.	28	28	30	32
Wheels, coupled diameter—ft. and ins.	5-6	6-9	6-3	6-8
Wheelbase, rigid ft. and ins.	17-6	14-6	19-9	21-3
Wheelbase, engine and tender ft. and ins.	82-1	62-11	87-0½	98-2½
Overall length—ft. and ins.	92-5½	73-9½	97-5½	—
Tender capacity				
Water—Imperial gallons	14,000	4,000	12,000	16,700
Coal—Long tons	9	10	21	5,850 galls. oil

* No syphons or arch tubes.

It will be seen that H-220 is larger and more powerful than any passenger locomotive at present in service in England, but does not possess the same hauling capacity of the most powerful engines of similar type of the Canadian Pacific and the Atchison Topeka and Santa Fe Railroads. The necessity of providing an engine capable of hauling huge loads at fast speeds over long distances has, of course, been responsible for the construction of the giant locomotives in the Canadian and American Services.

New Rail Bridge Over Goulburn River

AFTER 60 years' service the timber bridge over the Goulburn River immediately on the "down" side of Mooroopna is being replaced by a new bridge with steel superstructure. The new bridge, estimated to cost £22,000, will consist of four spans of 60 feet and 12 of 31 feet. The former will be constructed of steel plate girders on concrete piers and the latter of rolled steel joists on grey-box pile piers.

The longer spans over the river will minimize blocking by floating debris, the Goulburn River in flood time being notorious for the large quantity of debris which comes from up-stream.

The bridge is being built on a straight alignment 12 feet up-stream from the present bridge. In order to maintain ample allowance for clearance above high flood level of the Goulburn, the level of the new bridge will be higher than the present bridge and the approaches will be regraded.

The five concrete piers have been constructed with the foundations on stiff clay 10 feet below the lowest point in the stream.

Interesting Aspects

An interesting feature associated with the pier excavation is the construction of coffer dams by means of steel sheeting. The sheeting used is 13 ins. wide and 30 ft. in length. In constructing a coffer dam the length of sheeting is driven into the river bed by means of a pile driver.

Each succeeding sheet is driven locked into the side of the adjoining sheet so as to form a tight joint. When the four sides of the coffer dam have been constructed and braced inside with timber, the water is pumped out so that the earth inside the enclosure can be excavated to the required depth.

Regular pumping keeps the coffer dam free of water. Sawdust dropped into the river water minimizes leakage. The sawdust is sucked into the leaks and plugs them up. When the earth has been excavated to the required depth and the pier constructed above water level the steel sheeting is removed—one sheet at a time—by means of a crane which pulls it up out of the river bed ready for use in the construction of another coffer dam.

Obstructions in the form of well-preserved red gum logs in the bed of the river have not prevented the driving of the steel sheeting. It has been found that the sheeting can cut fairly readily through large logs which have been encountered.

Plan To Control Electric Power Supply

IN the event of trouble on the 1,500-volt suburban electric system, such as occurred during the severe thunderstorm on January 15, the Control Engineer, who is in charge of all power supplies in the suburban area, has to obtain by telephone from the locations concerned details of what has happened before he can take steps—again by means of the telephone—to restore power supplies. This procedure often results in considerable loss of time before power can be resumed.

In order to give the Control Engineer up-to-the-second information as to the availability of electrical equipment in every Sub-station and Switching Station and a much more efficient control over it, a modern system of Supervisory Control will be put into commission in the near future.

The "nerve centre" of the new system is the Control Room in Batman Avenue, which has been specially treated to reduce noise to a minimum and air-conditioned, partly in the interests of the Staff and partly for the protection of the delicate electrical equipment.

Located in the Control Room are three large control diagrams representing the various components of the power supply system, viz., the 1,500-volt contact and 20,000-volt distribution systems and the 2,200-volt signal supply.

Each circuit breaker is represented by a small coloured lamp which indicates to the Control Engineer whether the breaker is open or closed.

Associated with the control diagrams is a control desk equipped with selection keys and operating buttons by means of which the Control Engineer can open or close circuit breakers represented on the diagrams, and put power apparatus in remote automatic sub-stations in or out of commission, according to traffic fluctuations during the day or as required during periods of emergency.

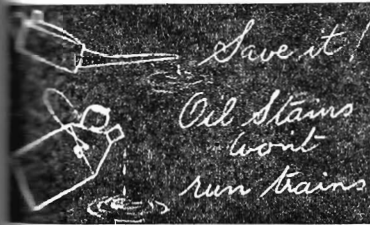
In short, supervisory control enables the Control Engineer to supervise continuously and effectively all units of the electric power supply under all conditions including the location of troubles and the restoration of power in the minimum possible time.

Spot Slogans In War On Waste

THE anti-waste campaign now going strong in the Department, has been responsible for some appealing slogans by railwaymen. The blackboards of various loco. depots and sheds throughout the State are constantly reminding staffs of the necessity of saving the humblest material.

Noticed by the Commissioners on the blackboard of the Traralgon shed was the simple, but effective command: "Don't waste the waste" a direction that will be highly appreciated by every engineer. On the same blackboard, written in clear, telling characters was a message revealing an excellent conception of the present international situation. It ran: "Saving Oil Saves Sheds."

Below will be seen a particularly effective little sermon on the necessity of saving oil. It comes from the Ballarat Loco. Sheds:



Rail Tunnels As Air Raid Shelters

DERELICT railway tunnels which have long since outlived their original purpose are now serving as air raid shelters in Britain. Disused tube tunnels in Southwark, once the pride of the City and South London Railway Co., and tunnels in Dundee, Barragate and Ramsgate are regularly used when the warning sirens announce the approach of German bombing planes.

An abandoned section of the City and London underground railway at Whitechapel has also been equipped as a dormitory shelter. Properly ventilated and provided with the usual civilian conveniences it guarantees immunity from the heaviest bombs dropped by the enemy.

It is worth noting that other parts of the Empire within reach of air raids are similarly discovering the value of old railway tunnels. The inability of Italian and German bombers to inflict heavy casualties on Valetta, the capital of Malta, is largely due to the protection provided by the railway tunnels of the old 7½-mile Malta Railway which was abandoned ten years ago.

The whole area of Malta is 91 square miles and the total population over 250,000, mostly concentrated in Valetta, one of the most densely populated portions of Europe.

One Shilling A Week To Help The Cause

HITLER is now in Bulgaria. Once again we have seen the same old process of infiltration, covered by the pretence of innocent purpose, quietly bringing an independent country under Nazi control. We are all familiar with the system. We have seen it practised with similar results in Rumania and elsewhere.

TO many Australians who look at these invasions in terms of pure geography the process of gobbling up the Balkans may seem remote, and the distance, so to speak, may lend indifference to the view. But the spread of Naziism has a far greater significance. It means that more and more human beings are being forced to aid the Empire's enemies, and that consequently the valiant array of free peoples now fighting the cause of Democracy is being called upon for larger and finer efforts. The business of defeating Nazism is not beyond us—but it will involve heavier expenditure and greater sacrifices as the sphere of conflict expands.

BRITAIN'S efforts, we know, are the admiration of the world. Australia's efforts in determined co-operation with the Homeland are by no means unworthy of applause. But all this colossal endeavour can only be continued with money. Britain's resources are enormous, ours also are large but they are not unlimited, and therefore every earning person should be helping to finance it to the best of his ability.

ARE you helping to provide the silver bullets which will ultimately win this conflict? If you are not, WHY NOT? As railwaymen you are in regular work; you are enjoying a security assured only by the power of the British Empire's Navy, Army and Air Force. It would surely not cause any hardship to contribute a shilling a week regularly to the Railways War Savings Group. Lend it—remember it is only a loan—to your country. Each 16/- contributed purchases a £1 War Saving Certificate redeemable in seven years at its face value.

Fighting Erosion In Gippsland

IT is a matter of gratification by the State Rivers and Water Supply Commission and the Railways Department that the scheme for protecting the areas along the banks of the Avon River in the vicinity of Stratford against further erosion, proved its ability to withstand the effects of severe flooding. As a result of the recent heavy rains, only minor damage occurred to some of the work.

Some subsidence was observable in one groyne and a small amount of scouring occurred at the bases of others. The experience gained during this flood showed that a small amount of additional protective work will be necessary and this is being undertaken.

The protection scheme consists

of a succession of groynes to check the violence of the flood flow and enable steady siltation to go on, ultimately providing a new bank planted with willows and covered with kikuyu, couch and other binding grasses.

Semi-permeable groynes are constructed at suitable intervals out from the river banks north and south of the railway bridge at Stratford.

The scheme, which was fortunately completed during an unusually dry winter when the river flow was low, has cost a relatively small sum. It is of value to the Department, however, because erosion had so widened the Avon River at the Bridge that the existence of the structure was threatened.

Had the erosion not been arrested by the protection scheme a considerable expenditure in lengthening the bridge would ultimately have been necessary.



ONE OF THE GROYNES—A PROJECTION of earth and stone—with accumulation of siltation after flooding; also, in the foreground, growth of willow and grass along the bank. Pilot channel on the right.

V.R. Patriotic Fund Activities

ANGLING EVENT :: SUNDAY CONCERTS

WIDESPREAD interest has been aroused by the announcement of an Open Angling Competition to be held at the River Yarra, Yarra Glen, commencing at 12.30 p.m. on Sunday, April 20. It is being sponsored by the Melbourne Sports Depot Pty. Ltd., and all proceeds will be allotted to the Victorian Railways Patriotic Fund. The majority of the metropolitan angling clubs are enthusiastically co-operating and the competition should be a pronounced success.

Handsome trophies, donated by the sponsors and a number of metropolitan angling clubs, are valued at more than £30, made up of £10 10s. (1st prize); £3 3s. (2nd prize); and £2 2s. (3rd prize); consolation prizes; and special prizes for lady and juvenile competitors. Entry fees are: adults, 1/-; children, 6d.

A special train will leave Flinders Street at 10 a.m. for Yarra Glen where, during the afternoon, various forms of amusement have been arranged to provide an ideal picnic atmosphere. Hot water will be available free of charge. On return the train will leave Yarra Glen at 7.50 p.m.

Tickets for the competitions are on sale at the Melbourne Sports Depot Pty. Ltd., Elizabeth Street, City, and the Victorian Railways Patriotic Fund, C/o V.R.I., Flinders Street station building.

Concerts For Fighting Forces

AS the guests of the Committee of Management of the V.R. Patriotic Fund, members of the fighting forces are now being entertained at regular Sunday afternoon concerts at the Victorian Railways Institute, Flinders Street.

At the initial concert last month, the following members of the railway service voluntarily contributed to a highly entertaining program:

Miss G. Jones (Accounts Branch) Soprano.
Mr. R. Ogilvie (Transportation Branch), Piano.
Mr. T. Lockhead (Jolimont Workshops), Comedian.
Mr. P. O'Sullivan (Transportation Branch), Magic and Ventriloquism.

Afternoon tea was smartly served by girls in the Refreshment Services Branch and the Head Office, Spencer Street, who voluntarily offered their help.

The catering was provided by the Refreshment Services Branch under the supervision of Mr. A. W. Keown (Superintendent), Mrs. P. Hewitt

ANYONE having relatives or friends in the Fighting Forces should inform them of these Sunday concerts. They commence at 3 p.m.

A CORDIAL invitation is extended to all men in uniform and any ladies who may accompany them. Afternoon tea is served, and there is no charge for admission.

(Manageress, Flinders Street Refreshment Room) and Mrs. E. Macaw (Manageress, Spencer Street Dining Room).

As can be imagined, these entertainments are a boon to men of the fighting forces while on week-end

leave in the city who are not receiving what they most need—HOSPITALITY.

To enable the concerts to continue, the Committee of Management would be glad to hear of any member of the railway service, with concert platform experience, willing to assist in entertaining the men.

Aid Appreciated

IN letters acknowledging the receipt of further substantial donations from the Victorian Railways Patriotic Fund, warm appreciation of the generosity of members of the railway service has been expressed by the Australian Comforts Fund, Australian Red Cross and other bodies.

Enclosing an official receipt for £250, the Honorary Secretary of the A.C.F. said, in the course of an appreciative letter:

"May I once again thank you and your members and all concerned for this generous gift to our Fund. Cash donations are particularly welcome at the present time, and will continue to be even more so as our commitments increase overseas with further reinforcements of troops.

"One of our main responsibilities, as you are no doubt aware, is the maintenance of hostels both here and overseas for the men in the fighting forces."

Since the V.R. Patriotic Fund was established last year, the following donations representing cash and kind have been made by the Committee of Management: Australian Comforts Fund, £880; Australian Red Cross, £884. In addition there have been special contributions made to Blamey House, Navy House, Air Force House, and other similar organisations.

Special mention must be made of the activities of the various country auxiliaries of the fund through whose efforts cash donations of £795 have been made to the various wartime movements.

From September, 1940, until January 31 last, the sum of £5,035 in cash and kind had been received by the V.R. Patriotic Fund, representing pay-roll contributions and the proceeds from numerous special efforts. No expense whatever is debited against the Fund for the organisation or the collection of contributions.

Many members of the staff are co-operating whole-heartedly in the activities of the V.R. Patriotic Fund. The need for funds and more help is very urgent. If you are not actively helping why not start today by allowing sixpence per PAY to be deducted from your pay roll.

RAILMAN WINS GARDEN CONTEST

THOSE garden lovers who have been privileged to see Mr. C. F. Rowden's garden at 96 Power Street, Williamstown, have been quick to endorse the judge's decision to award it first prize in the Herald Garden Competition (Returned Soldiers' Section).

Mr. Rowden is a Leading Hand Upholsterer at the Newport Workshops, and his pride and pleasure at winning first prize is shared by hundreds of colleagues of this very popular railwayman. In five attempts to win the competition he has been awarded two consolation prizes, while last year his garden gained second prize.

In their comments on Mr. Rowden's prize-winning garden, the judges said:

"It is introduced with a little privet hedge and flower beds with borders of pyrethrum, begonia and ageratum, with little conifers at intervals among them.

"The small front garden includes standard roses and dahlias, red salvia, and the old-fashioned, attractive snowberry. More conifers are spaced out in tubs on the paved veranda courtyard at the back.

"This back garden is another with surprising effects of space and restfulness through cleverly designed lawn and flower beds.

"The surprise garden behind the lawn has a pond with many goldfish, a little arbutus and big bed of scarlet salvia."

More V.R. Enlistments

A.I.F.

CLERK J. D. Brennan; Ptr. W. M. Cumming; Lad R. A. Emmett; Eng. Clnr. R. Eldridge; Ptr. J. A. Gorman; Cas. Labr. W. Greenaway; Shunter R. J. Garlick; Eng. Clnr. R. A. Jones.

Labr. R. J. Prentice; Repr. W. B. Purves; Appee. C'smith L. A. Prince; Block Repr. G. G. Quigley; Shunter A. J. Reilly; Eng. Clnrs. R. Sandall and F. E. Smith; Clerk A. E. Sinclair and A. A. Sweeney.

Junior Clerk E. A. Vaughan; Labrs. Werner and A. E. Waddell; Ptr. L. N. Whaker.

R.A.A.F.

JNR. Clerk K. F. Baker; Clerks A. R. Croucher and R. L. Bodie; Lad Labr. J. D. Crosier; Appee. C. & W. Bldr. F. E. Foers; Repr. A. McD. Ferguson; Labr. T. M. Fricker; Ptr. C. E. Gilbert.

Ptr. R. O. Harrison; Jnr. Clerk M. Hughes; Lad Ptr. J. R. Kraemer; Lad Labr. D. H. McMasters; Ptr. J. D. Morelli; Labr. H. T. O'Hare; Cas. Labr. F. A. O'Grady.

Optg. Ptr. R. Pauline; Ptr. N. J. Pettit; Messgr. K. G. Pettitt; Repr. W. T. Peacock; Storeman H. F. Quixley; Signlmn. F. C. Robbins; Ptr. S. J. Salter; Lad Labr. J. A. Sreat.

Clerks W. J. White; A. M. Williams and D. A. Webb.

NAVY.

ENG. Clnr. A. L. Bateman; Messgr. G. T. Eaton; Lad Labr. G. T. Hyman; Block Reedr. F. L. Mulcahy.

NO DELAY HERE!

IN Montana (U.S.A.), a railroad bridge had been destroyed by fire. The bridge engineer and his staff were ordered in great haste to the scene. Two days later the Superintendent rushed down.

"Bill," said the Superintendent to the veteran master builder, who met him on arrival, "I want that bridge job rushed. Every hour's delay costs the Company money. Tell me, quickly, have the plans for the new bridge been drawn yet?"

"I dunno," said the bridge builder, "whether they's any pictures been drawn yet or not; but the bridge is up and the trains is passin' over it."

("Railway Gazette.")

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The Victorian Railways NEWS LETTER

May, 1941

Issue No. 129

MESSAGE FROM THE COMMISSIONERS

The arch enemy of mechanical efficiency is FRICTION. All who have to do with machinery realize the necessity for fighting it.

In co-operative human relationships, friction likewise is the greatest evil.

Are we in Australia doing our best to keep friction out of our human relationships?

Our troubles may be real. But can they be relatively so important as to justify slowing down our war effort?

Are we achieving unity of effort? Would we be satisfied to run a football team without it?

Are we sufficiently backing up the brave men—many of them comrades or relations—who are daily risking their lives on our behalf?

Do we realize that unless we do our best at our daily jobs, we are limiting the help that may mean all the difference between life and death to them?

The great majority of railway men are pulling their full weight. But can the same be said of all?

The country needs, as never before, our full and active co-operation on the home front. What will be the verdict of history upon our contribution?

Let us all work together for the one common end.

M.C. For V.R. Man

TO Captain G. H. Halliday belongs the distinction of being the first Victorian Railwayman to be recognized for bravery in the present war.

In the list recently announced he was awarded the Military Cross for gallant and distinguished service with the A.I.F. during the North African campaign.

The "News Letter" feels it is reflecting the sentiments of all members of the service in warmly congratulating



Captain Halliday on his feat, and expressing the hope that he will soon return triumphantly to his homeland.

Captain Halliday, who was born at Kaniva in 1909 and educated at the Ararat High School, has been on the clerical staff of the Department since 1925. At the time of his enlistment on the outbreak of war, he was in the Way and Accountant's Division in the Head Office, Spencer Street.

He enlisted as a Lieutenant, and after a training course in New South Wales he was gazetted Captain. For many years he has taken an enthusiastic interest in military affairs. Since 1934 he has held a commission in the 52nd Battalion, Commonwealth Military Forces, at Dandenong.

REASONS WHY ALL RAIL GAUGES SHOULD BE 4' 8½" STANDARD

If a separate 4' 8½" gauge track were constructed between the capital cities as suggested, it would run for the most part parallel with the existing 5' 3" track and within existing railway boundaries, but when approaching stations it would, in many cases, have to be deviated round or through townships so as to avoid the 5' 3" station yards.

The cost of including separate station facilities and goods transfer yards would be altogether out of proportion to the benefits derived which, of course, would be confined mainly to through Interstate traffic.

EVERY now and then the question of unification of railway gauges is revived by people with a nationwide vision on the merits of the problems involved. It came up again recently, discussion on this occasion centering around the proposal that as an alternative to the unification of gauge scheme as recommended by the Royal Commission in 1921 the lines between the Capital Cities only should be converted to standard 4' 8½" gauge.

If, instead of building new 4' 8½" gauge lines, the existing main trunk line from Albury to Serviceton and beyond were converted from 5' 3" to 4' 8½" it would isolate the various branch lines and utterly paralyse the working of the Victorian railway system on a business basis.

Apart from other considerations, enormous expense (estimated some years ago at £10,000,000) would be entailed for additional rolling stock, as sufficient would be required on each section of the piebald system to cope with its own peak traffic.

A striking feature is that the cost of any such partial conversion, including the capitalisation of the increased

annual charges, would, in fact, greatly exceed the cost of complete conversion.

The Chairman of Commissioners stated recently that the Victorian Commissioners are in favour of unification of gauge provided it is carried out on the lines recommended by the 1921 Royal Commission, i.e., that all 5' 3" gauge tracks are converted to 4' 8½".

**SOLDIER OVERSEAS
WRITES TO "NEWS
LETTER"—See Page 4**

A SUM IN MULTIPLICATION

7360
60

441600
24

1766400
883200

10598400
365

52992000
63590400
31795200

3,868,416,000

THE top figure in that multiplication sum represents the amount in pounds sterling which Britain spent per minute during its last financial year on the war and civil purposes. Multiply by 60 (minutes), 24 (hours) and 365 (days) and you have the staggering total of nearly 4,000 million pounds sterling—most of which was spent in the noble cause of preventing Hitler and Mussolini from dominating the world.

As a junior partner in this struggle Australia is also spending a relatively large sum annually in maintaining its Army, its Navy, its Air Force and various other activities associated with its valiant purpose in this war.

Each day, indeed each hour, brings a new responsibility and some greater undertaking and thus the expenditure is steadily mounting up. The bill will be enormous and it cannot be fully met from revenue. The greater part must be financed by loans to which every citizen who can should contribute. There is still a large number of railwaymen who are not members of the Railways War Savings Group. The cost of becoming a member is 1/- per week (2/- deducted from

every pay) and don't forget that these contributions are not a GIFT. They are a LOAN, repayable in seven years with interest at 3½ per cent. in addition. In other words, every 16/- contributed buys a certificate redeemable in seven years for £1.

Only the concentrated power of the British Empire and her allies can safeguard the basic human rights of the free peoples throughout the world—the right—as Lord Halifax, British Ambassador to U.S.A., so clearly expressed it recently—to think, speak and act freely within the law, the right to live without fear of aggression and the right to believe and worship as conscience may dictate.

AREN'T THOSE RIGHTS WORTH OUR WHOLE-HEARTED EFFORT?

HELP BY JOINING THE WAR SAVINGS GROUP TO-DAY!

Human Interest Stories About Railway Apprentices

THE Railways are naturally proud of their apprentices. They are the cream of an annual army of applicants including a number of country lads who, in instances, have made unusual sacrifices and have overcome disadvantages in order to win a place in the Service. To secure this special recognition they must exhibit, in addition to a proper scholastic performance, the character and physique that promises high future achievement.

Five lads have just won special recognition—Apprentice J. C. Hodges, a free place at the University, and Apprentices N. E. Tyshing, R. F. Whatnough, C. B. Crellin and W. K. Hocking, the Diploma of Engineering Course at Technical Colleges. They are all examples of that desire to succeed which will ultimately bear fruit in the work of the Department.

They all have good scholastic records, but in the background of each achievement is consistent and earnest hard work in securing the technical education which they desired.

One of them, Apprentice Electrical Fitter Hodges, had the merit of an inherited passion for the railway service. His father is a railwayman, and was his grandfather before him, and it was his hobby at school to build a model railway, making all the engine parts on a small lathe, and using brass strips from old cupboards to make the necessary rails.

All of these lads are examples of how well directed brain power, energy and concentration can overcome difficulties, often of exceptional consequence, and make them striking examples of the service which employs them.

During their studentship they will be paid a salary of about £3 per week, and after graduating they will be promoted to the professional staff of the railway service.

TRIBUTE TO FIRST AID.

THE following letter from Mr. F. Mather, Ambulance Attendant at North Melbourne Workshops, to the Acting Chairman of the Betterment and Suggestions Board, has a special significance for all railwaymen.

"For 26 years I have been Ambulance Attendant at North Melbourne Workshops and during that period spent 11½ years in the Casualty Room of Royal Melbourne Hospital every Saturday evening and on many other occasions. It is at the Hospital or Doctor's Surgery where good First Aid work is thoroughly appreciated.

Being in Edinburgh when the present war was declared, I had the experience of black-outs, carrying gas masks, etc., and know what our own kith and kin overseas are enduring at the present time; also how very essential First Aid is to those who have sustained injury by high explosive or incendiary bombs.

To fellow employes in the railway service who have not yet interested themselves in First Aid, I must state that you now have a golden opportunity to learn something of the structure of the human body and functions of the more important organs so that, in times of emergency, you may effectively render assistance to those who are injured in the service or elsewhere.

If you save one life during your lifetime you have done an excellent job."

Congratulations . . .

OVER the week from Monday, April 7, to Monday, April 14, covering Easter, 131,000 passengers travelled by rail from Flinders Street and Spencer Street stations to country districts—actually an increase of 45,000 on the number of passengers who travelled to the country over the same Easter period last year. Despite the much heavier traffic this year demanding the greatest care and attention on the part of all railwaymen concerned, everything generally ran without a hitch. Truly an excellent performance and one of which the whole service may well be proud . . .

BIG RAIL TRANSPORT PROBLEM SOLVED

ONE of the special railway achievements last month—and an unusual problem in transport—was the carriage from Melbourne to Bright of a large junction pipe cylinder for use in the Kiewa water scheme. The pipe was 19 ft. 8 ins. long with a maximum outside diameter of 11 ft. 4 ins. at one end and of 10 ft. 4 ins. at the other.

