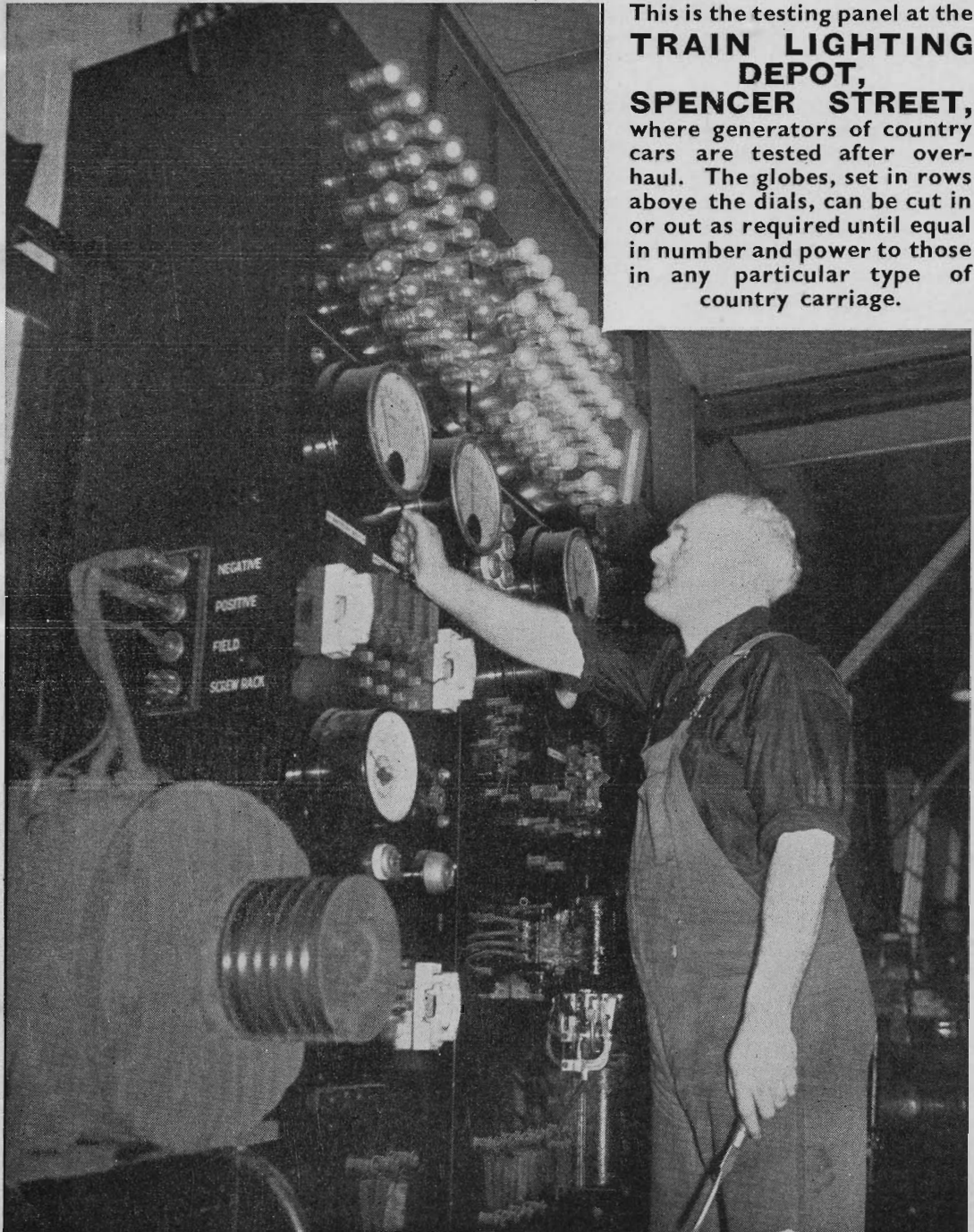


# The Victorian Railways NEWS LETTER

JANUARY 1948

Issue No. 208



This is the testing panel at the **TRAIN LIGHTING DEPOT, SPENCER STREET**, where generators of country cars are tested after overhaul. The globes, set in rows above the dials, can be cut in or out as required until equal in number and power to those in any particular type of country carriage.

# Choosing a Career



## ADVICE

*... To the young man  
leaving school ...*

**T**WENTY thousand copies of this folder were produced and distributed to schools throughout the State before the Christmas vacation. With several apt illustrations, the folder deals concisely with all the questions a potential applicant wants to know about a job in the railways.

"You have come to the end of your schoolboy days," the folder begins. "You're a young man now with an important decision to make—a decision which will affect your whole future. Before you decide, keep this in mind: you have up to 50 years' work in front of you, and it is wise to look well ahead.

"Remember, you'll soon be a man with growing responsibilities. So, avoid a dead-end job and be sure that the occupation you select offers a reasonable measure of security. The object of this little booklet is to invite you to consider a railway career."

It gives the background to the operations of the Department and stresses the advantages and the security of a railway career. Prospects for advancement are clearly set out: what is said should inspire young men to take up a railway career to-day. An outline is given of the vacancies available, together with the rates of pay and general conditions in the various grades.

In another pamphlet recently circulated, the active co-operation of railwaymen is sought in the staff recruiting campaign.

If you know of any likely youths undecided about their future careers, send their names and addresses, together with an idea of what particular work they are interested in, to the Secretary for Railways, Room 225, Railway Offices, Spencer Street, Melbourne. Application forms will then be posted to them.

## WE ARE NOT ALONE

**N**O, we are not alone. England, too, is faced with the necessity of bringing about a quicker turn-round of railway trucks. "Saving one day in turn-round on each journey would give us 50,000 extra waggons," said the British Minister for Transport (Mr. Alfred Barnes) in Parliament recently. The railway companies are making determined efforts to reduce the time taken by trucks in transit and to effect quicker loading and unloading at terminal points. The Government has instructed its various departments to help the railways in their efforts.

Because customers must co-operate if turn-round is to be really improved, Mr. Barnes impressed "on all concerned the importance of speeding up loading and release of wagons, in particular on Saturdays in establishments conditioned to a five-day week."

The problems of truck availability have been aggravated by the reduction in working hours—followed by a reduction in truck repairs.

Here, in Victoria, we have not the same volume of traffic as England. On an average day about 3,000 trucks are loaded but this figure will be considerably increased during the harvesting period. The solution to the problem of quicker turn-round is the same as England's: faster loading and unloading, accelerated movement en route and—a vital factor—co-operation from railway customers.

## Death of Mr. A. W. McLean

**T**OWARDS the end of November, the death occurred of Mr. A. W. ("Billy") McLean, Electrical Engineering Branch Engineer. For many years he had suffered poor health, and although only 57 years of age, had retired from the Department.

Joining the railways as Wireman in 1911, he rose through the grades of Electrical Foreman, Assistant Electrical Engineer, and Assistant Electrical Superintendent to Electrical Engineer—an appointment he received in 1930. At the time of his retirement he was in charge of lighting and power installations in the suburban area.

Quiet, kindly, and courteous, Mr. McLean was always ready to lend his help and co-operation where these were needed, and had earned both the respect and the affection not only of his colleagues in his own Branch, but also of the many other railwaymen with whom he came in contact.

To the daughter who survives him, we offer sincere sympathy.

## ECHO OF FOOTBALL SEASON

**A**N item just received from a contributor records that, on the votes each week of readers of Wednesday's "Sporting Globe," Fitter and Turner Reg Harley, of the Newport Workshops, was chosen as the best Association footballer for 1947. Heartiest congratulations, Reg. . .

There was no surprise at the result for, throughout the season, he was consistently one of the best afield for Williamstown, in which team he is a dashing back-pocket player.

Long before the result of the voting was announced, he had been eagerly sought by one of the League teams. There is little doubt that his style of play would make him an acquisition to that League side.

In 1946, Reg won Williamstown's trophy for the best and fairest player, while in 1945 he was adjudged the best first-year player in the team. He is the son of Stationmaster R. L. Harley, of Prahran.

## Good Wishes

From the Commissioners . . .

We wish all railwaymen and their families health and happiness during 1948.

—o—

The New Year is a time for reflection, for reviewing the year that has passed and planning for the year ahead. Each year brings its mistakes as well as its triumphs, its regrets as well as its joys. We make "resolutions" now, in the light of our past experience, to guide us in the days to come. Whether or not we see all of them through, we are better men for having made them.

1947 was not without its mistakes and regrets. 1948 brings its own clean slate. A mutual resolve to keep the slate clean, to give service which will really satisfy our patrons, to pull together as a team: these are good resolutions and worth adopting.

May 1948 be a year that you can look back to with pleasant memories.

*M. Starnes*  
*A. G. Hannay*  
*A. L. Michals*

## Mr. W. D. Morgan Dies

WITH deep regret, the "News Letter" records the recent death of Mr. W. D. Morgan at the age of 77. He retired from the position of Comptroller of Stores in 1935.

Mr. Morgan's railway career began in 1886, when he joined the Stores Branch as a Supernumerary Messenger. In the following year he was appointed to the permanent clerical staff. From then on, he gained experience in all phases of the Stores Branch, including terms as Secretary of the Stores Board, Stores Purchasing Agent and (for eight years) Assistant Comptroller of Stores.

Mr. Morgan's wife pre-deceased him about five years ago.

## Adventurous Life of Phil Westney

RAILWAYMEN will recall the arrival some months ago of four children from London: they had lost their parents and three other members of the family in the hideous 'blitz.' Soon after they were orphaned in 1945, their plight was brought to the notice of the Australian Prime Minister (the late Mr. John Curtin) who promised to arrange for their transport to the haven of Australia when circumstances permitted.



MR. and MRS. PHIL WESTNEY

That promise was redeemed, and on arrival in Melbourne the children were met by their uncle and aunt, Mr. and Mrs. Phil Westney, of Caulfield, with whom they have made their home. But it was only recently that the "News Letter" heard that Phil was a Victorian Railwayman: an Acting Line Sub-Foreman, Signal & Telegraph Division, Spencer Street.

Born in London in 1887, Phil early displayed that precociousness that took him around the world twice, the first time *via* India; the second time through many European countries. At the age of 15, he enlisted as a driver in a British Artillery Regiment—"I told 'em I was 18!" he said with a chuckle.

When Phil was 18—truthfully—he went to India with his Regiment. "I thought it would be good," he said, "as I was a pretty good shot; but I never saw a lion, a tiger or a leopard!" He left the army in 1910 to become a policeman in Calcutta, and had many exciting adventures, too numerous to mention.

Tiring of a policeman's life, he became "a sort of works manager" in a constructional company, and, with Indian labour, he carved out of dense jungles, miles of roads and model villages, parklands and so on. In a few years, he had the urge to move on again. So he took the first vacant berth on the first ship that came along—and it just happened that it was bound for Australia. That was in mid-1914.

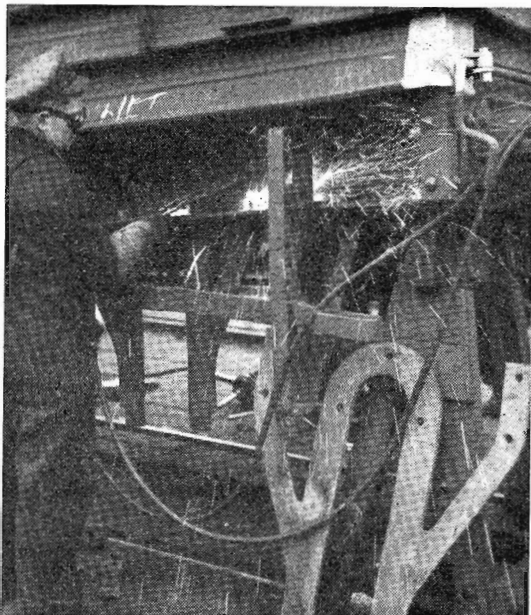
After a few months, he was off again: this time with the first Australian Contingent of the First A.I.F. He went on to England, re-joined his old Regiment and was soon embroiled in the fighting in France. But, in December 1915, his term of service expired and theoretically he was out of the army. Still, as he said, he didn't fancy quitting just then, so he re-enlisted, serving in a mobile artillery unit that linked him up with the French, Belgians, Americans and Australians.

Phil certainly displayed outstanding bravery, for he won the D.C.M. and M.M. and was Mentioned in Despatches. Later, he was with the Army of Occupation in Germany for six months. Returning to Australia in 1919, he joined the Department in 1920.

Behind the Railway Scene :

## HOSPITAL FOR COUNTRY TRAINS

**N**EXT door to the North Melbourne Locomotive Depot stand the buildings of the North Melbourne Workshops. Many railwaymen still refer to them by their old title the "Car & Waggon Shops." The Workshops comprise a railway hospital for country trains, where passenger carriages, trucks and vans are given attention. Some rolling stock goes there for routine overhaul, the rest goes in through the "casualty" entrance seeking treatment for ills and ailments contracted in service.



Sparks fly as a "patient" receives treatment

Every carriage, truck and van in the Department is lifted off its wheels and overhauled regularly. Trucks are lifted every five years, carriages more frequently. The Mildura cars are lifted every 12 months, because of the effects of sand on the undergear. "Spirit of Progress" is given attention every two years. Typical repairs are the fitting of new "W" guards, new axle boxes, and new brakes. In running, wheels and flanges lose their contours and, in a section of the Workshops, a wheel lathe shaves the tires until the original contours are restored. After several treatments, during 20 years or so, the wheels must be sent to Newport Workshops for the fitting of new tires.

During the routine examinations, damaged panels are beaten straight again, bodywork attended to, hinges repaired, and the car, truck or van restored to its original perfection. Frequently painting is necessary.

The preliminary diagnosis that sends rolling stock to hospital for emergency treatment is made by the Train Examiner. At the Workshops a thorough examination is carried out and the casualty which comes in for one operation may undergo a dozen before being declared fit for duty. North Melbourne works in close co-operation with Newport Workshops and often sends patients there for further attention.

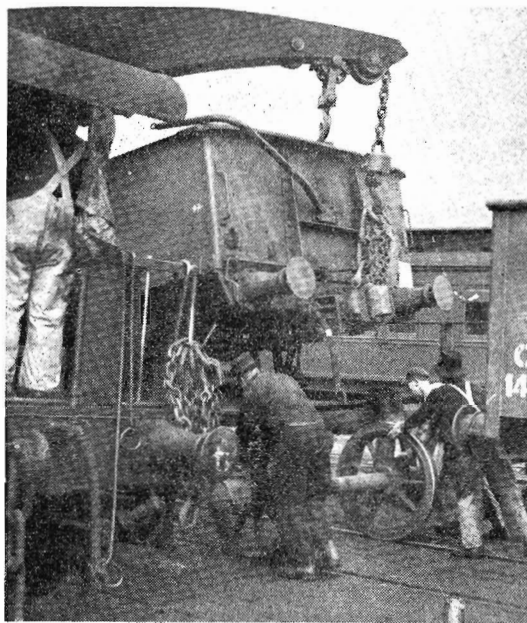
There are many wards and theatres at the "hospital" of the North Melbourne Workshops. They include the Lifting Shop and Lifting Yards, Upholstery and Blacksmith Shops, the Car Paint Shop, the Brake Testing Room, and several outside yards.

It is in the Lifting Shop and Yards that stock is lifted off its wheels. A crane lifts one end of the car or truck and the wheels and axle are run clear. A trestle is

then inserted in their stead. Then the other end is lifted and the process repeated.

Looking after carriage seats is the main job of the Upholstery Shop, where seats are stripped down and completely rebuilt. New leather, new hessian, and new springs are used. When the leather has been lacquered, the seats are exposed to a battery of infra-red ray lamps.

There is warmth in the Blacksmiths' Shop, too, but of quite a different nature. It is the livid heat of forges and furnaces and charcoal burners. The Blacksmiths, Welders and Coppermiths run a very hot and noisy operating theatre—but a very important one. Under the same roof the Sawyers have a complete saw-mill. Jobbing machines occupy other parts of the shops.



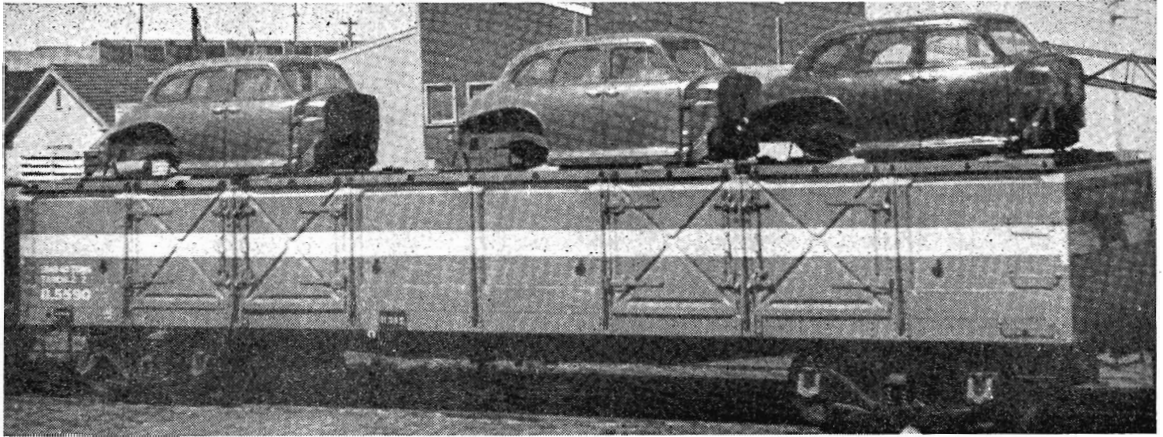
Truck-lifting by crane

In the yards outside the Blacksmiths' Shop, repairs of every description are made to trucks and vans. Panels are beaten, doors straightened, roofs mended, floors put in order and wheat trucks made almost water-tight.

Before going into service again many carriages are painted. This is a job for the Car Paint Shop. Carriages are stripped down to a husk, the old paint scraped off to the original woodwork, and interior and exterior re-painted. The scene is colourful inside the shop, with the blue and gold of a "Spirit of Progress" car, green of an "Overland," and dull red of country cars.

Every week about 50 cars and vans and 500 trucks pass through the North Melbourne Workshops. They are attended to by a team of over 500 railwaymen, including Blacksmiths, Boilermakers, Car Builders, Fitters, Iron Machinists, Padders, Painters, Running Gear Repairers, Shunters, Undergear Repairers and Upholsters. Many men of many skills are needed to keep the rolling stock rolling.

## Two-tier Truck for Moving Motor-car Bodies



PAINTED RED with a wide yellow stripe, the above truck recently caused interest on its arrival in the Spencer Street yards. It was an "O" class 40-ton truck of the South Australian Railways and had been specially fitted for the experimental transport from Adelaide to Melbourne of six motor-car bodies secured in two tiers. It is expected that this traffic will be regularly maintained between the two capitals.

## LITTLE-KNOWN FACTS ABOUT RAIL TICKETS

**L**AST month Mr. I. R. McLaughlin, of Chatswood, N.S.W., brought along a unique railway relic: the first monthly train ticket issued in Victoria. His great-grandfather, Mr. Charles Berghoff, was its holder. The ticket was available for travel between Melbourne and Sandridge during February 1855, cost 30s. (compared with the present-day 1st-class monthly fare of 16s. 1d.), and was signed personally by both the Secretary of the Melbourne and Hobson's Bay Railway Company (Joseph Ward) and the Stationmaster at Sandridge (Alfred C. Fox). Unfortunately the ticket was too faded for reproduction.

About the time of Mr. McLaughlin's visit, the August and September issues of the English magazine, "Chamber's Journal," came to hand. Among its articles were those by H. Hudson on the subjects of Home and Foreign Railway Tickets. Mr. Hudson's hobby is the collection of "Edmonson" tickets. He has over 25,000 types altogether, and is still adding specimens.

An "Edmonson" ticket is the standard type of ticket you buy on a suburban journey. It is a replica of the usual English railway ticket. "Except by a seasoned traveller," Mr. Hudson points out, "it is probably not realised that nearly every railway in the world now issues tickets of exactly the same size and shape as those purchased at the booking-offices of any British railway."

The man who invented this type of ticket was an English Railway Clerk named Thomas Edmonson. Helped by a watchmaker friend, he made a machine in 1840 which stamped his tickets with the name of the issuing station, the class of carriage, and a consecutive number—all in one uniform arrangement. He patented the device, and persuaded British

Railway companies to adopt it. He turned then to further inventions, including a standard rack for holding the tickets, and these, too, were accepted.

"Because Thomas Edmonson patented his idea," Mr. Hudson says, "it followed that any railway wishing to make use of them had to adopt the size of ticket he standardized. As new railways were built all over the world, they came to Edmonson for their ticket-issuing equipment, at least while the patent was in force, and after it lapsed the size of the ticket naturally persisted, since it was the only size that would fit the storage racks."

Victoria based its general railway practices on English models—and so "Edmonson" tickets were adopted here—and are still "standard."

Every year we sell about 80 million of these "Edmonson" tickets. Placed end to end they would follow the length of the railway line from Adelaide to Cairns. They could cover the city area bounded by Flinders, Bourke, Elizabeth and Russell Streets. They weigh something like 80 tons.

And speaking of tickets, a strange relic from the days of the Melbourne and Hobson's Bay United Railway Company (formed in 1865 by the amalgamation of the Hobson's Bay, the Melbourne, and the Brighton Companies) is shown in the accompanying photograph. It is not a ticket for travel, but a substitute for a half-penny, issued because of a grave copper shortage in the colony of Victoria. The initials "J.W." are those of John Wakefield, later President of the Company. He issued the first railway ticket sold at St. Kilda station—in May 1857; over 90 years ago.

### Grand Old Colac Citizen

**N**EWs that Mr. Harry Gaylard recently celebrated his 80th birthday will be acclaimed throughout the Western District—and beyond. His five sons, including Goods Guard C. Gaylard, of the Melbourne Yard, tendered him a public birthday party at Colac. Among the many guests were "some old friends of this grand old citizen of Colac", as the local newspaper appreciatively reported.

The veteran will be remembered by old-timers when he was a Ganger at Kiata, Timboon, Terang, Hattah and Beac. He retired in 1932 while located at Colac. All his life he has been an ardent gun shot over the traps and in the field. Even to-day, his vision is so good that he still follows the sport. All the very best, Harry!

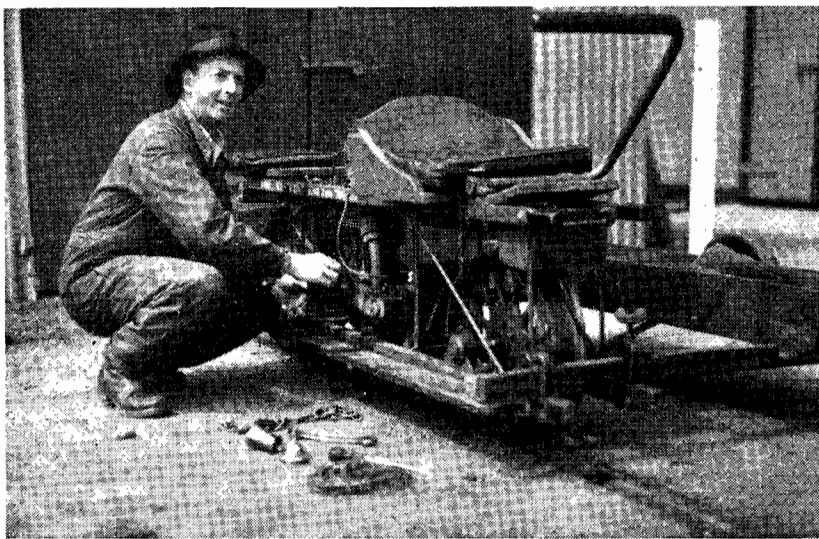


Issued when the colony of Victoria was short of copper coins.

and a consecutive number—all in one uniform arrangement. He patented the device, and persuaded British

# WE PAY BENEFIT

Train Examiner Jack Moore takes time off to smile for the camera.

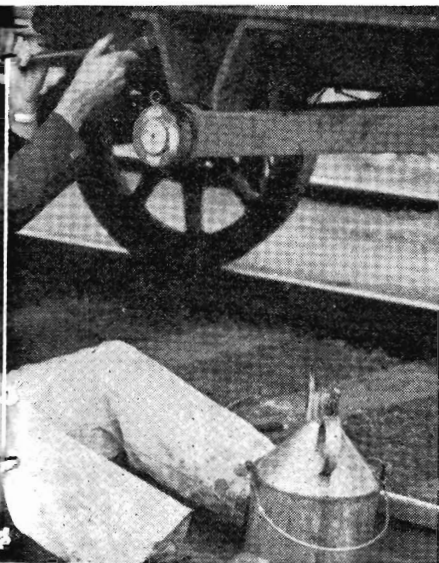


(Left) Electrical Fitter's Assistant Ivan working on a motor. (Right) Stationmaster Albert Wapling attends to the train during lunch-time chat about the

# ALLA A VISIT



Leading Porter Bill Baldock adjusts the automatic staff exchange apparatus.



McArthur maintains an inspection Foster and Track Ganger Charlie West bowls. (Above) Train Examiner Reg triple valve of an "I" truck.