"Overgauge loading," when accepted, involves special care that no engine, vehicle or train is permitted to stand or pass on any adjoining line *en route* or while the consignment is standing in station yards.

Platforms must be kept clear for a distance of at least one foot from the edge whilst passing through stations, and No. 2 road in each station yard has also to be kept clear of traffic during the passage through.

Owing to its size it was obviously necessary that this particular consignment should be moved at a time when traffic in the opposite direction was relatively light.

Resting in special bolsters and securely lashed with chain and screw couplings on a QB truck, the pipe was accordingly sent from Melbourne and arrived at Bright without mishap.

Keep The Hose Dry!

THE State-wide campaign against waste has brought into prominence the necessity of preserving the Department's large stock of canvas hose, amounting to about 95,000 feet or approximately 18 miles. The major portion—80,000 feet, is set apart for fire extinction in the city and country and is generally stored in hose boxes at workshops, offices, etc. Wherever possible, this hose should be folded in the figure 8 to allow air passage to keep it dry.

The other 15,000 feet is used for pumping water from trucks into tanks at employes' houses and for other purposes. As new hose of this type is practically unobtainable owing to the war, all employes handling the present stocks are urged to see that all hose is properly drained after use and laid along a fence to dry. Under no circumstances should it be rolled up wet and stored, as it will at once commence to rot and rapidly become useless.

“Headlong Harry”

THE DEPARTMENT'S champion locomotive, “H” 220 might well be rechristened “Headlong Harry.” Attached to the 8.15 p.m. passenger special from Melbourne to Albury on Easter eve, Thursday, April 10, with a load of 405 tons it covered the journey from Spencer Street to Beveridge in 35½ minutes—8 minutes faster than an “S” class locomotive hauling the same load over the same section. Some idea of the magnificent steaming power of the new “H” will be gained from the fact that on this particular run it topped the big grade of 1 in 50 at Glenroy at 43 m.p.h. and the grade of 1 in 52 at Beveridge at 50 m.p.h.!

STRIKING SUCCESS OF CHEAP SUNDAY FARES

Constant emphasis by radio and other advertising methods on the value of the Sunday bargain fares introduced on December 4, 1938, has resulted in a substantial increase in traffic. In November, 1939, an average of 11,000 tickets for adults and children was sold on three Sundays for a revenue of £2,300.

In January last, the average of over three Sundays had leapt up to 11,000 tickets for adults and children, children's tickets increasing from approximately 3,800 per Sunday in November, 1938, to an average of nearly 11,000 tickets per Sunday in January last.

Popular appreciation of the fact that on the suburban lines an adult can secure a return ticket on Sunday for little more than a single fare, whilst a child under 16 can travel from anywhere to anywhere on these lines for 9d. first return and 6d. second return, whatever the length or the time of the journey, is shown by the figures for the first year of the innovation—2,474,489 tickets (including 2,078 children's tickets) sold and resulting in a revenue of £1,101,637.

Even these excellent figures were surpassed in the second year, during which 2,687,474 tickets (including 290,489 children's tickets) were sold, resulting in an increased revenue of £1,100,000.

The attraction of the big cuts in children's fares on Sunday is demonstrated by the fact that whilst over the two years indicated the volume of the traffic increased heavily, and notwithstanding the much lower fares, the revenue from the total traffic increased by nearly 11 per cent., including an increase of no less than 20 per cent. in respect of children's tickets!

STAGGERING HOURS HAS HELPED TRAFFIC

WHILST the result of the somewhat limited staggering of hours in the City is reflected in the recent tally at Flinders Street station of the suburban traffic during peak hours the figures are also affected by overtime and shift work in various industries. During the morning peak 7.30 a.m. to 9.30 a.m. the number of passengers increased by 3.7 per cent. compared with the number tallied over the same period in 1939, but in the vital peak half hour—8.30 a.m. to 9 a.m.—there was actually a decrease of 3.6 per cent.

Compared with the 1939 figures the evening peak (4.30 p.m.—6.30 p.m.) showed an increase of 9.2 per cent. whereas in the peak half hour (5.15—5.45 p.m.) the increase was scarcely noticeable. The following table reveals the full results of the tally as compared with the figures for 1939:—

	Increase		Decrease	
	No.	Per Cent.	No.	Per Cent.
*7.30 a.m.—9.30 a.m. ...	2,541	3.7		
8.0 a.m.—8.30 a.m. ...	2,332	17.7		
8.30 a.m.—9.0 a.m. ...			1,068	3.6
8.0 a.m.—9.0 a.m. ...	1,264	2.9		
7.30 a.m.—8.0 a.m. ...	1,277	4.9		
9.0 a.m.—9.30 a.m. ...				
*4.30 p.m.—6.30 p.m. ...	7,473	9.2		
5.15 p.m.—5.45 p.m. ...	120	0.3		
*Off-peak				
Prior to 7.30 a.m. ...				
9.30 a.m.—4.30 p.m. ...	8,291	6.8		
After 6.30 p.m. ...				
*Whole day (total of items marked *) ...	18,305	6.7		

Mr. Robert Burrell Died Last Month

WE deeply regret to record the death last month of Mr. Robert Burrell (Engineer-in-Charge, Locomotive Design, Rolling Stock Branch). After a short illness, he passed away, his death evoking widespread sorrow amongst a legion of railwaymen who recognised his professional and personal qualities.

Mr. Burrell, who was 50 years of age, was one of the most valued officials in the Rolling Stock Branch. He was a specialist in locomotive design, occupying a front-rank position in the designing and construction of all the Department's modern locomotives.

His masterly contribution to the work that led to the appearance in service of Australia's largest locomotive—H. 220—has earned for Mr. Burrell an honoured place in the history of the Department.

In retrospect, colleagues who were associated with Mr. Burrell throughout his 35 years' of service, said that long ago it was apparent that his flair for locomotive designing would carry him to the higher ranks of the service.

As an apprentice fitter and turner, he won a scholarship at the Workmen's College. A few years later he entered the Car and Wagon section of the Rolling Stock Drawing Office, later transferring to the Locomotive Designing Division, of which he became Officer-in-Charge in 1934.

Always eager to keep abreast of locomotive trends overseas, Mr. Burrell throughout the years manifested all the enthusiasm of a student. His own staff pay eloquent tribute to his zeal and patience in imparting to them his wide knowledge of locomotives. The clerical section of the Branch, too, testify to his invaluable—and courteous—assistance which he gave on all occasions.

To Mrs. Burrell, the “News Letter” expresses, on behalf of her late husband's colleagues and friends, sincere sympathy in her great loss. It will, we hope, be some small measure of comfort to her to know that Mr. Burrell was so highly esteemed, both as an engineer and a gentleman.

MORE V.R. ENLISTMENTS

A.I.F.
APPCE. B'smith L. T. Austin; Skld. Labr. R. Bransgrove; Labr. H. P. Costello; Ganger T. O. Dooley; Eng. Clnr. A. W. James; Shunter R. G. Jenkins; Lad Prr. J. B. Lowe.
 Prr. L. T. Mangan; Labr. L. R. McSweeney; Cas. Labrs. M. A. Quirk and S. W. Reed; Gateman E. Stephens; Lad. Prr. H. L. Spencer; Clerk C. C. Saunders; Appce. Springmkr. J. W. Smith; Repr. C. Underwood.

NAVY
 Lad Prr. L. B. Beech.

R.A.A.F.
 Clerk G. L. Augustine; Prr.-in-Chg. D. C. Beddoe; Eng. Clnr. R. H. Baker; Storeman H. F. Critchley; Clerks C. Donaldson, P. J. Fox, and N. M. Leech; Eqpmnt. Prr. E. A. McKeown; Prr. J. E. Murnane.
 Lad Labrs. J. T. McMinn, and J. Parsons; Labr. J. H. Radley; Ganger G. F. Symons; Lad Prr. H. P. Wishart Appce. C. & W. Bldr. W. F. Walker.

Stone Throwing Dangers

THE increasing number of windows broken in railway carriages by stones thrown from outside is causing much concern to the Department. The total breakages for the first three months of this year are already more than half the total for the previous nine months.

The material damage is not great—but there is a very grave danger of injury to passengers not only by the stone itself but by the splinters of glass.

In many cases the windows have been broken by children of school age, and the Department has accordingly written to the Director of Education requesting that the dangers involved should be stressed to school children by Headmasters and Teachers.

This is the only method of bringing this thoughtless offence before those concerned and the Department hopes that with the full co-operation of the educational authorities the practice of stone throwing at trains will be stopped.

Bravery Of British People Eulogised By Railwayman In A.I.F.

LIEUT. W. J. HILL, Railway Construction Co., R.A.E., somewhere in the Middle East, and correspondent of the "News Letter" sends us a long and most interesting letter, dated March 28 last. Owing to lack of space, we are unable to publish in full. The following extracts, however, will greatly interest railwaymen:

"There is nothing but a feeling of intense admiration among us for the British soldiers and the British people. We have been among them in the days of trial, have marvelled at their spirit, particularly that of the children.



Lieut. W. J. Hill

Recently I was on leave on my way to the West Country and finally made a station from where I could get a train which would take me some way in the right direction
"All London seemed to have the same idea about the departure point of trains. It was not a rush of people trying to get away, just the concentration of the normal daily influx and afflux of travellers at one point. I got into conversation with a lot of these people who had been up all night in shelters; who had, some of them, left as their home crashed down, or who saw the last of it from a back yard shelter. From children I got the most vivid descriptions. One little girl amused the whole compartment by telling us that 'Mummy was scared, weren't you Mummy? I wasn't.' This is an example of the spirit that won the day for England.

Sees Work Ahead

"It looks as if things are settling down with serious and probably exacting work ahead. For a week now, work has been proceeding on the earthworks of a new system of track-work in general sidings nearby. At the same time we are getting our equipment together and pending the completion of this have to make use of all that was available on loan and which only added up to picks, shovels and wheelbarrows.

Personal Jottings

"In the way of general news, unfortunately some of those who came away have been invalidated. You will probably have news of these. Most are weathering well. J. C. Bloy of Seymour Loco. is now a corporal, and our expert on bomb disposal, having had a hectic week of instruction and practical work with the R.E.'s in England. Most of the other N.C.O.'s went through R.E. schools of instruction, whilst our various tradesmen made great names for themselves working at bench, forge, lathe, etc., in the workshops at the Longmoor Railway Training Centre. The Chief Instructor paid glowing tributes to the calibre of our men both in the shops and during our work on the tracks in this centre."

Longing For Letters

Lieut. Hill incidentally also remarks that following a long period without news from home "we are now getting mail in profusion. The spirit of the company has risen immensely, amply demonstrating 'the great influence on morale which news from home has.'"

We feel sure that in the light of this comment all those with relatives and friends with the fighting forces abroad will be encouraged to increase their writing effort.

Farming Train In United States

RECALLING the Better Farming Train which toured this State at intervals in the years 1924-30, completing 38 tours and visiting 379 centres, a similar Better Farming Train carrying the slogan "Know Your Soil" has been commissioned for service by the Illinois Central Railroad, U.S.A.

The American train which will tour Louisiana, Mississippi, Tennessee, Kentucky and Illinois will include a lecture car and exhibit car, a baggage and office car and a characteristic American feature, a motion picture car.

State agricultural departments, chambers of commerce, college extension departments and other bodies are co-operating in the preparation of exhibits and the arrangement of lecture programs, and will enlist specialists to accompany the train and promote attendance.

As in the case of our Better Farming Train which demonstrated before total attendances of 250,000 people, mostly farmers and their wives, the American train will principally concentrate on the supreme necessity of education in farming, but related subjects like sheep, cattle, pig and poultry-raising will also be included.

Associated with the activities of the train is the creation of "Know Your Soil" Clubs in many of the countries along the railroad's lines. It is expected that these clubs will assist in abolishing "our-catch-as-catch-can methods of farming which have taken away nitrogen, humus, lime, phosphate and other elements that make a balanced ration for economical crop production."

Bill Busbridge Retires

FOOTBALL supporters of more than two decades ago will have their memories stirred by the news that Bill Busbridge recently retired from the service. He was a member of the Essendon team, and with Alan Belcher and Ernie Cameron (rover) formed one of the most famous rucks in V.F. League history. For many years Bill was a locomotive driver located at Geelong where he is immensely popular. His popularity was fully revealed at a recent send-off attended by 150 people when eight glowing speeches impressed upon him the eminence he enjoyed in the regard of his colleagues. A canteen of cutlery and a fishing outfit for himself, and a crystal set for Mrs. Busbridge will help to keep alive the memory of a night that rivalled in enthusiasm the excited plaudits of "Don" followers in days gone by.

"MYSTERY HIKE" LIKELY BY V.R. PATRIOTIC FUND

BETWEEN 800 and 900 people went to Yarra Glen on Sunday April 20, for the Open Angling Competition and sporting program organized by the Victorian Railways Patriotic Fund. In all respects the function was a great success, the proceeds serving to augment the money available for the Australian Comfort Fund; Australian Red Cross; and kindred wartime organizations.

Nearly 500 men, women and children took part in the angling event. Biggest fish was 17½ oz. which was caught by a boy aged 12 who also won two other prizes.

As a further means of raising money the Committee of Management of the Fund is to consider organising a "Mystery Hike" on a Sunday, either in May or early in June.

If the proposal is acceptable a special train will leave Melbourne at a convenient hour for an unknown destination. *En route*, the details of the hike will be revealed. Whatever route is decided upon, there is the assurance that the hike will traverse a country which will provide an exhilarating day's outing.

Hot water will be available at selected luncheon ground where the Committee hopes to arrange some novel forms of entertainment that will help to increase the Fund.

Railwaymen are urged to wait for further information concerning the proposed "Mystery Hike" and in view of the worthy objects of the event, to give it the widest possible publicity.

AMERICAN VISITOR PRAISES OUR TOURIST SERVICE

MR. Joseph O'Hanlon of 1938 East 15th Street Brooklyn, U.S.A., who recently came to Australia on a tour, records his appreciation of the courtesy and attention he received during his regrettably brief stay in Victoria.

"I have been so completely satisfied with the way your Victorian Government Tourist Bureau looked after me, that I thought I would acquaint you with the facts. I have travelled throughout Europe and have been around the United States and Canada.

Naturally I have come in contact with many Travel Bureaux in many lands in many places, and I can truthfully say your Collins Street office is a model for others to follow. The trips were excellently arranged and conducted, hotel service fine, everything good.

True my trip was brief (but 3 days) but the memory of those delightful days and those fine Australian people I came in contact with will remain with me for many a day, and I will always recall them as days well spent."

Wholly set up and printed in Australia by the Victorian Railways Printing Works, Launceston street, North Melbourne, for the Publishers—The Victorian Railways Commissioners.

The Victorian Railways NEWS LETTER

June, 1941

Issue No. 130

FACTS ABOUT VICTORIAN RAILWAYS FINANCIAL POSITION

THERE is apparently still a good deal of misapprehension regarding the effect of the transfer of £30,000,000 from the Railway Capital Account to the General State Account which was made on July 1, 1937. In a statement which will be of particular interest to railwaymen, the Commissioners again explained the true position.

They pointed out that although the transfer resulted in a reduction of approximately £1,312,000 in the annual amount of railway interest charges, this was accompanied by the discontinuance of the recoups by the Treasury on losses on certain non-paying lines and for freight reductions made at the direction of the Government. In the last year of their payment—1936-1937—these recoups amounted to £669,000.

In addition, the Department is required to meet the statutory contribution to the National Debt Sinking Fund which, in 1939-1940, amounted to £121,600.

These factors had the effect of reducing the net annual financial benefit of the transfer of the £30,000,000 to £521,000.

The Commissioners further stated that since 1937 this benefit had been off-set by huge increases in costs which were quite outside their control.

For example, since July 1, 1937, the annual increase in Working Expenses due to awards of the Arbitration Court and other Tribunals is no less than £1,341,000, while increases due to the higher prices of materials (including coal) account for at least £345,000 per annum, or a total of £1,686,000.

As a result of such uncontrollable increases in working costs, the interest saving of £521,400 has thus been exceeded by £1,165,000 per annum.

The Commissioners also emphasised the fact that during the period under notice freights and fares had not been increased.

Former Apprentice Now Wing-Commander

IT will be no surprise to many Victorian Railwaymen to learn that former Apprentice Testing Electrician Donald A. Gibson is now, at the age of 33, a distinguished Wing Commander in the famous Royal Air Force. He was recently mentioned in dispatches for conspicuous service.



Aviation was always in the forefront of his career plans, and as early as 1927 he was a member of the Citizen Air Force.

Since leaving the Department, Wing Commander Gibson has established an impressive record in the service of the Empire. He has served in Singapore and Scotland with the R.A.F., and at the present time he is in charge of a Flying School in Canada under the Empire Air Training Scheme.

When Wing Commander Gibson entered the railway service in 1925, he immediately undertook an engineering course at the Newport Technical College where he won a scholarship to the Melbourne Technical College.

Later, he attended the Melbourne University. Incidentally, he was also a student at the Victorian Railways Institute, and in 1925 he won the "Harold W. Clapp" Prize.

Positions he filled in the Department included testing work at the Newport Power Station, various substations and at the Spencer Street Electrical Workshops.

Life Saved At Geelong By First Aid Student

BEHIND a telegram received at Head Office last month describing serious injuries to a Railwayman lies yet another story of the immense value of First Aid.

During shunting operations at Geelong early one morning, Acting Shunter J. Wilkie was run over, his right leg being severed below the knee. Fortunately Leading Shunter Stiff was quickly on the scene and without hesitation he applied manual pressure on the femoral artery in the groin, thus almost completely stopping the loss of blood until the arrival of a doctor.

He maintained pressure while the patient was taken by Ambulance to the Hospital. Leading Shunter Stiff was highly commended by the Hospital staff, who said that his prompt action had saved Acting Shunter Wilkie's life.

The "News Letter" warmly commends Leading Shunter Stiff, who is a student in the First Aid class at Geelong.

Many railwaymen are fully qualified in First Aid but to those who are not, this incident must awaken a realisation of their own helplessness if they were confronted with a situa-

tion similar to the one in which Leading Shunter Stiff so capably exhibited his qualities.

Today—as never before—First Aid is of paramount importance, and there is an urgent need for every member of the service to take full advantage of the facilities which the Department offers for expert training. Why not take advantage of the opportunity afforded by the nearest First Aid class?

"N. C. HARRIS" PRIZE WINNERS

HEARTY congratulations are tendered to the following railwaymen who were "N. C. HARRIS" Prize winners at the recent examinations conducted by the Victorian Railways Institute:—

Mr. W. S. Bertram (Porter, Piangil)—Station Accounts and Management;
Mr. W. Prescott (Porter, Albion)—Safeworking;

Mr. A. J. Andrews (Engine Cleaner, North Melbourne)—Engine Working and Westinghouse Brake;
Messrs. W. Godden (Repairer, Merton) and F. T. Malone (Repairer, Tarranginnie)—Permanent Way Construction and Maintenance (equal marks).

Candidates who obtain 70 per cent. or more marks at the annual Institute examinations in the railway subjects mentioned above are entitled to sit for the "N. C. Harris" prize which includes English and arithmetic.

Some Veteran Railway Pensioners

THE feeling that every railwayman who reaches the retiring age in a good state of health can be assured of reasonably long life in the leisure he has so well earned seems to be confirmed by the fact that of those who retired under the original pension scheme—those who entered the service before November, 1883,—no fewer than 450 are still alive and more than 210 are 80 years or over.

Of the 182 who retired from the Service between 1/7/24 and 30/6/26 and were granted pensions on the introduction of the superannuation scheme in 1925, 64 are still enjoying their privilege.

In this group of veterans ten are either nonagenarians or will reach the age of 90 during the current year. The oldest of them is Mr. John Buick, ex-Signalman who retired in 1910 and will be 95 on June 9. Next to him comes Mr. Alfred Young, ex-Leading Hand Boilermaker who celebrated his 93rd birthday on November 23rd last.

Nearing Century, Too

He is closely followed by Mr. Thomas Groves, ex-Ganger, who reached the 93rd milestone on March 24 last. Mr. Wm. Maude, once an S.M. in the Service, was 91 on March 20 last. Of the other six whose 90th birthday occurs this year the oldest is Mr. John Longmore, once Rolling Stock Sub-Foreman, whose birthday occurs on June 16.

Next to them in order of mention are Mr. John L. Parker (ex-S.M.) and Mr. Jas. Parkinson (ex-Ganger) who were born on the same day, July 22; Mr. R. H. Taverner (a former Estate Officer) born September 11; Mr. E. B. McTaggart (ex-District Superintendent at Ballarat) born October 20 and Mr. W. G. Brandreth (ex-R.S. Messenger) who will reach 90 on December 24 next.

In extending their best wishes to these railway patriarchs, the Commissioners express the hope that all may be spared to surpass the record of yet another of this long-lived group, to wit: Mr. Jas. Stuart Down, ex-Clerk of the Audit Branch who died in August last year. If he had lived to July 5 next, Mr. Down would have been the first centenary pensioner in the Railways Department.

SERVICE

THE following letter thanking the Department for an adjustment in the service at an outer suburban station comes from a lady school teacher:—

"Personally, I find it difficult to express my appreciation; the relief to me is enormous. This is still another example of the unflinching courtesy, kindness and consideration of the Railways Department which I have proved before. Such consideration makes the railway patrons feel that the Department is sincere in its efforts to serve them."

Tourist Bureau At Geelong Now

POTENTIAL VALUE STRESSED BY SPEAKERS

BEFORE a gathering of representative citizens including the Mayor of Geelong (Cr. R. C. Thear), Mr. Commissioner R. G. Wishart, Mrs. Brownbill, M.L.A., and Mr. L. C. Bromilow, Acting Manager, Publicity and Tourist Services, the Minister for Transport (Hon. H. J. Hyland) officially opened the new branch of the Victorian Government Tourist Bureau at 6 Malop Street, Geelong, last month.

In an interesting speech congratulating the people of Geelong on the birth of such a valuable institution in their City, Mr. Hyland said:—

"The Victorian Government Tourist Bureau has the longest chain of bureaux of any State in the whole of Australia, or even the Southern Hemisphere. The Government felt that, so far as tourist traffic was concerned, it was essential that the people who wanted to travel should be able to get information and get it free and without obligation.

The Bureau would arrange accommodation for tourists irrespective of the mode of travel, whether by road, sea, air or rail. It was felt that such a bureau was a long-felt want, particularly in places like Geelong.

Geelong was unique inasmuch as it had so many resorts adjacent to the City. This centre had the right brand of goods, and one could say that the bureau here must go ahead by leaps and bounds."

Mr. Commissioner R. G. Wishart who followed declared that:—

"In the light of the experience of the Branches of the Government Tourist Bureau in other parts of Victoria and in other States there was no doubt that they were taking a wise step in Geelong. On each occasion on which they had extended the field of operation of the Victorian Government Tourist Bureau there had been increased business for all concerned.

Results At Mildura

"If they went to Mildura they would soon find out what the Mildura people thought of their bureau which had been an important factor in the huge increase in visitors to that City. He was sure that Geelong would soon feel the same about this bureau.

"Judging by the business that had already been done it appeared that they would have to increase the staff immediately. To ensure the success of the new bureau, however, it was essential that all should co-operate to the fullest extent. Geelong could be assured that the railway staff would be only too willing to play their part."

Big Tourist Industry

The new branch of the bureau, which is in a conspicuous position at the entrance to the City, is in the competent hands of Mr. L. McCrae, previously in charge of the Bendigo branch of the Victorian Government Tourist Bureau.

There are also flourishing branches in Ballarat and Mildura and in the five capital cities outside Melbourne, and it can be safely claimed that the bureau is now controlling a greater quantity of tourist business by all the four means of transport—rail, road, sea and air—than any other bureau in Australia.

Success Foreshadowed

Evidence of the attraction and value of the new branch in Geelong is shown by the constant stream of enquiries and potential holiday-makers. Among numerous bookings made by Mr. McCrae in the first week of the new branch's existence were six 8-day tours to Mt. Buffalo National Park.

Light Globes Being Stolen From Trains

THE pilfering of electric light lamps from railway carriages is a matter of increasing concern to the Department. In December and January last no fewer than 1269 lamps were removed, the larger percentage from swing door cars, presumably because the high partitions offer more seclusion for the operation of thieves.

It has always been difficult to understand why people persist in this petty pilfering because the railway electric light carriage globe is of no use outside the service.

In the hope of inducing thoughtless persons to stop this annoying and expensive misconduct, the Commissioners decided to make a special appeal by poster seeking the co-operation of the public in safeguarding their own property.

Now prominent on the poster boards of railway stations and distinctive for the size of the banner word, "Warning," is the following brief, but effective message:—

WARNING!