# AIRCRAFT WILL SPEED-UP RAIL TRACK SURVEYS

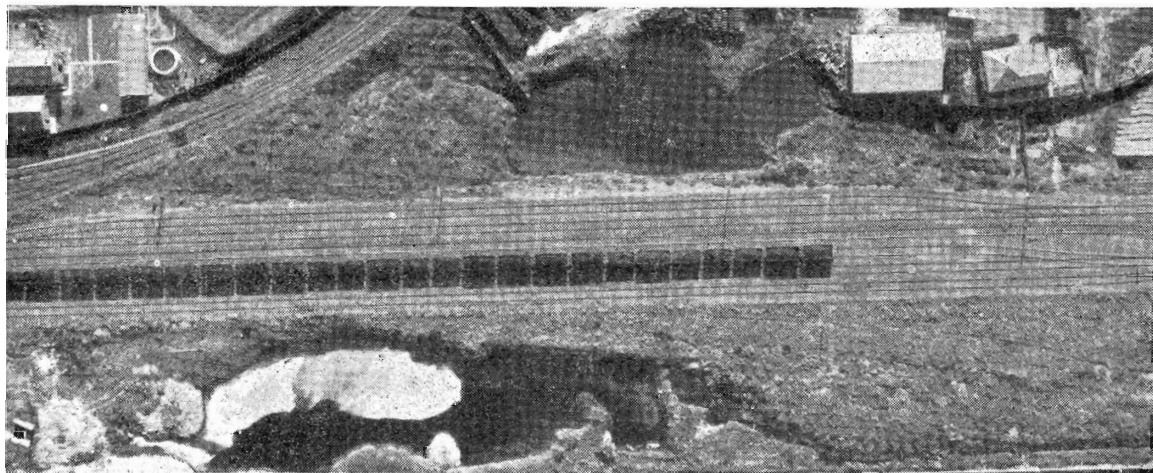
**A** photographic aerial survey was recently made of about 160 miles of railway tracks, the Melbourne and Flinders Street Yards, and the metropolitan workshop areas. One aircraft completed the task in a little over four days (it would have taken months by ordinary methods), at about one-fourth the cost of a normal ground survey.

The use of aircraft for such work will allow many surveys, postponed because of staff shortages, to be undertaken. The photo scale is large enough to provide scale plans up to 20 feet to the inch, and show clearly all the features usually measured by ground survey parties.

Aerial survey is more than a matter of simple photography. It is a highly developed art, perfected during the Second World War. For the detailed pictures required by the Railways, a low-flying low-speed aeroplane is needed. A "Dragonfly"—a twin-engined biplane which can cruise at 80 m.p.h.—took the pictures in this particular survey.

Each photograph taken measures about 9 inches long and 6½ inches wide. With the plane flying at 1200 feet above ground the scale obtained is 100 feet to the inch. Each photograph covers an area of about 900 feet by 650 feet. Seven or eight photographs cover a strip of railway one mile long—and are taken in only 45 seconds flying time! In the photographs, which show all details for a distance of several hundred feet outside the railway boundaries, every rail and sleeper can be seen clearly; even the overhead wires are often plainly discernible.

Interpreting air photos is, itself, a skilled task. Air pockets, variations in flying height, tip and tilt of the aircraft and other factors cause distortion of the pictures. An elaborate system of "correction," by mathematical calculation, must therefore be carried out. The negatives are then "corrected" in a special enlarging camera, and accurate prints taken. Joined together in a mosaic they give a complete scale picture plan of the area surveyed.



\* AERIAL SURVEY photograph of portion of the new sidings for storing coal for the Newport Power Station reduced to an approximate scale of 145 feet to 1 inch. \*

## 89th Birthday Of V.R. State-Owned System

**J**ANUARY 13 will mark the 89th birthday of Government Railways in Victoria. On that day in 1859, the State-owned system was inaugurated with much pomp and circumstance. Sir Henry Barkly (the Governor) rode in a special train from Melbourne to Williamstown, and from Footscray to Sunbury, thus officially opening those lines.

A public holiday was declared for the occasion. In brilliant sunshine, thousands of citizens gathered at Batman's Hill station (now Spencer Street) to witness the arrival of His Excellency. To the accompaniment of an artillery salute, the Governor's train of six carriages, hauled by Engine No. 1, left at 10.20 a.m.

Crossing the decorated Saltwater River Bridge at a speed of 25 miles per hour, the train "raced through the village of Footscray at 30 miles per hour." On its arrival at Williamstown at 10.42 a.m., Port Gellibrand Fort thundered a salute of 19 guns.

At Sunbury, another artillery salute welcomed the arrival of the Governor, who then set the foundation stone of Jackson's Creek Viaduct. The contractors for the line from Footscray to Bendigo provided an elaborate luncheon, at which, from all contemporary accounts, neither the viands nor the speeches were rationed. . . . The contractor's men were not forgotten: a highspot for them was the roasting, whole, of two bullocks. On Friday evening, January 14, a ball at the Exhibition Building, William Street, Melbourne, concluded the round of celebrations.

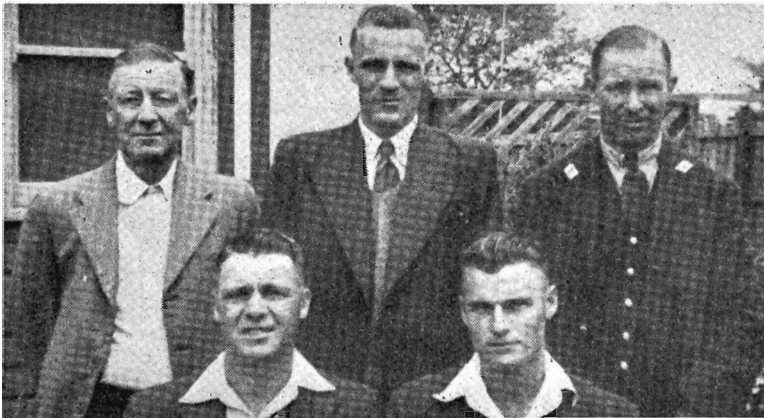
Public traffic to Williamstown commenced on January 17, with nine trains daily each way. The first ran at 8.30 a.m.; the last at 6 p.m. The Sunbury line service began on February 10, 1859.

For more than a year after opening, the Victorian Railways had only five locomotives; one passenger and four goods.



## Railway Families: *The Johns Of Warragul*

**S**URELY the Johns of Warragul set a record among railway families: five of them are in the service, the father and four of his sons. They can make up two engine crews—yes, two Drivers and two Firemen—and there is a Shunter as well! Driver Les Johns has been at Warragul for 34 years. There, he and his wife have raised a fine family of six sons and four daughters. Les (Junior), Alf, Horace and Ray all became railwaymen, and during



**HERE ARE** the railway members of the Johns family. Back row (left to right): Les (Senior), Horace, Les (Junior). Front row: Alf and Ray.

the war years Jean was a Waitress in the Warragul Refreshment Room. (She and her sisters are all married now.) The eldest son, Les, is himself the father of a boy and two girls. His son is three years old and "absolutely engine-mad," says the proud father. "He knows more about trains than I do." Les came to the Department eight years ago, and is now a Shunter. His hobby is radio building, but recently he bought a house at Warragul and the garden claims all his spare time. Alf—who has just obtained his driving ticket—is two years younger than Les. He lives two doors away from his big brother, and is married to a sister of Les's wife! He has a delightful little daughter. Horace is an Engine Cleaner, qualified in firing, and often employed as Fireman. Not so long ago he, too, secured his own house—and the work that goes with it. He has a son who is a potential railwayman, too. And finally there's Ray, the baby of the family. Ray is only 20. He is an Engine Cleaner, and he also is qualified in firing. Whenever Ray is away from the grease and grime of an engine he buries himself in the grease and grime of a motor bike. No motor bike in Victoria has been pulled to pieces and put together again so often. Of the ten children, eight are married, and only Ray and Bob are still living at home. The Johns of Warragul are more than a wonderful railway family—they are a wonderful Australian family. And you, Driver Les Johns and Mrs. Johns, have a lot to be proud of.

## BEST-KNOWN V.R. INSTITUTE SPORTING IDENTITY

**I**F you are passing Electric Suburban Guard Bill Donald in the V.R.I. corridor, try to be funny and mumble very quickly: "Well, that was a nice angle goal played to mid-on, although being foot-faulted meant he upper-cutted with the left when a body scissors was applied." The fact that you have made a "scrambled egg" of football, cricket, tennis, boxing and wrestling will not dismay him. He will understand all right: he is in the administrative forefront of all those V.R.I. sporting activities.



Bill Donald

No other Institute identity has a comparable record of long, close and valuable association with the sporting side. How Bill manages to keep pace with his committee and other engagements is baffling, especially as he is a shift-worker. Still, he revels in the opportunities it gives him "to meet such a grand lot of chaps."

Besides the demands that sport make on his leisure, Bill is a Councillor of the Institute. His remarkable record can best be set out this way: he is or was:—

**President:** Football, Tennis\* and Cricket Associations; Jolimont Yard Cricket and Football Clubs; Essendon Line Cricket Club.

**Chairman:** Football Independent Tribunal\*; Sports Committee that co-ordinates V.R.I. sporting activities; Gymnasium Committee.\*

**Secretary:** Jolimont Yard Football and Cricket Clubs; Assistant Secretary, Cricket Association.\*

**V.R.I. Council:** A Councillor since 1925, when he was elected by members; for more than 10 years he has been a Commissioners' nominee. Is Senior Councillor.\*

**Miscellaneous:** Member House\* and Finance Committees; Institute Representative on Interstate sporting trips;\* member of Selection Committee of Interstate and Carnival sides;\* member V.R.I. Sports Committee;\* Institute Representative on Gymnasium Committee and Football League.\*

**Life-Member:** Tennis and Football Associations.\*

The asterisks indicate the offices Bill holds to-day. Departmentally, Bill began as a Lad Porter at Essendon in 1913 and, after terms as a Block Recorder and Shunter at various locations, including Maryborough, he became an Electric Suburban Guard in 1923. Twelve years ago, he returned to Essendon.

## Diesel Students On Up-Grade

**F**ROM the Hon. Secretary, V.R.I. Diesel Engineering Society (Mr. E. H. Bowles, Motor Trolley Driver, North Melbourne Workshops), the "News Letter" has received advice that Mr. F. Marriott (Leading Hand Fitter, Laurens Street), who is President of the Society, was last month elected to the Council of the newly-formed Victorian Branch of the Institute of Diesel Engineers of Australia.

Several months ago, Mr. Marriott was admitted as a Member of the Australian Institute (M.I.D.E.), whilst Mr. L. Barker (Ex-Rail Motor Driver, Fawkner) became an Associate Member (A.M.I.D.E.) and Mr. Bowles an Associate of the Institute (A.I.D.E.).

Heartiest congratulations to these progressive railwaymen. Incidentally, they were largely responsible for the formation of the V.R.I. Society, which recently completed its first year of activity. During that time, visits were made to depots and workshops to study diesel engines at first-hand; lectures were given; and several appropriate films were screened. Last month, a number of members of the Society sat for examination for entrance to the Institute of Diesel Engineers of Australia.

Interest in the V.R.I. Society is rapidly growing, and any railwayman wishing to join should get in touch with Mr. Bowles at the Institute.

## HEALTHY CONDITION OF V.R.I. SUB-CENTRES

**S**HEPPARTON railwaymen who are members of the V.R.I. Sub-centre, have reason for feeling proud. They have recently liquidated the debt on the local Institute building. Officially opened in August 1941, the building represented the voluntary efforts of Shepparton Depot carpenters working in their spare time, with other railwaymen providing the semi-skilled labour. These enthusiasts worked under the general direction of a carpenter who had been booked-off and paid by the Institute.

Because of the amount of voluntary labour put into the work, the building was erected at a cost of approximately £400 less than any other similar Institute building in the State.

The occasion was commemorated by a Smoke Social, which was an outstanding success. Central Council was represented by Messrs. G. Bennett and A. Telford (Councillors), and W. E. Elliott (General Secretary). Also present were several past-officers of the Sub-centre, including Mr. G. Hawkins (first President) and Mr. H. Brent (a former Secretary).

Speakers emphasized the generosity of all who helped construct the building, with special reference to the then Sub-foreman (Mr. F. Stevenson), and the Leading Hand Carpenter (Mr. S. Bullen).

### EDUCATIONAL ADVANTAGES.

**A**T the recent annual meeting of the Bendigo V.R.I., high tributes were paid to the value of the educational facilities offered members. Special reference was made to the work of the Instructors: Mr. S. Brogan (Engine Working and Westinghouse Brake); Mr. C. Hicks (Safe Working); Mr. H. Espie (Telegraphy); and Mr. A. Cronin (Ticket Checking).

Mr. W. C. Ellis (President of the Bendigo Sub-centre) presided and welcomed several visitors from Melbourne, including Mr. T. R. Collier (General President).

The following members were appointed to the Committee: Messrs. C. Avent, J. C. Chamney, A. Cronin, W. J. Dwyer, S. C. Ellis, J. W. McNamara, L. T. Harding, J. B. Loveless, K. W. Macwhirter, L. D. Morrow, A. W. Murdoch, A. Norris, W. Reid and H. S. Watts.

**O**UYEN—a 100 per cent. V.R.I. Sub-centre, by the way—had a busy week-end recently. On the Saturday evening, a dinner celebrated the clearing of the debt on the local Institute hall; on the following night the annual meeting was held.

Central Council was represented by Mr. T. R. Collier (President), and Messrs. J. S. Hocking and A. Telford (Councillors) and W. E. Elliott (General Secretary). Amongst the other visitors was Mr. Len Dobson, who, as the first Secretary of the Sub-centre, worked untiringly—and successfully—to place the activities on a sure footing.

**D**ONALD railwaymen connected with the V.R.I. had their annual meeting a few weeks ago, when a highly satisfactory report was presented. Mr. N. Wilson (Librarian from V.R.I. Headquarters), warmly complimented members on their co-operation and the care they had taken of books—only one had been lost in the last six years. . . .

### Chelsea's Civic Chief

**W**E introduce Cr. Herbert Thomas, Mayor of Chelsea. He has been a Councillor for six years. Many railwaymen know him already, for Mr. Thomas, who is A.S.M. at Chelsea, has been with the Department since 1918. Mr. Thomas has always been interested in municipal affairs. Since his appointment to Chelsea 10 years ago, he has been, at various times, a member of nearly every local organization, including Treasurer of the Edithvale School Committee, Treasurer of the Progress Association, and a member of the Mordialloc High School Advisory Council. He is at present a volunteer fireman with the Edithvale Brigade, and Secretary of the Edithvale Life Saving Club. It is good to see such keenness for public welfare, and the "News Letter" warmly congratulates Mr. Thomas on his election to the premier civic post in Chelsea.



Mr. THOMAS

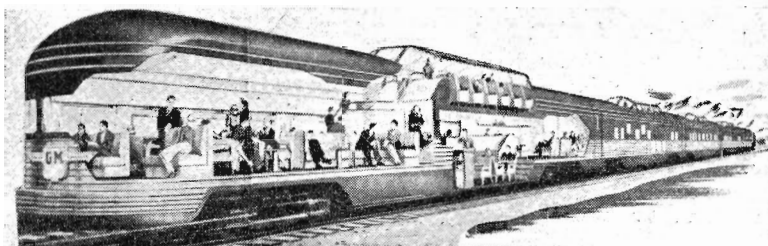
## Heartiest Greetings To Only V.R. Centenarian



**M**R. ALFRED YOUNG, a former Boiler Inspector in the Victorian Railways, recently celebrated his 100th birthday. In the picture, reprinted by courtesy of "The Herald," he is shown facing a towering birthday cake with its record number of candles. Mr. Young, who was born on November 23, 1847, and joined the Department on August 1, 1873, is the first retired railwayman in Victoria to reach the century. Three other veterans in the past nearly scored three figures. Mr. Stuart J. Down, who had been a Clerk in the Audit Branch, was 99 when he died in 1940. Mr. John Buick, a Signaller, and Mr. Thos. Groves, a Ganger, the former passing away in 1945, and the latter in 1946, had both reached the age of 98 years.

## LINES FROM OTHER LINES

### "The Train Of To-morrow"



### RESTORING DUTCH RAILWAYS

**D**URING their occupation of Holland, the Germans systematically destroyed the Netherlands railway system. Eighty-four per cent. of locomotives, 94 per cent. of passenger cars, and all trucks, electric trains and diesel-electric trains were destroyed or stolen. In addition, 18 per cent. of the railway stations, 68 per cent. of signal-boxes, 70 per cent. of lines and 62 per cent. of rail-bed were destroyed.

Immediately after the liberation, Dutch railwaymen went doggedly to work. By the end of 1945, 9/10ths of the destroyed lines were in use again.

Now the news comes from Holland that every effort has been made to restore electric services, but because of the rolling stock shortage, mixed steam and electric working is necessary in certain sections. At some points, passengers change from electric into steam trains.

In a few cases, so that all classes of train and stock can be used to the best advantage, a through journey can be made in one direction, but not in the other.

### "THE FREEDOM TRAIN"

**B**BETTER Farming, Reso, and Holiday Train tours . . . these are well-known in this State as something different from the every-day railway job. Latest instance of an unusual way in which railways are employed is the "Freedom Train" in the United States of America. It is now on a tour, covering 300 communities in 48 States, and will finish on February 29.

Painted red, white and blue and drawn by a 2,000 h.p. diesel locomotive, this striking train consists of seven cars, three of which contain priceless historic documents associated with the history of the United States. Members of the U.S. Marine Corps travel on the train as the security guard.

Sponsored by the American Heritage Foundation, the tour is essentially educational. According to "The Railway Age," its objects are "to promote a greater awareness of the civil liberties possessed by the American people and the need to safeguard our freedoms."

### Two-way Telephoning on American Train Now

**H**ELLO! Hello! May I speak to Mr. Black, a passenger on your train?" Mr. Black is speedily found and brought to a telephone in a bureau on the fast moving "Royal Blue" train running at the moment between New York and Washington, and he is immediately connected with a call from outside.

The first "train-to-anywhere" telephone system was tried out successfully on the "Royal Blue" of the Baltimore and Ohio Co. last August. An official party on the train, including a number of pressmen, spoke freely to their homes and to friends in offices, while the train was moving at 70 miles an hour.

"Telephone communication is made by radio to

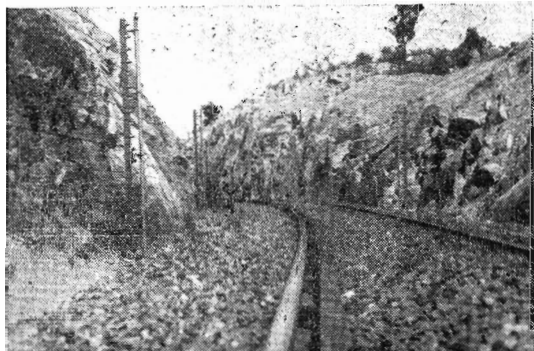
**T**HE "Train of Tomorrow" attracted a thousand visitors an hour during its recent exhibition tour of American cities. General Motors are responsible for its planning and construction. It is a 4-car train (each car with an astra dome), made up of one "chair car," one sleeper, one dining car and one observation-lounge car. The train is hauled by a 2,000 h.p. diesel locomotive.

Special features of the train include air-conditioning, fluorescent lighting, special non-glare glass, a radio-recorder and public-address system, and a telephone service which operates while the train is either stationary or running.

"Forerunner of a new era in railroading" is a typical description of the train.

### Unique "Safety Fence" On W.A. Rail Track

**T**WO years ago, the Swan View tunnel deviation on the main Eastern line (Western Australian Government Railways) from Perth to Northam, was opened for traffic. The deviation is in the Darling Ranges, 14½ miles from Perth. The largest cutting in the deviation is 20 chains long with walls up to 40 feet high.



In this cutting has been installed a "slide detector fence," a safety fence of 16 wires carrying low tension current of 10 volts, extending for 12 chains along the base of each wall.

Should any of the wires be broken by trees or rocks falling from the hillside, or by human agency, the automatic signal controlling the section at the entrance to the cutting is placed at "danger." At the same time an indicator warns the Signalman at the Swan View signal cabin that the electric fence has been broken.

This "safety fence" is the only known obstruction warning device of its kind in Australia.

the nearest of the Bell System's 'Mobile Service' land radio telephone stations," it is officially stated. To make a call from the train, the attendant in charge of the telephone merely lifts the handset and, by radio, gives the number the passenger desires to the 'Mobile Service' operator.

Anyone outside wishing to contact a passenger on the train asks for long distance and gives the exchange the name of the passenger wanted, and radio does the rest.

It is claimed that anybody on the train can talk to anybody in the United States.

## "THIS WAY FOR THE CIRCUS!"

**W**HEN Wirth's Circus comes to town, a complimentary ticket goes to No. 1 William Street, Oakleigh, the address of Electric Train Driver Charlie Catlin. He retired



Mr. CATLIN.

last month after Rolling Stock Branch service extending over 50 years and one month . . . For many years, the veteran was one of the Drivers of the "circus specials" when he got all those close-ups of tigers, clowns, elephants and acrobats for which he had yearned as a boy in Rushworth. "Thousands of railway chaps," he chuckled, "now know me as 'Puss' Catlin"!

Lad labouring, engine cleaning and firing preceded Charlie's appointment as a Driver in 1910, after which he was mainly working on live stock trains all over the State.

Three years after the first suburban electric train ran in 1919, Charlie transferred over to the "sparks." To him fell the honour of driving the first electric trains on the Upper Ferntree Gully and Lilydale lines.

In his younger days, Charlie—still hefty enough to make an impression on Richmond's Jack Dyer—played football for North Melbourne Loco in the Railway Wednesday Competition. He had the satisfaction of representing the V.R. in several interstate carnivals.

Old-time football supporters' tongues will wag when they know that among those playing in that competition were Tommy Grimshaw, Bob Deas, Perce Jory and others, who later starred in League teams, the first two with South Melbourne.

### Rough-rider

**I**F, in the old days at Mildura, you had an outlaw of a horse, you sent for a lad named Reg Foster to break him in for you. For young



Mr. FOSTER.

Foster was one of the best rough-riders and horse-breakers in the district. In 1915, however, he decided to become a railwayman, and a railwayman he remained until last month, when he reached the age of 65. He was then Ganger at Mildura. For 10 successive years, he was President of the Mildura Trades Hall Council, and was five times President of the

local branch of the Labour Party.

### Gold Miner

**R**EPAIRER M. L. Jones, of Bald Hills, began work as a gold miner. He was 30 before he became a railwayman, and now he has retired after 35 years' service.



Mr. JONES.

A good cricketer in his young days, he played with teams in Newlyn, Daylesford and Ouyen. Fishing has always been one of his hobbies, and he is an excellent shot. When he is abroad with a gun, dogs and ferrets, no rabbit for miles around is safe! There are nine junior Joneses—seven boys and two girls.

## S.M.F.C. Head Trainer Was Champion Runner

**D**ROPPING in at the Jolimont Workshops last month, a "News Letter" sporting fan came across a V.R. man who, in his younger days, was invited to compete in the two-miles world's championship running race at the Exhibition Oval . . . It was Striker Jack Russell, who was then at the zenith of his career, with the reputation—backed by performances—of being the State's champion middle-distance runner.



Mr. RUSSELL.

Those were the days when Jack was on the same programmes as the famous Jack Donaldson, Arthur Postle and Cecil Holway, then thrilling the sporting world with their sprinting feats.

Today, Jack is the very capable Head Trainer of the South Melbourne Football Club. Concentrating on the treatment of injured players, last season he was the Club's busiest official. Broken legs, ankles, fingers, wrists, noses . . . all these and bruises, cuts and other injuries footballers suffered made his first-aid room look like a hospital casualty ward.

He has a wide experience behind him, as for many years he was a trainer of amateur runners and lacrosse teams.

In his running days, he competed in 1910 at Stawell, winning the one and two-mile races in the same afternoon—a feat performed on only one other occasion in Stawell's long history. He also won races at Kyneton, Ararat, Maryborough and at the Melbourne Exhibition.

Further victories at Stawell and elsewhere in later years all combined to make him, as one newspaper said: "the most consistent distance runner Victoria has had for many years."

Jack joined the railway service in 1904 as an Engine Cleaner at Jolimont. He became a Striker at the Newport Workshops in 1911, being transferred to the Jolimont Workshops in 1936.

### "A Very Quiet Life!"

**A**PPRENTICE Painter Archie George joined the Railways in 1900. At the time of his retirement recently, he was Foreman Painter on the M.D.E.'s staff. "I've had a very quiet life," he told us; "I've spent most of my time in the suburban area and haven't done anything to talk about."



Mr. GEORGE.

Archie George's "very quiet life" includes 3½ years overseas with the First A.I.F.; the raising of five sons and five daughters; the "grand-fathering" of 14 ("so far"); and service with the V.D.C. from the time of its formation up to demobilization! At the Armistice he was a Sergeant in the 37th Bn., 3rd Div. In the Second World War, three of his sons were in uniform, and all rose to the rank of Sergeant, too. But they had to salute their dad, for he gained his commission with the V.D.C. For many years, Archie George was Assistant Marshal for the Anzac Day marches. And despite his claim of "a very quiet life," he admits that a lot of his grey hairs are the direct result of "Assistant Marshalling." One of his sons, Charles, is in the Way and Works Branch, and is stationed at North Melbourne.

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

# The Victorian Railways NEWS LETTER

FEBRUARY 1948

Issue No. 209

## FINE TEAMWORK Wins Public Commendation . . .

When Melbourne went to bed on the night of January 15, everyone (including railwaymen) had been informed that suburban trains would not be running on the following day.

**B**UT there were subsequent dramatic happenings. Shortly after midnight, the stoppage of railway service was averted, and the metropolis awoke to hear its electric trains running. It was a triumph of organization and a demonstration of teamwork that justified the general public comment that "railwaymen certainly know their job."

The Commissioners and senior administrative officers had remained on call during the night, and as soon as it was announced that a settlement had been reached, other executive railway officers were roused from their beds to play their part in ensuring that operating men would be available for duty. Train Control again proved itself an invaluable asset, as it has done on many occasions of emergency. Much time was saved by its ready means of communicating direct with stations.