Electric Light Globes in Trains are useless on any other circuit.

Interference with them involves unnecessary expense at a time when every penny is needed for essential work.

OFFENDERS WILL BE PROSECUTED!

St. Kilda-Brighton Line's New Trams

MODERN improvements for the comfort of passengers will be included in the three new steel tram cars which are now being planned for service on the St. Kilda-Brighton tramway.

Welding will be the big feature in the construction of the new cars, which will be 45 feet long and 8 feet wide. They will run on standard 4-wheeled bogies with a wheel base 5 ft. 1½ ins. whilst the wheels will be 2 ft. 2 ins. in diameter.

Each car will have seating accommodation for 48 passengers, and will be well ventilated and airy in summer. Sliding doors on the two exits on each side of the car, which will be pneumatically controlled, can be quickly closed, thus assuring even the passengers in the centre smoking section of the car much greater comfort in winter.

A feature of the non-smoking saloon is the provision of four turnover type seats for the accommodation of eight passengers who will have the option of facing the direction of travel or otherwise. The seating at each end of the saloon will be of the fixed type.

Special safety glass will be the feature of the upper portion of the partition between the non-smoking sections of the car, and another novelty will be the provision of modern half-drop metal frame windows throughout the car.

MORE V.R. ENLISTMENTS

A.I.F.

LABR. W. H. Allen; Fitters' Asst. L. A. Beck; Appee. B'mkr. R. Butler; Appee. C'mch. A. W. Brown; Appee. Springmkr. Bertram; Eng. Clnrs. F. J. Bellett and J. J. Bell.

Lad Prr. N. J. Craven; Reprs. J. Cleary and Connaughton; No. Tkr. R. G. McIntyre; Lad Labr. E. R. Mosey; Reprs. J. W. McRae, A. F. McMillan and L. C. Percy; Lad Prr. E. E. Phillips.

Lad Labr. R. Emmett; Clerk T. G. Gale; Lad Prr. T. D. Scott; No. Tkr. H. J. Springer; Reprs. R. H. Smedley and H. R. Smith; Yd. Prr. B. W. Kidman; Clerk J. C. Kennedy; Lad. D. C. Kirkwood; Trn. Exmnr. J. Krizan.

Fireman E. P. Larkin; Prr. P. F. Woodlock; Clerk R. M. Wright.

R.A.A.F.

REPR. G. Adams; Cas. Labr. J. M. Battye; S'mtr. R. F. Bradley; Clerk R. H. Baker; Lad Labr. W. Barton; No. Tkr. B. A. Cook; Appee. C'mch. F. L. Charlton; Appee. F. & Tnr. H. F. Cornelius; Clerk J. Culph.

Prr. F. T. Mason; Lad Labr. R. J. Mack; Appee. Asst. K. McKenry; Appee. C. & W. Barr. J. McDonald; Eng. Clnr. W. R. Porter; Clerks T. W. Donlon, T. J. Dwyer and R. J. Davidson; Lad Labr. J. F. Ellis.

Cas. Labr. F. A. Forrester; Eng. Clnr. K. Fraser; Lad Prr. S. J. Fletcher; Clerk M. Goad; Shunter E. J. Roberts; Repr. D. E. Smith; Appee. F. & Tnr. W. J. Scott; Labr. A. Stoddart.

Yd. Clerk P. Hale; Lad Labr. A. J. Hudson; Reprs. K. F. Kelly; Labr. J. Kirwin; Clerk R. Jackson; Prr.-in-Chg. W. Lawrence; Prr. Clerk J. R. Wilson; Clerk P. A. Winter; and Appee. F. & Tnr. A. J. Wight.

NAVY.

Eng. Cleaner J. E. Leng.

CANADIAN RAILMEN AIDING EMPIRE

AMONGST the heaviest purchasers of War Savings Certificates in the Empire is the staff of the Canadian National Railways. According to Mr. D. C. Grant, Vice-President of Finance in the C.N.R., every member in some sections of the service has pledged himself to contribute portion of his earnings to the purchase of certificates. The aggregate amount involved is 2,138,000 dollars per annum.

"Every employe throughout the nine provinces has been personally approached," said Mr. Grant. "That meant the personal solicitation of more than 80,000 individuals. That large number of employes is engaged in offices, the various traffic and operating branches, the shops and along the right-of-way. Each man and woman received a direct printed appeal to be followed up by a talk from a Supervising Officer."

Pledges to contribute regularly have come from every class of worker, those of modest wage or salary being as enthusiastic as employes in the higher brackets of employment. Another feature of the appeal is that a good percentage of the railwaymen have agreed to make contributions that are described as "fairly substantial," and there are numerous instances where employes who are unable to subscribe immediately, give their reasons, frequently mentioning sickness in the family for their failure to contribute, but all promising that as soon as they are clear of this embarrassment, they will enrol in the C.N.R. War Savings Group.

There is no Australian parallel to the Canadian railway achievement. In Victoria the contributions to the War Savings Group in the Department have been comparatively small. It would appear that a percentage of the railway army who should be capable of contributing have so far failed to realise the great need for their help in these dire times.

A minimum contribution of 1/- a week (actually less than the cost of one average packet of cigarettes) by the large number of railwaymen still outside the Group would mean a substantial annual addition to this worthiest of all funds. Remember, the contribution is not a gift, but a loan—a loan to your country. For each 16/- the contributor receives a War Savings Certificate redeemable in seven years for its face value—£1. Let us earnestly endeavour to achieve something comparable to the War Savings record of the C.N.R.

START LENDING TODAY—YOUR COUNTRY NEEDS YOUR SHILLINGS!

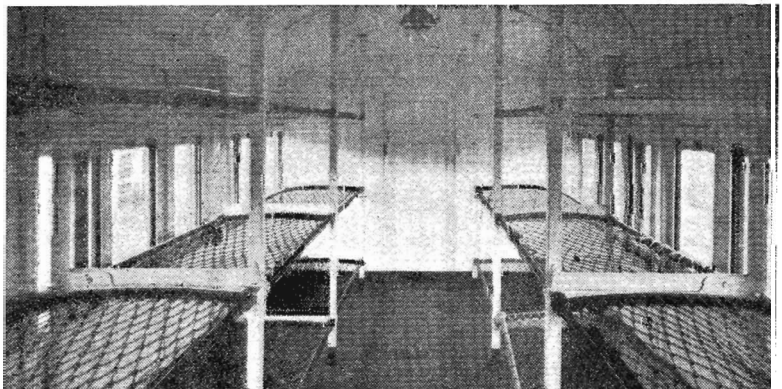
Railwaymen In A.I.F. Casualty Lists

CORPORAL A. SPINK. Reported wounded; believed prisoner of war. Before enlistment in June, 1940, he was a labourer at the Melbourne Goods Sheds. Served in the Great War of 1914-1918, and joined railway service in 1924. Aged 42 years.

PRIVATE W. A. NELSON. Reported wounded; believed prisoner of war. Lad Labourer at the Newport

Workshops at the time of his enlistment in March, 1940. Entered railway service in 1938. Aged 19 years.

PRIVATE R. J. PROSSER. Reported missing. When he enlisted in June, 1940, he was a labourer at the North Melbourne Workshops. Began in the railway service in 1933. Aged 22 years. Private Prosser's father is also serving in the A.I.F.



PICTURED above is a section of the railway ambulance car which is now ready for service on behalf of the military authorities. Converted at the Newport Workshops from a "BPL" excursion type car, the vehicle is divided into three sections. There is bed accommodation for 18 casualties, the beds being arranged in tiers of three. The centre section of the car has seating accommodation for 20 people; while in the third section are tables, cupboards, crockery, racks, two Primus stoves, sanitary conveniences and other equipment.

Soldier Writes From Greece

THE following verbal snapshots of Athens and Greece, mailed, of course, before the recent campaign commenced, are from a letter forwarded to a colleague by Lance-Bombadier R. G. Stuart, H.Q., R.A.A., late of the Secretary's Branch.

"My experiences lately have been very varied, and there has been much of interest. Greece makes the fourth different country I have lived in since leaving home: Palestine, Egypt, Libya and now Greece.

"A few weeks ago I had some hours' leave in Athens, a wonderful city, and, of course, I saw as much as I could. Greek is rather a difficult language, but a phrase book overcomes most difficulties.

Athens Described

"I visited some of the old ruins, which are wonderful, but the Museums have had their treasures removed and placed underground for safety. I saw only a few examples of the ancient sculptors' art. The city itself is dominated by two main features—steep and high hills topped by the Acropolis and a Church of England (I forget the name), respectively.

"There are some beautiful buildings and fine shopping centres, but getting away from the heart of the city the houses are built very close together, and looking down from the sheer height of the Acropolis the city has the appearance of a solid compact mass of building.

"The suburbs are very fine too, and the climate is lovely, the cold weather being just about finished. The country is beautifully green just at present, and some of the scenery—mountainous—is very fine indeed.

"Of course, I haven't done much wandering about, but I have the impression that the country folk are almost primitive and certainly neither empirical nor modern in their farming methods, and probably following tradition and doing things as their ancestors did many years ago. Their costume is very quaint, as indeed is the uniform, or rather fancy dress, of the King's Guards in Athens."

V.R. PATRIOTIC FUND'S ACTIVITIES ON A WIDESPREAD SCALE

VICTORIAN Railwaymen who, as members of Australia's fighting forces, are taken prisoners-of-war, will be adopted by the Victorian Railways Patriotic Fund. This decision, which will be warmly endorsed throughout the service, was made in response to an appeal by the Australian Red Cross Society. Under this plan, three parcels a fortnight will be sent to each prisoner, the weekly cost of this much-appreciated service being £1 per man.

Every effort will be made to obtain early advice from the various authorities of any railwayman being taken prisoner, but members of the service are urged to advise the Committee of Management, V. R. Patriotic Fund, immediately they hear of a fellow-railwayman falling into the enemy's hands.

"Mystery Hike"

Plans have been completed for the "Mystery Hike" to be conducted by the V.R. Patriotic Fund. The hike will take place on Monday, June 16, and will traverse a route that will assure an exhilarating day's outing.

A special train will leave Flinders Street at about 9.30 a.m. for an unknown destination. While on the rail journey, the route of the hike will be revealed. The special train will arrive back at Flinders Street at about 6.30 p.m.

The return rail fare will be 4/-, which will include tea or coffee provided at a luncheon ground to be arranged by the Refreshment Services Branch.

All railwaymen who can possibly do so, are urged to take part in the hike—and to persuade their relations and friends to do likewise.

A Fine Gesture

Here is a letter addressed by Mr. Reg. B. Gabbe (Fireman, Warragul) to the Secretary of the V.R. Patriotic Fund:

"I now wish that the whole of the prize money £1, allotted to me for the Peter Alexander Memorial Prize be paid into the Victorian Railways Patriotic Fund."

This very fine gesture by Mr. Gabbe, who secured first prize in the Engine Working class (senior section) conducted by the Victorian Railways Institute, is greatly appreciated, and is an example to all railwaymen to assist the Fund in every way.

Impressive Record

In a statement prepared last month for circulation throughout the Service, the Committee of Management of the Fund presents an impressive picture of the work which, through pay-roll contributions and other special efforts, is being done to help the Australian Comforts Fund, Australian Red Cross and other similar bodies.

Highlights of the statement covering the period September 2, 1940, to March 31 of this year, are:—

Cash raised, £5,434; goods manufactured by voluntary labour, £741. Total, £6,175.

Donations totalling £4,620 have been made in the metropolitan area, including two army ambulances (£1,000); Australian Comforts Fund (£1,000); Australian Red Cross—cash and goods— (£1,291); British Bombing Victims (£500); Greece War Victims (£200); Air Force, Blamey and Navy Houses (each £150).

In addition, a considerable amount of money has been donated to district war funds by country auxiliary committees.

The statement concludes with a stirring appeal to all members of the railway service to become regular pay-roll contributors, at the rate of 6d. per fortnight, to the Fund.

D.R. Competition Winners Named

RESULTS of the judging for the best kept and most improved Departmental residences for 1940 were announced last month. Altogether, 77 railwaymen in many different grades and residing in all parts of the State shared in the distribution of prize money. Lack of space precludes publication of all the names. As an alternative, we list those who gained first and second prizes in the various districts for the best kept residences. For the first prize, the award was £3/10/-; for the second prize, £1/10/-.

NAME	GRADE	LOCATION	DISTRICT	PRIZE
Mr. S. W. Turner	Storeman-in-Chge.	Oakleigh	Metro.	1st
Mr. M. W. Darcy	Elec. Train Dvr.	Glen Waverley	"	2nd
Mr. E. G. Proctor	Repairer	Maffra	Estn. & S. Estn.	1st
Mr. J. Porter	Ganger	Yallourn	"	2nd
Mr. F. E. Chambers	Stationmaster	Shepparton	Seymour	1st
Mr. H. J. Hulme	"	Tallangatta	"	2nd
Mr. C. J. Blackshaw	Repairer	Chillingollah	Bendigo	1st
Mr. J. D. Hosken	Stationmaster	Woodend	"	2nd
Mr. H. Stevenson	Chargeman	Ouyen	Ballarat	1st
Mr. J. F. Davey	Guard	Mildura	"	2nd
Mr. J. V. Wishart	Engine Driver	Warracknabeal	Geelong	1st
Mr. R. L. Gibson	Repairer	Inverleigh	"	2nd

Congratulations to the prize winners! The "News Letter" also records the Commissioners' appreciation of the standard maintained by many others who did not quite reach the prize-winning group.

MR. R. McCLELLAND'S DEATH

RAILWAYMEN throughout the State will regret to learn of the death last month of Mr. Robert McClelland, former Staff Officer of the Transportation Branch. Mr. McClelland retired in June, 1935, after 48 years service.

He possessed the rare record of 37 unbroken years in all divisions of the Transportation Branch Staff Office. For the last 15 years of his railway career he was staff officer of the Branch.

Mr. McClelland will be long remembered as a railway official whose skill on staff questions was matched only by the justice of his decisions.

Though occupying a busy position, he found time to devote his energies as Chairman of the Stations Classification Committee and Branch Representative on the Clerical Classification, Housing and Ambulance Committees.

A brother, Mr. Lindsay McClelland, is Manager of The Chalet, Mt. Buffalo National Park.

Wholly set up and printed in Australia at the Victorian Railways Printing Works, Launceston-street, North Melbourne, for the Publishers—The Victorian Railways Commissioners.

The Victorian Railways NEWS LETTER

July, 1941

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PREPARING FOR WAR EMERGENCY

THE Victorian Railways are to construct forthwith 10 "X" class goods locomotives, 400 "GY" (wheat-proofed) trucks and 200 "Z" vans. This valuable addition to the rolling stock which has received the approval of the Coordinator-General of Works (Mr. Harry Brown) is one of the results of a recent conference between the Defence Authorities and the Railways Commissioners of the various States.

The additional stock is being constructed so that the Department may be in a position to handle the substantial increases in traffic which would require to be carried by rail if an emergency should arise under any conditions.

These units of rolling stock will enable the Victorian Railways to provide for the conveyance under emergency conditions of diverted sea freight (including iron ore and coal), essential requirements and a limited amount of ordinary business.

The iron and coal, transported between South Australia and New South Wales, will be transferred when necessary at Tocumwal where Victorian Railway engineers are now busy on the work of providing the necessary alterations.

Other Works

The scheme includes the construction of new sidings and locomotive facilities, the erection of electrically operated transporters and the provision of an area for "grassing" coal and iron ore.

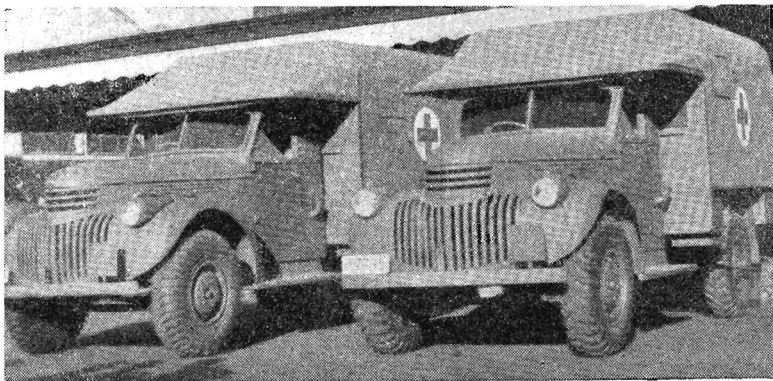
Arrangements are being made for the weighing of the iron ore and adjustment of loads on trucks—a necessity in the circumstances of the transfer and from trucks of different capacity in the respective gauges.

One of the tasks was the placing of 100,000 cubic yards of earth by the employment of large mechanically-operated scoops drawn by caterpillar tractors filling earth into trucks from overhead staging called a "china-stage".

The work of laying and ballasting the sidings is well advanced, and the construction of a turntable, coal stage, water supply and ashpits for locomotives is also in hand.

A similar scheme, broadly following the details of the Tocumwal plan, is well advanced at Wodonga.

Did Your 6d. Help Buy These ?



RAILWAYMEN who are regular pay-roll contributors to the Victorian Railways Patriotic Fund will be interested in the two ambulances (above) each costing £500, presented to the Military Authorities last month. Substantially built, these modern vehicles each carry four stretcher cases, or two stretcher cases and six sitting patients. When the top cots are lowered out of normal position, twelve patients may be seated.

In making the presentation in the Spencer Street Station Motor Parking Yard last month, Mr. M. J. Canny (Commissioner), who is President of the Committee of Management of the Fund, said that, while gratified at the amount of assistance which various war-time organizations have received from the Fund, the Committee was satisfied that much more could be done to help those Australian soldiers, sailors and airmen who are risking their lives for us in all parts of the world.

"All we ask," Mr. Canny said, "is that each member of the service consents to 6d. per fortnight being deducted from the pay-roll."

MR. BROWN OF LONDON TOWN

AN adroit rhymester has proved of inestimable value to London transport in conveying valuable messages to the public. Symbolising the Londoner in the title of "Billy Brown of London Town," this poet has provided several catchy rhymes, each emphasising its purpose with a simple drawing.

The great proportion of the messages refers to special conditions brought about by the "blitzing" of London, and it is reasonable to assume that this original method of advertising tempts most people to read each message to the end. Here is an example impressing on Londoners the necessity of getting home earlier in these "blitz-haunted" days!

The office says that Billy Brown is far the nicest boss in town. For instance, since the Blitz began, He's organised a simple plan Whereby his staff or most of them Are off for home by 4.0 p.m.

We wish that every boss in town
Could do the same as Billy Brown.

The proper behaviour for London bus travellers in "blackouts" is aptly revealed in the following further example:—

Billy Brown's own Highway Code
For blackouts is "Stay off the Road."
He'll never step out and begin
To meet a bus that's pulling in.
He doesn't wave his torch at night,
But "flags" his bus with something white.
He never jostles in a queue,
But waits and takes his turn. Do You ?

Here in Victoria advertising in rhyme is very rare; but this little effort by the Railways Poet Laureate demonstrates that we have some good travel bargains to sell:—

Mr. Brown of Melbourne Town
Loves to travel up and down,
Not by bus, or car, or hike,
Got too old to push the bike.
Mr. Brown says RAIL'S the Way,
Quicker, Safer; less to pay—
OFF PEAK FARES are very low
For those who travel to and fro;
If you live far out of town,
Ride OFF PEAK like Mr. Brown!

Doesn't This Photograph Appeal To YOU!



It is the picture of one of the heroes of Crete! Won't you help him and his gallant comrades by contributing towards the cost of the equipment which they sorely need?

ONLY 8 fortnightly pays (2/- a pay) will purchase a War Savings Certificate redeemable in 7 years for £1.

JOIN YOUR RAILWAYS WAR SAVINGS GROUP NOW!

Serious Competition By Ancillary Vehicles

A REMARKABLE increase in the number of commercial motor vehicles operated "in the course of trade" is disclosed by an analysis of licences issued by the Transport Regulation Board. When the Board, in 1935, completed its first survey of road motor transport in this State, it found that 13,530 vehicles were then being used for carrying the owners' goods.

The number of vehicles licensed for this purpose has since steadily increased at an average rate of approximately 1,500 each year. At the beginning of the 1940-41 financial year they had reached the high figure of 21,136, representing an increase of 56 per cent.

In 1935 there was one such vehicle in use for every 139 persons of the total population; in 1940 there was one for every 93 persons. During the same period licences for all other commercial goods vehicles increased from 12,344 to 14,187, or by 15 per cent.

Diverting Traffic

This growing tendency on the part of traders to make their own transport arrangements is, obviously, a matter of serious import to the railways.

It is not suggested that all the vehicles used "in the course of trade" are engaged upon long-distance carrying, but the number so employed, regularly or occasionally, is known to be great. The extent of the consequent diversion of traffic from the railway system cannot be estimated upon any available data, but unquestionably it is of considerable proportions.

There is reason to believe that many traders who are now transporting

their own goods entertain doubts whether they are, in fact, reaping benefits commensurate with the increase in their responsibilities, and would be glad to revert to former methods. The Transport Regulation Board, in a report recommending as "a matter of urgency" legislation to restrict the radius of operation by traders' vehicles, has stated:—

"On the whole it is believed that legitimate traders would prefer to confine the use of their own vehicles to short deliveries and to rely on a properly ordered comprehensive transport system for their main supplies."

"In a really stabilized system traders would all be upon the same basis so far as transport costs and transport facilities are concerned. Where there is instability of the kind which does exist, as a result both of the competitive elements of the present long haul transport system and from the anomalies which have been described in connection with the ancillary use of motor vehicles, traders frequently appear to be almost forced to use transport itself as a weapon of competition."

V.R. DIETITIAN WEDS

HEARTIEST congratulations and best wishes are extended to Miss Isabella Bradshaw (Railway Dietitian and Welfare Officer) whose marriage was celebrated last month.

A set of cutlery, supplemented by several eulogistic speeches, served to emphasize the personal and official success she had achieved since joining the railway service in December, 1938.

Apart from devoting her talents and wide experience to her important and varied duties in the Refreshment Services Branch, Miss Bradshaw performed much invaluable voluntary work on behalf of the Australian Red Cross Society.

She took an active part in the preparation of lecture notes; the conduct of lectures; and, on the theory side, the examination of women volunteers for cooking service at the hospitals for sick and wounded members of Australia's fighting forces.

FINE TEAMWORK ON BRIDGE JOB

ON its annual visit to the Goulburn Valley the Commissioners' Inspection Train had the distinction of being the first train to cross the new railway bridge over the Goulburn River at Mooropna—one of the best examples of teamwork in the annals of the Department.

It was originally expected to be completed at the end of August, the earliest date which could reasonably be anticipated. Due to the concentrated efforts of all concerned however, the job was finished and made ready for service last month—approximately two months ahead of schedule. Although final cost figures are not yet available, returns to date show that the work will be completed well within the estimate.

The bridge consists of four spans each of 60 feet and 12 of 31 feet. The longer spans over the river were specially designed to give the utmost freedom to the passage of flood waters and floating debris from upstream.

One of the features of the work was the construction of coffer dams for foundation work for the deeper piers. This was made especially difficult by the presence of large, well-preserved red-gum logs buried in the bed of the stream. Some of the steel sheeting for the coffer dams when being driven by pile drivers, cut through some of the largest logs encountered.

How Suburban Tallies Are Taken

IN furtherance of the Commissioners' policy of keeping the traffic on the suburban lines under close and continuous review, further extensive tallies were taken last month of the inward and outward traffic between Melbourne and suburban stations. In addition to tallies at the Flinders Street barriers, special checks were made of the loading of trains at the point of greatest density on each line, sufficient staff being employed to ensure a reasonably accurate tally of the number of passengers on each line.

Hawksburn, for instance, was chosen for the check on the up traffic on the Oakleigh and Frankston lines, and Windsor for the Sandringham line, and other arrangements were made for checking trains which ran express through the ordinary tallying points. For the outward traffic from Melbourne, Richmond was the checking point for Frankston, Dandenong and Sandringham lines, and East Richmond for Box Hill, Eastmalvern and Ashburton traffic.

Four days were devoted to checking the outward and inward flow of passengers at the Flinders Street Station.

Particulars of the results of these tallies which are expected to yield some interesting data on the effect of petrol rationing as well as results of the limited amount of "staggering" of hours will be published in the "News Letter" as soon as available.

Packing Problems Being Solved

ONE of the constant activities of the department is in assisting consignors in the proper packing of goods for transport by rail. As many consignments present unusual problems, packing methods for each commodity are being constantly examined.

Improvement in the transport of agricultural drills was secured by the provision of wheel trays into which the wheels are fitted. Lashing the drills inside the wheel axles, instead of on the spokes or tyres, is another valuable precaution.

The packing of radio sets, which the department carries in considerable quantity, has received particular attention. Following several conferences with manufacturers and distributors, radio sets are not only packed in strong cardboard containers, but also lined with material which had not previously employed. Any interior protection has been induced to use inserts of multiple corrugated strips and, where necessary, flaps to protect dials and control knobs from contact with carton walls.

A feature of this special packing is the more extensive use of warning labels printed in bold letters which can be seen by everyone concerned. In addition to the labels "Radio, Fragile" and "This End Up," another label, "Glass Dial Here," now informs all those handling the consignment just where the danger of damage lies.

Special attention has been paid to the packing of smoker's stands, which are now carried in corrugated cartons with internal supporting strips and distinctive external labelling.

When packing methods for a particular consignment are proved to be

V.R. MEN IN A.I.F. CASUALTY LISTS

CAPTAIN G. H. HALLIDAY, M.C., reported missing. As announced in the



May "News Letter," he was awarded the Military Cross for distinguished service with the A.I.F. in the North African campaign. Captain Halliday enlisted at the outbreak of war at the age of 31. He had been on the clerical staff of the Way and Works Accountant at Head Office.

A. D. SHIELDS, reported missing. Enlisted June, 1940, at the age of 19. Entered service in 1938 at the Newport Workshops. Before enlisting he was a Number Taker at Seymour.

F. ZEIS, reported missing, is aged 25, and enlisted in June, 1940. Joined Transportation Branch in 1932 and transferred to Rolling Stock Branch following year. At the time of his enlistment, he was a clerk at Geelong. He is a son of Mr. H. A. Zeis (Chief Train Despatcher).

C. C. KNIGHT, reported missing, entered service in 1935 at the age of 20. At the time of his enlistment in July, 1940, he was a Fireman at Shepparton.

G. W. CASSIDY, wounded in action, entered service in January, 1940, and enlisted in July of that year. Born in 1919, he was at the time of his enlistment an engine cleaner at Ararat.

R. G. STUART, reported missing, enlisted in June, 1940, at the age of 23. Entering the Transportation Branch in 1933, he was transferred to the Secretary's Branch (Staff Board) in January, 1940. In the June issue of the "News Letter" appeared extracts from an interesting letter written by Lance-Bombardier Stuart while in Greece.

St. Paul's Cathedral Service

HIS Grace the Anglican Archbishop of Melbourne (Dr. F. W. Head), has invited members of the Railway Staff to attend Divine Service at St. Paul's Cathedral on Sunday, August 24, at which he will ask God's blessing upon railway work. This will be the first occasion upon which such a service has been conducted, and the Commissioners hope that as many railway men and women as possible will attend. The Victorian Railways Military Band will play at the Service, which will commence at 10.45 a.m. In order that accommodation may be reserved, those who intend to be present are asked to notify their officer-in-charge, who is requested to promptly advise the Secretary for Railways, Spencer Street, the number of his staff proposing to attend the Service.

New Meal Facilities

IMPROVED meal accommodation is to be constructed for the use of the staff at Newport and the Bendigo Workshops. The meal room in the Goods Yard at Spencer Street is also being rebuilt and extended.

The meal room at Newport will be erected in the vicinity of the foundry. Constructed of wood with corrugated asbestos roofing, it will be 56 feet long and 50 feet wide, and its 26 tables will provide accommodation for 200 men at a sitting.

The meal room at Bendigo will accommodate 150 men. In the servery a calorifier for boiling water will be under the daily care of a girl from the staff of the Refreshment Rooms at the Bendigo Railway Station.

The extension of the meal room accommodation in the Goods Yard, Spencer Street, will enable approximately 120 men—about double the number who can now be accommodated in the dining room—to eat their mid-day luncheons under hygienic conditions. A hot water service and a shower are also being installed.

Rail Part In Trial Geelong Black-out

NOT the least important feature of the black-out test of Geelong and a large surrounding area on Sunday, May 25, was the railways effort in screening or dimming lights in trains and stations, yards and sheds—in fact, in generally concealing from aircraft vital details of the railway service under potential war conditions.

The area affected covered 400 square miles, with Geelong as the pivot of the activities, and complete arrangements were made to eliminate any revealing light during the period of the black-out from 8.30 to 9.15 p.m.

The results were most satisfactory. Observation from the air disclosed very few lights, and this made it difficult to locate them accurately. Special steps were taken to screen the lights and warn the passengers of the two trains—7 p.m. from Melbourne to Geelong and the 8.10 p.m. from Geelong to Melbourne, which were running in the black-out area during portions of their journeys.

Although the test showed that further action is necessary with certain types of car, the dimming arrangements on the locomotives were very effective. When the crowded train from Melbourne arrived at Geelong the restricted lighting at the station was given a good test under traffic conditions.

The interest and close co-operation of all the railwaymen concerned undoubtedly contributed greatly to the general success of the test.

Particularly commendable was the work of the men from Geelong Locomotive Depot who volunteered to re-rail a truck presumed to have been derailed by a blast from a high explosive bomb. A word of praise is also due to other railway men who assisted at First Aid posts, etc.

RECORD PRODUCTION OF BREN GUN CARRIERS

ON Sunday, June 1, the 100th Bren Gun Carrier of the new design was completed at Newport. Actually the 93rd carrier was completed on Saturday, May 31, but on being approached 30 men readily volunteered to put in an extra shift on the Sunday so that the program of production could be achieved on that day. When it is stated that the first Carrier was only completed at the end of January, the production of 100 in approximately four months is a highly commendable performance.

Inadequate, an examination is made to locate the source of the trouble. Investigations yield unexpected results, for instance, when it was discovered recently that some small damage to a consignment of cake was due to a new seal which failed to hold the sealing paper to second hand cartons, when the glossy surface of the cartons had been removed by previous seals.

AMERICAN RAILWAYMEN TO GIVE FLYING AMBULANCE TO BRITAIN

A REMARKABLE tribute to the magnificent fight that Britain is putting up in the present war, particularly in the air, comes from the Baltimore and Ohio Railroad of U.S.A. The B. and O. and its associated companies are planning to present to Britain a Flying Ambulance which is to cost 67,000 dollars.

Every employe has been asked to contribute 1 per cent of his earnings (actually one cent. in the dollar over a month) towards the purchase of the ambulance.

In offering this ambulance to Britain, President Willard of the B. and O. said: "This movement, sponsored and undertaken by the employes of the Baltimore and Ohio-Alton-Baltimore and Ohio-Chicago Terminal is a gratifying response to the hope I expressed in my New Year's message.

"I then said that we might have a full realisation of the misfortunes of millions of people in other lands who are compelled to meet and live every day with suffering and anxiety from which thus far we as a nation have been spared."

The Flying Ambulance selected, which is incidentally the first to be presented by the employes of any American industry, is a twin-motor amphibian clearly marked with the Red Cross. Though it can alight on land its main purpose will be to rescue crews of British Royal Air Force planes shot down into the sea.

This Flying Ambulance is equipped with four stretchers, a blood-transfusion machine and other medical appliances. It also has a two-way

radio and its crew consists of a pilot and co-pilot, the latter possessing sufficient medical experience to enable him to attend to the wounded until the plane is able to deliver them to the nearest land hospital.

Following on the presentation to Britain of eight field ambulances by American railroad companies affiliated with the B. and O., the decision to purchase a flying ambulance is a further demonstration of the friendship which the Baltimore and Ohio has always felt towards Britain and British railroads in particular.

It is worth remembering that in 1826 Baltimore and Ohio engineers were the first to visit England to learn all that was then known of the new system of rail transport, and they subsequently returned armed with sufficient information and confidence to build the first Baltimore and Ohio railway and incidentally the first on the American continent.

Proof of the contact that has since been maintained between B. and O. and the English railroads is shown by the fact that when England's great locomotive "Coronation Scot" was sent over the Atlantic to the recent New York Fair, it was given its first run on a Baltimore and Ohio line.

Also, during the celebration of the centenary of the B. and O. in 1927, "George V," the Great Western's magnificent example of English locomotive skill, was transported across the Atlantic in honour of the event.

Incidentally, "Spirit of Progress" was largely modelled on the lines of the crack "Royal Blue" train of the B. and O., and the type of air-conditioning adopted in Victoria is very similar to that developed by the same Company.

Activities In Aid Of V.R.P. Fund

IN perfect winter sunshine, 579 people took part in the "Mystery Hike" through the Yarra Glen district on King's Birthday, June 16. A percentage (almost £30) of the proceeds will benefit the Victorian Railways Patriotic Fund.

Covering 10 miles over easy grades and presenting a series of magnificent panoramas, the hike was described as one of the most successful yet conducted. Mr. M. J. Harkins, of the Victorian Government Tourist Bureau, was in charge of the party.

Cabaret Ball On July 23

St. Kilda Town Hall will be the setting for the Victorian Railways Patriotic Fund Cabaret Ball on Wednesday, July 23. Dancing will be from 8.30 p.m. to 2 a.m., the subscription being 7/6d.

Plans for table reservations are now available at the Victorian Government Tourist Bureau, 272 Collins Street, Melbourne, and the V.R. Institute, Flinders Street Station Building.

FOUR WELL-KNOWN V.R. MEN DIE

IT was a tragic coincidence that four well-known railwaymen, most of whose careers were largely centred on the Flinders Street station and the Melbourne Goods Sheds should have recently passed away within a few weeks of one another.

They were Messrs. P. J. Cahill, D. J. Considine, W. O'Malley (who were inmates of St. Vincent's Hospital at the same time), and J. Reilly.

Mr. Cahill, who was born in 1885, had 40 years service. He was Train Running Supervisor at Flinders Street. For a long period he was stationed each year at the Royal Show Grounds in control of all rail traffic.

Mr. Considine was born in 1888 and had 35 years' service. He was Officer-in-Charge Perishable Shed at the Melbourne Goods Sheds. Formerly he had been Staff Clerk in the Metropolitan Superintendent's Office.

Mr. O'Malley, who was a returned soldier from the Great War of 1914-18, was born in 1896. Up to 1940, when he was loaned to the Defence Department, he had been located at the Melbourne Goods Sheds since joining the railways in 1913. An active ambulance man, he was for 15 years Superintendent, Melbourne Goods Corps, No. 2.

Mr. Reilly retired from the railways in 1929 after 42 years' service. For many years he was Stationmaster's Clerk at Flinders Street.

Wholly set up and printed in Australia at the Victorian Railways Printing Works, Laurens-street, North Melbourne, for the Publishers—The Victorian Railways Commissioners.

More Enlistments In Fighting Services

A.I.F.

R EPR. B. T. Arnott; Labr. L. J. Ayres; Repr. H. Boswell; Labr. W. H. Bryan; Appee. C'smiths W. J. Brydon and L. G. Davis; Ptr. G. E. Ennis; Eng. Clnr. A. J. Hinchcliffe; Optg. Ptr. V. R. Hill; Labr. J. H. Jones; Optg. Ptr. A. A. Kinghorn.
Jnr. Clrk. G. A. McMullin; Skld. Labr. K. J. McDonald; Motor Driver G. A. Mitchell; Labr. A. A. Mitchell; Labr. J. W. O'Brien; Goods Gd. D. H. Pemberton; Labr. H. Stacey; Repr. W. H. Salkeld; Storeman J. S. Snow; Lad Ptr. S. B. Smith; Eng. Clnr. L. J. Smith; Car Clnr. W. R. Schultz; Labr. G. Webb; Repr. S. Wilson; Elec. Ftr. W. H. Wilkie.

R.A.A.F.

L AD Labr. W. H. Cox; Lad Labr. J. L. Grimes; Signalman A. G. Hibberd; Clk. H. D. Hocking; Labr. H. W. Jones; Bookg. Ptr. R. G. Leaman; Eng. Clnr. T. J. Matthews; Optg. Ptr. J. A. Paterson; Jnr. Clk. E. T. Sedunary; Appee. F. & Tnr. J. J. Splatt; Sub-stn. Asst. C. G. Vickers; Optg. Ptr. A. Wraith; Labr. J. Wallis.

R.A.N.

R EPR. A. Ceff; Storeman J. J. Cordwell; Carptr. J. Goldie; Jnr. Clk. R. L. Howie; Car Clnr. L. A. Keay; Lad Labrs. L. G. Munro, F. E. Mitchell and W. D. Munro; No. Tkr. W. C. Pierce; Jnr. Clk. J. T. Pollard; Jnr. Clk. A. L. Smyth.

V.R.I. DEBATERS' BRILLIANT VICTORY

THERE is jubilation among the ever-growing membership of the V.R.I. Debating Society at the achievement of one of its teams in winning the C. Grade championship of the Victorian Debaters Association against the very strong opposition of a team from the Workers Education Association. The last comparable success was in 1928.

The victory was all the more significant as it was the unanimous decision of the three adjudicators.

Undeafed in the six debates held during the season, the V.R.I. team comprised Messrs. W. J. Crowl (Rolling Stock Branch, Head Office), A. J. Gibson (Way and Works Branch, Dandenong), and E. J. Moran (Rolling Stock Branch, North Melbourne).

In reaching the semi-final stage, the "B" Grade team, consisting of Messrs. H. E. Millane (Way and Works Branch, Head Office), W. Stewart, (Way and Works Branch, Head Office), and C. W. Sandford (Electrical Engineering Branch, Flinders Street), also registered a very fine performance.

The Victorian Railways NEWS LETTER

August, 1941

Issue No. 131

Big A.R.P. Plans In Hand

THE enlistment of personnel for special protective work during air raids is now proceeding throughout the Department. Over 1,000 trained men will be needed to enable the full scheme of precautions, completed in accordance with the principles approved by the State Emergency Council, to be put into operation at short notice. Mr. Commissioner M. J. Canny is the Chief Warden for the Department and Mr. Commissioner R. G. Wishart, the Deputy Chief.

Each Departmental head will function as a Division Warden with sub-heads as Deputies in the particular sections of their control in the Service. The principle adopted throughout the discussions is that the Railways will be responsible for the care of all railway property, working on all occasions in full co-operation with the civil authorities.

The organisation, which must necessarily be elaborate, follows the experience and advice of British authorities. The plans cover the protection of personnel and plant, the re-arrangement of lighting, including equipment for the reduction of lighting to a minimum in blackouts, and a number of other precautionary measures.

Personnel are to be trained in fire-fighting, rescue, ambulance and anti-gas work, each man receiving instruction in these important war-time services by means of lectures

which explain the methods whereby the effects of high explosive and incendiary bombs can be minimised.

Instruction in anti-gas measures is necessary because both Germany and Italy have shown that they are prepared to use gas in war if it is likely to place them at an advantage. First aid training for A.R.P. service will include the handling of gas casualties.

It should be emphasised that all precautionary arrangements cover a state of emergency when the Railways will be expected to maintain transport as far as circumstances may permit and operating staffs will be required on duty whilst a raid is in progress. Protection against the devastating results of panic and loss of morale by the public has been particularly considered, and the selection of staff temperamentally qualified to handle difficult situations is not the least of the features of a very comprehensive plan.

LAST MILE POST

THE supreme sacrifice has been made by the following railwaymen who willingly risked all in defence of our liberties. Their deaths are recorded with deepest regret.

To the relatives and friends of these brave men the Commissioners extend their heartfelt sympathy.

J. P. WILLIAMS,

Storeman, Maryborough

R. H. LAWLEY,

Acting Storeman, Flinders-st.

G. M. PHELPS,

Shunter, Wodonga

War Effort Aided By Railwaymen

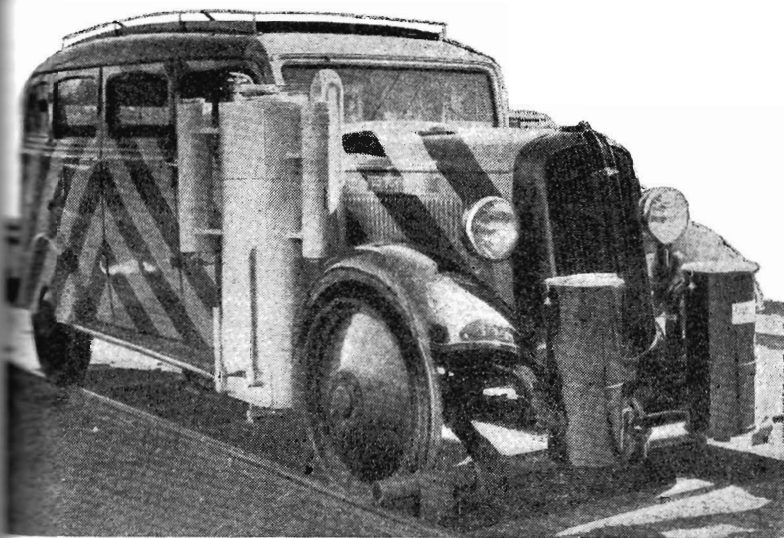
RAILWAYMEN are conspicuously realising their responsibilities in the present great struggle for freedom, and up to the time of going to press 1,463 have enlisted for active service in the Navy, Army and Air Force.

In addition 166 have enlisted or been called up for continuous home service, whilst 188 professional officers, draftsmen, engineering tradesmen, etc., have been loaned to the Commonwealth Government for specialised work associated with the national war effort.

Apart from the employees mentioned above many hundreds of other railwaymen are engaged in the production of machine gun carriers, machine tools and other munitions of war.

The introduction of the Universal Training Scheme for Home Defence has effected a large number of railwaymen. Over 1,300 have already had varying periods of continuous training in camp, and another 700, including 600 without any previous training, have been released to enter the camps now in progress. This still leaves approximately another 1,000 yet to undergo training.

To avoid undue dislocation of railway work the Commissioners and the Defence authorities have made a mutual arrangement under which the railway trainees are spread over successive camps, varying in number according to the volume of business and the prevailing staff situation.



The producer gas equipment on this vehicle is so placed that it does not obstruct the driver's view. For story see Page 2.

Two Shillings A Pay To Help The Cause



Our soldiers in the battle line,
Need assistance—yours and mine—
Not only guns, but £ s. d.,
To help our Cause to Victory.
Give up Two Shillings from each pay,
And don't forget that all you send,
You do not give—
YOU ONLY LEND!
Share in this great War Savings plan,
And help your country all you can.

Each 16/- purchases a War Savings Certificate
redeemable in 7 years for £1

DRIVE FOR V.R.I. GEELONG MEMBERS

GREATER membership of the Geelong Branch of the Victorian Railways Institute is expected to follow the completion of the recent extensions and improvements to the Institute premises. Scope for an increased number of members is illustrated by the fact that, although there are nearly 600 members of the railway service in and around Geelong, only a little more than half of them are on the Institute membership roll.

At a cost of £1,221, the main hall and class rooms have been modernised while concentrated in one building are a new library, writing room and billiard room.

These new facilities, combined with the great variety of educational, social and sporting activities, present a splendid opportunity for railwaymen and women, their relatives and other Governmental employees to enjoy the amenities and advantages of the Institute.

In view of the enterprise of the local Committee, backed by the Council, in making it possible for the added facilities to be available, the Council of the Institute warmly supports the invitation to all who are eligible for membership to join during the present month.

For men the annual membership fee is only 11/-; for ladies and juniors, 8/8d.—remarkably low sums for the privileges which active association with the Institute provides. Members are urged to become enthusiastic salesmen in this "drive" for a greatly increased membership.

The Honorary Secretary of the Geelong Institute (Mr. J. A. McMillan, of the District Superintendent's Office, Geelong) will be glad to furnish any further information.

Producer Gas For Rail Motor Units

MORE ENLISTMENTS FOR OVERSEAS

A.I.F.

LABR. R. S. Anderson; Prtrs. T. J. Blackney and E. C. Bone; Carptr. P. L. Brophy; Billposter J. R. Cochrane; Clerk J. J. Chute; Cas. Labr. C. H. Clark; Ptr. G. P. Evans; Optg. Ptr. H. Gillard; Clerk M. Hayman.
Trn. Exmnr. J. F. Liddy; Ptr. D. A. Lees; Lineman J. O'Donohue; Jnr. Clerk E. Parker; Lineman J. G. Reade; Cas. Labr. R. C. Thomson; Repr. L. Tatt; Clerk J. F. Vautier; Ptr. R. M. Woolhouse.

R.A.A.F.

Eng. Clnrs. L. J. Atkinson and A. W. Ferguson; Clerk H. S. Beardmore; Trn. Conductor. J. Broderick; Eng. Clnr. R. A. Clark; Skld Labr. H. R. Coad; Clerk J. H. O'Riordan.
Eng. Clnrs. A. L. Daly, L. A. Davis, E. P. Dunn and B. D. Greene; Ptr.-in-Chge. W. L. Dooley; Ptr. K. A. Dowling; Repr. J. L. Fleming; Clerks J. Gilpin and J. H. Green; Repr. J. M. Harvey; Clerks N. W. Harrison and H. J. Mann; Eng. Clnr. W. J. Stirling.
Clerks H. K. Smith; J. F. Sutton; E. L. Wason and W. G. Zinnov.

R.A.N.

Appee. F. & Tnr. O. Barrett; Eng. Clnr. W. W. Longmuir; Lad Labrs. C. P. O'Rourke and G. R. Stephens; Lad Ptr. H. E. Wapling; Labr. H. S. Wass.

FOR some time past the Department has been experimenting in the use of producer gas on petrol operated rail motors providing passenger services on branch lines. The initial trial was undertaken with producer gas on one of the "Dodge" passenger rail motors and the results were sufficiently satisfactory to justify the installation of the new equipment on another five of these vehicles.

The gas producer weighs approximately 3½ cwt. with the generator full of charcoal, and distances from 60 to 70 miles can be covered without refuelling.

The first experiment with producer gas was undertaken on a 1 in 50 grade at Langwarrin. With a passenger load of 9 cwt. the rail motor reached a speed in top gear of 30-35 miles per hour. Thereafter the vehicle was allotted to the Murchison East - Rushworth - Colbinabbin - Girgarre service.

No difficult grades are encountered on these runs, and when operating on producer gas without a trailer, the vehicle easily attained the permissible maximum speed of 35-40 miles an hour on all sections of the journey. When hauling a trailer the maximum

speed on a level track was 35 miles an hour.

Owing to a slightly reduced maximum speed and slower acceleration, the running time allowed as a petrol unit for the whole journey between Murchison East and Girgarre had to be expanded by four or five minutes—a matter of little consequence in the circumstances.

What was disclosed with producer gas on this unit, however, was that 70 per cent. of the normal consumption of petrol was saved. Actually over a five weeks test period the rail motor ran 1,627 miles with a fuel consumption of 1,600 lb. of charcoal and only 50 gallons of petrol, whereas a complete petrol unit would have consumed approximately 110 gallons of petrol.

Arising from these trials "Dodge" passenger rail motors, equipped for producer gas operation, will soon run on the Ararat-Maryborough, Horsham-Goroke; Birregurra-Foreman and Shepparton-Katamatite lines.

It has also been decided to install producer gas equipment for trial on the A.E.C. rail motor now operating between Numurkah and Picola.

Motor Interests' Opposition To Transport Bill Answered

AS is customary whenever any challenge is offered to the unrestricted freedom of motor vehicles, the Bill to amend the Transport Regulation Act, which was introduced by the Minister of Transport during the past month, is meeting with some opposition. The provisions of the amending Bill of chief interest to railwaymen relate to the use by merchants and traders of their own road vehicles to carry their goods "in the course of trade."

Under the existing law, all such vehicles are entitled to be licensed automatically, and they may operate without hindrance anywhere throughout the length and breadth of the State.

The amending Bill does not interfere with the existing right to obtain licences to operate "in the course of trade" when the vehicles—

- do not exceed four tons in load capacity; or
- are not used beyond a radius of 50 miles from the owner's place of business; or
- are not used on a journey which for more than 30 miles is competitive with a railway service.

In all other cases, the Transport Regulation Board will be required to determine, upon the merits of the applications, whether the vehicles shall or shall not be licensed.

Can Carry More

Opposition to the amendment by motor interests has been based on an assumption that undue strain would be placed on the railways if they had to carry the long distance traffic now handled by the ancillary vehicles.

This solicitude for the railways would be praiseworthy if it were genuine and if there were need for it, but the truth of course is that the Government could handle this additional business in its ordinary stride.

The only effect upon railway operating would be that trucks which in many instances are now run partially loaded would be better filled and trains would run with more economic loads.

Storekeepers Protected

The Chamber of Commerce of a Provincial City objects to the proposals on the grounds that 50 miles is not an adequate radius for traders' deliveries to their customers.

An examination of a map of Victoria would dispose of this contention. The amendment affords a measure of protection for the small-town country storekeeper, who is an essential part of the economic life of the local community, and still leaves a generous field for direct delivery by the big metropolitan and provincial trading concerns.

The amending Bill is a welcome step towards the stabilising not only of the transport arrangements of the State, but also of country business and industry, and should have a direct influence upon the vexed problem of decentralisation.