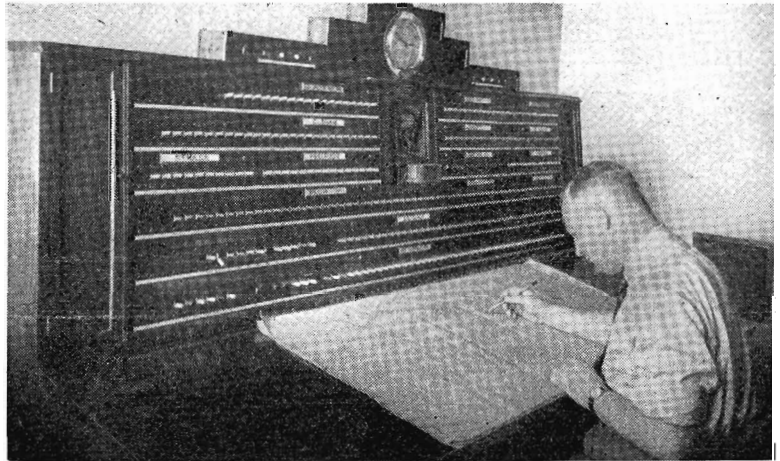
It was about 2 a.m. when the Train Controller on duty was told that the trains would be running. In a matter of minutes, all suburban stations where night shifts were working had been advised of the change in the situation, and soon Stationmasters, Clerks and Porters were hurrying through their districts—in cars, on bicycles, or on foot—waking their colleagues.

A request to Police Headquarters (D.24) for assistance met with a generous response, the services of the wireless patrol being made available to convey the news to railwaymen with whom contact could not otherwise be promptly made.

Meanwhile the all-night radio station, with its first announcement at 2.30 a.m. (and other stations as they came on the air) broadcast messages continually, with the request "would anyone hearing this message, who lives close to railway staffs, kindly inform them."

Callers-up, motor drivers, neighbours' telephones—these and any other means were used to convey the message. Much scope existed for initiative and ingenuity, and these qualities were fully demonstrated, notably—although comparisons cannot be made where so many did such splendid work—by those concerned in the assembling of suburban train crews.

Before ceasing duty on the previous night, Stationmasters, Assistant Stationmasters, Booking Clerks, Class 1 Porters and Signalmen had been instructed to report at their normal times. A strong nucleus of



**TRAIN CONTROL: NERVE CENTRE OF SUBURBAN TRAIN RUNNING**

Here pictured is Train Controller J. Martin who was on night duty on Thursday, January 15.

railwaymen was ready early, and the first suburban train left for Melbourne at 4.54 a.m. Up to 9 a.m. a 63% service was run. Emergency rosters had already been drawn up; time-tables were altered, express running was modified, and trains generally were regulated by Train Control to give the best possible service to the greatest number of people during the early period. By 9.45 a.m. normal time-tables were in operation.

It was a splendid effort all-round. The Commissioners, in their message to the staff, published in the "Weekly Notice," have expressed their thanks in the following terms:

### "THANKS . . .

"Our sincere thanks are offered to all those officers and employees in the metropolitan and suburban area whose splendid co-operation made it practicable to run the electric train services in the unusual circumstances existing on Friday last.

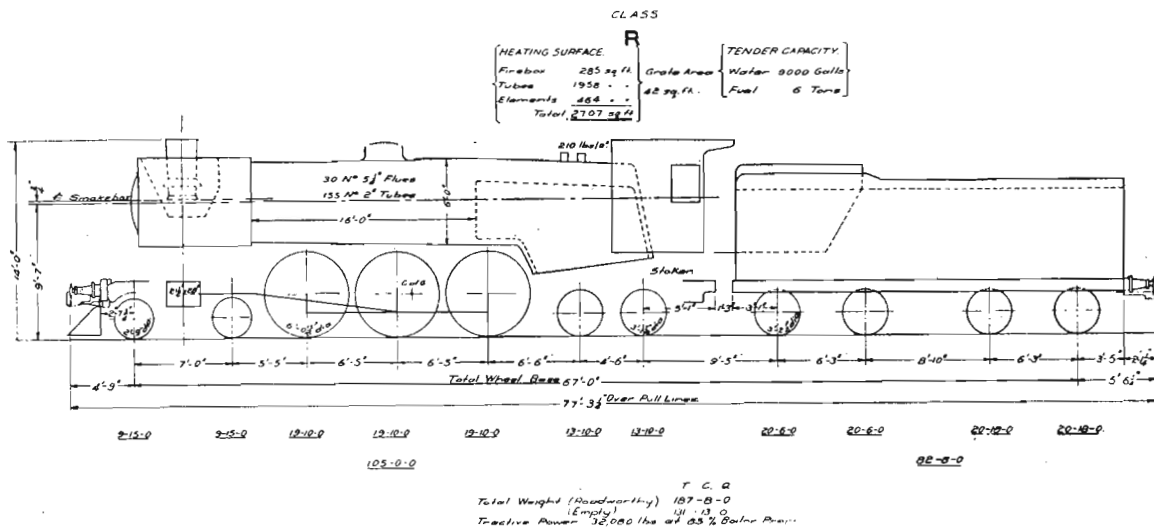
"We greatly appreciate their ready response in attending for duty at almost incredibly short notice, and their enthusiastic assistance—in many cases unselfishly given at much personal inconvenience in the early hours of the morning—in informing fellow-employees whose services were also needed.

"There can be no better proof of good teamwork, and of the desire of railwaymen to live up to their traditional ideals of public service."

It will be gratifying to railwaymen to know, too, that their great response in this unusual emergency has been recognized by the Government, on whose behalf the Minister for Transport (the Hon. W. S. Kent Hughes) has asked the Commissioners to convey its thanks and appreciation to all officers and employees whose co-operation and zeal prevented much public inconvenience.

## FEATURES OF "R" CLASS LOCOMOTIVES IN MAKING

A new, modern type of locomotive is gradually taking shape on the drawing boards in the Rolling Stock Branch Drawing Office. It will be known as the "R" class, which will ultimately replace the "A2" class on main line country passenger work. The new locomotive will be capable of speeds of up to 70 miles per hour. The drawings are nearing completion, and orders have been placed for a large number of the major components. Some of these are now arriving at the Newport Workshops, where construction will be carried out. The rate of progress will, of course, be governed by the availability of men and materials.



A 4-6-4 wheel arrangement has been adopted—the first on any V.R. locomotive. Roller-bearings will be used on all axles, while the coupled wheels will be of a new design giving strength, with minimum weight.

A mechanical stoker, of the latest Standard Stoker Co., U.S.A. design (type MB. 1), will be fitted. Mechanical lubrication will be applied to the faces of axle-box horns, in addition to the normal points previously lubricated in that manner.

The frames will be of cast steel bar type, made in Australia. The maximum axle load will be 19 1/2 tons on the coupled wheels. The boiler will be of liberal dimensions and of all steel construction, with a welded fire-box and two thermic syphons. Valve gear of the Walschaert type will be fitted.

The engine bogies will be of composite mild steel bar frame and cast steel construction, with a rocker type centering device, having 33 1/3 per cent. constant resistance, whilst the trailing truck will be of fabricated welded design. The air-brake equipment will be of the A-6-ET type, having pedestal mounted driver's brake valves and a single stage air compressor. Of fabricated welded design, the tender will be carried on two 4-wheel bogies.

### EXCITING CRICKET FINISH

IN a nerve-tingling finish to the annual cricket match between teams from the Postal Department and the V.R.I. Cricket Association, held last month at Coburg, our representatives were defeated by seven runs.

Scores: Postal, 186 (P. Smith, 4 for 34; H. Casley, 3/51). V.R.I., 179 (R. Sawyer, 52 n.o. in 30 minutes; I. Stick, 35; and F. Scully, 33).

Officials from both Departments were present, including Mr. C. G. Brown (Deputy Director, Posts and Telegraphs), and Mr. T. R. Collier (General President, V.R.I.).

### Claims Prevention Their Specialty



Mr. Fleming

MEET Messrs. H. Fleming and E. C. Smith, the two Claims Prevention Officers. Theirs is an important job—to avoid claims by removing the causes.

Wherever trucks are loaded or discharged, there you may find these enthusiasts. They have not come to find fault, but to give helpful advice on the best methods of stowing, lashing, and so on.



Mr. Smith

They suggest, too, the most effective methods of salvage should any consignment be damaged. Their activities are not confined to railway premises. Discussions with consignors to devise suitable and safer means of packing are frequent. During recent years it has been necessary to give greater attention to this aspect because lack of materials has caused a deterioration in packing methods.

This is how they sum up their work: "Our job is what the title implies—claims prevention. When a customer offers a consignment he is entitled to expect satisfactory delivery—he pays for service and should get it. Compensation for damage is not a substitute for goods that are wanted. And, of course, every claim met is a further hole in railway finance."

They have found that the main cause of damage is carelessness or mere thoughtlessness. Luggage treated roughly, fragile parcels tossed about, bad stowing and rough shunting: all these result in dissatisfied customers and loss of business.

## Greetings To 137 New Apprentices

**F**ROM 350 lads who applied for railway apprenticeships, 137 were selected and began their training last month. Eighty-seven of these new railwaymen come from Melbourne, 49 are from country districts, and one is a lad from The Rock, N.S.W. Over half of the boys have relatives in the Department. Thirty-eight were Lad Labourers in various railway workshops.

"The future of the railway system depends to quite a surprising extent on the type of boy we take on as an Apprentice," said the Chairman of Commissioners (Mr. N. C. Harris) when he welcomed them recently.

"You are coming to learn a trade and we will do all we can to teach you. But you must help by being anxious to learn and keen to do a good day's work. Don't get a 'swelled head' because there are more jobs about than people to fill them. That does no good to yourself or to anybody else.

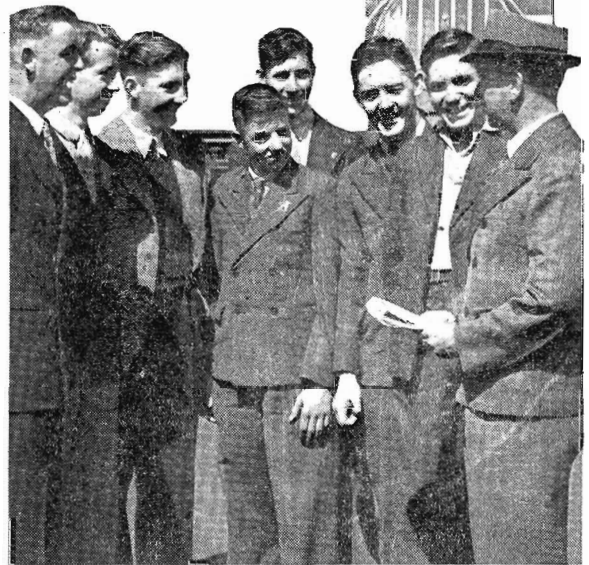
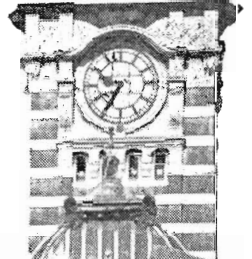
"Some of you will get to the top. In my experience, every year's batch of Apprentices produces lads with the character and brilliance which carry them to responsible positions. Whether you aspire to get to the very top, or to become an Engineer or a Foreman, the first thing, of course, is to master your trade. A good tradesman who takes pride and pleasure in his work commands everyone's respect. What is more, he has his own self-respect, and is happier for it.

"Look after your health. Nothing in life is much good if you haven't the health to enjoy it, and no one can get very far without it.

"You're young, and perhaps you feel a bit strange in starting out on your career. But remember we take a great deal of interest in you. If you should be worried about anything, if you think you're not getting a fair deal in some respect or other, don't keep it to yourself. Tell us about it; we want to help you.

"Get acquainted with Mr. Curtis, Supervisor of Apprentices, and take your cares to him. He is in his job because he understands the doubts and problems that may seem serious to you until you know the answer."

The future prospects of railway Apprentices have always been good, but rarely better than they are now. Mr. Curtis is enthusiastic about this new batch of Apprentices now going into his care. "They all look fine types of youths—typical railway Apprentices," he said, when interviewed by "The News Letter" reporter. "All of us will like to see these young fellows make good. Their success, of course, lies largely in their own hands. There is naturally a lot of study to be done, because the trades they are entering are important and require a great deal of knowledge.



The Supervisor of Apprentices (Mr. R. Curtis) meets some of the new Apprentices:—Bill Hart, John Henry, Roger Fraser, Graham Hawke, Alan Kemp, Jack Huggett and Max Jeavons.

"My advice to them is 'work hard and conscientiously; but play hard, too, because good healthy recreation is necessary to keep in sound mental and physical condition'."

Forty-six of the new Apprentices have chosen Fitting and Turning, 18 Electrical Fitting, 15 Car and Waggon Building, 15 Boilermaking, 7 Carpentry, and 6 are future Printers. The remainder is divided over a wide variety of trades.

### FEB. 29 IS "NEWS LETTER" ESSAY CLOSING DATE NOW

**I** am afraid that in fixing December 31 as the closing date for entries in the prize competition: "Say What You Think About 'The News Letter'," sufficient allowance was not made for the intervention of the Christmas-New Year holidays. It has, therefore, been decided, in response to suggestions, to extend the competition until February 29.

It will be recalled that in the December issue railwaymen were cordially invited to submit criticisms and suggestions, in the form of a 500-word essay, outlining ways in which "The News Letter" could be improved. Awards for the three best essays were: First, £3.3.0; Second, £2.2.0; and Third, £1.1.0, and the winning entries were to be published in "The News Letter."

Pointers for entrants in the competition in-

cluded: Is "The News Letter" telling railwaymen the things they want to know? Are the articles and paragraphs presented in an interesting manner? Is too much, or too little, space given to personal items? Are there matters of interest that are being disregarded?

Essays already received indicate that railwaymen have many constructive ideas about "The News Letter." It is confidently expected that, with the extension of the period for submitting essays, many more valuable suggestions will arrive.

Remember: February 29 is now the closing date for this competition. I should like to have your candid views on the little paper, so please address your entry to me at the Railway Offices, Spencer Street.

THE EDITOR

## V.R. Institute Completes Another Fruitful Year

**C**ULMINATION of yet another year of invaluable work by the Victorian Railways Institute was the Annual Council Dinner at Headquarters on December 22. It brought together 150 widely representative guests who, as Mr. T. R. Collier (General President) said, "included representatives of all country sub-centres, together with present and former railway executives and officers who have helped the Institute throughout the years."

Seated at the main table were the Hon. W. S. Kent Hughes, M.L.A. (Minister for Transport and Education), Messrs. N. C. Harris (Chairman of Commissioners), and B. Kelly (Secretary for Railways), and several Heads and Assistant Heads of Branches. Also present and warmly greeted were Sir Harold Clapp (Director-General of Standardization), Messrs. A. E. Smith (former Chief Mechanical Engineer), T. F. Brennan (former Comptroller of Accounts), H. S. Sergeant (former Comptroller of Stores), D. Cameron (former Chairman, Staff Board) and A. Galbraith (former General Secretary of the Institute).

All the various clubs and societies affiliated with the Institute, together with many railway industrial organizations, were represented.

Chief among the speakers were Mr. Kent Hughes, Mr. Harris and Sir Harold Clapp. Mr. Kent Hughes expressed his pleasure at renewing his association with the railways: he was Minister for Transport in 1934-35. Laughter greeted his many humorous stories of railway incidents while he was in Malaya with the 8th Division, 2nd A.I.F., and later as a P.O.W. for 3½ years.

He appealed for the fullest co-operation in the difficult times ahead, and expressed the hope that "the proper co-ordination of transport in Victoria would be a reality in the not too distant future."

Praising the Institute as an adjunct of the Department deserving of every encouragement, Mr. Harris specially commended the V.R.I. Council's policy of refraining from bringing frivolous requests to the Commissioners. Rather, he said, they concentrated on matters that could reasonably be put forward. Mr. Harris added that all who had the welfare of Australia at heart must agree that the great need in the future was for better industrial relations throughout the nation.

Obviously delighted at renewing friendships he had formed during his record-breaking term as Chairman of Commissioners, Sir Harold Clapp made a vigorous appeal for the earliest possible start and completion of the national work of standardizing the Australian railway gauges.

During the evening, presentations were made to Mr. L. J. Williamson (Comptroller of Accounts), in recognition of his work as immediate Past-President of the Institute. Honorary Life-Membership Medallions were presented to Messrs. J. A. Jamieson and L. D. Wells for services rendered to the Institute as Councillors.

The success of the evening can be attributed to the excellent organizing of Mr. W. E. Elliott (General Secretary), and his staff, and to the efficient and genial chairmanship of Mr. Collier.

## SIR WINSTON DUGAN'S INVITATION TO RETIRED V.R. MAN

**N**OW that Mr. Wilfred Richardson (Carriage Superintendent, Newport Workshops) has retired after 50 years' service, he is biding his time until the overseas shipping position improves—and then he is off home, 12,000 miles away. Born in England, he came here with his parents when he was barely two years old. He is, therefore, almost an Aussie, but the sentiment he retains for the Homeland is shown in his confession that, in the sport he loves so much, the visit of an English cricket team finds him one of its most ardent supporters.

While in England he will, naturally, visit Sussex to see the place where he was born. He is looking forward with particular pleasure, however, to availing himself of the warm-hearted invitation extended to him by His Excellency the Governor (Sir Winston Dugan), to visit him when in the Old Country.

This invitation is the sequel to the visit Sir Winston paid to Newport Workshops a few months ago. Mr. Richardson was one of the officers deputed to accompany the Governor over part of the Workshops. "It was a grand experience," he said. "Sir Winston was keenly interested in everything he saw, and kept firing questions at me.

"In between, it came out that I was from England and that I was planning to visit there. On parting, Sir Winston very kindly insisted that I should call and see him when I got to England. And it will be a great pleasure to accept his invitation."

For the whole of his railway career, which began with his appointment as an Apprentice Car and Waggon Builder on November 3, 1897, Mr. Richardson was

intimately connected with the construction and maintenance of cars and trucks.

Rising to the position of Car and Waggon Inspector and subsequently to Carriage Superintendent he had, at the time of his retirement, up to 500 men, including Car Builders, Waggon Builders, Painters, Upholsterers, Electro-platers, etc., under his control. In the words of one of his colleagues, Mr. Richardson was "an expert on cars and trucks, if ever there was one."

Asked what he regarded as the outstanding development in his time in travelling comfort for rail passengers, Mr. Richardson unhesitatingly replied: "The reduction of noise, almost to extinction, the smooth riding qualities, and the complete cleanliness of cars of 'Spirit of Progress' type. It's great to be able to relax in that super train and talk in a normal voice with your neighbour. It's good, too, to sip a brimming cup of tea in the Diner, and not spill a drop."

Mr. Richardson's departure from the service was made memorable for him by the great farewell function at the Workshops, when the Manager (Mr. R. Roach) presented him with a wallet of notes. "Please find room in 'The News Letter,'" he said, "to say how much I appreciate the courtesy and consideration always shown to me by the Commissioners and other officers."

Mr. Richardson will carry with him in his retirement the good wishes of the very many railwaymen with whom he came in contact during his long and valuable career.



Mr. Richardson



## BIG FIRST AID MEMBERSHIP "DRIVE" IN PROGRESS

A vigorous campaign to obtain more First Aid students is now in progress. Three Organizers on the staff of the Ambulance Officer (Mr. W. J. Blackburn) are visiting suburban and country centres. During February, visits will be paid to many country centres where classes have been operating, and also to others where it is felt classes should be started, such as Kerang, Korumburra, Shepparton, Warragul, Warrnambool, Wodonga, Yarrowonga and Yea.



PICTURED HERE are the men behind the First Aid recruiting campaign. From left: Messrs. W. J. Blackburn (Ambulance Officer), K. W. Mackenzie (Asst. Ambulance Officer), and W. P. Bove, L. J. Morgan and A. J. Hinchcliffe (Organizers).

First Aid classes will be formed anywhere, if the men are keen and a qualified instructor is available. Such classes, no matter how small they may be, will have the full support of the Ambulance Organization. In the more remote places, and where no local instructor is available, First Aid will be taught by correspondence from the Ambulance Office, Spencer Street station.

"We are particularly keen about obtaining students from among the young men, especially in workshops and loco depots," Mr. Blackburn says. "The long-range plan is to build up the Corps now comprised largely of men of more mature age who have unselfishly given outstanding service over the years in the humanitarian work of First Aid.

"Let me emphasize what must now be obvious," he continued. "A knowledge of First Aid can be of immense value to every railwayman, and to every other citizen, too. With that knowledge, emergencies that arise—on the job, in the streets or in the home—can be met promptly and effectively and unnecessary pain and suffering prevented. Very often it is that early attention that lays the foundation for the medical man to save the life of an injured person.

"What better contribution to his fellows can a man offer than that of trained assistance in a time of great need. Any man is amply repaid if he saves life or relieves suffering."

To all intending students of First Aid classes it should be stressed that tuition is free. Bandages, etc., are supplied for use at classes. Passes are issued for rail travel from home stations to stations where classes are held.

### Bonus For Staff Recruiters

TO recognize the efforts of employees who are co-operating in the staff recruiting campaign, the Commissioners have approved payment of a bonus of 10/- to any railwayman directly responsible for introducing a new Junior Clerk, Engineman, Porter (Adult or Junior) or Lad Labourer, provided the nominee completes six months' service.

So that the recruiter may be identified, he should give the prospective new employee a brief note of introduction, or, alternatively, send a note to the Secretary for Railways, Room 225, Railway Offices, Spencer Street, Melbourne, setting out the name, address and approximate age of the prospect, and the type of employment in which he is interested.

Young men and youths are still urgently required for a great variety of grades. JUNIOR CLERKS AND JUNIOR PORTERS FOR STATIONS ARE SPECIALLY NEEDED. THEY ARE PAID THE ADULT BASIC WAGE RATE ON REACHING 19 YEARS OF AGE, AND MAY EARN OVER £7 PER WEEK . . .

### Volunteers Helped Keep Trucks Moving In Britain

THE war left Britain short of 100,000 railway waggons. To lessen the effect of the shortage, it was necessary that as many waggons as possible should be kept in almost constant motion—cleared of their loadings immediately on arrival at their destination and sent again into circulation.

This huge transport problem could not be tackled by the regular railway staffs, however willing, so Sir Stafford Cripps, Chancellor of the Exchequer, made a widespread call for volunteers to undertake the necessary quick unloading and loading at the various railway centres over the weekends.

The response was characteristically British. Realizing that this was an emergency, deepened in its effect by the winter and affecting the nation at large, thousands of men and women who worked through the week at office desks, shop counters, in factories and elsewhere, responded to the call, and in the first week-end of the new arrangement 60,000 waggons were "turned round" by the combined efforts of railwaymen and volunteers.

A great achievement!

### GUARD DIED ON JOB

THE death, while on duty, of Goods Guard A. E. Ainsworth came as a grievous shock to his work-mates. Mr. Ainsworth suffered fatal injuries when he fell from a moving train early last month.

Beginning his railway service in the Way and Works Branch 37 years ago, Mr. Ainsworth transferred to the Transportation Branch in 1919. After periods as Shunter and Yard Porter he qualified as Suburban Guard. In 1924 he took up duty as Goods Guard, and 12 years later transferred to Bairnsdale, where he remained up to the time of his death.

An active member of the Australian Labour Party for many years, Mr. Ainsworth stood for the Gippsland North electorate at the 1940 elections.

# We Visit THE ELECTRICAL SECTION

**Y**OU will find the Electrical Testing Workshops at Spencer Street. Here you can have your electrical equipment, check and tested by our expert Testing Electricians, and effect repairs and adjustments. They investigate new designs and devices.

In this series of pictures we see some of the work being done.

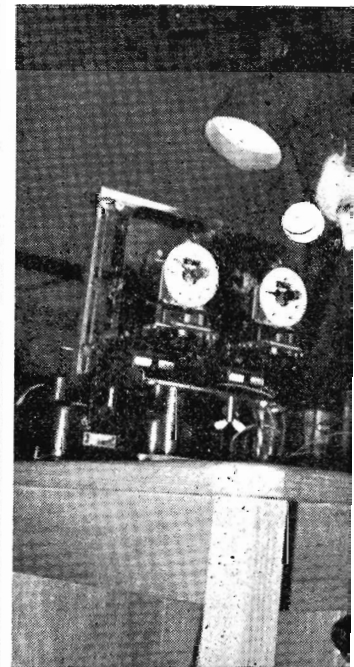
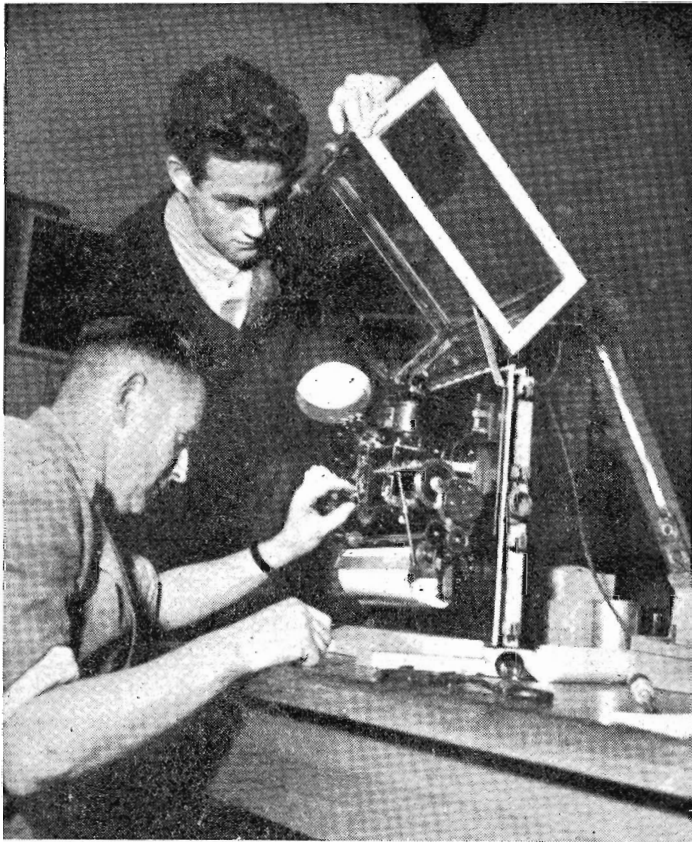
(Left) Testing Electrician Ivan Hays and Assistant Electrician adjust a temperature recorder for use at the Newport Power Station.

(Right) Electrical Fitter Bob MacKenzie is working on the fuel jets in the carburettors of a diesel engine to get a more uniform fuel consumption.

(Below Left) Start at the top left-hand corner and you will find Bill Riley, Keith Phillips, Keith Kelly, Tim Ferris, Bob Parker, Ted Winter and Frank Dann.

(Centre) Testing Electrician Evan Beach is working on a welder, Spotswood.

(Below Right) Assistant Engineer Andy Lott is working on the transmission line insulators. Here is the workbench.



# ... CAL TESTING

## • Spencer Street

Section next door to the Electrical  
The experts there test all types of  
dust the master instruments used by  
d alterations to precision instruments.  
, too

of the technicians at work.

Apprentice Electrical Fitter Bill Wallace  
for one of the large generators at

turning a set of gauges to check the  
erol-electric cars in an endeavour to  
icn.

thir and read from left to right and you  
, Bill Buckingham, Jack Peters, Bernie  
d Cartwright, Doug Crawford, Ernie

tests control relays from rail butt-

ve carries out a high voltage test on  
re he applies 88,000 volts



## INTRODUCING . . .

**M**R. W. E. Elliott . . . that is, to the relatively few railwaymen by whom he is not known. January 1, 1948 was more than New Year's Day to him: it marked the beginning of his 15th year as General Secretary of the Victorian Railways Institute.

His association with the Institute goes back to 1930. A young man then, with potential organizing drive, he was picked as one of the Commissioners' nominees on the Institute Council. When the big re-organization plan was in process of development, he was appointed General Secretary.



Mr. Elliott

Throughout, Mr. Elliott has applied himself unsparingly to promoting and encouraging all the many activities of the Institute, whether they are in Melbourne or in the most distant parts of the State.

With the passage of the years, he may, with perfect justification, point proudly to the great influence the Institute has had on the careers of many thousands of railwaymen. "And we can do the same for the new recruits to the service," said Mr. Elliott.

He joined the Department as an Apprentice Patternmaker at the Signal Shops, Newport, in 1914. Two years later he was in khaki with the First A.I.F. Serving with the 5th Bn., he was wounded and came back to Australia in 1919.

Followed two years on the land, but the lure of the railways proved too strong, and he returned to the Department. In 1927 he was selected to go overseas, to widen his experience, and there he worked for some time with a big British engineering firm. Soon after his return, he was appointed to the newly-created position of Supervisor of Apprentices.

During the Second World War, Mr. Elliott, in addition to his ordinary Institute duties, was Honorary Secretary of the V.R. Patriotic Fund, through which the substantial amount of £70,000 was raised and disbursed for the purchase of comforts and hospital equipment for the fighting forces.

## BENDIGO RAILMEN'S FINE EFFORT

**F**ROM our Bendigo correspondent has come news of how a friendly Bowls Challenge between 80 local railwaymen led to a valuable contribution to the local Hospital and at the same time provided an enjoyable afternoon's sport. The event was organized by Messrs. F. N. Forster, A. Price and J. R. Emmerson (Bendigo Station) and Messrs. W. Edmunds and W. Waters (North Bendigo Workshops).

The South Bendigo Bowling Club generously made the greens available free of charge, and the afternoon's sport resulted in £21.16.0 being raised for the Bendigo Hospital's Christmas Appeal. Eighteen ends were played, with the Station Staff (196 points), defeating the Workshops Staff (138).

### Results:

Crawford, Suurpaa, Pain, Bell (W'kshops), 14 points, d. Cox, J. Price, Davey, Nolting (Stn.), 12; Avent, Cotter, DeArango, White (Stn.), 30, d. Conolan, Turner, Hilson, Strauss (W'kshops), 11;

Bush, Singleton, Eddy, Hamm (W'kshops), 17, d. Baker, Collins, Windebank, Dixon (Stn.), 16; Gould, Fishley, Robinson, Ray (Stn.), 19, d. Hamilton, Carey, Robinson, Dorham (W'kshops), 15; R. Emmerson, Harding, McAuley, J. Emmerson (Stn.), 19, drew with Dance, Wilson, McGann, Waters (W'kshops).

Fitzpatrick, Knox, Bright, Gardner (Stn.), 19, d. Lowe, Slattery, E. Price, Everly (W'kshops), 15; McClelland, Edmunds, Lightfoot, Frame (W'kshops), 16, d. Green, Jennings, A. Price, McGilivray (Stn.), 13;

F. Forster, Richards, Jenkins, Kirkham (Stn.), 23, d. Rowe, Kirkpatrick, Dumble, Traves (W'kshops), 8; Durward, Smythe, Hay, O'Shea (Stn.), 18, d. Flett, Loveless, Peate, C. Gardner (W'kshops), 15; Hamilton, Canavan, Owen, H. J. Forster (Stn.), 27, d. Christopher, Kent, Forbes, Tussup (W'kshops), 8.

## PEAK TRAFFIC CHANGES

**C**HANGES in the incidence of suburban railway peak traffic, consequent upon the introduction of the 40-hour week in industry, are being closely observed and time-tables, to which some alterations have already been made, will quickly be adapted to meet the new conditions as the need arises.

The earlier evening peak traffic—many industries are now finishing work 45 minutes sooner than before—has made it necessary to adjust the travel period for "off-peak" ticket holders.

These tickets are now available by trains timed to arrive in Melbourne at or after 9.30 a.m. (instead of 10 a.m.), and on return by trains timed to depart from city stations at or before 4 p.m. (instead of 4.30 p.m.).

## Liberalized Superannuation Act

**A**TENTION is drawn to the generous conditions of the new Superannuation Act, 1947, which was passed by the Government at the end of the year and came into operation on January 2, 1948. An outstanding feature of the new Act is that the value of each unit has been increased from 10/- to 12/6 a week without any additional cost to the contributor.

The maximum number of units obtainable has been increased from 12 to 26, according to the salary group in which the salary of the contributor falls. Just what this improved superannuation scheme means is shown in the following table:—

SALARY GROUP (Rate of pay per annum)	UNITS OF PENSION	
	Units	Per annum
Not exceeding £130 ...	2	£ s. d. 65 0 0
Above £130 to £156 ...	2½	81 5 0
" 156 " 208 ...	3	97 10 0
" 208 " 234 ...	3½	113 15 0
" 234 " 260 ...	4	130 0 0
" 260 " 312 ...	5	162 10 0
" 312 " 364 ...	6	195 0 0
" 364 " 416 ...	7	227 10 0
" 416 " 468 ...	8	260 0 0
" 468 " 520 ...	9	292 10 0
" 520 " 572 ...	10	325 0 0
" 572 " 624 ...	11	357 10 0
" 624 " 676 ...	12	390 0 0
" 676 " 728 ...	13	422 10 0
" 728 " 780 ...	14	455 0 0
" 780 " 832 ...	15	487 10 0
" 832 " 884 ...	16	520 0 0
" 884 " 936 ...	17	552 10 0
" 936 " 988 ...	18	585 0 0
" 988 " 1,040 ...	19	617 10 0
" 1,040 " 1,144 ...	20	650 0 0
" 1,144 " 1,248 ...	21	682 10 0
" 1,248 " 1,352 ...	22	715 0 0
" 1,352 " 1,456 ...	23	747 10 0
" 1,456 " 1,560 ...	24	780 0 0
" 1,560 " 1,664 ...	25	812 10 0
" 1,664 " ...	26	845 0 0

The conditions under which those whose salaries are in groups in excess of £676 may adjust their units are set out in the "Weekly Notices" published on January 13 and 20. It is important that applications by such officers for additional units for which no medical examination is required must be lodged not later than April 2, 1948.

All contributors who have not taken out the full number of units permissible, having failed to elect to do so as and when they became entitled to them, are reminded that they may increase them at any time, subject to passing a medical examination by the Railways Medical Officer.

Inquiries regarding superannuation matters should be made by the Comptroller of Accounts, Room 222, Railway Offices, Spencer Street, Melbourne.

## V. R. I. INTERSTATE CRICKET SIDE FOR TASMANIA

**B**IGGEST sporting news from the V.R.I. last month was the announcement of the cricket team selected to represent Victoria at Launceston in the first post-war Interstate Railways Institute Carnival. Under the managership of Mr. Roy M. Kydd (V.R.I. Sports Secretary), the team will leave Melbourne by steamer on February 13, and arrive back on February 25.

Travelling with them will be teams from New South Wales, Queensland, South Australia and Western Australia: thus, with Tasmania, all state railway systems will be competing for the "Mick Simmons" Cup. While in Tasmania, the visiting teams will be the guests of the Tasmanian Railways Institute; in addition to a round of functions, there will be many sightseeing trips.

The Victorian side is:

K. Carleton (Porter, Rushall), Spencer Street; W. Clanchy (Signalman, Ripponlea), Flinders Street; L. Datson (Carpenter's Mate, Nth. Melb. Loco), Nth. Melb. Loco; C. Franzl (Carpenter, Spotswood Workshops), Spotswood Workshops; R. Jansen (Signalman, Warrenheip), Ballarat; F. Le Fevre (Train Examiner, Jolimont Workshops), Flinders Street; A. Moore (Clerk, Newport Power Station), Electrical Engineering Branch; R. Riley (Compositor, Printing Works), Melbourne Yard; R. Sawyer (Boiler-maker, Nth. Melb. Loco), Nth. Melb. Loco—Captain; I. Stick (Shunter, Newport Workshops), Northern Lines—Vice-Captain; A. Willmott (Clerk, Nth. Melb. Station), Northern Lines; and W. Wyer (Porter, Middle Footscray), Northern Lines.



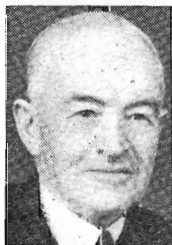
Reg Sawyer

It is a strong side, including at least eight all-rounders. V.R.I. Cricket Association officials are confident that the team which beats Victoria will be champions at the Carnival. Reg Sawyer (Captain of the Victorian side) is the well-known League Football Field Umpire who last year won the critics' praise for his handling of the Grand Final game between Carlton and Essendon.

Railwaymen generally will join "The News Letter" in warmly congratulating every member of the team and wishing him "lots of runs and lots of wickets."

## TONGUES WILL START WAGGING !

**I**T is a safe bet that the accompanying photograph will set up a surge of reminiscences, for Darius Mahon ("Little Jimmy" to everyone), who was Senior Storeman at the Spotswood General Storehouse, had acquired a host of friends and acquaintances during his long railway career.



Mr. Mahon

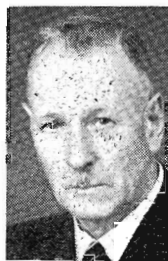
Now retired at the age of 65, Jimmy has had more than his fair quota of upsets in life. But a wonderfully cheerful outlook has always seen him through. He says: "I've enjoyed every second of my 47 years of railway service; I've worked hard and late; I've laughed heartily; and I've collected a whole army of jolly good friends. So, what more does a man want?"

He started at the Newport Workshops as a Lad Labourer in 1900. A few years later he began an unbroken association with the Stores Branch. His real appreciation of the stores system, he believes, was gained in the period when he was on the relieving staff during the Branch's re-organization after the visit overseas of Messrs. C. W. J. Coleman and H. S. Sergeant, former Branch Chiefs.

The function arranged for Jimmy's farewell at the Spotswood Storehouse brought together railwaymen from near and far. A handsome inscribed gold watch was the richly-deserved parting gift.

## "C. G. W." Topped Half-Century Of Fine Service

**A**FTER a railway "innings" of 50 years and two months, Mr. Cecil G. Walker (Supervisor of Road Transport) reached 65 last month. A big man with a sound, philosophical outlook on life, he has retired enjoying perfect health. An inscribed silver tea service is tangible evidence of the esteem in which he was held by his staff.



Mr. Walker

Probably he is the last of the November 1897 clerical appointees, a notable group from which many, like himself, rose to important posts inside the service. These included such well-known former railway officers as Messrs. E. C. Evers, J. McClelland, Donald Cameron, H. L. Dickinson, T. H. Maddern and E. W. Procter.

Mr. Walker's organizing and administrative abilities proved very valuable during his 18 years in charge of the Department's passenger and goods road motor services. Imperturbable at all times, Mr. Walker brought a mature, reliable judgment to bear on the problems of any position occupied by him. He can look back with satisfaction on a career of loyal and efficient service.

His first railway job was as a Junior Clerk on the Toorak station. Followed many years of relieving throughout the State, the Gippsland and Western Districts claiming most of his time on this work. Later, he occupied the position of Special Officer in the Traffic Branch, his duties including investigations into proposals for new lines of railway.

Mr. Walker always took a keen, practical interest in the V.R. Institute. He was a Councillor for 21 years, being a Commissioners' nominee for practically the whole of that period. For some years, he was the Senior Vice-President, and he has done much useful work as a member of the Executive, Finance, Library, and Lectures and Classes Committees. Always socially popular, he was the immediate Past-President of the Albert Park-V.R.I. Bowling Club, and dance enthusiasts will remember him well as the President of the Railway Ball Committee for some years.

## Railway—Racing Link

**V**ICTORIA'S first race meeting was held 111 years ago on a "beautiful course" now occupied by the Melbourne Railway Yards. February 8, 1837 was a gala day, with most of the settlement's population turning out to see the races. (Melbourne did not receive its name until four weeks later.) The population, by the way, was then about 200. It is recorded that the meeting was arranged by "prominent personages," but details of events and starting prices are not known.

The track, which extended from Batman's Hill to a point near the present site of the North Melbourne Railway Station, was used for meetings of the Melbourne Race Club in 1838 and 1839. Racing was then transferred to Flemington, where the first meeting was held in March 1840.

## 414,000 BOOK EXCHANGES AT V.R.I. LIBRARY LAST YEAR

**T**HE Library service is one of the most popular amenities offered by the Victorian Railways Institute. Last year 414,000 book exchanges were made altogether—at an average exchange rate during Library hours of one book every 15 seconds in Melbourne, and one every 20 seconds at country centres. There are 11,000 Institute members registered with the Library. They have 57,000 volumes to choose from and about 30 new books are added every day.

The nucleus of the present Library came into being about 60 years ago when a group of railwaymen at Head Office formed a small private Library. As the number of books grew, the collection was transferred to various locations, one of which for a time was the Sailors' Rest Building, Spencer Street—now the site of the Board of Works' Office.

Ultimately the Library was established in its present location at Flinders Street, and became part of the Railways Institute on January 28, 1910. The membership was then 4,400 and the number of volumes 8,900. Today's membership has almost trebled, while the number of books has increased nearly seven-fold.

There are 19 country centres with library facilities, and branches exist also at Newport Workshops and Spotswood Workshops. Between these centres and headquarters there is a regular exchange of books, giving country areas a complete turn-over of stock about every 15 months.

Parcels of books are sent, as required, to railwaymen stationed in outlying areas where there is no ready access to a branch of the Library. No member, in fact, is deprived of the facilities, irrespective of his location.

Although there were 1,600 Library members away on active service, 1941 was the record year for business, with over 500,000 exchanges made. The Institute Council appointed the dependants of railwaymen—in-uniform honorary members of the Library, and behind the blacked-out windows more V.R.I. books were read than ever before. The books read during the war years were of a more "heavy" nature than those chosen today. In fact, the present demand for "escapist" literature has never been equalled.

One of the most noticeable trends in reading habits is the growing popularity of Australian literature. Any prejudice against Australian authors seems to have completely disappeared. The Australian Section of the Institute Library is most comprehensive, and any new book published here is promptly added to the collection. "Capricornia" has proved the book in greatest demand, although Idriess and Thwaites are mostly the favourite authors.

"Gone With The Wind" and "The Seven Pillars of Wisdom" are the most popular books ever issued from the Library.

Technical books, and books on hobbies, are sought after, too. The Technical Section receives an annual grant from the Commissioners. Volumes are available on railway operating methods, workshops practice, accountancy, various aspects of trade training, and similar subjects.

Every book coming into the Library is examined by the Librarian. It is classified and catalogued; Library rules, dust covers, and classification mark are pasted into position; and the cover of the book is lacquered. Books need re-binding about every eight months. Their average life is approximately two years.

Books are ordered by the Librarian from publishers' lists. It is part of his duties to estimate the popularity of a new book, and to adjust his orders accordingly. The present Librarian, Mr. Norman Wilson, has



been in charge for the last 12 years. Before joining the Institute staff he spent 24 years with the South Melbourne Municipal Free Library—a period broken only by first A.I.F. service abroad. (Mr. Wilson is Senior Vice-President of the Returned Servicemen's League.)

"I'd like you to make it clear," he told 'The News Letter' reporter, "that I welcome suggestions for improvements, and ideas for new books. Members can drop me a line, or see me here personally. We are in the early stages of a modernization programme now, and our facilities will soon be much improved. Books are still hard to get, unfortunately, but I'm hoping there will soon be many more available."

Since 1932 the price of the average book has risen from 4/3 to 6/9. Last year the Institute spent nearly £3,000 on new volumes. As soon as more paper supplies are available, a complete catalogue of books on hand will be published for members' benefit. Mr. Wilson hopes to have it available within the next year.

Norges Statsbaner.

**Billigbillett**

HELL—

**HOMMELVIK**

og tilbake

3. klasse. Kr. 3.000

Gjelder bare i den tid og med de tog som jernbanen særskilt kunninglor.

Ⓣ Ⓡ

**00200**

### Air-Conditioned Train Would Be Welcomed Here!

TICKETS to and from Hell are an unfailling source of attraction to English tourists in Norway. Many of them are prepared to pay for the titular right of making the journey without any intention of exercising the privilege. Hell, it should be explained, is a railway station on the main line from Trondheim to Sweden, via Storlien. ("Railway Gazette," Eng.)

## These V. R. Men Know Australia's Tennis "Stars"



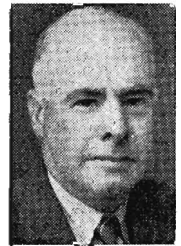
Mr. Cobham

MUCH to the fore in tennis administration in this State are two well-known V.R. men: Messrs. A. W. Cobham (Assistant to the Claims Agent) and W. H. Thomas (of the Auditing Staff of the Auditor of Revenue). Each is a member of the Council of the Lawn Tennis Association of Victoria . . . each is Secretary of an Association affiliated with the parent body . . . and each has a wide, practical knowledge of the game.

Mr. Cobham has completed his 20th year both as a member of the Council and as General Secretary of the Methodist Lawn Tennis Association of Victoria. He is also a delegate to the Associated Churches Tennis Council and, some years ago, was a prominent member of V.R. tennis teams, when he captained an interstate side.

It was while playing in Sydney that he noticed a small, white-haired boy of about 13 playing skilfully on an adjoining court. Impressed by the boy's play, Mr. Cobham was instrumental in having the lad properly coached. Yes, you've probably guessed: it was John Bromwich.

Mr. Thomas has given valuable service for 20 years as Secretary of the Eastern Suburban Tennis Association. About 12 years ago he was elected, as the Association's representative, to the Council of the



Mr. Thomas

L.T.A.V. He is also a member of the Metropolitan Committee at Kooyong—the body responsible for the "feast of tennis" over the Labour Day week-end, a drawcard with tennis enthusiasts.

### "A Great Mate"

THE premature retirement through ill-health of Special Class Signalman Bill Wilson, in charge at Flinders Street "A" Box, is regretted by his colleagues. Recently they gave him a travelling case and toilet set. Senior Block and Signal Inspector Saunders made the presentation. Referring to Bill's 40 years in the service—36 of them spent in a signal box—he said: "Bill was a proficient man in his job and it was always a pleasure to come in contact with him." Safe Working Officer Baynes added: "He was a great mate, always ready to help the new man." The sincere wish of the gathering was "a quick return to health, and a long and happy retirement."

### Globe Trotter

ALTHOUGH it is nearly 50 years since Fitter-in-Charge Leslie Upton, of the Ice Works, joined the Department, he has not been working on the railways all that time. No—Les decided

early to see the world. When he was 23 he obtained extended leave and went abroad for engineering experience. He got jobs in England, Scotland, Canada, U.S.A., and South America, returning after three years' absence. When the First World War started he was one of 10 Victorians selected to go to England as Commonwealth Munitions Workers, and there he was employed on machine-gun production at the Vickers works until 1918. Then back he came to Australia—and to the Victorian Railways. Les began at the Newport Workshops. After serving his apprenticeship he was stationed at various loco depots throughout the State, rising to Leading Hand Fitter and then Fitter-in-Charge. Last month he retired from the service upon reaching the statutory age. A keen



Mr. Upton

cricketer in his young days, Les played for South Melbourne. While in Ballarat he was a member of the local team which met a visiting English Test Eleven. He recalls that the present Chief Justice (Sir Edmund Herring) was a fellow-member of the team. Les is a member of a railway family, his father having been Loco Superintendent at Bendigo, and his brother, John, Loco Superintendent at Ballarat.

### Busy In Retirement

THE last day of January was the last day in the railways for Special Ganger Charles Deutscher, of Flinders Street, who retired after 38 years' service. He took a handsome smoker's stand with him—a tribute from his mates. Born and bred in Hamilton ("best place in Victoria," he maintains), Charles Deutscher took an active interest in local football, cricket and athletics. "I was never much good," he modestly admits, "but I had a good time. You have a lot of fun in the country that you miss in the city." Gardening is his principal hobby now. "I do a bit of home carpentry, too," he says "and, of course, painting and so on.

## CHRISTMAS TRAFFIC HANDLING HIGHLY PRAISED

RAILWAYMEN responsible for planning and handling the heavy Christmas-New Year traffic were praised by the Commissioners in a "Weekly Notice" front page message last month. It was a tribute to fine teamwork.

Restricted train mileage naturally led to heavy loadings on many of the trains, but the main problems arose from the difficulty of forecasting the traffic. This was due largely to the closing and re-opening dates of commercial and industrial establishments varying to a much greater extent than in previous years. As a result, traffic was spread over a longer period than before.

On Christmas Eve, nearly 24,000 people left Melbourne in 53 trains for the more distant country and interstate destinations. In 1946 the comparable figures were 20,000 and 66 respectively. Over the period from December 20-25 inclusive, more than 72,000 country and interstate passengers travelled by train from Melbourne. This was about 3,000 less than in 1946. However, in 1947, many people ceased work on December 18 and 19, and travelled before the rush set in.

### Watch For This "Talkie"

MADE just before Christmas and released for screening on December 26 on a big network of city and suburban theatres, a "talkie" short, "Careering Onward," is the latest medium to be adopted in the Department's staff recruiting campaign.

Screening will continue throughout February and March, and will be extended to a number of country theatres as opportunity offers.

Many railwaymen co-operated in the making of the film, which includes "shots" of many interesting aspects of railway activities. A well-known Melbourne radio personality—Lewis Bennett, of 3KZ—is the "voice" in the commentary. It deals briefly with the progress of the railway system and enumerates the material advantages of a railway career.

Emphasis is given to the point that "in the railway service, every man is doing an important job because it is literally true that the entire economy of the nation depends upon efficient and reliable railways. It's a man's job, too, full of interest and variety."

## INTERESTING LINES FROM OTHER LINES

### Modern Cafeteria Car On S.A. Railways

A self-service cafeteria car, which accommodates 45 passengers, is now running on the South Australian Railways. The car, which was constructed at the Islington Railway Workshops, incorporates many unusual features in design. Special attention has been given to temperature control, and noise reduction. Kapok mattresses have been used as insulators in the side frames and roof, and there are two inches of cork and rubber in the floor. The inner panes of the double-glazed windows are shatter-proof. Inside the car there is modern electrically operated catering equipment which provides refrigeration space for cold meats, salads, drinks and ice cream, as well as heated containers for cooked foods, soup, coffee and tea. As the photograph shows, an unusual table and seating arrangement permits ready access to each vacant seat without inconvenience to other passengers.



### BRITISH RAILWAYS NOW UNDER STATE CONTROL

WITH the exception of a few small lines, all British Railways passed into public ownership on January 1 under the control of a Transport Commission. The actual management will be in the hands of a Railway Executive, which will direct the destinies of 635,000 railway workers, and be responsible for all dealings with the public. This Executive, too, will control such ancillary services as railway-owned ships, docks, and hotels.

Under the new regime the railways in England and Scotland will be divided into six regions—London and Midland, Eastern, Southern, and Western, all of these under direction from separate headquarters in London; the remaining two regions, Scottish and North Eastern, being the care of headquarters in Glasgow and York respectively.

The Commission states that its guiding aim is to obtain the full advantage of unified control without over-centralization and that all changes which might interfere with daily working have been avoided. It is thought that few changes will be apparent to the public, since the day-to-day running of both passenger and freight services will not be visibly affected.

#### Critic Answered

Opinions vary as to the actual value of the railways that have been nationalized. A former member of the British Cabinet had described the railways as "a very poor bag of assets." This was commented upon in the press as follows:— "Whatever the quality of railway assets after the war, which brought unheard-of strains and raid damage to the tune of about £30,000,000, there can be no doubt as to their rich and bewildering variety."

The press article went on to say—"During the war, when many carriage and loco-building shops were at work on tanks and other rolling stock instead, rolling stock replacements were largely held up. Since 1945 replacement has been impeded by limited allocations of steel and timber, a factor which is slowing down the building of goods waggons, reconstruction of permanent way and complete restoration of pre-war railway speeds."