FINE V.R. WORK IS APPRECIATED

THE service rendered recently by the department in carrying a large quantity of fruit from Mildura for export was greatly appreciated by Mr. P. Mallock, Chairman of the Mildura Co-operative Fruit Co. Ltd. and by Mr. D. Winterbottom, General Manager, Mildura Co-operative Fruit Co. Ltd. In a letter to the Department, Mr. Mallock remarks:—

"I desire to express on behalf of the Mildura District Packers appreciation of the fine services rendered by the Railways Department in clearing such a large volume of fruit during the past ten days. The notice given was very short, and it was doubtful whether the space allocated by the shipping companies could be taken up because of the difficulty we might experience in getting railway trucks.

"However, every foot of space allotted was taken up and this was largely due to the work of the Railways Department in making trucks available and in clearing the fruit."

Mr. Winterbottom's letter runs as follows:—

"Last week I think will be remembered for a very long time by the staffs of the various packing houses and the Victorian Railways.

"Shipping being available, we were all called upon to ship and transport many thousands of tons of dried fruit. My own Company's shipments for a period of about ten days amounted to 4,650 tons, something we have never approached before.

"My Board recognise that this programme was only possible of achievement with the whole hearted co-operation of the Victorian Railways."

SERVICE AT ST. PAUL'S

RAILWAY men and women who intend to be present at Divine Service at St. Paul's Cathedral, Melbourne, on Sunday, August 24, are urged to notify their officer-in-charge immediately. That officer is requested to advise the Secretary for Railways, Spencer Street, not later than Wednesday, August 20, of the number of his staff proposing to be present in order that the necessary accommodation may be reserved.

At the service, His Grace the Anglican Archbishop of Melbourne (Dr. F. W. Head) will ask God's blessing upon railway work. The Victorian Railways Military Band will play at the service which will commence at 10.45 a.m.

As this will be the first occasion upon which such a service has been held, the Commissioners hope that as many of the railway staff as possible will attend.

Railwaymen In Casualty Lists

Prisoners-of-War.

W. T. Mowat, Cas. Labr., Melb. Goods; E. C. Sealy, Repairer, Dobie; F. Zeis, Clerk, Geelong; G. H. Halliday, Clerk, Flinders Street; R. G. Stuart, Clerk, Secretary's Branch; P. C. Ahlston, Labr., Spotswood.

Missing.

L. J. Murphy, Clerk, Rolling Stock H.O.; I. A. Bunting, Engine Cleaner, North Melb. Loco.; V. J. Eldridge, Cas. Labr., Melb. Goods; S. G. Jones, Kitchen Hand, Flinders Street; W. G. Scales, Lad Porter, Jolimont; P. L. Brown, Engine Cleaner (believed prisoner-of-war); H. M. Lynch, Csmith's Asst., Newport Workshops; A. E. Wells, Porter, Armadale; W. J. Trickey, Lad. Labr., Seymour; H. J. Kennedy, Cas. Labr., Geelong.

Wounded.

W. J. Ellen, Repr., Moutajup (believed prisoner-of-war); E. W. Hayes, Storeman, Spotswood; G. G. Milne, Labr., Newport Loco. Storehouse.

Missing—Now Rejoined Unit.

W. T. Barbour, Actg. Motor Lorry Driver, Batman Avenue.



Lance-Corporal F. Zeis

EXTRA MELBOURNE—SYDNEY TRAINS

THE addition of an extra express in each direction to the normal service between Melbourne and Sydney on six days a week has afforded much needed relief to the Albury Express which, owing to various causes due to the war, had for months past been carrying heavy loads of passengers. In consequence, it has frequently been unable to maintain its schedule.

The Albury Express commenced its new schedule by leaving Melbourne at 4.45 p.m. instead of 4.50 p.m. daily, Sundays included, on July 7, whilst on the same day the new train made its first appearance leaving Spencer Street at 6.40 p.m., ten minutes after the non-stop "Spirit of Progress."

As already announced the new train on the "down" journey is

scheduled to stop only at Benalla and Wangaratta. It connects at Albury with a new division leaving for Sydney at 11.20 p.m., and arriving in the New South Wales capital at 10.35 a.m. on the following day.

Alterations in the running of "Spirit of Progress" from Albury to Melbourne involve an earlier departure of five minutes—the previous departure time was 7.55 a.m.—with no alteration in the arrival time, viz., 11.30 a.m., whilst the second division leaving Albury on Sundays at 8.10 a.m. now departs at 8.20 a.m., and arrives in Melbourne at 1 p.m.

The new train from Sydney conveys sitting passengers and leaves the New South Wales capital for Albury at 7.35 p.m. It connects on the following morning with a new train leaving Albury at 6.50 a.m., and arriving in Melbourne at 11.5 a.m.—25 minutes ahead of "Spirit of Progress."

AID FOR PRISONERS-OF-WAR IS NEW ACTIVITY OF V.R.P. FUND

Two Railwaymen Write From Front

THE following extract from a letter by Private A. Jones (repairer at Flinders Street), who is now on service in Malaya, will be found particularly interesting.

"The native life here is between the Chinese and Tamil. The living conditions are much the same, but the Malayan is far superior to either of them in living conditions and dress. Also in housing they are miles ahead. They lay out their villages in street fashion.

"Their houses are of the bungalow type that you would see at any seaside resort at home. On top of this they are clean and go in for such things as lace curtains and table centres with a bowl of flowers placed on it.

"The women's dress is of gaudy colours, but they have a good colour sense and it does not seem to be out of place. They like ornaments and decorate themselves with a gold necklace, and have bangles made of gold on their ankles. You would not be out of your depth by saying that the Malayan woman when dressed is very pretty."

* * *

STRIKING APPEAL BY SOLDIER

Signaller L. Cook, of the Victorian Government Tourist Bureau, writing to Mr. W. T. McConnell, Manager of the Bureau, makes the following very quotable comments:

"There's one thing about Greece that may interest you being a railwayman. The railways were all German-owned like most government departments.

"When the big push started he didn't destroy the line much—only used to drop a few near the line to stop the train and get the men out so that he could machine-gun them. Systematic, don't you think? He was full of these tricks—he won't go to heaven when he dies!

"The people of Australia will have to give and give to the limit if they want the war over quickly. Man to man we're far superior but as regards equipment we're sadly behind. Give us half the equipment he's got and we'll finish this by the end of the year and that's not an idle boast either.

"We're depending on the people back there because this war will be won on the machine-bench and in the factory, and Australia is just the place to do it. Her factories are not in any danger of being damaged like those in Britain and so her output ought to be increasing all the time."

* * *

That appeal from a soldier should not go unheeded. The cost of de-

(CONTD. IN NEXT COLUMN)

THE Victorian Railways Patriotic Fund is actively co-operating with the Australian Red Cross Society in the scheme for supplying to all Australian prisoners-of-war three parcels of foodstuffs and clothing per fortnight. This splendid scheme is costing the Australian Red Cross Society £1 per week per prisoner, and the Committee of the V.R. Patriotic Fund is endeavouring to ease the heavy drain on the Society's resources by contributing each week an amount equal to that required to maintain all Victorian railwaymen, also the sons of Victorian railwaymen, who may fall into the enemy's hands.

For this reason the Committee again emphasises the pressing need for every member of the Railway service to become a regular payroll contributor to the Fund. It also urges those who are already contributing to form groups for the purpose of collecting among themselves further amounts for transmission to the Red Cross Society for the maintenance of prisoners-of-war.

This is already being done in some sections of the service, notably at the Ararat Loco. Depot, where the staff is making a regular fortnightly contribution of about £4. This amount is being sent to the Red Cross Society through the local Auxiliary of the V.R. Patriotic Fund.

Another group has been formed in the Administrative Offices, Spencer Street, while it is probable that other groups will be formed in the near future at some of the Workshops.

If any other sections of the service undertake similar work, it is suggested that, while preserving their own identities, these groups should advise the V.R. Patriotic Fund. In this way, such efforts will be recorded for inclusion in the rapidly-growing story of magnificent work by the Victorian Railways staff as a whole.

Sportsmen Help

FOR consistently valuable work, the Sporting Auxiliary occupies a front-rank position in the activities of the V.R. Patriotic Fund. Included in its more important activities is a highly successful State-wide tennis carnival conducted this year. On September 14 next, a golf carnival will be held at Woodend.

Last month, a program of football matches was commenced at the St.

feating Hitler is mounting every day and all those who for various reasons are unable to take their place on the battle front should help by contributing all they can afford to the Cause.

Even the small contribution of 2/- a pay from every railwayman and woman would mean an impressive annual record by our War Savings Group. Remember: every 16/- loaned buys a War Savings Certificate redeemable for £1 in seven years' time.

Kilda Football Ground. Captained by "Herbie" Matthews (the talented skipper of the South Melbourne League team), and including a number of prominent League and Association players, the Railways team has already met teams from the R.A.A.F. and the Tramways Board. On August 20 a further game will be played at St. Kilda. Admission is only 7d, the proceeds going to the V.R. Patriotic Fund.

A number of dances have also been arranged by this Auxiliary, the next being a Cabaret Ball at The Palm, Alexandra Avenue, on Saturday, September 27. Reservations close on September 24 with Mr. L. J. Evans, Hon. Secretary, Sporting Auxiliary, c/o V.R.I., Flinders Street Station.

Auxiliary At Newport

AN Auxiliary Committee of the Fund has now been formed at the Newport Workshops. Much of the credit for the creation of this potentially valuable adjunct of the Fund must be accorded the staff in the metal working section of the shops.

The first appeal last month resulted in £24 being collected on one day. One of the activities of this Committee will be to provide relief where necessary for the dependants of men from the shops who have been killed while engaged with Australia's fighting forces.

For this purpose, a proportion of the receipts will be set aside in a special fund.

Wireless Club Dance

FROM the V.R.I. Wireless Club comes news that the proceeds of the second quarterly dance to be held in the Institute Concert Hall on August 14 will be devoted to the V.R. Patriotic Fund. The Club has also obtained the necessary authority to hold a raffle (to be drawn on August 12) in aid of the Fund.

The V.R.I. Wireless Club is to be commended for this very fine gesture because ordinarily the proceeds from similar special efforts assist in providing much needed revenue for the general improvement of the Club and the maintenance of equipment.

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The Victorian Railways NEWS LETTER

September, 1941

Issue No. 132

BRITISH RAILWAYMEN'S HEROISM REVEALED IN SAVAGE AIR RAIDS

THERE is nothing more enlightening on the adaptability, phlegm and courage of the British race than the extraordinary record of the English railways in the two years of war. During periods of nightmare when the massed Luftwaffe of Germany were raining bombs on English cities and towns and causing great damage and destruction to property including railways, a trained army of railwaymen was working day and night, often at great personal risk, to keep the trains moving. Added to the terrors of the skies was the severity of winter, that of 1940-41 reaching almost a new peak of sustained cold in England's history.

Towards the end of last January, 500 miles of track were blocked by snow and three hundred snow ploughs were called in to clear drifts up to 15 feet deep. Scores of trains were immobilised in snow which clung in glittering woolly masses to every projection. Hundreds of miles of telegraph and telephone wires were down.

At innumerable points ice had to be regularly dug out with picks—the work of the railways was doubled by the fact that owing to the impassability of roads deep in snow, trains had to carry great quantities of milk and other food supplies to snow-bound towns and villages.

And all this time the enemy was endeavouring from the skies to demoralise a transport system which is one of the bulwarks of England's defence.

Still Functioning

But whatever the emergency, whatever the trial, the railwaymen turned out, performing miracles of restoration in places that to the lay eye seemed destined to remain in ruins for many months to come.

For obvious reasons it is impossible to indicate the localities or give other identifying details of the results of air attacks, but it is sufficient to say that in no instance has the enemy succeeded in upsetting Britain's amazing transport system.

Temporary delays were inevitable; in sundry cases traffic had to be diverted, but such is the organisation now working with an almost inspired efficiency that the minimum of inconvenience is caused.

As soon as damage to a section of railway causes interruption to service, the vast publicity network of radioed and printed announcements, information bureaux, travel information posts, etc., established in tradesmen's shops and other handy places, proclaiming the new temporary

Gallant Victorian Railwayman Wins M.M.

JUDGING by his Departmental record, I am not surprised that he has exhibited such bravery and resourcefulness on the battlefield," said a leading railway official last month when commenting on the award of a Military Medal to Private H. P. Clark

route for the travellers.

The extent of this aspect of the railways service is indicated by the fact that over a period of four weeks

AWARDED GEORGE MEDALS

THERE was a large luncheon party at the Dorchester Hotel, Park Lane, London, recently. Earls and M.'s P., Admirals, Ambassadors and men prominent in industry had all gathered under the chairmanship of the British Minister of Transport, Lt.-Col. Moore-Brabazon, to do honour to a small group of transport men, who were to receive the George Medal for gallantry.

There was one, a "lengthman" from the Underground, who had stepped into a bomb crater and had calmly removed an unexploded bomb. Another, a steam-roller driver from Chelmsford, had hitched his ponderous engine to a bomb and had pulled it out of a hole in the road.

Six others were decorated, all men from the ranks with superlative acts of heroism to their credit, and that great audience—Earls and Ambassadors, Admirals and Generals—made them stand up in line and cheered them again and again!

90,000 inquiries were answered by information booth staffs in London alone.

The restoration work often completed overnight in the faint lights permitted in a blackout is a story rich in exhibitions of the nonchalant heroism which seems to be not individual, but national in England on all highly critical occasions. The courage and spirit behind it all has never before been equalled in railway history.

(CONTD. IN PAGE 2, COL. 1.)

Last Mile Post

THE supreme sacrifice has been made by the following railwaymen who willingly risked all in defence of our liberties. Their deaths are recorded with deepest regret.

To the relatives and friends of these brave men the Commissioners extend their heartfelt sympathy.

H. D. McKENZIE, Repairer, Burrumbet.
W. J. TRICKEY, Lad Labourer, Seymour.
A. E. WELLS, Porter, Armadale.

who, at the time of his enlistment, was a porter at Heathcote.

One of the gallant band of Imperial soldiers now taking part in the epic defence of Tobruk, Private Clark travelled 800 yards under heavy fire to restore a communication line.



The official citation states that:—

"Although exhausted after several hours repairing lines in forward areas, Pte. Clark volunteered for the

task. The line had been broken after a counter attack by his battalion on an enemy salient, and battalion H.Q. was in doubt whether the battalion still held the post.

"By following the whole of the line and checking back at frequent intervals, Pte. Clark was able to repair several breaks and restore direct communication. He then went to another post, connected it with H.Q., and began observing enemy dispositions.

"Results of his observations, which were continually passed to H.Q., made direct artillery fire possible. His courage and determination and devotion to duty lifted him above his exhaustion and helped to maintain the fighting spirit of the survivors until their evacuation."

Pte. Clark entered the railway service in 1937 at the Melbourne Goods Sheds, and joined the A.I.F. in July last year. His industry and ambition are demonstrated by the fact that he is the holder of seven certificates—Guard's, Electric Staff, Tablet, Double Line Block, Staff and Ticket, Ticket Checker's, Porter-in-Charge.

JOIN THE WAR SAVINGS GROUP NOW !

WHILST the number of contributors to the Railways War Savings Group has shown a gratifying increase, there is still room for great improvement in our War Savings record. In the light of the menacing Pacific situation the need for the maximum assistance from every railwayman becomes self-evident. We cannot afford to play the ostrich in a war that is slowly but relentlessly approaching our own shores. Victories are won by money. With all his personal valour and enterprise and skill, the soldier is helpless without the equipment which only money can provide. Illustrations are the epic stories of Greece and Crete. It is therefore the duty of every railwayman who cannot serve on any of the battle fronts to contribute all he can afford to the War Savings Fund. Despite all the demands of the times a contribution of 1/- a week (2/- a pay) is no hardship to the great mass of railwaymen. This sum coming regularly from the thousands of members of the staff who do not yet belong to the War Savings Group would amount to a substantial annual figure.

Remember that every shilling contributed is not a gift, but a LOAN ; each 16/- purchases a certificate that is redeemable in seven years for £1. Remember also that every 3/- contributed will maintain a soldier in camp for a day ; every £4 will buy an 18-lb. shell ; every £150 pays for a Bren Gun ; every £1,500 an armoured car and each £3,000 an anti-tank gun. Join the Railways War Savings Group today. That glorious edifice of institutions assuring our liberty and freedom under the Australian Flag can only be maintained by the maximum effort of everyone, either in actual war service or in cash. The alternative to this is defeat, and the jackboot on all the jealously guarded rights which are the fabric of our life.

CONTINUED FROM PAGE 1

English Railways In Wartime

The business of repairing overnight bridges, tunnels, lines, signals, and all the thousand other things that are necessary to the regular running of trains has sometimes been commenced in the thick of air raids when not only German bombs but British shell splinters are dropping.

These jobs have often to be interrupted whilst cool men probe debris or a crater where an unexploded bomb is suspected. The possibilities of that practice need not be dwelt upon—it cannot exactly be called a pastime !

In every instance the work has gone on unflinchingly and one cannot help being stirred by the record that "the most extensive bomb damage to the permanent ways has been repaired within twelve hours of its having taken place." Space forbids details of the mounting acts of gallantry in those periods of fantastic horror which an air attack creates.

Moving trains of ammunition away from blazing scenes seems to be almost commonplace, and the act of a shunter calmly tackling a burning wagon of high explosive bombs at a time when the top layer of bombs was almost too hot to touch is a stirring episode in the railways tremendous record.

As for the general work of the English railways, their part in the evacuation from Dunkirk has already been referred to in "The News Letter," but it is worth repeating that in those eight days of feverish improvisation 620 trains carried 300,000 troops without a hitch to destinations all over England, and the British railways also handled their normal job involving 20,000,000 passengers and 6,000,000 tons of freight.

During six days in June, 1940, 360 trains, 1,300 buses and 200 trams

NEW STAFF DINING HALL AT BENDIGO

THE new dining hall for the use of railway employees at North Bendigo Workshops was opened last month by Mr. A. E. Cook, M.L.A., in the presence of the Hon. H. J. Hyland (Minister for Transport), Mr. Commissioner R. G. Wishart and other Parliamentary representatives and railway officials.

Mr. Cook expressed much gratification at the provision of the dining hall, and stated that they owed a deep debt of gratitude to the Premier (Hon. A. A. Dunstan) for providing the money.

The Hon. H. J. Hyland said that the Commissioners had long been sympathetic to the men's request for a hall. On his last visit to the shops he had agreed to see the Commissioners and later the Premier found funds for three staff dining rooms at Bendigo, Melbourne Goods Sheds and Newport.

Mr. Commissioner Wishart, who followed, declared that the Commissioners fully appreciated the need for dining rooms at big workshops, but for many years had not the money with which to provide them. They were very pleased to have been placed in a position to construct the room with funds specially provided by the Treasury.

The new dining hall has already been described in the "News Letter." It will accommodate 150 men. A feature of it is the servery which will be under the daily care of a member of the staff of the Refreshment Rooms at the Bendigo Railway station.

and trolley buses moved 110,000 children and their attendants out of London, and an additional feat of transport was the carriage of crowds of unfortunate evacuees from Europe.

V.R. Help In Making Unique Tank Shooting Target

A FURTHER valuable contribution by the Department to Australia's war effort was widely publicised last month when the world's first electrically-operated moving target for tank shooting practice was brought into use at the Puckapunyal Camp.

Recognising the scope presented for tank crews to attain a high degree of efficient marksmanship, the military authorities signified their complete satisfaction by immediately ordering the construction of a further eight targets.

The new target is the result of much thought and experimentation by Mr. C. G. H. McDonald (Assistant Chief Electrical Engineer). After Southern Command approached the Department on the question of providing moving targets, Mr. McDonald realised the possibilities of a moving target based upon the "tin hare" used at coursing meetings.

From photographs of a "tin hare"—no drawings have been used—

V.R. Men In Casualty Lists Prisoners-of-war

E. Price, Cas. Labr., Melb. Goods Labr. J. F. Hume, Jolimont ; A. D. Shield, No. 1 Taker, Seymour ; V. Staveley, Cas. Labr., Melb. Goods (missing, believed prisoner-of-war).

Wounded in Action

J. McCarthy, Labr., Jolimont Workshops ; L. A. Clapton, Leading Shunter Maryborough.

armour-plated bogies, each weighing approximately 1½ tons, have been developed and built under Mr. McDonald's supervision at the Department's Electrical Workshops, Spencer Street.

A target, roughly the size and shape of a cruiser tank, is attached to each bogie, which is driven by electricity along a 3-ft. gauge track from a control room at one end of the track. Running on the third-rail system, the bogie movements are governed by a controller which enables the bogies to rush along at speeds ranging up to 44 m.p.h.

Features include the facility for sudden, unexpected stopping and starting, thus enabling invaluable shooting practice to be obtained under conditions closely resembling actual warfare.

The Way and Works Branch laid the rails on sleepers cut off the range by the Forests Commission, while the Country Roads Board built roads and made the formations for the tracks, including revetments for the protection of bogies. The transmission lines were erected by the State Electricity Commission.

Archbishop Head Pays Tribute To Railway Service

ESPISTE the heavy rain and cold, there was a large attendance of railwaymen and their wives at Paul's Cathedral on Sunday, August when Archbishop Head asked a blessing on railway work.

A feature of the impressive service was the fine singing of the choir, particularly in the anthem commencing

"Let all the World in every corner sing My God and King!"

The Railways Military Band provided exceptional qualities, the organ notes of well controlled being conspicuous in the playing of the National Anthem, and of the Recessional at the conclusion of the service.

Archbishop Head took his text from the fourth verse of the 24th chapter of the Gospel according to St. John, and in his opening words paid a tribute to railway service which was based on self-sacrifice and which the public was inclined to regard as a matter of course. "We must thank you," he continued, "in the best way that we can and to God's blessing on what you are doing for us."

War's Trend

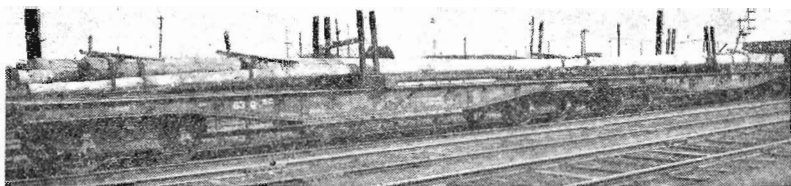
In his sermon delivered in the cathedral the diction of an ecclesiastic felt every word he was saying, he surveyed the present trend of the war, regarding the congregation that the conflict was a fight "for Christian civilization against paganism," particularly the paganism of Germany and the Nazi "ideology of the State practically taking the place of God."

The background of life today is more pagan than it was thirty or forty years ago, he continued, and it has been about in the last twenty-five years that many people have found life more difficult than it used to be. "The tendency," he said, "is our readiness to think too much about ourselves, too much on our views of our life and too little about God."

Returning to the subject of the present war, he declared that our struggle is against a new idea about God, namely a god of Force, which selected certain races to dominate the world. The God for which we stand is the God who has revealed Himself through Jesus Christ, and it is the maintenance of that belief for which we are striving against paganism.

In an eloquent conclusion he said, "We must use your influence and your power not only to serve your fellow men but also to serve your Divine Master. Remember that in worship week by week you will take part in service with God and that you will bring on yourself the blessing of God."

UNUSUAL CONSIGNMENT OF TIMBER



THE above illustration depicts portion of an unusual consignment of long timber recently despatched by rail from Orbost to Port Melbourne. The total consignment consisted of 16 poles, ranging in length from 65 feet to 100 feet. Loaded under the supervision of a special officer of the Traffic Branch, the 65-foot poles were carried on a "Q" truck with a flat "safety" truck at each end, and the longer ones on "Qs" specially equipped with fixed bolsters and used as one unit.

New V.R. Institute At Shepparton

THE record of the Victorian Railways Institute probably reveals nothing so interesting and instructive as the completion of the V.R. Institute at Shepparton, officially opened by the General President of the Institute, Mr. H. S. Sergeant, last month.

For over two years a branch of the Institute had been planned and efforts were made to secure the transfer of a spare building in which Shepparton railwaymen could meet for social and educational purposes. Despite delays, the Committee steadfastly held to its ambition of ultimately having a building for local use.

Eventually it was decided to erect a new building on a site made available by the Department, and the Council of the Institute agreed to lend the Committee the difference between the money it had in hand and the amount required to be lodged with the Department to enable the building to be erected.

Splendid Work

Plans were then completed and the prospect of a branch Institute in Shepparton so attracted Institute members that when it was suggested that the erection of the building by working bees would save at least £200, there was an enthusiastic response.

So, with the permission of the Commissioners, working bees were organised under the supervision of Carpenter W. J. Mallett. Work was commenced on February 3 and it is due to the efforts of the Secretary of the Institute (Mr. Frank Stevenson), Mr. W. Besanko and other energetic helpers, all working in their own time at all hours and during week-ends, that the attractive building was made ready for occupation.