### Division Of Railways In India and Pakistan

A recent issue of "The Railway Gazette" contains an informative article by Mr. A. G. Hall, C.I.E., M.B.E., General Manager, North Western Railway (India), on the division of the railway between the two newly-formed Dominions of India and Pakistan.

A provisional boundary line has divided the former North Western system into separate units—"Pakistan," which retains the title, "North West Railway of India," and "Eastern Punjab Railway." About 25,000 Hindu and Sikh staff in the Pakistan area expressed their desire for transfer to the Dominion of India, and some 5,000 Moslem staff in the Eastern Punjab Railway area asked for a move to Pakistan. Special trains were provided for the accommodation of complete families taking part in the transfer, and for moving their belongings.

The provisional division gave 5,200 route miles of tracks and 63% of the goods waggons to the North Western Railway, and 1,770 miles of tracks and 37% of the rolling stock to the East Punjab Railway.

In the division of locomotive and coaching stock, the arrangement was that, where operations were carried out wholly within either of the new divisions, the allotment was made accordingly. Where interchange movements were involved, a mileage basis was applied.

#### Big Problems

Naturally the partition brought with it an almost endless list of problems. Two systems, where there had previously been one, meant insufficient engine sheds, workshops, turn-tables, storehouses and repair shops.

Staff quarters were needed, too. Tents and sleeping huts erected as a temporary measure were described by Mr. Hall as "a poor substitute for the solid quarters which are so essential for protection against the mid-summer sun in India, with temperatures rising to 120 degrees in the shade."

"It is, perhaps, the first time in history," concludes Mr. Hall, "that the division of a major railway has been attempted in such a short time, and with so little preparation, and the incidental transfer of a large proportion of the staff within a few months of division must be unique."





*The Victorian Railways*  
**NEWS LETTER**

March 1948

Issue No 210.



**URING** the past eight years, the railways of the world, with a few relatively unimportant exceptions, have gone through the most gruelling experience in their history. The railways of this country cannot be counted among the fortunate exceptions. Throughout five critical years of war, every ounce of effort had to be got from a system not designed for, and not keyed up to meet, tasks that relative to all previous experience can only be described as colossal. How well those tasks were carried out is now past history. But it is still worth recording that Victoria's railways, which in peacetime were normally required to carry about 6 million tons of goods and 140 million passengers yearly, handled in the peak wartime year 8½ million tons of goods and approximately 196 million passengers, and this despite the loss of over 3,000 employees, most of them trained men, through enlistment in the fighting and allied services.

This valuable contribution to the war effort—for most of the additional traffic was directly associated with military requirements—was not made without effect upon railway plant. Rolling stock—locomotives, trucks and passenger cars alike—had to be kept moving, and could not be withdrawn from traffic for normal maintenance. Essential running repairs had of course to be made, and it stands to the credit of the staff concerned that they (like many others in the service) were prepared to work long hours to ensure that there would be no delay to vital movements.

When at last the war was over, the maintenance of practically the whole of the railway property was much in arrears. Serious dearth both of manpower and materials, and the

taken as early as practicable.

Improvements visualized under the long-range post-war plan include electrification of certain country lines, reconstruction of Richmond station, an underground railway to serve the city, and provision of additional tracks, platforms and pedestrian subways at Flinders Street and Princes Bridge stations.

Goods traffic has not been overlooked in the general plans for railway improvements. The aim is to provide fast overnight goods services so that consignments dispatched today will be available at far distant points for delivery tomorrow morning.

Meanwhile, the necessary planning is proceeding as rapidly as staff conditions permit. Amongst the projects that are receiving urgent attention is an increase in the capacity of the main Gippsland line and the provision of additional rolling stock involved in the plans under discussion for projected extensive developments in the Yallourn-Morwell brown coal area. Prominence is given to these developments because of the present dependence of industry largely upon New South Wales coal.

Tenders have been invited for 12 diesel-electric locomotives of about 1,500 h.p., suitable for multiple operation on main lines; and six of 350 h.p. for shunting and related service, and, as mentioned elsewhere in this issue, arrangements are in hand to test the possibilities of the use of brown coal in railway engines.

The already accomplished conversion of 80 locomotives

## MODERNIZATION PLANS AND STAFF TEAMWORK

unrest which has been widespread throughout industry generally, have unfortunately slowed down the process of rehabilitation. The same causes have compelled postponement of the extensive plans for modernization which, when it is possible to implement them, will add greatly to the attractiveness and efficiency of railway transport.

Yet, when regard is paid to the prevailing disabilities, it can fairly be claimed that the railways since the war have done a good job. Compared with the last pre-war year (1938-39), their "production" in 1946-47 was approximately 30 per cent. greater in goods transport in terms of net ton miles, 70 per cent. greater in country passenger transport, and 17 per cent. greater in suburban passenger transport.

Now, the insistent and increasing demand here, as elsewhere, is for greater convenience and greater comfort. It is the aim of the Commissioners to provide these as rapidly as circumstances permit.

The diesel rail cars now being obtained are of the most modern type. Attractive in appearance, and embodying the latest improvements in seating, lighting and ventilation, they will combine speed and comfort with economy in operation.

On main line steam trains, modern all-steel, air-conditioned carriages of the type now running on "Spirit of Progress" will replace less comfortable cars at present in use. Construction of a number of the new carriages is well advanced at the Newport Workshops, and will be carried to completion as rapidly as possible.

Drawings for new, improved locomotives ("R" class) for country passenger trains have been nearly completed, and orders placed for major components.

This modernization of rolling stock, accompanied by the strengthening of main line tracks to permit smoother and faster running, and the provision of more express trains where these are warranted by the traffic conditions, will assure for country travellers railway service that leaves no room for criticism.

For suburban traffic, new trains have already been placed in service and work is proceeding on others. Much of the Alphington-Heidelberg duplication has been completed, including new platforms, bridges and station buildings. Duplication of the Eastmalvern and Ashburton lines, and of tracks on the Caulfield and Box Hill lines, will be under-

## WILL RAISE RAILWAY STANDARD OF SERVICE

to oil burning, although a costly expedient, has proved invaluable in the maintenance of railway services that otherwise could not have been continued because of coal shortage.

Under present conditions, the railways are unable to meet 100 per cent. satisfactorily all the demands for their product. But they are by no means alone in this. The demand for most services and commodities today is greater than the supply. Hardware, building materials, groceries, drapery, stockings, tobacco, beer—none of these are obtainable any more easily than railway transport, and when they are obtainable the quality in many cases is inferior to that of pre-war standards.

The fact, of course, is that practically all industries, including the railways, are suffering from the same disabilities. It is singular and rather perplexing to railwaymen that the understanding and tolerance generally shown towards other industries in their difficulties are by no means so generally extended to the railways. That, however, is all the more reason why railways must make the utmost effort to win and hold public confidence.

Technological improvements, better trains, more convenient schedules, and so forth, are only part of the necessary effort. The rest lies with the men and women on the job. In the final analysis, it will be their enthusiasm and energy, and their outlook upon service to railway-users that will determine very largely whether the railways will not only hold their own but continue to develop and progress.

## SCHOLARSHIPS FOR FIVE APPRENTICES



Mr. N. C. Harris (Chairman of Commissioners) warmly congratulating the five Apprentices who won Scholarships. From left—Brian Christian, John Wilson, Bob Lethlean, Keith Norris and Bruce Irving.  
(Photo by courtesy "The Herald," Melb.)

**F**IVE Apprentices have been awarded scholarships by the Commissioners, and they began full-time training at the Melbourne Technical College last month. They were chosen after the Commissioners had interviewed the lads who obtained highest marks at the Special Scholarship examination held at the Railway Technical College. In their selection, consideration was given also to their conduct and efficiency since beginning their apprenticeships, and to their general suitability as future engineers.

During their studies they will be paid a salary, and tuition fees will be met. They will retain all railway privileges. Success in their five-year courses will qualify them for Diplomas of Fellowship in Engineering. On graduation, they will be appointed to the professional staff of the Department.

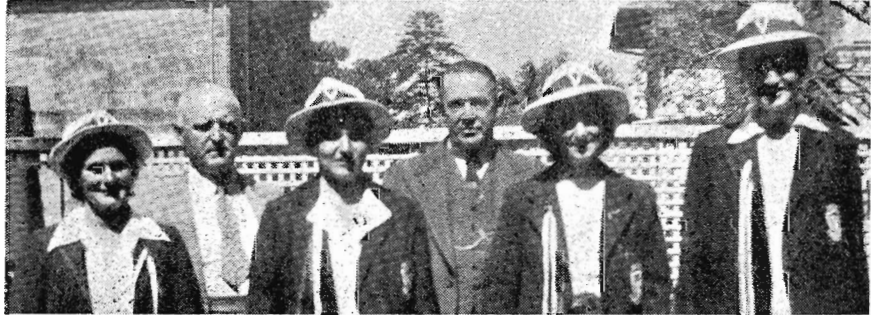
Bob Lethlean, Bruce Irving and Keith Norris, of the Rolling Stock Branch, and John Wilson and Brian Christian, of the Electrical Engineering Branch, are the young men selected. All have devoted much of their spare time to private study, obtaining several subjects in the courses they are now taking full-time.

Bob Lethlean is the son of Plant Engineer R. V. Lethlean, of Newport Workshops. He is following in father's footsteps: Mr. Lethlean was himself a scholarship-winning Apprentice. Bruce Irving is the son of a railwayman, too. His father is a Ganger at Redcliffs. Keith Norris and Brian Christian also fit into a "railway family" pattern, for both have uncles in the service.

Bob and Keith are studying Mechanical Engineering, while John, Bruce and Brian aspire to become Civil Engineers.

## V.R.I. Girl Athletes Take Part In Australian Championships

PICTURED here in the grounds of the New South Wales Legislative Council are four brilliant members of the V.R.I. Women's Athletic Club: Charlotte McGibbon, Kit Mears, June Ramsay and Wilma Collins. Also in the picture are the Hon. J. M. Concannon, M.L.C. and the Hon. William Lamb, M.L.C., Speaker of the N.S.W. Legislative Council, who recently entertained the girls at luncheon. Earlier they had been given a reception by the Hon. Ernest Farrar, M.L.C., President of the N.S.W. Legislative Council. This visit to Parliament House was one of the social highspots of the girls' visit to Sydney as representatives of Victoria in the Australian Women's Athletic Championships.



Charlotte, who is Australian and Empire Javelin champion and record holder, retained her title in that event. Despite a torn arm muscle, she beat the New South Wales record. She then went on to win the discus throw and was third in the shot putt.

In the half-mile race, Kit broke the Australian record and was third in the high jump. Wilma was third in the 90 yards hurdle, which was won in time equal to the world's best. June Ramsay, a first-year runner, performed creditably and the experience gained should enhance the great future which is predicted for this stylish young runner.

## INTERSTATE RAILWAY BOWLERS MEET IN ADELAIDE THIS MONTH

**F**OR the first time since 1939, the Australian Railways Bowling Carnival is to be held—this time in Adelaide, between March 8-16. Victoria, New South Wales, Queensland and South Australia will be represented, with Mr. C. G. Walker (a V.R.I. Vice-President) as Manager of the Victorian team.

Accompanying the Victorians in the dual role of player and President of the Albert Park-V.R.I. Bowling Club will be Mr. L. J. Williamson (Comptroller of Accounts). The V.R. Institute Council will be represented by Mr. H. Gale (Inspector of Accounts, Accountancy Branch).

The following players have been selected to represent Victoria:—

Messrs. L. J. Williamson, Comptroller of Accounts; G. Bennett, Clerk (Accountancy Branch); J. G. Galvin, Chief Clerk (Construction Branch); J. G. Goodman, Clerk (Electrical

Eng. Branch); J. F. McLean, Special Officer (Traffic Branch); R. A. Flower, Boilermaker (Traralgon); A. B. Reitman, Workshops' Foreman; J. H. Rowe, Fitter; and H. C. Woolcock, Fitter (Jolimont Workshops); E. J. Green, Signaller (Jolimont); W. B. Johnson, Asst. Stationmaster (Burnley); H. R. Treloar, Stationmaster (Surrey Hills); C. Allen, Office Assistant; and H. E. Jolliffe, Sub-Foreman (Spotswood Workshops); A. G. Cowling, Clerk; and G. Dowling, Works Foreman (Seymour); and C. Bryan, Engineer; W. H. Sherriff, Asst. Estate Officer; and W. Stewart, Special Officer (Way and Works Branch, Head Office).

The teams will strive for the "Denniss Cup," now held by Queensland. Since the Carnival games started in 1937, one has been played in Victoria, one in New South Wales, and one in Queensland, and victory has been with the "home" side on each occasion. On precedent, therefore, it should be South Australia's turn to win in Adelaide this month.

## A REAL V.R. "50 AND OVER"

WITH the retirement, on January 17, of Mr. John A. Davidson (Senior Clerk, Metropolitan District Engineer's Office) the Way and Works Branch lost one of its widely-known identities. He had completed 50 years 2½ months of railway service.



Mr. Davidson

It was not altogether surprising when, in November 1897, young Davidson decided to "Choose a Railway Career," for the name had first appeared on the railway payrolls at the old Williamstown Workshops; his grand-father and father were employed together there as Moulders. When they transferred to Newport Workshops, they joined two of his uncles, also Moulders. Another uncle, a Car Builder, was elsewhere in the service.

The Davidson railway link is not broken with John's retirement, as his brother, George, is a Clerk in the Way and Works Staff Office. Two other brothers, Bob and Joe, had also been V.R. men.

For the whole of his long railway career, Mr. Davidson was in the Way and Works Branch, with terms in the offices of Roadmasters, Workmasters and District Engineers in different parts of the State. Later, he was appointed Relieving and Inspecting Clerk.

Mr. Davidson and his late wife were well known in Melbourne theatrical circles. The talented Mrs. Davidson was the author and producer of several plays staged at the Playhouse and the Princess Theatre, and appeared in them as well. Both were active members of several literary societies. Mr. Davidson is the possessor of a fine bass baritone voice and, as a member of the V.R.I. Choral Society, has taken part in several broadcasts and public performances.

## The Chalet's New Manager

HERE is the smiling and enthusiastic new Manager of The Chalet, Mt. Buffalo National Park: Mr. R. M. Wright, A.F.I.A., A.C.I.S., who, on January 11, succeeded Mr. E. W. Ingham when the latter retired.

He is no stranger to The Chalet, which he describes as "Australia's finest guest-house at Australia's finest mountain holiday resort." He first went there as a Clerk in 1937. Mr. Wright entered the service in 1927 as a Clerk in the Rolling Stock Branch. A good student with ambition for advancement, he won in his second year in the Department, the V.R.I. annual prizes in shorthand theory and bookkeeping. Later, he was admitted as an Associate of the Federal Institute of Accountants and of the Chartered Institute of Secretaries. Before the war, he held the rank of Lieutenant in the Militia. Enlisting in the Second A.I.F. in May 1940, he rose to Lieut.-Colonel, and after 6½ years' varied service, including Borneo, the Philippines and Japan, he was demobilized in November 1946. Mr. Wright once more took up duties at The Chalet, and in April 1947 was appointed Assistant Manager.



## PROPOSED "R" CLASS COMPARED WITH "A2" LOCOMOTIVES

WIDESPREAD interest was created by the announcement in last month's "News Letter" of some of the principal features of the new "R" class locomotives which are to replace the "A2" class on country passenger work. Several of our readers have asked for the main details and dimensions of the two types so that a comparison may be made. Here they are:

	"R" Class	"A2" Class
Type ... ..	4-6-4	4-6-0
Cylinders (diameter) ... ..	(2) 21½"	(2) 22"
Cylinders, piston stroke ... ..	28"	26"
Wheels, coupled, diameter ... ..	6' 0 15/16"	6' 0 15/16"
Wheelbase, rigid ... ..	12' 10"	13' 4"
Wheelbase, total, engine and tender ... ..	67'	53' 6 1/8"
Length, overall ... ..	76' 0 1/4"	62' 6 7/8"
Weight in working order:		
Engine ... ..	105 tons	72 tons 7 cwt.
Tender ... ..	82 tons 8 cwt.	45 tons 15 cwt.
<b>Total</b> ... ..	<b>187 tons 8 cwt.</b>	<b>118 tons 2 cwt.</b>
Adhesive weight ... ..	58 tons 10 cwt.	52 tons 2 cwt.
Boiler heating surface:		
Tubes ... ..	1,958 sq. ft.	1,568 sq. ft.
Firebox ... ..	284 "	145 "
Superheater ... ..	464 "	341 "
<b>Total</b> ... ..	<b>2,706 sq. ft.</b>	<b>2,054 sq. ft.</b>
Boiler pressure (per sq. inch) ... ..	210 lb.	185 lb.
Grate area ... ..	42 sq. ft.	29 sq. ft.
Tractive effort at 85 per cent. boiler pressure ... ..	32,080 lb.	27,480 lb.
Tender:		
Water capacity ... ..	9,000 gal.	4,700 gal.
Coal capacity ... ..	6 tons	6 tons

# VIGOROUS STAFF RECRUITING CAMPAIGN'S RESULTS

**S**TAFF recruiting figures for the first two months of 1948 show a heartening rise in the number of young men and youths—and also young women—who have responded to the slogan, "Choose a Railway Career!" Highly significant, too, is the fact that the payrolls again contain the names of 35 former railwaymen who, having experienced conditions "outside the service," recently returned to the Department. A noticeable feature in the campaign is the number of V.R. men who are taking advantage of the new system under which a bonus of 10/- is paid for introducing a new Junior Clerk, Engineman, Porter (Adult or Junior) or Lad Labourer, provided the nominee completes six months' service.

## OUR FRONT COVER

### "WAVE GOOD-BYE TO A HEAT WAVE"

**T**HAT would be an appropriate slogan for the many thousands of hot, perspiring patrons who thronged the Main Concourse Fruit Juice Drink Stall, Flinders Street Station, last month when "Fahrenheit" was scoring 100 and over. . . .

On the front cover, one of our Cameramen (Roy Dunstan) has caught smiling Josie Player (with Ilma Mitchell in the background) dispensing one of the orange juice drinks that, for over 20 years, have made the Department's drink stalls a target for all who appreciate a reviving citrus juice drink.

Manager W. R. Ward pays a well-merited tribute to all the girls at the Stall. "They have worked marvellously, often at extreme pressure," he says. "On some days, people were waiting for us to open at 9.45 a.m. and the rush hardly ceased until closing time at 6.15 p.m.

"In February, we served over 13,600 drinks of various kinds in one week, with close on 4,000 in one day. That week we got through 76 cases of oranges and 34 cases of lemons, as well as 700 gallons of milk which, by the way, is still one of our most popular drinks."

## Rail By-law Offenders Declined In 1947

**C**OMPARED with the previous two years, offences against By-laws were happily fewer during 1947. However, it is difficult to determine how much the decrease can be attributed to a higher standard of morality amongst passengers, and how much to the falling-off in the number of passengers carried.

The main offences detected were :-

Smoking in a non-smoking compartment—the cause of many complaints by passengers—for which 917 persons were prosecuted;

Travelling without a ticket—682 prosecutions;

Travelling First on Second-class ticket—619 prosecutions;

Unauthorized entry—456 prosecutions;

Opening doors of moving trains—34 prosecutions.

Other breaches for which offenders were brought to court included cycling on footpaths, crossing lines over the pit, travelling on expired tickets, giving wrong name and address, wrongfully using a child's ticket, and making a false declaration.

Unauthorized entry, which describes the practice of entering a station from the end of a platform instead of through the barrier gate, ranks with opening doors of moving trains amongst the most dangerous breaches of By-laws, since either of them can result in fatal injuries.

The number of By-laws in existence is sometimes referred to as indicative of "red tape" methods. Experience, however, has dictated the need for them, and many of them have been designed, not merely in the Department's interests, but to safeguard railway-users.

Too much emphasis cannot be placed on the excellent prospects for promotion that await the young men joining the railway service today. During the next 10 years particularly, there will be a very big number of retirements, especially in the Transportation and Rolling Stock Branches.

Naturally, this is causing anxiety within the Department. On the other hand, it indicates the possibilities for advancement for present and future railwaymen with initiative and ambition.

Apart from losses due to retirements, the need for additional staff is emphasized by the introduction of the 40-hour week, and also by the present arrears of annual leave in many sections of the Department, which cannot be materially reduced unless more relief—more men—are obtained. The shortage of staff, unless repaired in the meantime, will be further accentuated by the long-service leave provisions which will operate from 1951.

It is in the interests of every railwayman today to do his utmost, in any way open to him, to assist the Department in the staff recruiting campaign.

## "The News Letter" Editor Retired Last Month

**W**HEN Charles R. Bradish became Victorian Railways Assistant Publicity Officer and Editor of "The News Letter" in 1933, he brought with him 25 years' experience in journalism, gained in Australia and overseas. Ill-health forced his premature retirement last month.

His first literary post was that of writer-cum-cartoonist on the Melbourne staff of "The Bulletin." Sixteen years later, in 1924, he was appointed Associate Editor of the Melbourne "Punch," where his art, literary and theatre criticisms were widely read and quoted. A period as feature writer on "The Herald" staff followed. Among his outstanding successes were those well-known interviews with prominent personalities which appeared regularly in "Table Talk."

In 1930 he took his wife and son to England and quickly established himself in free-lance journalism. The "Morning Post," "Daily Express," "Manchester Guardian" and "Daily Herald" published much of his work. Then came a short trip to France, and a visit to America where he was able to meet the editorial staff of the "Baltimore Sun"—a paper for which he had been Australian correspondent for many years.

After returning to Australia, Mr. Bradish joined "The World" (then a Sydney daily newspaper), and became its leader-page editor. He was fond of words and other men are of more material things, and in articles and sketches which he contributed to overseas journals, he played whimsically with the origins of strange phrases and colloquialisms.

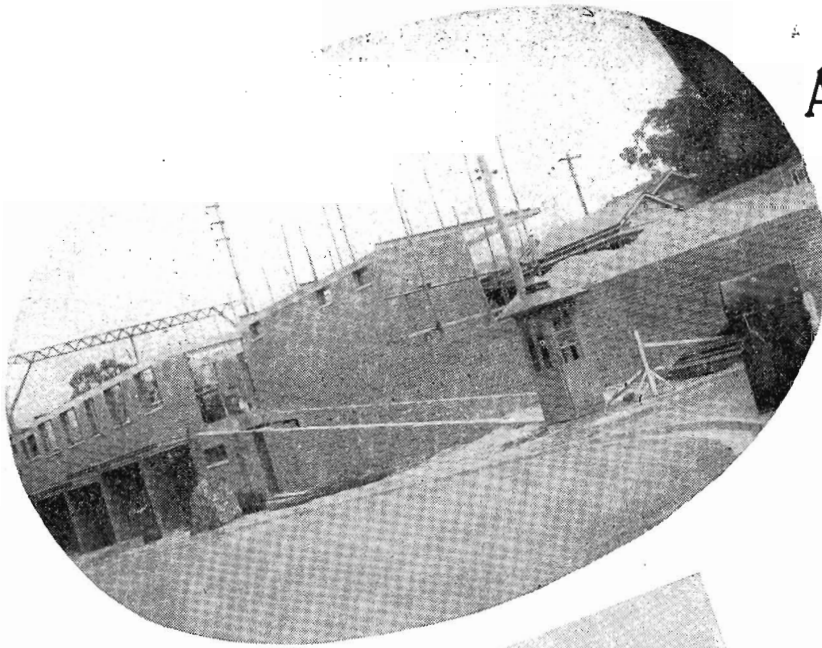
Always the most modest of men, "C.R.B." would consent only to an entirely informal send-off. Nevertheless, it was a large and representative group of officers that gathered about him, in the office that he had occupied for many years, to bid him farewell. He was presented with a wallet of notes with which to acquire still more of the books that are his chief recreation.

"The News Letter" joins his many friends in hoping that rest and change will bring about a quick improvement in his health.

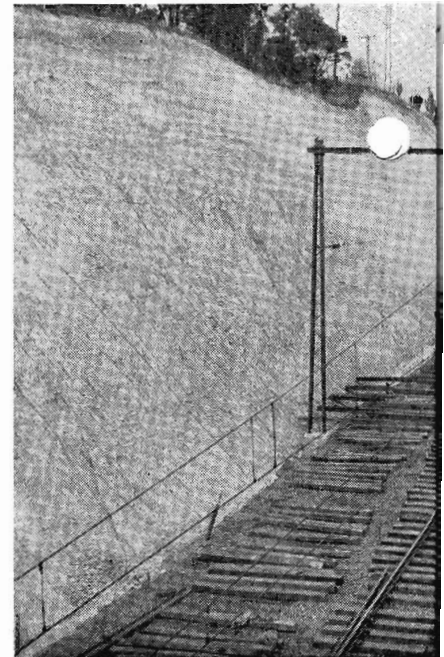
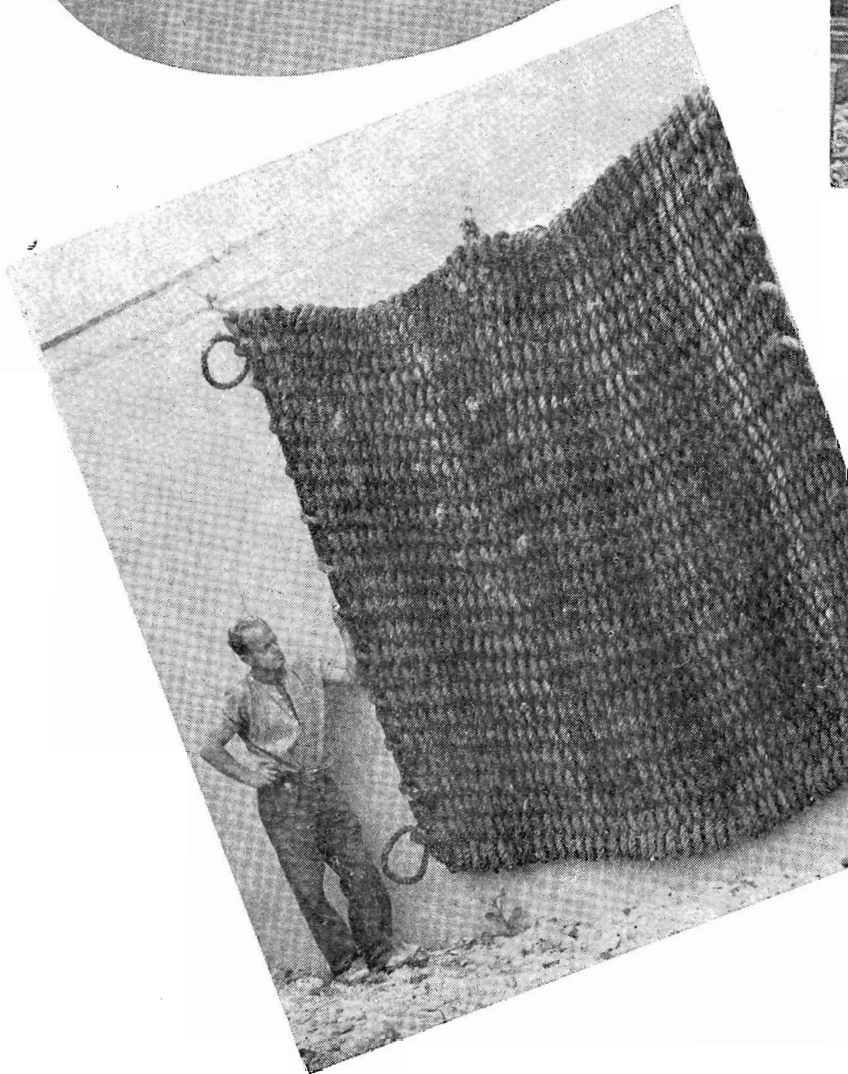


Mr. Bradish

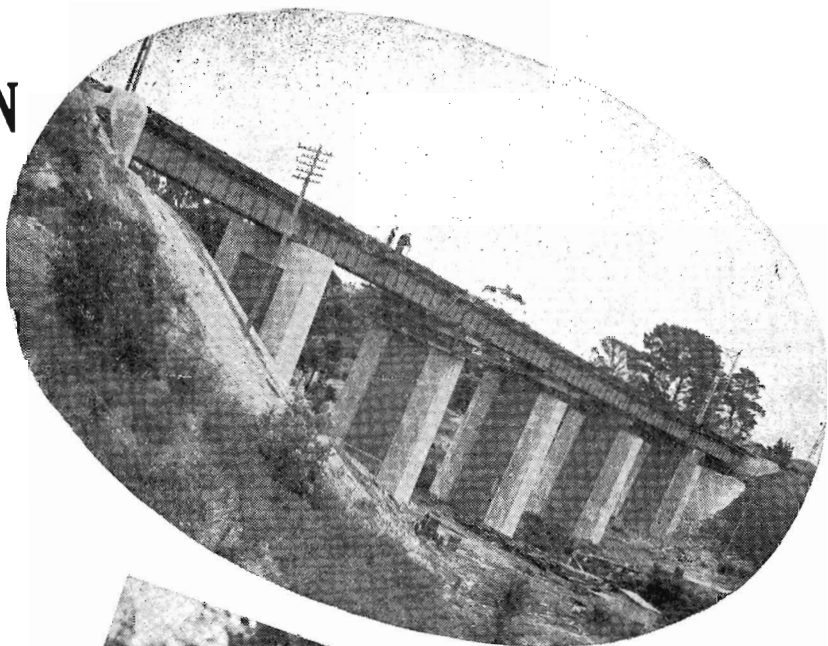
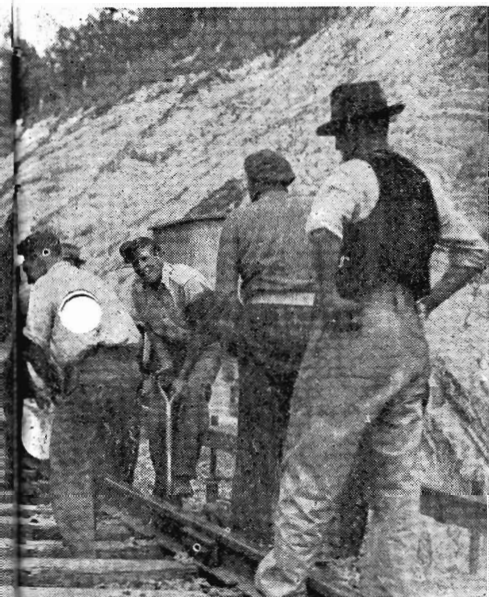
*Along the*  
**ALPHINGTON-HEIDELBERG**



ABOVE: At work on the tracks near Heidelberg  
the job. LEFT: (Top) Eaglemont Station is  
explosives mat. RIGHT: (Top) Darebin Creek  
cheerful smiles



the . . .  
**IBERG DUPLICATION**



berg Station. BELOW: A bird's eye view of  
s King shape. (Bottom) Geoff Muir displays an  
re Bridge. (Bottom) Flagman Pat Byrne has a  
let the camera.



# COMMISSIONERS INVITE TENDERS FOR DIESEL LOCOS

## Will Lessen Dependence On N.S.W. Coal

**T**HE decision announced by the Commissioners last month to invite tenders for 12 diesel-electric locomotives for main line working, and six for shunting and related service, is part of a progressive policy which will take the railways a step further from dependence upon New South Wales black coal. A valuable move in this direction has already been made in equipping 80 steam locomotives for oil-burning.

In addition, it is intended, as already announced in "The News Letter," to test the possibilities of the use of pulverized brown coal in railway locomotives. Orders have already been placed in Germany for equipment for the conversion of two locomotives to use this fuel.

Emphasizing that the provision of satisfactory railway service cannot continue to be left to the vagaries of black coal supplies, which not only have been utterly inadequate for some years, but also have deteriorated in quality and increased in price, the Commissioners stated that economics of operation, although important, could not be the sole factor in determining the introduction of diesel locomotives.

### Field For Diesels

Diesel locomotives have much higher thermal efficiency than steam, but this advantage is off-set by the high cost of oil in this country. On the other hand, diesels possess the advantages of greater availability, and simplification of maintenance.

The Commissioners were satisfied by their study of traffic trends that developments in the years immediately ahead, notably expected increases in briquette and brown coal production in the Yallourn-Morwell area, would open up appropriate fields for diesel locomotive operation. They were encouraged in this view by recent advices that the capital cost of diesels, which hitherto had been greatly disproportionate to that of steam locomotives, was now on a more competitive level.

### War Years' Toll

Another factor influencing the Commissioners to test the market for diesel units was that shortages both of manpower and materials were likely to delay the construction or purchase of sufficient steam locomotives in time for prospective requirements.

Because of the condition of many of the existing locomotives, due to age and the abnormally heavy strain upon them during the war years, it was imperative that substantial additions to locomotive power be made without delay. It was anticipated that some diesel locomotives would be procurable in appreciably less time than steam.

The tenders invited are for locomotives of about 1,500 h.p. for main line operation, and 350 h.p. for shunting.

### "Thanks, Loco First Aiders!"

**A** recently retired veteran who does not look 65 is Driver Jack Rush, of North Melbourne Loco Depot. "The wife and I don't go dancing as much as we used to," he told us last month, "but we manage to get to a 'hop' about once a week." A keen swimmer, too, he is always in the pink of condition. Like so many other railwaymen, Jack followed Dad's footsteps into the service. His father was a Repairer at Teddywaddy, and then Gateman at West Footscray. "Before I go," said Jack, "I'd like—through 'The News Letter'—to thank the boys at North Melbourne Loco who looked after my daughter, Mrs. Eileen Costin, when she fell from a train near the Loco Depot recently. They gave her First Aid and attended her until an ambulance arrived. She is in hospital still, but is doing very well. We are both grateful to Driver Sid Cox and the others for their kindness."



Mr. Rush

## V.R. MAN SINGS IN OPERA

**A**NOTHER musical "discovery" has been made at Ballarat, this time in the person of Mr. Leslie Robertson, of the Ballarat Accounting Office. A successful competitor at the South Street Competitions, he was recently "auditioned" by the talent scout of the National Theatre Movement.

He was immediately signed up for a principal role in the Opera, "Aida," which was produced in Melbourne last month. He was also to appear in "The Marriage of Figaro" and, this month, in "Rigoletto" and "Faust."



Mr. Robertson

Appropriately enough, he received his first training as a singer under Mr. Edward Hocking, an Acting Goods Foreman at Ballarat, who is well-known in musical circles, particularly as a South Street Aria winner. Mr. Robertson has taken leading parts in Oratorios produced in Ballarat churches, and has appeared in various pantomimes staged locally for charitable purposes. Radio listeners, too, have had the pleasure of hearing this fine bass baritone.

Now 25 years of age, Mr. Robertson had four years' service with the 2/25 Bn. in the 2nd A.I.F. and, while in New Guinea and Borneo, became a popular figure at battalion concerts.

An uncle, Mr. Harry Robertson, a well-known and jovial personality, is a Guard at Ballarat.

### Out of the Box

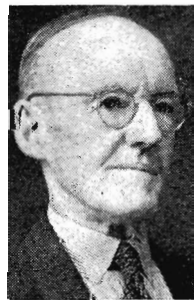
**T**O most railwaymen, February 1 meant only the beginning of a new month. But to Signalman W. Quelch, of Flinders Street, it was the beginning of a new life—a life of well-earned retirement after 33 years in the Box. During the last 16 years, Mr. Quelch has been on the relieving staff, and on race days Signalman-in-charge at Flemington Racecourse, where train travellers totalling 65,000 have been handled on Melbourne Cup days. Mr. Quelch served for four years with the First A.I.F.

### Bendigonian Leaves

**F**ITTER E. A. Roach, of Bendigo North Workshops, had 15 years' engineering experience before choosing a railway career in 1913. After serving five years at the Bendigo Loco Shed, he was transferred to Bendigo North in February 1918—and remained there exactly 30 years. He has always shown a keen and practical interest in the social activities of the Workshops. "All the boys of Bendigo North wish him long life, and good health to enjoy his retirement," our correspondent writes.

### "The Wizard" Retires

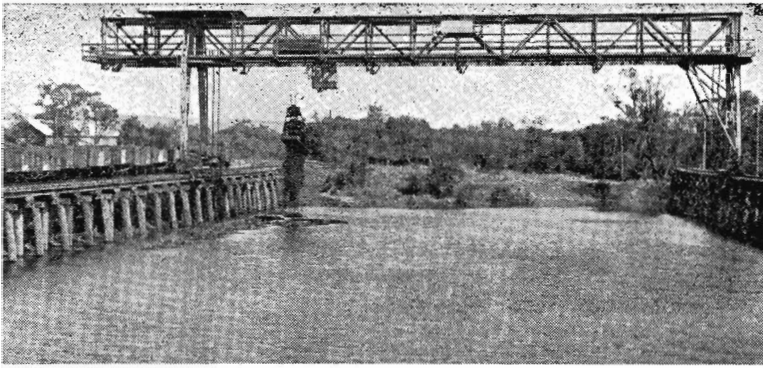
**F**ITTER Jack ("The Wizard") White has tinkered with the Department's road motor engines for the last time. Jack has always been able to do most things from mending faulty radio sets to assembling railway buses, but he could not stem the advancing years. His 65th birthday has finally overtaken him. Before the First World War, "The Wizard" was in charge of the Tasmanian State Motor Garage. Enlisting in 3 Div. Engineers he rose to the rank of Staff-Sergeant, saw action in France and Belgium, invented a bullet-proof periscope (which won him an M.I.D.), stopped a "Blighty" in Flanders and was in Ireland on leave during the civil strife of 1916. After returning from active service, "The Wizard" became a Fitter at Newport Workshops. In 1923 he transferred to Jolimont Garage, and remained there until his retirement. He is off to Tasmania for a holiday now, and threatens to denude the Tasmanian waters of fish before coming back to the mainland.



Mr. White



# Loco Coal Stored Under Water in Western Australia



required for use, the coal is hauled out of the water by the same mechanical means. The electrically operated transporter (shown in the accompanying photograph) has a span of 140 feet. The grab can handle 70 tons of coal an hour from the trucks and 90 tons an hour from the water storage.

**C**OAL produced at Collie, 125 miles from Perth, is suitable for locomotives, but deteriorates quickly when exposed to air, and cannot be stored under normal conditions. Underwater storage has proved quite satisfactory, however, and a depot has been established at Midland Junction, the principal marshalling centre of the Western Australian Railways.

At this underwater storage point, 20,000 tons of Collie coal can be held. The coal is taken from rail waggons by mechanical grab and transporter, and dumped into a water-filled excavation. When

## CAR RELIC OF EARLY DAYS

**T**UCKED away, and almost unnoticed, on one of Newport Workshops' many sidings, rests a decayed veteran of the first year of the Victorian Railways. This is the old dynagraph car. Built at Melbourne in 1858 by William Grant, it went into service as carriage No. 69A (first-class) in 1859, the inaugural year of the Government Railways, and soon was selected for use as the Governor's State Coach. As such, it traversed all the lines for nearly 20 years.

Superseded in 1880 by two State Cars of more dignified appearance, No. 69A went into discard. It was equipped in 1890 as a dynagraph car, and continued in work for more than 40 years, when it was replaced by the present vehicle. One set of its three pairs of wheels had been removed about 1862 to reduce weight.

In original condition, the now-aged carriage was painted a dark chocolate colour, trimmed with gold lines. Interior decoration included spring- and hair-padded seats and armrests, upholstered in imitation morocco leather, and panelling with gilt beadings. The four compartments provided seating for 24 passengers. On the outside of each door was an oval shaped panel, bearing "V.R." in monogram.

## Head Office Caretaker Goes

**T**HE retirement last month of Mr. Albert V. Collatz (Caretaker, Head Office, Spencer Street) provoked a quiz-minded "News Letter" interviewer to ask him a few questions about the massive building that had been his special care for 12 years. And this is what we learned:

There are 240 rooms; 621 windows (it would take one man three months to clean them all); area of offices and corridors, 3½ acres; total length of corridors, ½-mile; distance around corridors and up stairways, 1½ miles.



Mr. Collatz

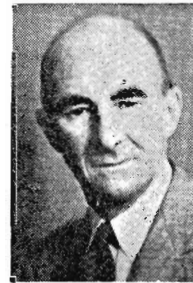
Mr. Collatz's departure was the occasion for several presentations, including wallets of notes and a rug. A more intimate function was the special tea party arranged in his honour by his staff. At each, there were many tributes to the good service Mr. Collatz had given.

He came to the Head Office as an Office Cleaner in 1913, and was promoted to Caretaker, Flinders Street, in 1933; two years later he came back to Head Office as Caretaker. A son, Eric, is an Acting Boilermaker's Help at Spotswood Workshops; a brother, Hector, is an Assistant Electrical Fitter in the Signals and Telegraphs Division.

## Apprentice Is Now Executive

**A**NOTHER executive who has reached the top in his profession, and who was at one time a Victorian Railways Apprentice, is Mr. Charles M. Cock, who has been appointed Chief Electrical Engineer of the British Railways. Before the nationalization of the British Railway system, which took effect on January 1 of this year, Mr. Cock was Chief Electrical Engineer of the Southern Railway Company.

Beginning his railway career as a Clerk in the Stores Branch, Mr. Cock became an Apprentice Fitter and Turner at Newport Workshops in 1911. Upon the outbreak of the First World War, he enlisted with the R.A.N. and was a Midshipman in the September 1914 landing on New Guinea. After service in the Pacific and North Sea, during which he rose to the rank of Engineer-Lieutenant, Mr. Cock left the Navy in 1919, and returned to the Department.



Mr. Cock

Resigning from the Victorian Railways to join Messrs. Merz and McLellan, he was employed on the electrification of our suburban railways and on the construction of Newport "B" Power Station. In 1924 he went to India as Supervising Engineer for Merz and McLellan, and five years later joined the Great India Peninsular Railway. When the Second World War began he was Divisional Superintendent of the Bombay area. Enlisting once more, he went to sea as Engineer-Lieutenant-Commander, resigning in January 1945 to join the Southern Railway Company.

## PAGING MR. RIPLEY, PLEASE!

**I**F, with 42,000 miles of track, India ranks fourth after the U.S.A., Russia and Britain, in the size of her railway system, she can claim a unique world record in the number of passengers who get free rides.

Of the passengers known to have travelled in 1946, no fewer than 4,600,000 were caught without tickets. But it is believed that many more got "away with it."

The story goes that, when the Railway Board heard witnesses from industry and the public at a recent inquiry to improve the services, a strong protest was received from the president of the "Ticketless Travel Association" that he had not been invited as an expert witness!

—From "The World's Curious Side" in "The Newcastle Journal."

# Wheat Traffic Handling Was Triumph For Staff



## TEAMWORK SPLENDID

EVERY railwayman who played a part in handling this season's wheat harvest earns congratulations on a big job well done. In 10 weeks over 18 million bushels were carried, approximately 90 per cent. in bulk. Bulk truck loads moved in one week totalled 4,036, establishing an all-time record.

This season, about 5½ million bushels of wheat went to Dunolly Storage Depot, over 5 million to

MOVING VICTORIA'S big wheat harvest by rail required much careful preliminary planning, followed by co-ordination of effort through Train Control, District Superintendent's Offices, and stations to far-distant points in the wheat-producing areas. The overall supervisory work was the responsibility of "TRUCKS" (Room 49), Head Office, where we see Messrs. E. Henderson, Officer-in-charge (right); E. E. Hughes, Bulk Wheat and Shipping Clerk (left), and A. E. Vizard, Clerk Assisting (centre), busily engaged. Highly praising his assistants for their part, Mr. Henderson was equally enthusiastic about the "wonderful help we received from scores of railwaymen, many of whom we know only as voices on telephones and signatures on telegrams."

## NEW QUEENSLAND COMMISSIONER

### Rose From Lad Porter To Top

AT the beginning of this month, Mr. T. E. Maloney, previously General Manager, South-eastern Division, Queensland Railways, succeeded Mr. P. R. T. Wills as Commissioner of that system. Mr. Wills has reached the retiring age after a term of seven years as Commissioner.

Mr. Maloney, who has been appointed for a period of two years at a salary of £2,000 a year, was the senior General Manager of the Queensland Railways; he has a very wide and thorough knowledge of the system.

He entered the service in April 1899, as a Lad Porter at a country station on a wage of 1/8 per day. Eight months later he was appointed an Apprentice Clerk at Roma Street Station (Brisbane). He subsequently served in the offices of the Traffic Superintendent, Traffic Manager, and General Traffic Manager (Brisbane).

In 1921, Mr. Maloney was appointed to the Secretary's Office, where he occupied the positions of Trains Clerk, Officer-in-charge of Time-tables, and Commissioner's Inspector. He vacated the latter position in 1937 to take up appointment as General Manager of the Southern Division.

## ROMANCE APPEARS IN ROOM 164

ANNOUNCEMENT last month of the engagement of Mr. Jack Guest to Miss Norma Holland had this interesting angle: they are both employed in Room 164 (Revenue Statistics), Accountancy Branch, Spencer Street. According to our Branch Correspondent, news of the impending event "was one of the best kept secrets." The popular couple have been deluged with congratulations and best wishes.

Jack entered the railway service in 1940. Two years later he enlisted in the R.A.A.F., and was based in England for some years. He had risen to the rank of Warrant Officer when he was discharged in 1946. Norma, a Typiste, started in the Accountancy Branch in 1941. She is also an efficient Comptometrist, and is one of the Department's Instructors for trainees.

Geelong, 3½ million to Marmalake, 4 million to flour millers and produce merchants throughout the State, and 345,000 bushels to Williamstown. Ships waiting at the Geelong terminal were loaded immediately, and by now some of our harvest will have reached England and India.

The smooth efficiency of railway operation was widely commended. Typical praise was given by the Editor of the "Donald Times," who instanced "a smart performance by the railways between Donald and Dunolly, when trucks were loaded at Donald wheat elevators at 12 noon one day, railed to Dunolly, unloaded, and returned to Donald to be re-filled with wheat by 12 noon the next day.

"It is common sport to 'knock' the railways, but in view of the abovementioned performance and the general expedition with which the wheat is being moved here, it is pleasing to be able to pay a tribute to good service."

A fortnight later, the same paper reported that "records are only made to be broken. . . . Last week a number of railway trucks were loaded at the Donald silo at 5 p.m., after which they were taken to Dunolly, unloaded, returned and re-loaded with wheat by 9 a.m. the next day—a complete turnaround within 16 hours."

These are gratifying remarks, inspired by gratifying service, and they mirror the State-wide reaction to the splendid efforts of railwaymen. In 10 weeks, 27,000 truck loads were transported—a feat of which we can feel justifiably proud, and which is of real value to the whole community.

## Wood Work Is a Hobby

MR. E. T. BRAMMER, Clerk in the Road Foreman's Office at Laurens Street, North Melbourne, recently retired after 39 years' service. Before transferring to the clerical side of Way and Works Branch activities, he was a member of gangs in various parts of Victoria, rising to Road Foreman, Class 1, at Bendigo. Track men at Korong Vale, Bendigo, Korumburra, Seymour and Warrnambool will remember him best. They will remember, too, his skill in making small articles from fancy grained woods, and in French polishing. Although Mr. Brammer has made no definite plans for his retirement, wood working will probably occupy quite a lot of his time.

# VICTORIA SECOND IN INTERSTATE CRICKET GAMES



**RAILWAYMEN, representing all the mainland States, are in this cheerful picture taken as they sailed from Port Melbourne to Launceston last month for the first post-war Interstate Railways Cricket Carnival.**

**RAILWAYMEN-CRICKETERS** from all the mainland States assembled in Melbourne last month on the eve of sailing for Tasmania to take part in the first post-war Railway Cricket Carnival. In the vanguard of visitors were the Queensland team and officials. They were the guests of the V.R.I. Cricket Association at an enjoyable social function on February 12, when the Victorian team members were presented with their caps and ties.

Mr. T. R. Collier (V.R.I. President) warmly welcomed the visitors; other speakers included Messrs. F. P. O'Dea (President, V.R.I. Cricket Association), R. M. Kydd (Manager, Victorian team), R. Sawyer (Captain, Victorian team), J. Bell (Manager, Queensland team), and J. Gordon

(representing the Queensland Railways Institute).

Chris Madden, representing the Flinders Street cricket team, was particularly entertaining in his amusing recitation of "When McDougall Topped the Score," which tells how a sagacious dog won an exciting match for Gunn's Gully.

There is much evidence that these social meetings of railwaymen from different States not only create many enduring friendships, but also provide a splendid opportunity for a frank and valuable interchange of ideas on aspects of railway operation.

## New Staff Board Member Has Had Wide Experience



Mr. Swaney

**I**NTO his 43 years' railway service, Mr. W. H. Swaney, who was recently appointed a Member of the Staff Board after acting in that position for some time, has packed a wealth of experience covering four Branches: Transportation, Way and Works, Signals and Telegraphs, and Secretary's. Mr. Swaney entered the service as a Junior Clerk at Williamstown Pier; later he was with the then Claims Agent (the late Mr. H. W. Hawkeswood) for six years as Personal Clerk. Transferring to the Way and Works Branch, he was in a similar post with the Chief and the Assistant Chief for eight years.

On the establishment, in 1922, of the Signals and Telegraphs Branch—since merged into the Way and Works Branch—he became its Staff Clerk, a position in which he acquired the intimate knowledge of industrial matters that led to his transfer to the Secretary's Branch, where he was associated with the Staff Board.

For several years he was a Departmental Advocate, appearing in the Federal Arbitration Court on many important cases. In 1935 he was appointed Chief Clerk of the Way and Works Branch, and occupied that position until 1942, when he became a Member of the Railways Classification Board.

A keen and versatile officer, Mr. Swaney is noted amongst his colleagues and acquaintances for his enthusiasm in any task that comes his way. This quality, and his wide experience and knowledge, should stand him in good stead in the important position that he has been chosen to fill.

## TEST UMPIRE IS A "NEWPORT" MAN

**I**F, and when, Andy Barlow, of the Newport Workshops, sits down and writes his reminiscences, cricket enthusiasts wherever the game is played will find them colourful reading. He will have a vast store of intimate close-ups of champions and near-champions in action, and of many interesting sidelights that spectators inevitably miss. Why? Because he is and has been for years Victoria's No. 1 Cricket Umpire.

Widely-known for his umpiring of District and Sheffield Shield matches, and International games in which Victoria has taken part, he has now reached the summit of every umpire's ambition: he umpired in the Test Matches, Australia v India.

Andy is rightfully reluctant to talk, for publication, about what he hears and sees around the wickets when the headlines are in action. He would not even admit that he has been responsible for partially emptying the M.C.G. when, in response to a frantic appeal, he has given the great Don Bradman o-u-t, l.b.w.

His umpiring goes right back to the First World War when he was overseas with our fighting forces. On several occasions he umpired in games played by the renowned A.I.F. team, which included such famous players as J. M. Gregory, H. L. Collins, W. A. Oldfield and C. E. Pellew.

## V.R. GIRL CHOOSES V.R. HUSBAND



Mrs. Morffew

**M**EET the bride! Here is Mrs. Doug Morffew (formerly Miss Jean Pope), who was married last month. Before her marriage she was a Clerk in the Stores Branch at North Melbourne. Her husband is a Fireman at North Melbourne Loco, and her father, Les Pope, is a Blacksmith at Newport Workshops. Both bridesmaids are railway lasses: Audrey Foote, of the Secretary's Branch, and Esma Jones, of the Transportation Branch. The best man, Keith Rolfe, is a Fireman at North Melbourne Loco.