The whole achievement represents over 2,000 hours of voluntary work. Congratulations to all concerned on such a fine exhibition of team-work and goodwill!

The task of delivering this interesting consignment was accomplished without a hitch of any kind, and again the Department earned the approval of a satisfied customer. Incidentally, the slender symmetry of these splendid products of the Gippsland forest aroused much admiring comment en route. The diameter of none of the "sticks" which, by the way, were of white and yellow stringy bark, was greater than 22 inches at the butt, nor less than 8 inches at the top!

CHEQUE FOR HOSPITAL ACKNOWLEDGED

"I WISH to thank you very sincerely for the generous cheque you sent to me from the railway staff. May I ask you to convey to those kind gentlemen my sincere gratitude.

It is impossible for me to adequately express my appreciation of the kindness of the railway staff towards our Hospital, but I trust that the gratitude of the sick poor who will be helped by your generosity will in some measure compensate you for my inability to do so.

"We always deem it a privilege and a pleasure to take care of any of your staff. Asking you again to accept my gratitude and with every kind wish."

—The Mother Rectress, St. Vincent's Hospital, Melbourne, writing to the Commissioners in acknowledgment of a cheque for £222/19/9d. towards the New Casualty Ward and Building Fund Appeal.

More V.R. Enlistments

A.I.F.

CLERK P. Baker; Gds. Checker J. J. Burge; Jnr. Clerk R. J. Brewster; Clerk W. A. Coad; Cas. Labr. F. N. Craven; Prr. B. J. Carland; Eng. Clnr. B. A. Cummins; Storeman R. H. Davies; Waybig. Prr. A. V. Derry; Repr. F. J. Dean.

Plumber J. Elliott; Prr. L. George; Optg. Prr. C. C. Gale; No. Taker A. J. Gibbs; Repr. T. C. Hill; Cas. Labr. T. W. James; Lad. Labr. C. McD. Kelly; Labr. A. R. Loveless; Lad. Labr. N. R. Loveless.

Storemen A. Myers and T. J. Maynard; Cas. Stock Loader C. L. Mansell; Repr. W. Malby; Jnr. Clerk I. McKay; Labr. A. R. McCall; Cas. Labr. W. S. Richards; Eng. Asst. G. Ryan; Ldg. Shunter M. R. Shepherdson; Lad. Prr. O. K. Schiele; Shedman S. Tippetts; Shunter A. E. Wharton; Repr. A. J. Wallace; Appee. Bmkr. J. Youens.

R.A.A.F.

Prr.-in-Chge. W. A. Allan; Jnr. Clerk R. W. Bradford; Shunter R. P. Carter; Lad. Prr. J. L. Draper; Skld. Labr. C. W. Froelich; Repr. J. P. Ferguson; Labrs. A. L. Goater and W. A. Gibbons; Draftsman G. G. Hall.

Appee. F. & T. K. H. Merriman; Appee. C'smth. W. K. McDonald; Motor Trolleyman F. Price; Jnr. Clerk R. P. Quirk; Labr. G. H. Rooney; Storeman R. Scott; Appee. C'smth. L. E. Safstrom; Lad. Prr. A. R. Werner.

R.A.N.

No. Taker R. W. Chapman; Jnr. Clerk A. B. Fox; Cook J. Humphris; Eng. Clnr. J. S. Nicholson; Blk. Recdr. J. A. Palmer.

V.R. Patriotic Fund Nears £10,000-mark

By September 2—exactly 12 months since the first receipt was written—it is expected that the receipts in cash and kind by the Victorian Railways Patriotic Fund will pass the £10,000-mark.

In a short review of the year's activities, Mr. W. E. Elliott (Organising Secretary), said that those railway men and women who are regular pay-roll contributors—also the thousands of people who have supported the many functions arranged—can take pride in the fact that they have substantially helped the Australian Red Cross, Australian Comforts Fund and other special wartime movements.

"Speaking for the Committee of Management," Mr. Elliott said, "I earnestly appeal for a widespread effort throughout the Department to make the future activities of the Fund of even greater significance."

* * *

Final returns from the Cabaret Ball conducted by the V.R.P. Fund at the St. Kilda Town Hall in July reveal that the Fund will be augmented to the extent of £218. The function was in every way an outstanding success, for which much invaluable voluntary work by many railway men and women was largely responsible.

Although it is impossible to mention everyone who so enthusiastically helped, reference should be made to members of the Refreshment Services Branch—from the Flinders Street and Spencer Street dining rooms and the Dining Car Depot—for their much-appreciated efforts in preparing the food, decorating the hall, and for undertaking special duties at the Ball.

* * *

HEARTIEST congratulations to the Ararat Auxiliary of the V.R. Patriotic Fund on the conspicuously successful Bazaar held in the local V.R.I. on August 8. The day's function realised £150. This sum brings the total in hand for the purchase of an ambulance (cost £500) for the military authorities to £423.

A feature of the Bazaar was the generous response by local tradespeople who donated many items for the stalls.

* * *

Among the forthcoming fixtures of the Fund is another "Mystery Hike" and a State-wide raffle. The Hike will be conducted either this month or in October, when it is hoped that the splendid results achieved on King's Birthday last will be surpassed.

The raffle, which will be launched in the near future, will offer attractive prizes to the value of £35 (1st); £10 (2nd); £5 (3rd); with 10 consolation prizes at £1 each. In common with other activities of the Fund, this raffle will provide railway men and women with excellent opportunities for helping the men of Australia's fighting forces.

EFFECTS OF STAGGERED HOURS SHOWN BY INTERESTING ANALYSIS

A SURVEY of the tallies of suburban passenger traffic taken at the Flinders Street and Princes Bridge barriers in June shows a daily average of inward and outward passengers of 310,761 on the four days covered by the checks—an increase of 28,136 or nearly 10 per cent. as compared with the daily average for the corresponding week days in October, 1940.

Details of this increase are as follow:—

	October, 1940	June, 1941	Inc. in June, 1941	Increase per cent.
Up to 7.30 a.m. ...	17,365	20,417	3,052	17.5
8.00 a.m. ...	16,829	17,613	784	4.6
8.30 a.m. ...	14,100	15,907	1,807	12.8
9.00 a.m. ...	28,670	30,243	1,573	5.4
9.30 a.m. ...	8,278	9,355	1,077	13.0
3.00 p.m. ...	38,144	45,694	7,550	19.7
4.30 p.m. ...	16,816	18,814	1,998	11.8
5.00 p.m. ...	10,468	12,347	1,879	17.9
5.30 p.m. ...	25,702	26,746	1,044	4.0
6.00 p.m. ...	30,480	33,396	2,916	9.5
6.30 p.m. ...	17,543	18,542	999	5.6
midnight ...	58,230	61,687	3,457	5.9
Totals ...	282,625	310,761	28,136	9.9

All the above figures, of course, exclude the increasing number of passengers, including workers of all kinds, who travel through Flinders Street without passing through the barriers.

If it were possible to check that heavy flow of passengers, there would doubtless be shown a much greater growth of traffic.

The increase in the non-peak traffic between 9.30 a.m. and 3 p.m. is interesting, but more important is the significant movement in the traffic in the half-hours 8–8.30 in the morning and 4.30–5 in the afternoon.

It will be seen that whilst the increase in the traffic in the half-hour (8.30–9 a.m.) is relatively small, the increase in the previous half-hour is nearly 13 per cent.

More impressive even is the ap-

proximate 18 per cent. increase in traffic in the half-hour (4.30–5 p.m.) as compared with only a 4 per cent. increase in the following half-hour. Taken in conjunction those morning and afternoon results suggest the influence of staggering to a certain degree.

Another point of interest is the total number of passengers travelling during the two half-hour question (8–8.30 a.m. and 4.30–5 p.m.) was much smaller than during the peak half-hours.

This indicated the Department's ability to handle a much greater volume of business during the former periods, and emphasises the necessity of all who can to travel during the peak periods and thus help to reduce the congestion inseparable from transport at peak hours.

USE YOUR 'PHONE !



Each day you write—it is your creed—
Reports on some official deed,
And memoranda—hundreds too !—
Another form of "parley voo,"
That "parley voo" that should be thrown
From mouth to mouth by telephone.
Need we this message further stress
By now you're wise enough to guess.
The moral of this simple rhyme—
Is Save Our Paper and Your Time !

Mr. E. G. Godfree's Death

WITH the death last month of Mr. E. G. Godfree (Telephone and Telegraph Engineer), the Department has lost the services of a highly skilled and versatile officer. He was aged 57 and had completed almost 43 years of service.

He was Telephone and Telegraph Engineer for 19 years during which period there were revolutionary changes in those spheres of the Department's activities. Amongst these were the introduction of the Selector telegraph systems, the Harmonic suburban telegraph network and a new automatic telegraph exchange.

In addition, the installation of loudspeaker (public address systems) in station yards and platforms were other notable developments in which Mr. Godfree played a foremost part.

Mr. Godfree had a particular flair for invention. Several of his ingenious ideas have been of considerable value to the Department. The "Godfree Automatic Telephone Recorder," invented by him some years ago, is regarded as the basis of the modern telegraph metering system. Also he was responsible for a number of inventions not directly associated with railway operations.

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The Victorian Railways NEWS LETTER

October, 1941

Issue No. 133

Highlights Of Commissioners' Annual Report

FIRST SURPLUS FOR 16 YEARS

THE surplus—£26,594—was the first for 16 years . . . The revenue, £11,330,220, was the best for 11 years—£1,387,771 more than in 1939-40 . . . Heavier defence work, more employment, less interstate shipping, and petrol restrictions resulted in the earnings from country passenger traffic increasing by £702,746, and suburban traffic by £269,259.

Owing to the harvest failure that revenue was a quarter of a million pounds less than in 1939-40, due to war conditions and the curtailment of services enforced by the coal strike during three months of the previous year, revenue from other goods business increased £393,127.

Working expenses advanced by £200,754. This included £325,000 more for the Railways Renewals and Replacements Fund; £277,000 for higher salaries and wages due to awards of industrial tribunals; £26,000 for extra pay for daily paid employes under new legislation; £165,000 for higher prices of materials (including coal) and an extra £50,000 (making £100,000 for the year) towards repayment of the special advance of £300,000 made from the Public Account in 1937-38 for deferred maintenance and renewal works. The total provision for depreciation—£618,823—was a record.

Works Limited

Although funds are now available for an increased works program, shortage of staff owing to enlistments, concentration of staff and plant on defence work, and difficulty in securing materials make it impossible to carry out anything like the amount of betterment, renewal and replacement work which should be undertaken. The unsatisfactory position which was developing because of the insufficiency of funds for improvement works has frequently been stressed.

A large portion of the rolling stock is now obsolete and unsuitable and the number of rolling stock units in various classes is inadequate for present and immediately prospective traffic. The difficulty would be accentuated if a state of emergency arose.

CONTINUED ON PAGE 2, COLS. 1 AND 2

"Rail Advocate Insane!"

[N an interesting address on Neophobia, i.e., the fear of anything new, Sir James Barrett recently cited the popular hostility to the first bananas shipped to London, and also instanced the fact that the first coal shipped to Philadelphia in 1803 was used as gravel for side walks.

Most interesting to railwaymen, however, was the quotation from a letter written in March, 1825, by Thomas Creevey revealing high feeling over the introduction into Parliament of a Bill for the construction of the first railway line. Mr. Creevey's letter is as follows:

"I have come to the conclusion that our Ferguson is INSANE. He quite foamed at the mouth with rage in our Railway Committee in support of this infernal nuisance—the locomotive monster, carrying EIGHTY TONS of goods and navigated by a tail of smoke and sulphur coming thro' every man's grounds between Manchester and Liverpool . . .

"Well—this devil of a railway is strangled at last. Today we had a clear majority in committee in our favour, and the promoters of the Bill withdrew it and took their leave of us."

LAST MILE POST

THE supreme sacrifice has been made by the following railwaymen who willingly risked all in defence of our liberties. Their deaths are recorded with deepest regret.

To the relatives and friends of these brave men the Commissioners extend their heartfelt sympathy.

N. L. FARTCH,
Operating Porter, Werribee
A. G. LILLIS,
Fireman, North Melbourne
W. D. RIORDAN,
Repairer, Arnold
A. SPINK,
Laborer, Melbourne Goods

FEDERAL CABINET APPOINTS V.R. MAN INFORMATION DEPARTMENT DIRECTOR

THE appointment of Mr. C. H. Holmes, General Manager of the Australian National Publicity Association as Director of the Department of Information on September 22 last will give great pleasure to railwaymen.

Mr. Holmes entered the railways as a junior clerk in 1910, and in 1915 enlisted for war service abroad. He won a commission as lieutenant before he departed for the war and returned in 1919 as Captain with a Military Cross earned by gallantry in the field.

His subsequent career in the railways revealed his energy, enthusiasm and high organising ability. He became secretary to the former Chairman of Commissioners (Sir Harold Clapp) in 1925, and in 1926 was appointed Chairman of the Betterment and Publicity Board.

This post he vacated in 1929 to become Director of the newly created Australian National Travel Association—an activity in which he was able to exercise his talent for publicity in various striking and original ways.

Before the outbreak of the present war the A.N.T.A. was represented in Great Britain, U.S.A., India and New Zealand, and its value as a publicity and tourist medium was widely appreciated. During the present war the name of the Association was changed to the Australian National Publicity Association.

In his new and onerous position Mr.



Holmes, who succeeds Mr. J. F. Williams, temporary Director of the Department of Information, is expected to add another brilliant chapter to his history of achievement.

More V.R. Enlistments

A.I.F.

LABR. C. E. Askwith; Ptr. G. K. Allen; Lad Labr. S. J. Bone; Eng. Clnr. A. F. Hannan; Jnr. Clerk R. Jones; R.M. Sec. Man C. C. Jaensch; Labr. J. P. Kelly; Repr. W. Maltby; Eng. Clnr. W. P. Martin; Ptr. R. S. Marrow; Storeman J. B. McCann; Ptr. K. M. Pleydell; Ldg. Shunter M. G. Sawyer; Ptr.-in-Chge. G. E. Spence; Eng. Clnrs. H. Shannon and G. S. Salter; Labr. G. A. Stewart.

Cas. Labr. D. J. Wright; Ptr. W. T. Watson.

R.A.A.F.

Car Clnr. W. J. Canny; Clerks A. J. Deacon and F. J. Findlay; Optg. Ptr. H. Gillard; Clerk W. J. Little; Lad Labr. R. G. Lossler; Clerk J. R. McCarthy; Appee. Elec. Ftr. R. R. McDonald; Labr. J. C. O'Dea.

R.A.N.

No. Taker G. W. Hoffman; Jnr. Clerk F. L. Prince.

CONTINUED FROM PAGE 1

Transport Control Need Stressed

The construction of 10 "X" class engines, 400 goods trucks and 20 "Z" vans as a war measure will be of some advantage, but to meet post-war requirements it is imperative that a largely increased works program be undertaken as soon as possible.

COMPETITIVE TRANSPORT

Petrol rationing has not greatly affected road transport competition in extent or incidence. There was no noticeable reduction in long distance activities of commercial vehicles on fixed routes.

So far, only 21 vehicles, operated on six routes, have surrendered their licences and received compensation under the Transport Regulation (Compensation) Act passed in December last. Surrender of the licences does not ensure that the traffic affected will all revert to the railways.

The existing law permits any person other than the delicensed haulier to carry his own goods "in the course of trade" anywhere throughout the State. There is abundant evidence that this freedom is being widely used and often abused.

Freight contracts—the only effective means of conserving to the rail goods vulnerable to road competition—are a very costly means of protecting the State's greatest asset and legislation is again urged toward the use and protection of each transport agency in its economic field.

The legislation should embrace not only railway and road transport but also commercial air services, in which important post-war developments may be expected.

SUBURBAN TRAFFIC NEEDS

Peak period problems were relieved to some extent by staggering school hours and the hours of duty of public

servants, also by altering the hours of the afternoon session at city picture theatres.

Still more may be accomplished by such means, but even if all practicable staggering were done there would still be a peak traffic problem. Substantial relief can be obtained on the lines mainly concerned only by undertaking major works such as the duplication of tracks between Flinders Street and South Yarra and Flinders Street and Hawthorn and by providing more rolling stock.

ONE-CLASS TRAINS

Over 40 per cent. of periodical ticket holders and more than a third of all suburban travellers purchase first-class tickets. One-class trains would therefore involve a substantial loss of revenue unless second-class fares were increased.

ROLLING STOCK CONSTRUCTION

Seventeen new "K" class locomotives were placed in service. Four others were nearing completion. The new 4-8-4 "H" class engine is giving very satisfactory service hauling 820 tons (compared with 520 tons in the case of other locomotives) in fast goods service between Melbourne and Wodonga.

STAFF

1,399 officers and employes have enlisted or been called up for service in the Army, Navy and Air Force, and 202 joined the Home Service. Many others have been lent for special duty to Federal departments.

RAILWAYS PATRIOTIC FUND

The total amount raised for the Victorian Railways Patriotic Fund was £8,027, representing £7,202 cash and £825 of manufactured goods.

V.R. PLAYS BIG PART IN BLACKOUT TEST

THE railways necessarily contribute greatly to the success of Melbourne's first blackout test on Tuesday, September 23. Not only were lights dimmed in trains and railway buildings throughout the metropolitan and suburban system, in Geelong and at the State Coal Mine, Wonthaggi and Yallourn, but screened lighting of low intensity was provided on platforms, concourses and subway within the radius of the trial.

The specially designed shades on all platform lights reduced the amount of illumination in the vicinity of large standards to approximately one-tenth of moonlight.

White lines were painted along the edges of curved platforms and on steps at certain stations as a guide to passengers travelling during the test. The big termini—Flinders Street, Princes Bridge and Spencer Street stations—are now permanently equipped for operation under fully restricted lighting conditions whenever required.

In the larger booking offices where essential work had to be carried on, full lighting was used, but the windows were screened and "light locks" were provided at the doors.

In other station buildings there was just sufficient illumination to enable essential work to be carried on. Special

COMMISSIONERS' PRAISE

It is a pleasure to record our warm appreciation of the splendid efforts and whole-hearted co-operation by railwaymen in planning and carrying out the Department's part in the trial "blackout" on September 23.

So far as the Railways were concerned the action taken was most effective—and highly re-assuring in the unhappy event of "black-outs" becoming actually necessary.

lamp screens were fitted in such a way that no appreciable light was emitted through windows or doorways.

The internal lighting on all electrified rolling stock in use during the blackout was reduced in intensity by means of screens attached to the electrical lamps and only sufficient light was provided to enable passengers to see their way about.

Country trains that were running in the declared areas during the blackout period were also equipped with specially designed screens, but no direct light was permitted on to windows or doors, and shutters and blinds on carriage windows were drawn.

Excepting that no fires were cleared out of locomotives, work proceeded as usual in loco. depots under restricted lighting conditions. Goods yards were completely blacked out, and only a limited amount of work was performed.

Twelve different types of metal shades were designed for use in screening, and the many thousands of these needed for the test were manufactured by the Department.

V.R. Professional Officers Helping War Effort

RAILWAY professional officers who are voluntarily devoting many hours of their own time to drafting and designing work for the Aircraft Production Commission have been highly complimented by the Chairman of the Commission, Sir Harold Clapp, on their achievements.

In an address to the Institution of Engineers recently another member of the Aircraft Production Commission (Mr. John Storey) also made enthusiastic references to their work.

These activities are part of a widespread scheme of assistance to various branches of the defence service. In September last year 100 professional officers, including several heads of divisions, agreed to place their ability as engineers at the service of their country in their own time.

To date their united effort has yielded 2,200 plans involving thousands of hours of intricate work. They have prepared hundreds of new tracings

and wall sheets for the instruction of recruits, as well as designs of machines which had not been previously produced in Australia.

Many plans imported from England and America are on transparent sepia paper, having been printed from original negatives by Helio process for use as negatives for reproduction. To make these plans serviceable for that purpose our officers relined over 1,000 of them in ink.

One of the most remarkable performances on the part of this group was the design for a glass splitter—a machine required for the production of lenses. The preparation of plans for a highly serviceable 1½-ton portable jib crane is another outstanding job which has been highly commended.

The monetary value of the work is substantial, but the virtue of such a service involving expert knowledge and highly specialised training cannot be estimated in terms of hours and costs.

First Aid's Value On The Battlefield

HERE is a great tribute to the virtue of first aid by Private V. R. G. Thomas, a Victorian Railwayman and now a stretcher bearer abroad on active service. In a very interesting letter to the "News Letter," Private Thomas writes:

"It is now practically 12 months since I left Australia, that time having been spent with an infantry unit in the Middle East. During this period I have attended numerous first aid lectures and demonstrations by the Battalion M.O. which proved of great benefit when I acted in the capacity of stretcher bearer in the German campaign.

"I attended to a great many wounded (both friend and foe) in the five weeks of hostilities, several broken limbs and cases of profuse bleeding from wounds being encountered, but I found I could put my theoretical training confidently into practice and so save many men's lives even though proper medical and surgical aid was not obtainable for hours and in some instances several days.

"As it is impossible to carry anything additional to battle equipment as well as a stretcher, one has to improvise for splints. Rifle and bayonet, with the addition of strips of clothing, often had to suffice for a broken leg. Although these splints are crude, when properly applied they are quite effective. Tourniquets often consisted of a thick piece of clothing or strap together with the useful bayonet or piece of wood.

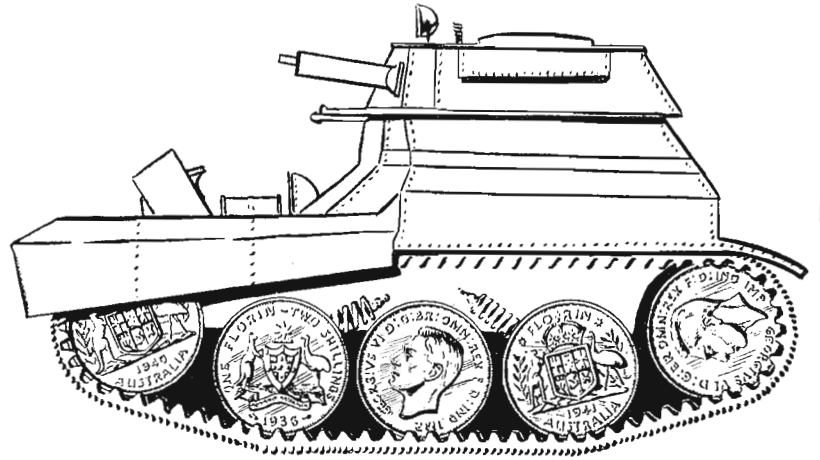
"From my experiences here I heartily endorse your statement that first aid is of paramount importance. I can assure anyone attending a course of first aid lectures that they will be quite competent to deal with any emergencies they may encounter."

MT. BUFFALO POPULAR

THE popularity of Mt. Buffalo National Park as an all-the-year resort is constantly growing. A reduction to £5/19/6d. in the cost of the day inclusive tour from Melbourne over certain periods of the year coupled with extensive advertising of the attractions of the resort has practically eliminated the periods when attendances at The Chalet averaged about 30 or 40 a day.

The full capacity of The Chalet 184 and over the financial year which closed on June 30 last the average daily attendance was 141—representing about 77 per cent. of the capacity of The Chalet. In the following table indicating the average attendances over the past three years, the story of Mt. Buffalo's growing popularity is strikingly revealed:

Financial Year	Average Daily Attendance
1938-9	70
1939-40	118
1940-41	141



These Make The Tanks Go!

Only 2/- a pay . . . And Remember -

That every 16/- invested secures a War Savings Certificate redeemable in seven years for £1.

Invaluable Social Service By Travellers' Aid Society

"AT the General Office, Railway, Steamship, Bus and Airplane terminals, the Society gave positive assistance in one form or another last year to 5,398 girls and women, 1,437 children with adults, 711 children alone and 785 youths and men. 7,666 trains and 277 boats were met." Those statistics from the Annual Report of the Travellers' Aid Society give only a very small indication of the value of a service that every year is progressively expanding its acts of human kindness.

The Society is now appealing for the first time to the general public for funds. It began very humbly in a small room in Collins Street 25 years ago, and the centre of its activities nowadays is a well equipped lodge providing spotlessly clean accommodation for just so much as the person can afford.

If the stranger has no money it makes no difference. Travellers' Aid is available for all who need it, regardless of their financial circumstances.

The Travellers' Aid Society is proud of the fact that it has never failed to render help whatever the problem presented. Its activities, already extensive, have been greatly increased by the war. Soldiers frequently enlist its aid in attending to female relatives and friends who are travelling alone.

Just now a new development with a definite patriotic purpose is seeing to the comfort and welfare of parties of girls who are arriving in Melbourne from Adelaide for special training in munition work. These girls, who are mostly strangers to Melbourne, are met at the Spencer

Street station by Travellers' Aid helpers and are accommodated at the Lodge for two or three weeks, whilst suitable accommodation elsewhere is sought near their place of work.

Several groups of these girls have already passed through the hands of the Society and all speak in the warmest terms of a service which reaches out to help gladly and willingly anyone in need of it.

Mr. W. Howieson Retires

AFTER 35 years' service Mr. W. Howieson (Photographer) reached the retiring age last month. He was recently farewelled at a function in the Head Office.

Mr. Howieson's skill as a cameraman is reflected in many thousands of photographs that grace railway carriages and other departmental property. He leaves the service with the warmest wishes of railwaymen in all parts of the State.

Feeding Soldiers Is Big V.R. Job

MANY unusual problems arising out of the war have had to be faced by the Railways Refreshment Services. On one day recently 2,700 meals were specially provided for soldiers in Melbourne, Ballarat and Seymour. Since the beginning of the war scores of thousands of meals have had to be prepared—often at very short notice—and whilst the statistical record is formidable, the organisation involved is no less impressive.

Indeed, officers and staff of the Refreshment Services Branch have worked untiringly on the task of feeding the troops and the service provided has been highly commended by the defence authorities.

Troops Like Sausages

Soldiers have to travel at all hours, and may require—as several train loads of healthy young soldiers did recently at Spencer Street—a hot breakfast at 5.30 in the morning.

The reaction of these vigorous warriors to the sight of hot sausages and potatoes with bread and butter, reinforced by steaming hot coffee or tea, can well be imagined.

Keeping Meals Hot

The problem of keeping prepared food hot in cold weather has been solved by holding it in insulated cans. These cans, similar to the type used for fog-signallers, have proved exceedingly valuable. It has been found in test that hot water, poured into a special can at a temperature of 194 deg. Fahrenheit, still has a temperature of 146 deg. seven-and-a-half hours later.

R.C. BOARD MEMBER RESIGNS

THE resignation of a prominent officer of the Victorian Railways and a leading member of the Victorian Division of the Australian Railways Union (Mr. W. T. Robeson) was announced last month.

Mr. Robeson, who is entering private business in the Western District, was widely known throughout the service as one of the railway employees' representatives on the Railways Classification Board, a position he had held for nine years.

For many years prior to his election as a member of the Board, Mr. Robeson appeared as an Advocate for the Union before industrial tribunals.

Mr. Robeson enters his new sphere with the best wishes of railwaymen in all parts of the State. Throughout his railway career of 33 years Mr. Robeson displayed conspicuous ability, none being more appreciative of his zeal and efficiency than the many administrative officers with whom he came in contact.

RAILWAYMAN IN A.I.F. PRAISES V.R. PATRIOTIC FUND'S WORK

HERE is an extract from a letter just received from a railwayman serving with the A.I.F. abroad—he is Driver C. W. Stewart who, prior to enlisting, was employed at the Melbourne Goods Sheds. In a letter acknowledging receipt of "News Letters," Driver Stewart pays the following high tribute to the work of the Fund:—

" . . . It is great to read about the splendid efforts by my comrades in providing comforts for us chaps over here. They are doing a great job here and I am sure they are doing their bit back at home, so I would like to wish them every luck and success in their future activities."

Receipt of that letter makes it appropriate to record that approximately £10,200 was raised between September 2, 1940—the date on which the first revenue was received by the Fund—and August 31, 1941. Practically all of that money has been allocated to various wartime organisations, such as the Australian Comforts Fund, Australian Red Cross, etc.

Much has been accomplished, but the first year's results should be regarded merely as an objective to be substantially eclipsed during the current 12 months. One of the most important sources of revenue for the Fund is the system under which members of the railway service regularly contribute 6d. per pay through the pay rolls.

Approximately 10,000 railway men and women out of total staff of 25,000 are contributing in this way. If you are not yet a regular pay roll contributor, why not start next pay? Doesn't the extract quoted above inspire you to make that decision?

"Mystery Hike"

Outstanding among the forthcoming activities of the Fund is a spring-time "Mystery Hike." It will be conducted on Sunday, October 12, when a train will leave Flinders Street at 9.25 a.m. for an unknown destination.

On arrival at that station, the party

will detrain and hike for 12 miles, as one official aptly said, "every mile worth while!" The train will reach Melbourne on return at 6 p.m.

The fare (4/-) will cover return rail travel from Melbourne, and tea or coffee at a selected luncheon ground. Recalling the success of the "Mystery Hike" conducted on King's Birthday last, officials of the Fund are sanguine that the total of nearly 600 people on that hike will be exceeded on October 12.

Big Raffle

As a further means of raising funds, the Committee of Management has received the approval of the State Attorney-General to launch a State-wide raffle within the railway service. The attractive prizes will be of the following values: 1st, £50; 2nd, £10; 3rd, £5; with 10 consolation prizes of £1 each. Books and tickets are now being distributed throughout the service.

The Committee of Management will be grateful if the butts, money and unsold tickets are returned through distributors or by value letter by October 29. Every purchaser of a ticket can feel that he is doing something towards providing comforts for the men of our fighting forces.

Ararat's Achievement

Following on the announcement of last month's "News Letter" that the Ararat Auxiliary was within £77 of its £500-objective for the purchase of an ambulance for the military authorities, the "News Letter" has pleasure in recording that further activities of the Auxiliary have yielded the necessary sum.

The ambulance has been ordered and it is expected that within the next six weeks the vehicle will be handed over at a public ceremony in Ararat. This is a most praiseworthy effort, and the enthusiastic members of the Ararat Auxiliary must be highly commended for their untiring work.

Printing Identity Retires

ONE of the finest men—and tradesmen—ever associated with this place," said a leading official of the Printing Works in referring to the retirement last month of Mr. E. W. Eddie (Leading Hand Compositor).

Much more was said about the popular veteran at an enthusiastic farewell function to him by the Printing Works' Welfare Association. A handsome presentation was made.

Thirty-eight years ago, Mr. Eddie joined the printing division on the composing side, becoming Leading Hand Compositor in 1927. Down the years he has gathered an extensive knowledge of all phases of printing, and it was his delight at all times to pass on his experience to the younger men.

The Victorian Railways NEWS LETTER

November, 1941

Issue No. 134

Milestone In Machine Gun Carrier Output Passed

NEWPORT WORKSHOPS STAFF PRAISED

THE handing over of the 1,000th Machine Gun Carrier at the Newport Workshops last month enabled the Chairman of Commissioners (Mr. N. C. Harris), Senator P. A. McBride (former Minister for Munitions), the Hon. P. C. Spender, M.H.R. (former Minister of the Army), to pay high tributes to the activity, skill and consummate team work which had been responsible for the production in Australia of this formidable weapon. "The job has not been entirely free from disappointments and headaches" said Mr. Harris, "but without them it would not have been worth while. In asking Senator McBride to take over this carrier I would say that it is the very earnest desire of the Victorian Railways to continue to do everything possible to help the men overseas."

Both Senator McBride and Mr. Spender emphasised that the Machine Gun Carrier would have been impossible without the magnificent co-operation of the staff of the Newport Workshops, the South Australian Railways, the Metropolitan Gas Co., and Motor Co. of Australia, and many other important industries.

The mutual pooling of knowledge and experience, the revelation of former secret processes of production all for the common good, coupled with the energy, skill, and resourcefulness of hundreds of Australian workmen is a story in achievement which deserves a place in our expanding war story. Others who spoke at the ceremony were Lieut.-General V. H. Sturdee (Chief of the General Staff), Mr. L. J. Bennett (Director of Ordnance Production), Mr. C. Lovell (Steel Co. of Australia), Mr. J. Precious (representing the Newport staff), and Mr. R. Graham (Foreman-in-Charge). The Newport Railways Band in a musical medley revealed its qualities to many appreciative ears.

Speed Production

The Australian Bren Gun Carrier, which is a modification of the early Machine Carrier, is now being produced at a rate of hundreds per month. A special feature of this remarkable weapon is the weldable bullet-proof plate used in the construction of the body of the vehicle. This steel is manufactured from an Australian formula and is supplied at a lower cost than the imported article.

The monthly output of the carriers is double what was originally anticipated, and the production is gradually creeping up to a figure almost trebling the record eight months ago.

This great performance is due to the co-ordinated efforts of many firms in all parts of the Commonwealth, busily manufacturing components numbering more than 1,000 to each carrier.

LAST MILE POST

THE supreme sacrifice has been made by Shunter L. G. Hancock, Melbourne Yard, who willingly risked all in defence of our liberties. His death is recorded with deepest regret.

To the relatives and friends of this brave man the Commissioners extend their heartfelt sympathy.

Three Ex-Railwaymen In New Federal Cabinet

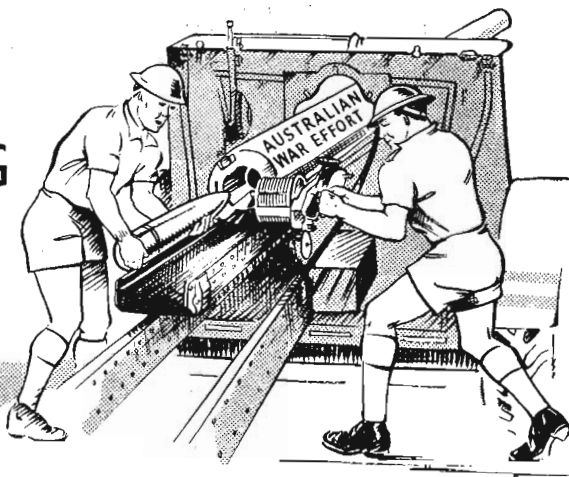
CONGRATULATIONS to the three ex-railwaymen who have been selected to hold portfolios in the new Federal Labour Government. One of these—Mr. J. B. Chifley, M.H.R. for Macquarie, who has been chosen for the high and important post of Treasurer—is an ex-engine driver in the New South Wales Railways. This is not his first experience of Cabinet rank, by the way. Ten years ago, he was Minister for Defence in the Scullin Government.

Another ex-engine driver, previously employed by the Victorian Railways, is Mr. A. S. Drakeford, who holds the portfolio of Air and

Civil Aviation. After leaving the railways he was appointed General Secretary and then President of the A.F.U.L.E. Originally representing Essendon in the Victorian Legislative Assembly, he was elected M.H.R. for Maribyrnong in 1934.

The other ex-railwayman in the Cabinet is Senator R. V. Keane, Minister for Trade and Customs, and Vice-President of the Executive Council, who after 27 years in the Accountancy Branch, became General Secretary of the Victorian division of the A.R.U. He was M.H.R. for Bendigo (1929-31), and was elected to the Senate in 1937.

HELP to FEED THE GUNS BY BUYING



Each 2/- contributed buys 12 rounds of small arms ammunition;
£5,500 buys a fully-equipped field gun.

MORE RAIL BUSINESS EXPECTED FROM AMENDED TRANSPORT REGULATION ACT

A MENDMENTS of the Transport Regulation Act, passed last month, are a further welcome step towards the rational control of transport in this State. Provisions of particular interest from the railways viewpoint relate to vehicles owned by merchants or traders and used to carry their own goods "in the course of trade," and to vehicles used for carrying petrol in drums.

Prior to the amendments, every such vehicle was entitled to be licensed, regardless of the distance for which it was operated. The amendments provide that the automatic right to a licence shall apply only where the use of the vehicle is limited to journeys not exceeding 50 miles from the owner's place of business and also, in the case of a vehicle operated "in the course of trade," if the load capacity does not exceed four tons.

In all other cases, the Transport Regulation Board will be required to determine, upon the merits of the applications, whether vehicles used for such purposes shall or shall not be licensed, and this Department will have the opportunity of submitting its views before the decisions are made.

No change has been made in the law in regard to the carriage by road of perishable goods, such as market garden and orchard produce, milk, cream and fish, or of live stock or household furniture.

Vehicles used solely to carry any or all of these goods will continue to be entitled to licences as a matter of right. Similarly there has been no restriction of the right of primary producers to use their own vehicles to carry goods owned by themselves or by other primary producers in the same locality.

It may be expected that numbers of the merchants and petrol carriers whose automatic rights to use road transport have been restricted by the Amending Act will seek licences to continue their accustomed operations.

As the quality of railway service will be relied upon to contest the applications, it follows that the extent of the business regained will depend very largely upon the continued enthusiasm and the "will to please" of the rank and file of railwaymen. No doubt is entertained that the staff will respond to this further opportunity to demonstrate that the railways can give complete "customer satisfaction."

More V.R. Enlistments

A.I.F.
SIGNALMAN H. H. Caupier; Cas. Labr. L. Cousins; Jnr. Clerk W. J. Crichton; Lad Labr. A. H. Hunt; Labr. W. H. Jackson; Lad Ptr. E. M. Kroschel; Cas. Labrs. H. Lambert and D. O'Keefe; Lad Labr. D. N. Orrock; Sub-stn. Asst. K. H. Watson; Ptr. F. G. Warton; Asst. Stn. Master H. W. Woodgate.

R.A.A.F.
 Appee. Pattmkr. W. W. Fidler; Lad Labr. J. C. Huson; Clerks F. B. Knight and J. F. McGregor; Jnr. Clerk L. R. Ryan; Car Painter R. T. Walker; Lad Labr. H. Worboys.

Staff Board Chief On Man Power Work

ON the nomination of the Premier (Mr. Dunstan), Mr. Donald Cameron, Chairman of the Railways Staff Board, has been appointed by the Commonwealth Government as Deputy Director of Man Power Priorities in Victoria.

Mr Cameron will assist the Commonwealth Man Power Priorities Board on questions arising in Victoria on the operation of the Reserved List of Occupations. He will also collaborate with the District Man Power Officer in considering applications for the release of skilled tradesmen and other classes of employes who could be used to greater advantage on munition work or maintenance of essential civil supply.

In addition he will act as liaison officer between the Man Power Priorities Board and the State Government, the local organisation of the Ministry of Munitions and the Department of Supply, including bodies such as the Board of Area Management, Contracts Board, Ship Building Board, Aircraft Production Commission, and other Departments responsible for allocating work to factories. Generally, he will act as consultant on labour allocation problems.

As deputy director, Mr. Cameron will be Chairman of the Victorian Board of Advice on war priorities questions. He will carry out his duties in conjunction with his present Departmental position, the Commissioners having agreed to release him on a part-time basis.

A.I.F. Casualty List

MISSING: Cas. Labr. T. Moynahan, Horsham; Repairer R. Harbrow, Wodonga (believed prisoner-of-war).
PRISONERS-OF-WAR: Eng. Cleaner J. A. Young, Traralgon; Painter's Labr. H. P. James, Newport Workshops;
WOUNDED: Porter W. J. Sheehan, Etwood.

HOLIDAY TRAIN POPULAR

PROOF—if such were needed—of the popularity of the Holiday Train tours is revealed by the many people who have taken part in more than one of the tours since the first train commenced running at regular holiday periods in Christmas, 1932.

On the 55 Holiday Train trips the 5,327 passengers have paid more than £20,000 of which nearly £13,000 represents Departmental revenue.

Tribute To The Late Mr. V. E. Southwood.

AT the conclusion of the Ambulance Competition last month an impressive tribute was paid to the memory of the late Victor Southwood, former Ambulance Officer by a party of railwaymen at the Fawkner Cemetery.

A tablet testifying to the esteem and affection in which the late Mr. Southwood was held was unveiled by the Chairman of Commissioners (Mr. N. C. Harris) who spoke in the warmest terms of Mr. Southwood's record.

Mr. Southwood was an ideal public servant, said Mr. Harris. He was a leader and a builder who inspired us to do something outside of our everyday job and always in the public interest.

In a striking conclusion, Mr. Harris declared that the late Ambulance Officer's career was a refutation of Shakespeare's well-known words:

*"The evil that men do lives after them,
 The good is interred with their bones."*

ALTERED G. VALLEY AND N.E. TIME-TABLES

ALTERATIONS in the time-tables of certain services in the North-Eastern and Goulburn Valley lines last month were responsible for a few small extensions in the overall times of travel, the maximum extension being 10 minutes.

Present-day transport conditions were the cause of those alterations. The substantial increases in passenger traffic, although insufficient to justify the running of regular relief trains, made train loads heavier, and involved additional running time and longer delays at stations.

Another factor was that owing to the limited finance obtainable in recent years for betterments and renewals the Department has been unable to provide more higher power passenger locomotives.

In the recent alterations the overall running time of the 3.40 p.m. train from Albury to Melbourne was increased by only 5 minutes, but accelerations since 1933 still amount to 67 minutes.

Take again the 7.55 a.m. train from Melbourne to Tocumwal. In October, 1933, the journey was covered in 6 hrs. 45 mins., but reductions in 1934, 1935 and 1937, brought the running time down to 5 hrs. 25 mins. Only 10 mins. of this gain was lost by last month's alterations.

The extensions of the schedules on North-Eastern and Goulburn Valley services, however, must only be regarded as a temporary break in the accelerations which have been in progress over a considerable period.

BIG BRIDGE CONSTRUCTION JOB OVER GOULBURN RIVER

ONE of the biggest railway jobs calling for skill and experience is the duplication of 1½ miles of track southward from Seymour to provide a continuous double track between that station and Melbourne. The work was commenced on January 20, 1941, and is expected to be completed about the end of the year. In addition to the huge amount of earthwork six bridges are being constructed over the short distance, the longest crossing the main stream of the Goulburn River.

True enough, the bridge problems are not new, but they require the quickest and most economic use of the available equipment consistent with that standard of achievement which the Department demands.

The bridge over the Goulburn now under construction will be the model for all the smaller bridges—steel girders supported by substantial concrete piers. The bridge will be 600 feet long with spans of 21 feet in the approaches and of 52 feet over the river. The work requires the careful preparation of the foundations, the construction of coffer dams being necessary in and near the waterways.

The concrete piers are supported by piles which are driven into the bed of the Goulburn River by the steady pounding of a cast-iron pile monkey weighing 2½ tons. The piles and the steel sheeting on the coffer dam are encountering on the actual river bed, and in instances 10 and 15 feet below it, great trees probably uprooted in the floods of the past.

Pile Driving

After each coffer dam is completed, the impounded water is first pumped out and the earth, etc., removed to a depth of from six feet to ten feet below the river bed. From 10 to 20 piles are then driven into the small area enclosed by the dam, the group of piles forming bases for the concrete piers which provide solid support to the bridge.

The huge piles with their steel capped tops and roughly pointed ends are driven in about two or three inches with each blow of the "monkey"; but there are occasions when the progress is so slow that the heavy earth and gravel through which the pile is making its way has to be forcibly loosened with the help of a powerful water jet inserted into the area immediately around the pile base.

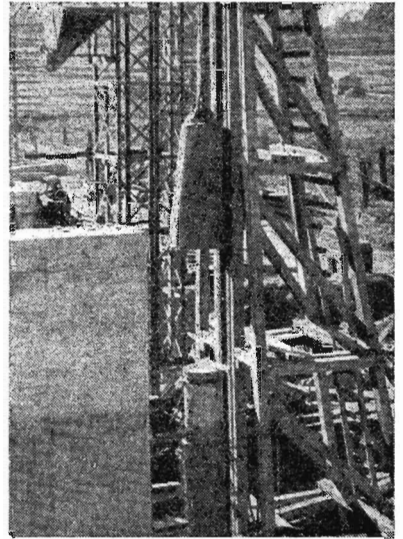
Concrete Foundations

The process of preparing the concrete for the piers involves the erection of a steel concrete hoist moved along on a temporary staging as each pier is completed. The exact proportion of cement, sand, screenings and water required for the production of concrete designed to resist the heaviest loading when set are detailed after exhaustive tests. Here as everywhere else on this extensive undertaking the greatest care is being observed.

One of the features of the plan is the necessity for levelling a section of high cutting close to the present line near the Seymour railway station. For this pur-

pose three Diesel tractors have been enlisted, one fitted with long steel teeth which tears up the ground and the other two collecting the earth in scoops and carting it further along the track where filling is required.

A dragline excavator on caterpillar tracks and driven by a Diesel engine is also used for removing the earth and rock from the deeper part of the cutting where other methods would not be so economical. With its small army of men and the array of plant and machinery the whole work is a scene of activity of immense interest and attraction to the laymen and engineers concerned.



The Pile Monkey (weighing 2½ tons) driving a pile into the bed of the Goulburn River.

Britain Delivers The Goods!

AN ocean liner is berthed at one of the piers, a majestic leviathan, resting complacently after her 12,000 miles journey through who knows what hazards. She lies at ease, while long rakes of railway trucks rumble empty to her side, to receive from her packed holds the cargo that proclaims, more convincingly than all the words in the world, the undiminished vigor of Britain's commercial industries.

The floors of the shipping shed at Montague, already piled with a remarkable assortment of goods, are receiving more and still more from the trucks that come in a steady stream from the great ship.

Bales of drapery, carpets, hardware of every description, big crates of crockery, cases of fancy tiles, machinery parts, tons of tea in its traditional chests, acids and chemicals in quaint jars, spirits, electrical apparatus, and many other commodities that a complex civilization has taught us to use, are comprised in the cargo that all an enemy's might and malice could not

prevent from reaching these shores.

The packing cases as in peaceful days, are still of stout timbers, well and truly built and neatly bound with wire or narrow tapes of steel; no suggestion of perturbed hands can be found in the fine wicker-work on the queer jars; the crockery crates, fashioned with singular artistry from the natural branches of hazel or willow, are still the work of careful craftsmen whose forefathers—how many hundreds of years ago!—devised this unusual but highly effective protection for their handiwork. And every case, every bale, every package, bears a stencilled Union Jack and, in challenging letters, "BRITAIN DELIVERS THE GOODS."

More than their intrinsic value lies in the goods that bear this proud inscription. They embody the steadfast spirit of an indomitable people who, once sneeringly described as a "nation of shop-keepers," have been called upon to save the liberties of mankind in the world's greatest crisis.

WHAT BECOMES OF OLD SLEEPERS?

WHAT becomes of old sleepers? The answer is very interesting. Approximately 300,000 varying in age from 15 to 40 years according to the class of timber, reach the age of retirement annually.

The pick of these—approximately one-third—then commence a new career as fence posts, lining for drains, flooring for pig shelters or coal storages, etc. Experience has shown that in these secondary roles they render valuable service over many additional years.

A good proportion of the remainder provides some of the Department's firewood needs. Others are sold to the public for firewood from 3d. to 6d. each, the better class, reserved for dunnage, being up to 1/6d. each.

The cost of transport is an important factor in sales—12 sleepers normally weigh 1 ton—and for this reason second-hand sleepers are usually disposed of in the locality in which they are released—unless they are in heavily timbered country where the demand is very limited.

V.R. Patriotic Fund Helped By "Mystery Hike"

First Aid Champions

After a brilliant display of allround first aid knowledge in which teamwork was a conspicuous feature, Benalla No. 1 Senior Corps won the State Ambulance Competition at Mt. Evelyn on October 23. Second place was filled by Melbourne Goods No. 1, while Accounts Branch No. 1 was third.

Benalla will now have the honour of representing Victoria in the Interstate Railway Ambulance Championship to be held at Mt. Evelyn this month.

In the Novice Corps section, Melbourne Goods No. 1 was first; Jolimont Yard, second; and Electrical Engineering Branch, third. Highlight of the day was the performance of Mr. W. Bowe (Superintendent Melbourne Goods No. 1) who won both the Senior and Novice Individual events.

These results were announced at the social function in the evening by Mr. M. J. Canny (Commissioner) who, in warmly complimenting the winners, paid a tribute to the sportsmanship displayed by every competitor.

TROOP FEEDING ROOM

SINCE the outbreak of war, the Railways Refreshment Services have provided hundreds of thousands of meals to troops in transit. Many have been supplied at country Refreshment Rooms, but troops passing through the metropolitan area have also enjoyed a large number, not only at the Refreshment Rooms, but also from the special services on Nos. 7 and 8 Platforms, Spencer Street.

In order to make these latter services more efficient and convenient and to relieve the pressure on the staff, the Department has erected on Platforms 7 and 8 a troop feeding station, approximately 30 ft. long and 17 ft. 6 ins. wide with four doors (one at each corner) to provide uninterrupted movement in and out.

The walls of the building are constructed of wood and Masonite and the frieze and ceiling of Caneite insulating board. In the centre of the room are an extensive Bain Marie and hot-press on which the military dixies full of food can be kept hot and appetising.

Three water boiling urns at one end will supply any quantity of hot water for tea, whilst at the other end there will be a sink for the rapid clearing of cups and dishes.

The installation was planned by the Refreshment Services Branch and should prove of great value, particularly as troops travel at all times and frequently at short notice. Help in distributing the food is being given by a number of ladies who have generously volunteered for this patriotic service.

"TRAIN FULL!" sign was hoisted 15 minutes before the train, carrying 652 hikers, left Flinders Street on Sunday, October 12, on the first stage of the "Mystery Hike" conducted by the Victorian Railways Patriotic Fund.