HERE is Mr. William Bodsworth, Stationmaster, Ormond, and his two pretty daughters, Betty and Joan. Betty, who has just turned 18, is a Typiste in the Metropolitan Superintendent's Office, Flinders Street. Nineteen-year-old Joan is a Clerk in Room 55, Head Office. Their father is well-known throughout the suburban area—he was Relieving Stationmaster for 20 years before his appointment to Ormond in 1945.



## CONGRATULATIONS TO ALL FIRST AID AWARD WINNERS FOR 1947

**D**URING the 1947 First Aid examinations, 517 V.R. men won awards, which vary according to the number of times they have qualified. Because of space limitations, it is regretted that the names of all the men cannot be published. The following list is, therefore, confined to those stalwarts who have won Departmental First Aid awards on 10 or more occasions. In the metropolitan area, most of the awards for the 294 men successful on four or more occasions have already been presented. This, in many cases, was done by the Commissioners personally who, when congratulating the recipients, expressed warm appreciation and thanks for their continuing interest in this unselfish and humanitarian work.

During tours of inspection, the Commissioners will take advantage of every opportunity to meet First Aid men in country districts and present their awards. In other cases, presentations will be made either by District Engineers, District Superintendents, District Rolling Stock Superintendents, or Workshops Managers. Certificates in respect of the first and second years have already been sent to the men concerned, and the medallions for the third year will be distributed when they arrive from England. Here are the 10-year or more award winners:—

### FLINDERS STREET

NAME	GRADE	AWARD
Delmenico, P.	Elec. Ftr-in-C.	15th
Jones, D. D.	Clerk	13th
McMaster, E. J.	Head Porter	25th

### MELBOURNE GOODS

Riddihough, W.	Sub-Foreman	17th
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### NEWPORT WORKSHOPS

Atkinson, A. R.	Sub-Foreman	15th
Burke, J. A.	Carpenter	13th
Cockram, T. H.	Fitter & Tnr.	10th
Cole, J. C.	Iron Machinist	12th
Coles, W.	Moulder	16th
Crellin, R. J.	Welder	16th
Johns, J. H.	Actg. Toolsmith	13th
Mitchell, J.	Fitter	18th
O'Brien, F. L.	Welder	20th
Rose, A. T.	Fitter	10th
Stevenson, K. G.	Car Builder	13th
Sinclair, H.	Fitter	15th
Thompson, C. S.	Welder	18th

### NORTH MELB. LOCO DEPOT

Andrew, C.L.	Fitter	20th
Aspinall, C.	Driver	12th
Barrow, R. J.	Fitter	11th
Byron, H.W.	Clerk	27th
Clements, T. V.	Fitter	12th
Griffin, G.	Hostler	11th
Hynes, L.	Storerman	11th
Jackson, W.C.	Fitter	24th
Jones, H.	Gas Fitter	20th
Klemke, R.T.	Fitter	19th
Morey, R. L.	Fitter	21st
McKeone, J.	Boilermaker	13th
Payton, T.W.	Fitter's Asst.	17th
Sawyer, A.R.	Boilermaker	10th

### NORTH MELB. WORKSHOPS

Kiely, J. M.	Sub-Foreman	13th
Mills, P. E.	Blacksmith	19th
Wilding, C.E.	R.G. Repairer	11th

### SPENCER STREET

Richards, J.	Ldg. Porter	10th
Tate, A. E.	Storeman	11th

### SPOTSWOOD WORKSHOPS

Calvert, D.L.	Machinist	12th
Olsen, E. A.	Machinist	22nd

### VARIOUS—SUBURBAN

NAME	GRADE	AWARD
Herbert, W.	Guard	21st
Melvin, F.	El. Mechanic	13th
Morgan, W. H.	A.S.M.	11th
McKean, A. A.	Fitter	16th
Nash, T.	M.L. Driver	10th
Prendergast, J. P.	Clerk	10th
Wilcox, E. C.	Signalman	14th

### ARARAT

Isaac, H. P.	Guard	10th
Jamieson, A. C.	Labourer	20th
Moorhead, D.	Storeman	11th
Stainsby, R.	Ldg. Shunter	10th
Wilcock, J.	Clerk	12th
West, L. C.	R.M. Driver	10th

### BALLARAT

Black, A. J.	Fitter	20th
Benn, R. G.	Fitter	12th
Chandler, G. J.	Fitter & Tnr.	11th
Grove, E. J.	Labourer	13th
Overall, D. C.	Machinist	15th
Tainsh, J.	Crane Attnd.	11th
Walker, A. G.	Blacksmith	19th
Wunhym, J. C.	Fitter	11th

### BENALLA

McInnery, T. M.	Clerk	17th
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### BENDIGO

Collis, J. K.	Clerk	22nd
Dorbie, J.	Welder	10th
Dawe, S.	Labourer	10th
Goodman, A. R.	Fitter	11th
Henderson, N.	Fitter	17th
Jones, W. C.	Actg. B'maker	15th
Jones, W. G.	Fitter	12th
Latimer, H. R.	Fitter	11th
Malloy, J. R.	Clerk	12th
Penberthy, P.	Fitter	11th
Richardson, P.	Sub-Foreman	21st

Smith, J.	Fitter	18th
Swift, A. J.	L.H. Fitter	11th
Trickey, R.	Fitter	21st

### CASTLEMAINE

NAME	GRADE	AWARD
Crimeen, T.	Train Exmnr.	10th
Noy, J.	Clerk	13th
Roper, A. T.	Signalman	11th
Turley, M. J.	Repairer	10th

### DONALD

Smith, W. J.	A.S.M.	10th
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### ECHUCA

Payne, W. B.	Driver	14th
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### GEELONG

Dallimore, A. E.	Fitter & Tnr.	20th
Ireland, A.E.	Fitter	17th
Kehoe, J. J.	Clerk	14th
Robertson, D.	Guard	10th
Tucker, E.E.	Fitter	18th

### KORONG VALE

Poole, F. V.	Storeman	12th
Ramage, F.B.	Signalman	10th

### KORUMBURRA

NAME	GRADE	AWARD
Lehman, P.A.	Driver	15th

### MARYBOROUGH

Kuffer, C. L.	Storeman	27th
Skene, G. H.	Ldg. Porter	10th

### OUYEN

Grace, R. C.	Train Exmnr.	10th
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### SEYMOUR

Cleary, A.	Telegraphist	14th
Grant, W. R.	Fitter's Asst.	11th
Hayes, W. G.	Repairer	10th
Wallin, P. A.	Metaller	21st

### TRARALGON

Flower, R.A.	Boilermaker	11th
Olivier, P. B.	Clerk	11th

### WANGARATTA

Luke, W. R.	Signalman	10th
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### WOODEND

Hughes, E.T.	Train Exmnr.	13th
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## Footballer—Singer

**R**EMEMBER Bill Davies, you old-time football fans? He played for Williamstown, won interstate selection four times, and was then signed up for Essendon. For five years he wore the red-and-black guernsey, played for Victoria against South Australia, and then retired to become an Umpire. Remember? If you're interested in choirs and singers, you've heard of William Davies—A.B.C. soloist, and member of the Melbourne Metropolitan, Lyric, and Harmonic Choirs (all winners at Ballarat). In his younger days, his fine bass voice won him the Men's Solo championship at Kurri Kurri—at that time the "South Street" of New South Wales. William Davies was 2nd bass in the Wanderers' Quartette, which was heard over every Melbourne radio station, and a member of the old V.R.I. Male Choir. Last month he retired, having reached the age of 65. His railway career dates from 1898, when he began work at Newport Workshops. Serving his time as Apprentice Car Builder, he remained until 1918, when he transferred to Jolimont Workshops. He was working on the electric trains before electrification came into operation. Plans for retirement? "I'm going for a good holiday," he told us, "and after that—my garden and bowls."

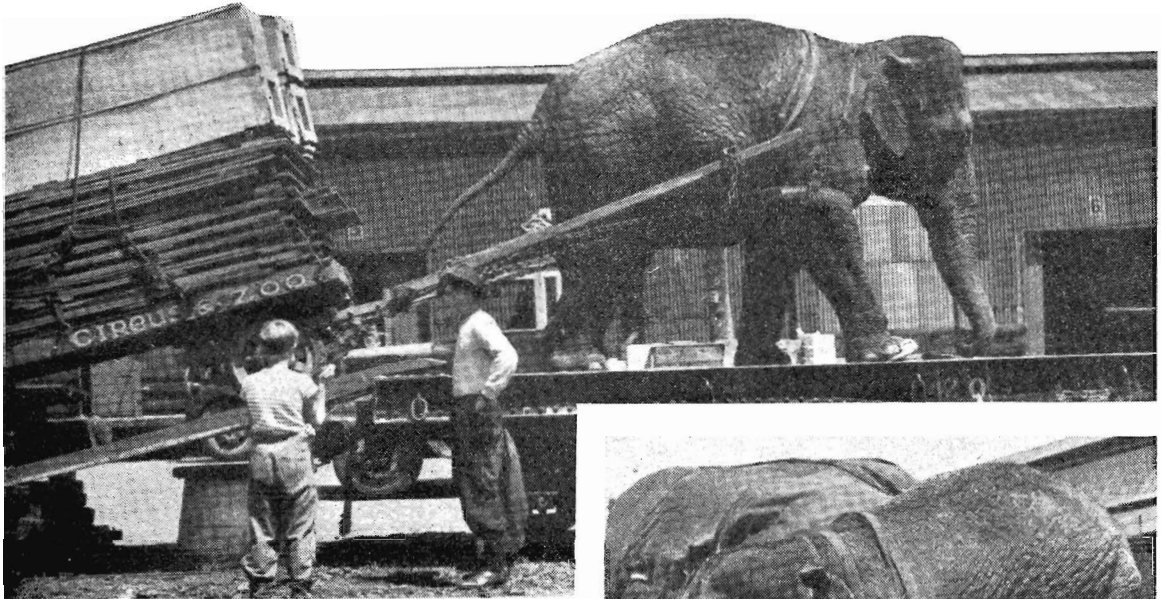


Mr. Davies

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

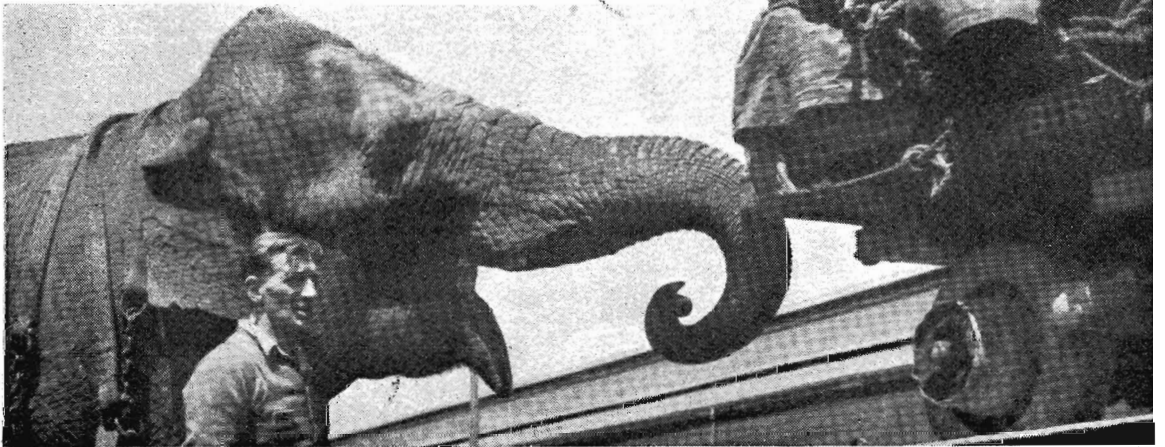
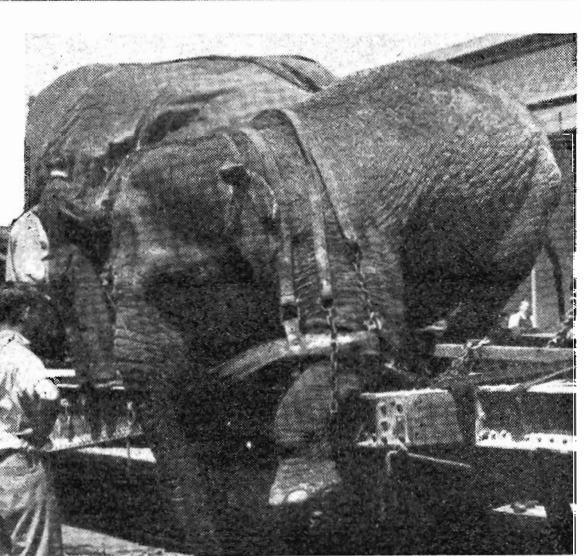
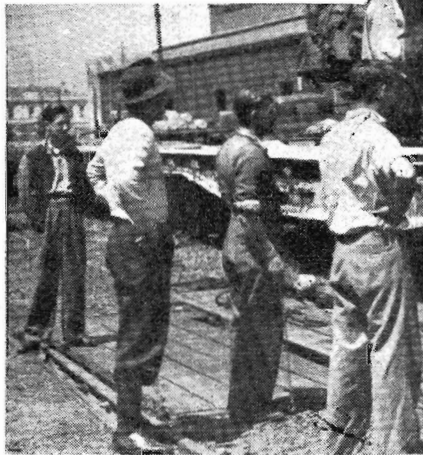
The  
VICTORIAN  
RAILWAYS

# News Letter



APRIL  
1948

Issue No  
211



# "NEWS LETTER" ESSAY COMPETITION BRINGS MANY BRIGHT, CONSTRUCTIVE SUGGESTIONS

"THE News Letter" essay competition attracted entries from railwaymen in every branch, and in all parts of Victoria. It produced a crop of bright ideas and constructive criticisms which will be a great help in planning future issues. The aim of the publication is, of course, to bring railwaymen news and notes that they will read with interest. Apparently "The News Letter" is doing a satisfactory job, but (as so many entrants pointed out) there is room for improvement. Many essays stressed the need for more articles and pictures on railway operation and organization.

Descriptions of locomotives are sought, too, by both men and women. "What about some humorous items to cheer us up?" asked several railway folk (glance through this issue and you will find some light items that tickled the Editor immensely—and probably his grandfather before him.) Others wanted interviews with railwaymen in "outposts"; the ladies demanded a women's section; younger folk looked for a "Quiz." A hobbies corner, a children's section, cartoons, garden notes, scenic pictures, holiday resort information, short stories, an exchange column, pen friends club, social notes, crossword puzzles . . . all these were among the requests put forward. Many sought a larger publication (but, alas! paper is in short supply at present).

The chief "dislike" expressed by entrants was against overlong personals. "Admittedly personals contain interest," wrote one railwayman, "but they don't appeal

to everybody. Too many of the personalities are unfamiliar to the majority of the Department's operating staff."

All these ideas are excellent. They gave the judges a difficult task in selecting the winners. The Editor sends his sincere thanks to every entrant, and directs attention to the Competition advertised in this issue for a new title to replace "News Letter."

Mr. John Milliard, of the Transportation Branch, has been awarded first prize of £3.3.0; Mrs. Madeleine Duncombe (the wife of a railwayman) second prize—£2.2.0; and Mr. Jack Lee, Boilermaker, Newport Workshops, third prize—£1.1.0. Congratulations on three fine efforts!

Lack of space will allow only the first and second prize-winning essays to be published. Here's what Mr. Milliard has to say—

## Transportation Branch Clerk's Winning Entry

"I commend 'The News Letter' on its enterprise and openness of heart in inviting railwaymen to express their views as to the efficacy or otherwise of its monthly publication.

"To be candid, my first reaction to the invitation is that this magazine has already 'arrived'—its articles embracing a variety of topics presented in an interesting and attractive fashion. By this observation, however, I do not wish to imply that its coverage is complete or in fact as full as it should be to ensure its recognition as a journal worthy of the service.

"I feel that 'The News Letter' should now give consideration to expansion into new fields of thought and energy, and concurrently record my disapproval of the inclusion of ancestors' photographs when reviewing a present-day railwayman. Much valuable space could be saved by merely mentioning the lineage.

"With due deference, I make bold to offer the following themes as insertions at the will of the Editor.

"The publishing of 'Safety First' slogans would be in place among the railway circle as the need for the exercise of the utmost care in railway operation cannot be overstressed.

"Excerpts from the 'Tourist News Budget' could with advantage be inserted to serve as a guide to railwaymen anticipating annual leave as to the accommodation available at holiday resorts and seasonal attractions at particular places at varying periods of the year.

## Here Is Mrs. Duncombe's Breezy Contribution

"RAILWAY 'News Letter' is not only interesting to V.R. men, but vitally interesting to their women-folk also, whether they be sweethearts or just wives. Being a female, I thought I would try to write a few lines, but, 500 words, good gracious, I could say them over the fence much easier than write them.

"I dare not call this an 'Essay' because after being a V.R. man's wife for 27 years, I'm really much better at cooking and packing a good crib than using the pen. My first grouch is the name chosen for your little paper. Why not call it 'Progress' or 'Spirit of Progress.' It would not need 'V.R.' to tell where it belonged.

"My second is that I see this little paper rarely, the men forget to bring it home or are not given a copy, so I

"Advice on how to treat an injury, cuts, abrasions and the like would be helpful and no doubt appreciated by men positioned outback.

"Horticultural notes, detailing sowings from month to month, would suit the gardener. Hints on the culinary and other domestic arts would appeal to the 'fair sex' of the railway family. Well-kept station premises and permanent way lengths should also receive due laudation. Sentiments of good-will are always timely, impelling me now to observe that kindness and consideration for the other fellow makes a man at peace with the world.

"The Victorian Railways Institute founded for the educational and social benefit of railwaymen (and now dispossessed of journalistic charm of a previously high order) is deserving of publicity through this medium. Results of yearly examinations conducted in the various centres of the Institute should be detailed in this issue, providing a glow of satisfaction to successful competitors and an incentive to others.

"The Institute should receive more boosting if only as a social rendezvous where railwaymen can get to really know each other, removing by this means an air of aloofness too prevalent among members of the Service.

"Perhaps a little reminder at odd times on the need for service—better service—in these days of keen transport rivalry would not be amiss. My conclusion is that a jester's corner provides just that little bit which sweetens life—and who does not enjoy a 'source of innocent merriment?'"

suggest please post a copy to every home, for there is much to interest outsiders as well. This issue is the first I have seen for many months.

"May I suggest you invite short letters of the '50-50' type, they would be helpful and create interest on many viewpoints. Maybe a few household and cooking hints would be appreciated by the ladies. I thought the item 'Railway—Racing Link' very novel and interesting, perhaps older V.R. men would record reminiscences.

"Why not a small cover for 'Humour'? Railwaymen in general must come across many amusing episodes, viz.:—A man asked a porter what surprised him most, and he said, "Forty years I have been a porter, and there's only one thing that surprises me—and that's people."

# Two Newport Workshops Men In Big Loan Quiz

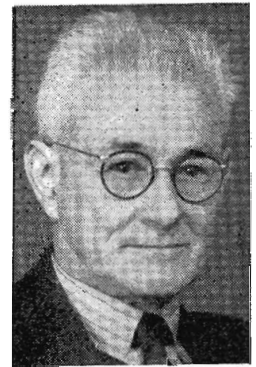


Mr. Morris

FROM over 400 Victorian aspirants who last month sought selection in Australia's team in the Empire Quiz Championship, to be broadcast in connexion with the Fifth Security Loan, two V.R. men, both employed at the Newport Workshops, were among the eight finalists. They were Messrs G. E. Morris (Signwriter) and A. P. Finlay (Chemist). They had to survive two elimination contests at each of which they were set 30 general knowledge questions.

To obtain the Victorian team of four, the eight finalists took part in a State-wide broadcast on Friday, March 12. Mr. Morris maintained his reputation by qualifying for the team, but Mr. Finlay, unfortunately, was eliminated.

Mr. Morris is widely known to listeners to quiz contests, not only throughout Australia, but internationally also for he has captained two Australian teams against overseas quiz experts. Ever since this type of radio session began, he has been a consistent entrant . . . and a consistent winner.



Mr. Finlay

It was Mr. Finlay's second appearance before the microphone. He has always been keenly interested in these tests of general knowledge, and his friends say that his ability, as a home listener, to answer correctly so many of the most involved questions, finally led him to try his luck in the international field.

When this issue went to press, Mr. Morris had just brilliantly won his way into Australia's team to compete against Great Britain, Canada, New Zealand and South Africa.

## BULK WHEAT HANDLING PRAISED BY GRAIN ELEVATORS BOARD

IN a letter, dated March 1, to the Chairman of Commissioners (Mr. N. C. Harris), the following tribute is paid by the Chairman and General Manager, Grain Elevators Board (Mr. H. Glowrey), to the part played by V.R. men in handling this season's bulk wheat traffic:

"During the past wheat receival season the wheat was taken off the farms at a faster rate than has been accomplished in any preceding year.

"Because of the generally satisfactory over-all service which your Department rendered, the Board was able to handle well over 34 million bushels of wheat in a lesser period than it was originally anticipated that the existing bulk elevator facilities would handle 24 million bushels.

"The Board is aware of the fact that your Department was materially assisted in its accomplishment because of the short haul that was provided by utilizing the Emergency Storages, but feels that special thanks should be conveyed to you for the very excellent service rendered by your Department.

"The Board would appreciate it if you would take the appropriate action to see that the thanks of the Board are conveyed to all the officers who so materially assisted in enabling the Board to handle such a large quantity of wheat in record time."

In the course of his acknowledgement to this letter, Mr. Harris said:

"We will be pleased to have your message conveyed to the whole of the staff concerned, and I feel sure that they will be as pleased as we are to know that the movement of the wheat was accomplished so satisfactorily as to earn the commendation of your Board."

BEFORE finishing duty at Spencer Street Station to take up the new post of Assistant to the Metropolitan Superintendent, Mr. F. Arblaster was given a presentation by his colleagues. Mr. Phillips, Station-master, Spencer St., is shown (left) handing the gifts to Mr. Arblaster.



### "NEWS LETTER" COMPETITION

#### £2.2.0 FOR NEW TITLE

*"What's in a name? That which we call a rose  
By any other name would smell as sweet."*

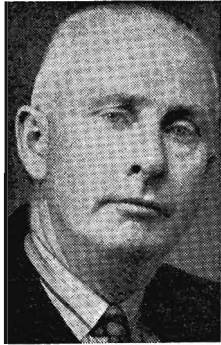
But would you like a new name for "The News Letter"? In October 1930—17½ years ago—the "V.R. Magazine" ceased publication and was replaced by a four-page "News Letter." The four pages have since been increased to 12, with a wider range of subjects. Does this call for a new title? You tell the Editor.

Write and let him know what you think the title should be. For the best entry received an award of £2.2.0 will be paid. Titles submitted should be short and snappy—one word for preference.

Send your entry to the Editor, News Letter, Railway Offices, Spencer Street, Melbourne, C.1. Closing date for the competition is MAY 31.

## FORMER V.R. MAN IS NOW ASST. COMMISSIONER

VICTORIAN railwaymen will be more than ordinarily interested in the recent appointment of Mr. P. J. Hannaberry, B.C.E., M.Inst.C.E. (Aust.), Chief Civil Engineer, Commonwealth Railways, to the newly-created post of Assistant Commissioner of that system, for he himself is a former V.R. man. Entering the service as a Pupil Engineer in the Way and Works Branch in 1923, he gained wide field experience in all phases of civil engineering during the next 11 years.



Mr. Hannaberry

When the Commonwealth Railways Department invited applications for the position of Assistant Engineer, mainly on the maintenance of the Trans-Australian and Central Australia Railways, he was the successful applicant. Promotion to Supervising Engineer and Engineer of Way and Works preceded his appointment as Chief Civil Engineer in 1944.

Among his many activities, Mr. Hannaberry has taken a foremost part in the provision of amenities, especially in housing, for employees on the Trans-Australian and Central Australia lines. A qualified Victorian Municipal Engineer, he is also a Member of the American Railway Engineering Association. For seven years he was an instructor at the Collingwood Technical School in applied mechanics (structural and mechanical).

## Brady and Badminton

“BADMINTON? A game not widely publicised. But if you want to know all about it, see Roy Brady, Clerk to the Metropolitan Superintendent,” said a V.R. man to a “News Letter” reporter last month. We discovered that Roy has been Federal Secretary of the Australian Badminton Association for 10 years.

A tribute to his organizing capacity came in 1938 when he was appointed Manager of the first Australian badminton team ever to leave these shores. It went to New Zealand and won all three Test matches. For the past decade, he has been President of the Northern District Badminton Association.



Mr. Brady

The game suffered a set-back during the Second World War, but is again thriving, with about 10,000 players in Australia and more than 3,000 in the Melbourne suburban area.

Badminton administration in winter and cricket playing in the summer just about absorb all of Roy's leisure. He has played with the West Preston Methodist Church team for 24 years—and is still holding his place. For the last 10 years he has been captain.

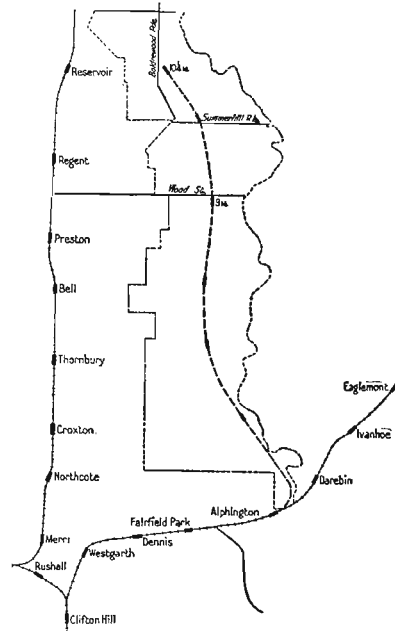
Roy is also a keen first-aider, being the holder of a Departmental gold medal. One of the best-known of suburban railwaymen, he has been associated, as Personal Clerk, with every Metropolitan Superintendent since 1923.