The train travelled to Mt. Evelyn, from which point the party walked in ideal weather for 12 miles to Wandin, where the train was re-joined.

As a result of this splendid patronage, the Fund will benefit by more than £30. Another "Mystery Hike" will be conducted on November 23.

* * *

Tributes to the V.R. Patriotic Fund and to the efficiency of the Victorian Railways are highlights of the following letter received from a railwayman serving overseas in a warship of the Royal Australian Navy:

"Just to hand your June and July issues of the 'News Letter', which were opened with much eagerness. I am certainly glad to see that the Victorian Railways Patriotic Fund is still carrying on the good and worthy task which they have allotted themselves.

"Also I wish to thank the trustworthy employes who are contributing to the worthy cause, and at the same time guarding the safety of the public on the best railways I have come in contact with.

"I have seen many railways in my travels across the world, but none to compare with the service and cleanliness of our own Victorian Railways."

* * *

Worthy of special mention amongst the many laudable efforts to help the Fund are the functions organized recently by the V.R.I. Wireless Club and the Sporting Auxiliary of the Fund. From a dance and an authorized raffle, the Wireless Club handed the Treasurer of the Fund a cheque for £40/10/3d. A dance held by the Sporting Auxiliary yielded approximately £35.

* * *

One of the little-known yet highly important activities of the Fund has been the regular Sunday afternoon concerts in the V.R.I. Concert Hall, Melbourne, for the men of Australia's fighting forces.

Each Sunday since March 9 until October 19, an average of 250 men have been entertained as the guests of the Committee of Management. With the approach of warmer days when outdoor diversions will be more appropriate, the concerts have been suspended until cooler weather next year.

Behind the success of these concerts lies an inspiring story of unstinted voluntary effort by railwaymen and women who have given their services as entertainers, musicians, organizers and dispensers of refreshments.

OBITUARY

THE deaths last month of Messrs G. H. Sutton, G. A. Curtis, J. C. Boyce and T. F. Beary caused widespread regret. All had rendered conspicuous service during their careers in the Department.

Mr. Sutton withdrew from active association with the railways in 1922 when he relinquished the Chairmanship of the Board of Discipline. Between 1915 and 1923, he had filled the important position of Secretary for Railways. Previously, for eight years, he had been head of the Stores Branch.

Mr. Sutton joined the Department in 1874, and for many years he was connected with the Accountants Branch. In 1906, he was appointed Auditor of Disbursements.

* * *

At the time of his death, Mr. Curtis was Engineer-in-Charge of the Locomotive Designing Section, Rolling Stock Branch. He joined the Department as an apprentice fitter and turner in 1905. On the creation of the Betterment and Suggestions Board in 1921, he was appointed engineering member. Seven years later, he was selected to the charge of the Rolling Stock Drawing Office during the absence of Mr. T. Doyle in America.

In 1931, Mr. Curtis became Manager of the Bendigo North Works shops. Among the many important tasks allotted to him during his career was control of the tests leading up to the appearance in service of the first "S" class locomotive.

* * *

At the time of his retirement in 1927 after 45 years' service, Mr. Boyce was Manager of the Victorian Government Tourist Bureau, which was located in Queen's Walk, Melbourne.

For all but six years of his railway career, Mr. Boyce was intimately connected with travel work. He was in charge of the first railway enquiry office opened at Spencer Street in 1888. Within 10 years, the innovation had grown so popular that enlarged premises were found at the Flinders Street station. In 1908, the Victorian Government Tourist Bureau came into being at the corner of Collins and Swanston Streets, Melbourne, and Mr. Boyce became Manager.

* * *

Mr. Beary, who was 79 years of age at the time of his death, had a reputation of being one of the finest Safe Working Officers ever associated with the Department.

He joined the railway service in 1885 as a porter. Three years later he became a signalman. In 1909, he was appointed a Block and Signaller, and 10 years later he was promoted to the responsible position of Safe Working Officer.

Wholly set up and printed in Australia by the Victorian Railways Printing Works, Laurens-street, North Melbourne, for the Publishers—The Victorian Railways Commissioners.

The Victorian Railways NEWS LETTER

December, 1941

Issue No. 135

ENGLISH RAILWAYS' HEROIC PART AGAINST NAZI AIR RAIDERS

WHAT the English Railways have done in defeating the worst efforts of Hitler's Luftwaffe in an absorbingly interesting narrative to all railwaymen. It is so coloured by the endurance and heroism of the individual that even the layman cannot pass it by.

Some details of this valorous, determined fight against a ruthless air force have already been published in the "News Letter," and it is again our pleasure to expand the story somewhat, illuminating an achievement that will have a special place in Britain's war history for the enlightenment of future generations.

In an absorbing article, "Our Railways in Wartime," published in the News Magazine, Mr. A. P. Luscombe throws fresh light on the railway work in England. Referring to one particular episode, he says:

"In this case about sixty men were to work on the destroyed line about eight in the evening. The bombs were still on. Nazi planes circled overhead continuously. Bombs whistled and shook the earth. A spattering of shell splinters fell intermittently. The time bombs exploded silently nearby. But the work was never interrupted.

By the dim light of hurricane winds the damaged rail-ends were reached, craters rapidly filled with sand and ash. New sleepers were laid down. And then the gangers, working in rehearsed teams of twenty, instantly responsive to the hand signals of their leader, lifted the 60-foot rail sections, each weighing a ton, and lowered them into place.

The bombs had fallen in the early evening. Repair work started at eight. Before midnight, the lines were open

again. Next morning trains could pass, at 5 m.p.h., over the spot where the bombs had fallen. Only the new-looking sleepers indicated that an 'incident' had happened."

In another episode the writer relates, a four-track bridge was damaged. "This had to wait until dawn, and it was not until 6 p.m. that service was resumed. But in that time a new cross-over 200 feet long was built, high-tension cables were moved and entrenched, and automatic signalling over two miles of track was reversed."

Cases of individual heroism and resourcefulness are numerous. "One could continue for pages telling how petrol and explosive trains have been shunted through flaming buildings to safety and how volunteers shunted a goods train alongside a time-bomb to screen main-line traffic if it exploded.

"Consider also the calm magnificence of the three signalmen in a cabin which passes 2,000 trains a day and who carried on when aware that a half-ton time-bomb was lying within a few feet of where they were working."

V.R. Man In A.I.F. Wants Pen-Friend

For a letter to the Secretary for Railways expressing warm appreciation at the receipt of "News Letters," a railwayman serving overseas in the A.I.F.—D. L. Lovell—says "he would be very grateful if a railwayman would correspond with

His full address is: VX.8950, D. L. Lovell, D. Coy., 2/6th Battalion, A.I.F., Abroad. He is 25 years of age, and at the time of his enlistment in November, 1939, he was a repairer at Lubeck. He joined the service in 1937, being located at various parts of the Geelong District.

We feel sure that Pte. Lovell's request will not go unheeded.

In his letter, Pte. Lovell says: "I, amongst others, am very pleased to see that the Victorian Railways are doing their bit in helping to win the war. Since being over here I have met quite a few railwaymen and they are upholding the name of the V.R.

"I have tried repeatedly to join the Railway Unit but without success. My last transfer was granted but owing to reinforcements arriving from Aussie I lost again. At the moment we are having a quiet time, but we are now waiting to have another go at the Hun as our last meeting in Greece was unfair."

Last Mile Post

THE supreme sacrifice has been made by Repairer D. D. Evans, of Springhurst, who willingly risked all in defence of our liberties. His death is recorded with deepest regret.

To the relatives and friends of this brave man the Commissioners extend their heartfelt sympathy.

WELLS CARTOONS IN "NEWS LETTER"

BY special arrangement with the Herald and Weekly Times Ltd., and with the cordial consent of the artist himself, Wells, the celebrated "Herald" cartoonist will assist the "New Letter's" War Savings campaign with appropriate cartoons from time to time. The first of his drawings appears in this issue and will doubtless impress on all railwaymen who are not yet members of our War Savings Group the urgency and importance of the cause which the artist advocates.

Mr. S. G. Wells is one of the world's leading newspaper artists. When he first joined the "Herald" he made a speedy appeal to the affections of that journal's many thousands of readers.



Mr. Wells

His daily cartoons illustrating light-heartedly the events of the day in all their arresting diversity of interest were not less fascinating in the popular eye than his caricatures of hundreds of prominent figures and his regular sporting cartoons, all sparkling with a whimsical, Puckish fancy that even made the victims laugh.

When he went to England he was offered a big post by Allied Newspapers Ltd., which controls various journals in London and the provinces. He joined the staff of the Manchester "Daily Despatch" and his drawings were published in numerous English and Scottish papers.

It is a tribute to his ability that various big men, including Viscount Leverhulme, Lord Derby, the late Mr. Neville Chamberlain and Mr. Lloyd George, all applied personally to the artist for the originals of certain cartoons in which they had figured.

HE CAN'T
CARRY ON
WITHOUT
THIS GUN!

Won't YOU Help
To Provide It?

2/- deducted from your pay
for 8 pay days will purchase
a War Savings Certificate
repayable in 7 years for £1

REMEMBER!
THIS IS NOT A GIFT
— IT IS A LOAN



700 Apply For Rail Apprenticeships

OVER 700 lads applied for the 78 vacancies for apprentices recently announced by the Department. The number of applicants is not so large as in previous years, but under war conditions and the shortage of boys for apprenticeships in outside industry, the fact that an average of approximately 9 youths is available for every apprentice vacancy in the Victorian Railways is a high tribute to the attraction of employment in the Department.

Probably the special conditions attached to apprenticeships, particularly the Department's paternal care of successful applicants when their talents are only in the bud, so to speak, are responsible for a gratifying annual response.

One of the features of this care and attention is that every apprentice in receipt of less than 6/6d. a day who is obliged to reside away from home is paid a daily board and lodging allowance equivalent to the difference between that sum and his daily rate of pay.

Another attractive feature is the recent introduction of an additional allowance for proficiency, ranging from 1/- to 3/- per week, payable after 6 months' service to apprentices who have made satisfactory progress in their work in the previous six months, and have demonstrated by their general conduct and attention to duties that they are likely to develop into valuable artisans.

V.R. INSTITUTE'S MEMBERSHIP REACHES RECORD TOTAL

OUTSTANDING in a highly satisfactory annual report just issued by the Victorian Railways Institute for the financial year, 1940-41, is the record membership of 16,001—an increase of 746 on the total for the previous year. In view of the war and other circumstances when a falling off in membership would naturally be expected this substantial increase is therefore a striking tribute to the reputation of the Institute.

The report reveals that the Institute is in a sound financial position. Revenue for the year totalled £19,300—an advance of £850 compared with the previous year. Expenditure rose by £844 to £19,270.

During the year new Institute buildings were opened at Korumburra and Shepparton. On December 20, the Warragul Branch will move into new and more commodious buildings. A provisional Committee has been appointed at Wodonga and it confidently expects that an Institute building will be erected there during the current financial year.

"A pleasing feature of the year's work in country centres," says the Report, "was the splendid way in which the wives of members identified themselves with the many social activities. These ladies must also be highly complimented on their untiring efforts on behalf of the Victorian Railways Patriotic Fund."

The educational classes conducted by the Institute continued to be an outstanding attraction to members of the service. The total number of students enrolled was 3,240, including 600 who are taking courses by correspondence.

The sporting, social and music bodies connected with the Institute also carried on with great success.

MORE V.R. ENLISTMENTS

A.I.F.

CLERKS M. J. Bear and B. F. Bowden; Lad Labr. E. A. Bartling; Appce. B'mkr. B. Cox; Labr. E. E. Greensill; Messgr. D. J. Groves; Repr. H. J. Hardy; Ptr.-in-Chg. E. H. Haag; Cas. Labr. C. T. Kollosche.

Cas. Labrs. J. W. Lane and A. A. Mitchell; Jr. Clerk B. J. Nairn; Repr. R. P. Ollington; No. Taker F. J. O'Dea; Lad Ptr. W. B. Panther; Eng. Clnr. V. A. Pettigrove; Labr. J. Stewart.

Repr. G. J. Thomson; Appce. B'mkr. E. P. Wightman; Ptr. W. T. West; Labr. L. G. Williams; Skld. Labr. H. S. Zoch.

R.A.A.F.

Boiler Att'dt. D. Alexander; Labr. R. J. Ayers; Lad Ptr. E. J. Davy; Jar. Clerk H. J. Donald; Labr. C. M. Francis; No. Taker R. B. Groves; Clerk A. P. Hagan; Appce. Ptr. & Trn. E. W. Lodge; Eng. Clnr. K. R. Murley; Clerk W. Q. McGeachin; Appce. Elm. Ftr. A. J. Sturgess; Labr. H. S. Richardson.

NAVY

Lad Labr. W. J. Fitzpatrick; Cas. Labr. J. Hosie; Clerk J. K. McGowan; Ptr. A. R. Williamson; Clerk I. D. Wilson.

Melbourne Cup Rail Traffic Near All-Time High This Year

ONCE again Cup Day has come and gone and the railway staff responsible for the transport of the vast crowd to the great annual race spectacle has acquitted itself with customary diligence and skill. The task of carrying a large crowd from Melbourne to Flemington in a few hours and of returning to Melbourne in an even briefer period calls for the most careful organization, particularly when it is remembered that the race traffic has to run over busy suburban routes—a large portion of it over the Flinders Street Viaduct—and has to be worked into and out of a dead-end at the Racecourse.

The service from Flinders Street and Spencer Street stations to Flemington and return ran without interruption of any kind. The brooding, heavy day broke in heavy rain as Cup race was being run. Cup Day has been wet on seven occasions since 1921, whereas Derby Day has been wet only once.

Sixteen trains on the forward journey, the first leaving Flinders Street at 9 a.m., made 61 trips to Flemington, whilst on the return journey 19 trains were used for 41 trips back to the city, the first return train leaving Flemington at 3.22 p.m.

The total number of passengers carried on Cup Day was 51,968—over 100 more than last year and the highest figure since 1926, when 55,751 were taken to and from the course.

Recorded Last Year

The total number transported to and from the racecourse for the four days of the Melbourne Cup meeting was 109,293—actually only 1,080 below the record in 1920. The numbers carried for the Derby Day and Oaks Day in 1941, respectively 23,499 and 22,442, established fresh peaks for these particular days.

A feature of the service was the increased number of racegoers who bought their tickets (railway only or road-admission) at suburban stations. The actual number of tickets sold at these "out stations" on Cup Day was 11,969 as compared with 10,000 in 1940. The widespread advertising of the facilities for purchasing tickets in the suburbs was doubtless responsible for much of this increase, and the Department is justified in expecting that the facility will be extended to a progressively greater extent as it becomes better known.

Caulfield Cup, Too

Another equally good railway job was the rapid transport of 41,391 passengers to the Caulfield Cup—over 11,500 more than were carried to the same meeting in 1940. If anything, the transportation work on the forward journey was more difficult on this occasion than on Melbourne Cup Day as the traffic was restricted to a much shorter time, and coincided with the heaviest suburban traffic.

HOW CAPT. HALLIDAY WON M.C.

CAPTAIN G. H. Halliday, M.C., who was the first Victorian railwayman to be decorated for gallantry in the present conflict, has had the misfortune to be taken prisoner-of-war. Recently, his wife received from the Defence Department official confirmation of the award.

Captain Halliday's numerous friends in the railways will be glad to read the following brief official description of the feat which won him the Military Cross:

"At Bardia at 1800 hours on January 3, 1941, Capt. Halliday was ordered to attack and capture posts 19, 14, 17 and 15. Although daylight reconnaissance was not possible and neither artillery nor mortar support available the night attack succeeded, and the Battalion right flank was established.

"His task called for consummate skill and courage, and these attributes Capt. Halliday displayed to the full. His example in leading, personally, attacks on strongposts was a major factor in the Battalion's ultimate success."

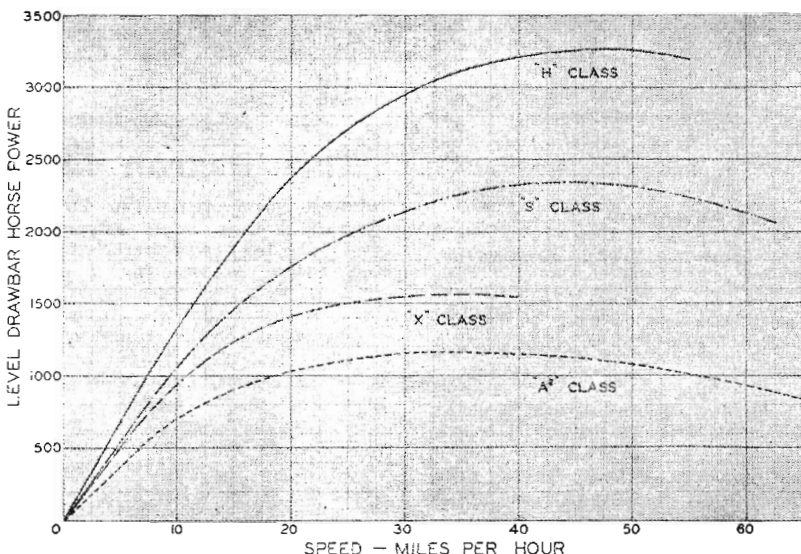
ARARAT RAILMEN'S AMBULANCE GIFT

HIGH praise for the splendid work being done by the Ararat Auxiliary of the Victorian Railways Patriotic Fund was a feature of the speeches at the recent handing over to the military authorities of a fully-equipped ambulance. Costing £500, the ambulance represented the climax of intensive efforts by the enthusiastic members of the Ararat Auxiliary.

The ceremony took place in the presence of a large and appreciative crowd assembled in front of the local Town Hall. Speakers included Mr. Critten (President, Ararat Auxiliary); Mr. M. J. Canny (Commissioner and President of the V.R. Patriotic Fund); Cr. R. J. Burke (Mayor of Ararat); Cr. A. McDonald, M.L.A., and Captain de Crespigny, the latter representing the Director of Medical Services, Southern Command.

Contributors to the V.R. Patriotic Fund will warmly endorse the decision of the Committee of Management to donate £500 to the "Food for Russia" Fund. Since the V.R. Patriotic Fund was established 15 months ago, £2,000 has been donated each to the Australian Red Cross and the Australian Comforts Fund; and £1,000 to the British Bombing victims.

Following the State-wide raffle conducted by the V.R. Patriotic Fund, it is expected that the Fund will benefit by considerably more than £400. The raffle was drawn on November 5 and purchasers of the following tickets gained the prizes mentioned.—Ticket No. 5243 (1st); 59294 (2nd); 57811 (3rd); 104390 (4th); 90090 (5th); 44549 (6th); 85710 (7th); 24423 (8th); 6455 (9th); 18679 (10th); 40939 (11th); 35890 (12th); 86005 (13th).



Drawbar Horse Power of the new "H" class locomotive at various speeds on level track compared with the power of other representative locomotives in the service

INTERESTING LETTER FROM A.I.F. MAN

ONE of the most interesting letters received from a railwayman serving abroad comes from Sgt. J. C. Wisdom, 4th A.G.H. Here are some extracts from his attractive letter:

"Means of transport in the Cities of Egypt are trains, trams, motor-buses and gharrys—to say nothing of the enormous number of bicycles in use. There is absolutely no need for one to walk a hundred yards while bikes are so plentiful.

"A very smart-looking streamlined Diesel rail-motor runs between Alexandria and Cairo. This car is the most up-to-date rail-car I have seen over here, and in every detail appears very modern. It has comfortable seating for its passengers and is very fast.

Locos. Compared

"The engines for passenger trains are of a 4-6-2 type, and goods, 2 and 4-6-0, and lighter tank engines for switching. There isn't anything in Victoria that I could describe them as being anything like, but I would fancy that the most powerful of them would about equal your D3. They are all driven from the right-hand side of the cab. Likewise, all traffic 'keeps to the right.'

"Next to catch my interest was the signalling system. The 'Electric Staff' very similar to that used in Victoria is used, the code of bell signals, of course, being entirely different. Automatic staff exchangers are not in use.

"This is done by the fireman placing the staff carrier on a peg attached to the top of a post situated about three feet from the side of the train, and he takes the staff for the next section from another post a few feet farther on as the train moves slowly by.

"These posts, like the semaphore are usually most conveniently placed near the centre of the station platform."

Varied Adventures

Elsewhere Sgt. Wisdom mentions that he was a passenger on a small British vessel which went ashore in a heavy gale off the coast of Libya. He has also survived several air raids, one of the bombs dropping on a ward full of wounded Italian prisoners and killing two of them.

Members of his unit now on service with him are A/Cpl. W. S. Hayes (Shunter, Newport Goods), L/Cpl. L. C. Cook (Clerk, Toorak, also Caulfield Amb. Corps), Pte. W. S. Laverick (Shunter, Ballarat), Pte. B. Holton (Car Builder, Jolimont), and Pte. C. L. Michau (Coppersmith's Shop, Newport).

South Australia Wins First-Aid Contest

PROLONGED cheering greeted the announcement last month that South Australia had won the Australian Railways Ambulance Competition. Second place was filled by New South Wales, followed by Western Australia, Victoria, Commonwealth, Queensland and Tasmania. These details were revealed during a congratulatory speech by Mr. R. G. Wishart (Commissioner) at a dinner and entertainment on Wednesday, November 19. During the day, Messrs. N. C. Harris (Chairman) and M. J. Canny (Commissioner) had attended the Competition at Mt. Evelyn. In the evening, Mr. Harris warmly welcomed the teams and visitors.

TOM LOCKHEAD'S FINE WORK

AMONGST the ever-increasing number of railwaymen and women who are doing inspiring voluntary work on behalf of the V.R. Patriotic Fund, special mention must be made of Tom Lockhead, one of Melbourne's best-known Scotch comedians.

Tom, who is located at the Jolimont Workshops, has been conspicuous in the Sunday afternoon entertainments provided at the V.R.I. Concert Hall for the men of Australia's fighting forces.

At all except three of these concerts held each Sunday between March 9 and October 19, he has given up his Sunday leisure hours to act as the completely successful Comper. His ready wit and fund of stories have maintained each entertainment at a fast and merry tempo.

Off-stage, Tom is equally popular, and it was with great regret that his many friends learned of the recent death of his father. Several years ago Mr. Lockhead snr., who was 80 years of age, came from Scotland to see his son.

Introduced to many railwaymen, the old gentleman proved a colourful and popular character. Before he returned to Scotland his admirers presented him with an inscribed walking stick of which, as can be well imagined, he was immensely proud.

This Patron Likes First-class Travel

FOR some time the Department has been advertising both by newspaper and radio and other means the superior attractions of first-class travel. Two points that are invariably emphasised are the superior comfort of first-class travel and the relatively small additional outlay involved in purchasing a first-class return ticket.

Attractive examples of first-class travel have been frequently broadcast and there is no doubt that the campaign is bearing fruit. Recently the

V.R.I. DEBATERS ON "HECKLE" HOUR

FURTHER evidence of the scope provided by the V.R.I. Debating Club for its members to secure valuable public speaking experience is the fact that recently two of the members—Mr. C. W. Sandford (Electrical Engineering Branch) and Miss J. Anderson (Secretary's Branch) were chosen to take part in the 3DB "Heckle Hour" sessions.

Actually Mr. Sandford's last experience at the microphone was the 5th time he had faced the keen questioning by a critical audience. Subjects on which he has spoken on 3DB include "That an Intelligent Test should be applied to Politicians" and "That English Spelling should be Reformed."

At the last Federal Elections Mr. Sandford secured a record Labor vote as a candidate for the Balaklava seat. He is a past President of the V.R.I. Debating Club and at present is a Committee member of the Victorian Debaters' Association.

Helped By Club

Asked whether his association with the club had been of any advantage to him, Mr. Sandford unhesitatingly replied: "Yes, an immense advantage. When I joined the club four years ago I was not unacquainted with public speaking, but my connection with the club has enabled me to secure invaluable experience in many different phases of public speaking, and now I have gained confidence."

In her "Heckle Hour" speech Miss Anderson had to deny the suggestion "That Australians are Snobs." Altogether 57 questions were asked of which 27 were put to Miss Anderson. The record number of questions asked during a "Heckle Hour" debate is 60.

Since the inception of the V.R.I. Debating Club, Miss Anderson has been a consistently enthusiastic member and, in company with the other lady members, she has contributed very largely to the success of the many enjoyable social functions that the club has conducted.

Department received the following letter from a valued rail traveller of Geelong:

"Your Department had a very excellent advertisement in a journal 'Travel First-Class,' etc. At the moment I was planning a trip—rail to Port Fairy and thence per motor to near Portland. This opportune advertisement influenced us to travel 'First-Class' (we had been 'Second before').

"It was well we did so, as it was heavily laden train and we just got nicely positioned, and had a very happy journey both ways. A relation returned with us to Geelong and she, of course, had to fall into line and 'Travel First.'"