## “RARE OPPORTUNITY FOR PLANNED DEVELOPMENT”

FOLLOWING the acquisition last year of a large area of land in the East Preston district for the State Housing Commission, the Parliamentary Public Works Committee is studying the question of building a railway line to serve the new settlement.

A survey carried out by the Chief Engineer for Railway Construction provides for a branch from the Heidelberg track at Alphington, skirting the Darabin Creek, and turning north along a route about the middle of the acquired area.

Giving evidence before the Public Works Committee recently, the Chairman of Commissioners (Mr. N. C. Harris) said that working expenses, as well as interest on capital cost of the line and rolling stock, would be out of proportion to revenue in the first few years of operation.



To reduce the capital cost of the line, he suggested that part of the “unearned increment”—arising from increased land values which normally follow the building of a line—be appropriated, and put towards the cost of constructing the railway.

Other recommendations put forward included :

- Termination of the new line initially at Wood Street, nine miles from Melbourne, extension to depend on progress of settlement and industrial development along this section.
- Building of a goods yard near Darabin Street to replace the small yards at Ivanhoe and Alphington.
- Inadvisability of beginning construction at once, as it would probably be two years before water and sewerage reticulation could be provided in the area.

### “Fly-over” Later ?

On the basis of the Housing Commission's estimate of ultimate settlement, Mr. Harris outlined a tentative timetable providing for a 10-minute service in peak and 20-minute in off-peak hours. After substantial development it might be necessary to construct a “fly over” at Alphington in place of a flat junction. In the early stages of settlement a local train would run between Alphington Station and Wood Street.

The cost of building the new railway line as far as Wood Street is estimated by the Chief Engineer for Railway Construction at £210,000 (£264,000 for the whole line).

“The area to be served is open country within reasonable distance of the city and offers a rare opportunity for well planned development,” said Mr. Harris.

“Good morning, Mrs. Hackert. I'm from the gas company. I understand there's something in the house that won't work.”

“Yes. Go right upstairs, you'll find him still in bed.”



# Australia's Greatest Construction Work In Kiewa Valley

VICTORIA'S post-war development projects cover an extensive range. The Railways have plans for all-round modernization, which will involve an expenditure of £15 million; the State Rivers and Water Supply Commission is engaged on a programme of water conservation and distribution which will cost £5 million; the State Electricity Commission has three major projects under way: extension of the generating plant at the Yallourn open cut, hydro-electric development in the Kiewa Valley, and the establishment of vast new briquetting works south of Morwell; the Melbourne Harbour Trust is engaged on considerable dock extension work, and is also to spend £80,000 on improving passenger reception facilities at Station Pier, Port Melbourne.

In this and succeeding issues, "The News Letter" will briefly outline details of these plans for the information of railwaymen. We begin with the Kiewa Hydro-Electric Scheme.

Back in 1937, State Parliament approved an electricity supply project to be undertaken at Kiewa, in the alpine region of Victoria, about 200 miles north-east of Melbourne. Work was held up by the war, but one power station was built and has been operating since 1944.

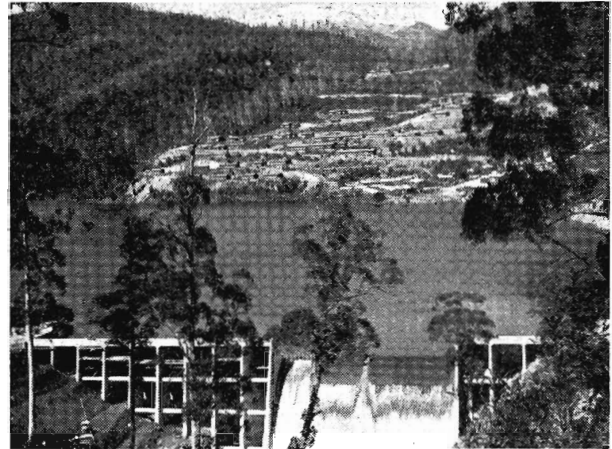
Estimating that the demand on its system will have reached 745,000 kilowatts by 1956, and that the output of energy will need to be nearly 3,500 million kilowatt-hours annually, the State Electricity Commission has recommended a tremendous enlargement of the original Kiewa Scheme. This plan contemplates one of the greatest construction works ever carried out in Australia.

Five and a half thousand feet above sea level two great reservoirs will be built, one at Pretty Valley, and the other at Rocky Valley. To form the Pretty Valley reservoir, it is proposed to build a huge multiple-arch reinforced concrete dam that will rise over 200 feet above the stream bed. It will store 160,000 acre feet of water, half being held in reserve to be used only in drought periods. The Rocky Valley dam will be of the earth and rock-fill type, rising 100 feet. Several smaller dams and dykes are included in the scheme. All will be fed by the winter snows and the springs and streams within an area of 47 square miles.

From these reservoirs water will be led along massive rock tunnels and through a series of power stations at successively lower altitudes. The head-waters of the Mitta Mitta River, too, will be diverted to the power stations. The torrents of water, cascading down from the snow-capped mountains will be harnessed to provide light and heat and power.

The power station already in operation has been built above ground, but the new scheme provides for five more stations, all in underground caverns. Eighteen miles of

The power generated at Kiewa will be transmitted to Melbourne over a double circuit steel tower transmission line. Terminal stations at Brunswick, Thomastown, and a new station in the eastern suburbs will receive it. From these points it will be reticulated as required through the S.E.C. supply system. The north-eastern part of the State will be served direct from Kiewa. The total capital cost of the scheme is estimated at about £25 million.

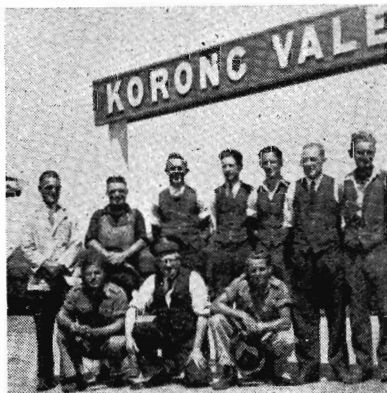


Lake Guy, source of supply of water operating No. 3 Power Station, with the township of Bogong in the background.

tunnels—the largest more than 300 square feet in sectional area—will be blasted through solid rock to bring the waters to the turbines.

The quietude of the age-old Alps has been shattered by the vast works now actively in progress. A complete township for S.E.C. workers has arisen at Bogong (population 300) and a larger township is being built at Mt. Beauty. Passenger buses and trucks hauling goods are now running to and from Wodonga, Bright and Myrtleford.

## WE'RE LOOKING FOR GROUP PICTURES



(back row): Messrs Gibson, Boldiston, Benstead, Kellar, Rice and Ridgewell, and (front row): Messrs McCurdy, Sullivan (S.M.) and Floyd.

Is there someone with a camera at your location? "The News Letter" will be very grateful if he will take a photo of your group and send it along for publication. Here is the Korong Vale team, photographed during the recent grain season. Read from left to right and you will find

## OUR FRONT COVER

**A**LICE, the 100-year-old Wirth's Circus elephant, makes truck loading seem easy. Dainty as a kitten, sure-footed as a mountain goat and strong as . . . well, strong as an elephant . . . she put a complete convoy of circus vehicles aboard the train last month in little more than an hour.

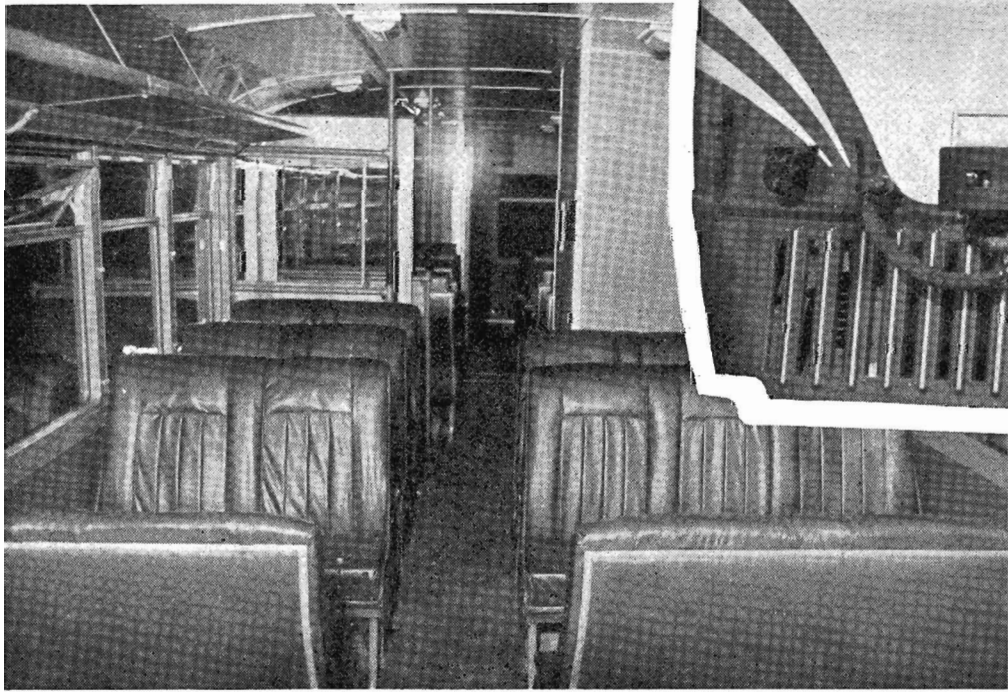
## LEFT-HANDED COMPLIMENT

This is how a well-known author dedicated one of his books: "I dedicate this book to my wife and three charming daughters without whose constant sympathy, unremitting attention and perpetual love it could have been completed in half the time."

# THE FIRST 102 H.P. DIESEL



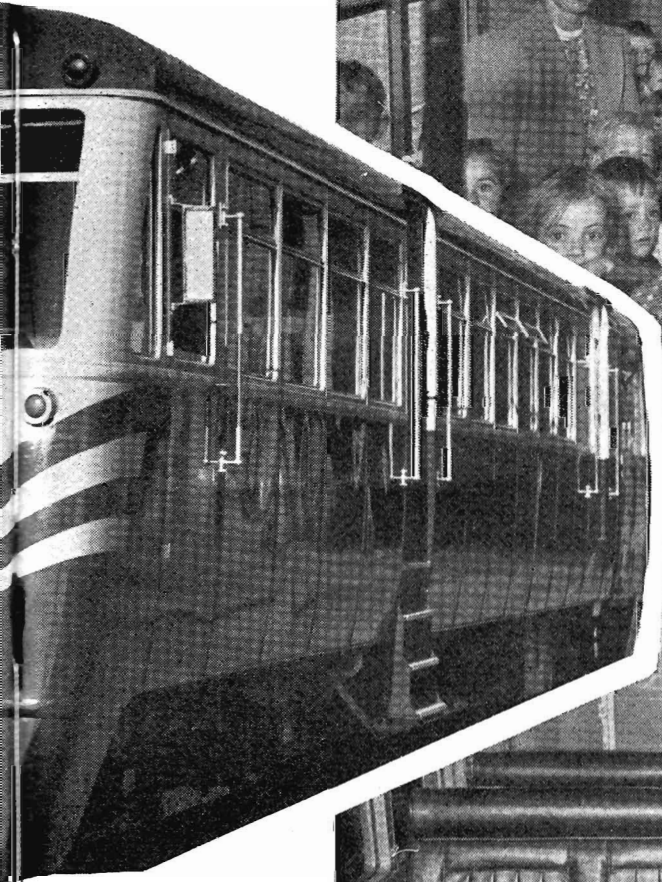
A modern diesel rail car is new and Heathcote. It is the best cars ordered last year. In addition 280 H.P. rail cars and six 153 H.P. have been ordered. Tenders have diesel-electric main line locomotives and six of 350 H.P.



These pictures were taken on the way to Kilmore. (Above) The new car has an attractive appearance. (Upper left) A view of second-class section. (Upper right) The first-class section.

# EL RAIL CAR IS RUNNING

...operating between Wallan  
...re-runner of 12 102 H.P. rail  
...tion 12 central power bogie  
... 34 P. rail cars and trailers have  
... been called, too, for 12  
... motives of about 1500 H.P.,  
... P. for shunting.



...for the trial run from Melbourne  
...new diesel rail car has a most  
... (left) Alec MacKenzie is the  
... child. (Lower left) Interior  
... (Upper right) The younger  
... of the new car. (Lower  
... first-class section.

## Three V.R. Men Prominent In League and Country Football Circles



Bill Blackburn

OPENING this month of the 1948 football season gives topical interest to the sporting activities of three V.R. men:



Stan Morcombe

Blackburn (Ambulance Officer); Reg Richards (Fitter's Assistant, Ballarat Workshops); and Stan Morcombe (Senior Clerk, Jolimont Workshops).

In the Australian Rules game of football, there are few, if any, better known personalities in all States than Bill Blackburn. He has been Field Umpire in Interstate and Carnival matches; in hundreds of League and Association games (including 16 memorable final matches on the M.C.G.); and in country final games in Victoria.

A strict, yet understanding umpire, Bill is still spoken of as one who never lost control of a game, even when players' tempers became frayed. When he retired from active umpiring in 1939, the League immediately snapped him up as Umpires' Adviser.

In this capacity, he is doing much, by his lecturing in this and other States, to raise the standard of football umpiring.

After 11 years with South Melbourne and taking part in 116 games, Reg Richards last season gave up League football for a coaching position this year with Ballarat. He left with the reputation, backed by several valuable trophies, of being one of the finest utility players in the game. Whether at wing half-back, centre, rover or forward, he was always prominent.

Stan Morcombe, another Southerner, has been the Club's Official Timekeeper for the past eight years. What goes on in the Timekeepers' Box is a mystery to most football supporters. But this much is known: it is a job needing 100 per cent. concentration on the seconds . . . those tense seconds which, in a close finish, send barrackers home either glowing with satisfaction or deep in gloom. Apart from football, Stan has many interests, being President of the V.R.I. Choral Society and Vice-President of the V.R.I. Golf Association.

*(No doubt there are many other V.R. men actively connected with football clubs as players and officials. If you know of any, please drop me a line at the Railway Offices, Spencer Street, Melbourne, C.I.)*

THE EDITOR.)

BUILDING of a new wing at the Orthopaedic Hospital, Frankston, is the commendable object of the Newport Workshops Orthopaedic Hospital Auxiliary. Welder Jake Attrill (Hon. Secretary), proudly announces that the fund has now passed the £700 mark, mainly through pay day contributions of 3d. per person. Recently a party of 70 visited the Hospital on a Sunday afternoon. They took with them an abundance of sweets, fruit, ice cream, books and toys. The inmates were also entertained by a Concert Party, the artists including five men from Newport Workshops. This picture shows some of the V.R. men, including officials of the Auxiliary, who did one thing or another to make the visit a "gorgeous afternoon," as one of the little patients gratefully acknowledged.



## TRUCK SHORTAGE ANGLE

### Tenders Called For 500 "GY's"

FOR the first time in more than 20 years, the Department has been obliged to call tenders from outside contractors for the construction of goods waggons—500 "GY" 16-22 ton trucks for bulk wheat and general goods traffic. Normally, the building of trucks is carried out at the Newport Workshops, but owing to the acute labour shortage in recent years, it has been impossible to engage in construction to the extent that is desirable.

Truck shortage is a matter of increasing concern. It has been accentuated by the necessity to move the quantity of raw brown coal now being used by industry and, with further developments in this direction, the truck supply resources of the Department may be so severely taxed as to affect the movement of other traffic. An abnormal demand exists at present for trucks required for superphosphates, firewood, export traffic, etc.

All possible avenues are being explored for means to improve the situation. For this purpose a comprehensive conference was recently arranged by the Commissioners. It was attended by the Heads and Sub-Heads of all the Branches concerned, as well as by the District Superintendents, Traffic Inspectors and District Train Controllers.

### Rail Users' Help Needed

The need to ensure that the utmost was done by all sections of the operating staff to keep available trucks moving was particularly stressed, and District Officers were enjoined to seek the co-operation of railway users in the expeditious loading and unloading of the vehicles.

The heavy decline in the number of trucks discharged on Saturdays following the introduction of the 40-hour week is beyond the control of the Department, and this new adverse position makes it more than ever necessary that no other avoidable delay to trucks should occur.

In a recent statement to the press, the Commissioners made a special appeal for the co-operation of all concerned for the prompt release of trucks, including a continuance of discharging operations on Saturdays. "Only by the help of consignees will we be enabled to provide maximum service," the Commissioners said.

## RAILWAYMEN'S FINE WORK FOR ORTHOPAEDIC HOSPITAL

## Former Apprentice Gives Advice To Apprentices

**F**OR Apprentice Student Victor R. Moll, of the Way and Works Branch, 1947 was an eventful year. He had already been awarded the Diploma of Fellowship of Civil Engineering of the Melbourne Technical College and, last month, he received word that he had won the "Municipal Engineering Prize for 1947" of The Institution of Engineers, Australia. And now, 1948 has opened auspiciously, for he has been promoted to Assistant Engineer in the Track and Drainage Section. Victor is 21 years of age and is the son of ex-Fitter's Assistant Louis Moll, who was employed at the Newport Workshops for many years.



Victor Moll

Behind Victor's success is a story of decision and ambition. To use his own colloquialism: "I was an absolute 'no-hoper' at State School. I just could not get anywhere with almost any subject. Circumstances forced me to take stock of myself and see just where I was going, or not going. So I decided to seek the advice of a Technical School Headmaster. Acting upon it, I went to a Technical School, 'put my head down,' and drove myself along. In 1942 I applied for and was lucky enough to be selected as an Apprentice Fitter and Turner at the Newport Workshops."

From then on, the Departmental records tell of a series of unbroken successes. As a student at the Department's Newport Technical College he was either first or second in the examinations, registering 90 per cent. or more marks on each occasion. In 1942, he gained first place in the Apprentices' Scholarship examination. He was then awarded a free place at the Melbourne Technical College, with the splendid results already mentioned.

Drawing on his own experience, Victor can give some valuable advice to students. "While at College," he said, "I decided that one must have some sort of relaxation; something to free the mind from the grind of close study; something to allow one to meet people in a free and easy atmosphere.

"I then joined the football and cricket teams of the College. I found a mixture of study and sport was indispensable." He became captain of both teams, representing his College in inter-college competitions. These days he is an active member of the Mercantile Rowing Club and, if time permits, he may try his luck with one of the League football teams.

## DIS-SERVICE—AND SERVICE

**I**N the following letter to the Commissioners, Mr. D. G. Peele, Chartered Accountant, 87 Queen Street, Melbourne, contrasts the reception he received when making a time-table inquiry at an important suburban station, the exact location of the incident, etc., being withheld from publication:

"I would like to bring under your notice the difference with Lad Porters. Last Saturday, I was rather pushed for time. When waiting to catch a suburban-bound train, I made inquiries on the platform about the time of a return train.

"The elder of the two lads informed me that, as my destination was an intermediate station, I could inquire there. Another lad, Number on cap..... followed me and said, "Sir, I heard you inquire about a return train; I can give you that information." He then referred to a book and very politely told me all I wanted to know; time taken would, I think, be under two minutes.

"Just the difference between two boys, but what a difference. I hope the second lad will be encouraged to keep up the good work."



Mr. Cook

"I'm just going to do whatever I feel like doing."

**T**HE son of a railwayman who retired nearly 30 years ago, Assistant Stationmaster T. J. Cook, of Balaclava, has himself reached the age of 65. Joining the Department in 1900, he served at various locations throughout the State, including Charlton, Bridgewater, Kiata, Albert Park and North Brighton. He remembers his first job well—that of Lad Porter at Seymour, working 13-hour shifts! "I haven't made a single retirement plan," says Mr. Cook.

## BONUSES FOR RECRUITERS...!

**10/-** will be paid to any V.R. man directly responsible for introducing a new

**JUNIOR CLERK (Male), PORTER (Male), ENGINEMAN, or LAD LABOURER, if the nominee completes six months' service.**

To qualify for the bonus, nominations addressed to the Secretary for Railways, Room 225, Railway Offices, Spencer Street, Melbourne, must accompany the application or be received before the application is lodged; or, in the case of personal application, must be handed in at the Employment Office by the applicant on his initial visit.

## "A Magnificent Gesture"

**W**HEN Mr. J. W. Cordwell (Assistant Staff Officer, Transportation Branch) retired on March 31 after 48 years' service, he still retained vivid memories of an incident that occurred at the Spencer Street station more than 20 years ago. At that time, he had assisted in the preparation of rosters leading to the transfer of a number of surplus men—and there was considerable criticism among the mates of the men concerned.



Mr. Cordwell

If, when promotion to Head Office came his way several years later, he was under the impression that there was lingering hostility towards himself, he had a pleasant surprise in store.

Actually, the station staff banded together and tendered him an enthusiastic farewell at a city cafe. He was presented with a valuable gold watch (which he still treasures), and a set of crystal for his wife. "I have never forgotten that magnificent gesture," Mr. Cordwell said last month.

Mr. Cordwell spent practically all his railway service in and around Spencer Street Station and Head Office. As Interstate Booking Clerk he earned the esteem of many hundreds of regular travellers.

He came to Head Office to assist on guards' rosters, always an intricate job, and when a special rostering sub-section was created he was placed in charge. Over the past eight years, he frequently relieved as Assistant Staff Officer, and was appointed to that post in October last.

# Level Crossing Sign's Lament—And Advice For Us All

*An Erie (U.S.A.) Railroad Magazine reporter claims to have spoken recently to a level crossing sign. This is what it told him.*

"Believe me, I have often wished that I had a face and a strong voice so that I could make a better human appeal. A lot of auto. drivers never see me and never think about looking to see if a train is coming before they cross the tracks. They often smash into flasher light signals and break down crossing gates designed for their protection.

"You see, the crossing watchmen, bells, whistles, flasher light signals, gates, and our group, the crossing signs, are doing all we can to prevent accidents, but we need your help right now. You can do something very important that none of us can do.

"You can broadcast from station T-A-L-K. You have relatives, friends, neighbours, and make contact with many people who drive automobiles. A few words from you can

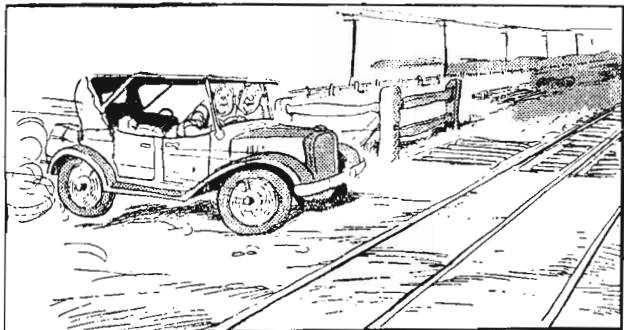
often be far more effective than any of my crossing safety device associates, even if they are doing a swell job.

"You can tell them about the importance of coming to a highway-railway crossing under full control and being able to STOP clear of the crossing, NOT ON IT, as some of them have done. You can tell them not to cross the tracks until they KNOW it is safe to do so. Get them to talk about CROSSING SAFETY to others."

If the Victorian crossing signs could talk, they would voice much the same message. During the last three years there have been 115 level crossing mishaps—50 of them in 1947. Of these 50, 37 occurred in daylight, and in 31 cases the car drivers lived close by—and presumably knew the crossing well. During that same three years, 233 road vehicles collided with level crossing gates.

The remedy for level crossing accidents is quite simple—when you're driving a car, keep your mind on the job!

## Wally and The Major : Cutting It Fine



(Courtesy, "The Herald," Melbourne.)



## New Recruits Are Joining First Aid Classes

WE learn from Mr. W. J. Blackburn, Ambulance Officer, that gratifying results are being obtained from the First Aid Campaign now vigorously in progress. Many new recruits to the railway service are joining the classes, and second and third year students, as well as many "veterans", are continuing. Enrolments in the special classes for female staff in the metropolitan area are very satisfactory, too.

When this issue went to press, classes had been formed at Flinders Street, Dimboola, Hamilton, Seymour, Newport Workshops, North Melbourne Loco Depot, Ballarat, Ararat, Geelong, Bendigo, The Chalet at Mt. Buffalo National Park, Donald, Yea, Horsham, Traralgon, Woodend, Castlemaine and Glenrowan.

For the formation of the class at Glenrowan, credit is due to Stationmaster Mr. C. J. Perry. Himself a qualified and enthusiastic First Aider, he realized that there was much good material for a class among the large number of Way and Works men now on special works in the district.

The Ambulance Officer expresses the hope that Mr. Perry's example will be followed by others at locations where there is a congregation of staff. He stresses again that knowledge of First Aid is no burden to carry. To quote his own words: "First Aid is humanitarian work. A knowledge of it may prove invaluable in any walk of life; it may prevent much needless suffering; it has often saved a limb—and a life, too. It increases a man's confidence in himself, and earns the respect of his fellows.

"I believe that every man (or woman) who has acquired the knowledge is happier for it. We are out to give every facility and encouragement to students.

## V.R.I. OFFICE STAFF MEMBER WAS OLYMPIC SELECTOR

WHEN interviewed early last month, Miss Lil Neville, of the V.R.I. Office Staff, was carrying a secret that amateur athletic enthusiasts throughout Australia were waiting on tiptoes to hear revealed. As one of three selectors with the task of picking the women athletes to represent Australia at the forthcoming Olympic Games in Great Britain, she had the precious names tucked safely away in her hand-bag. Her response to our iocular request for a "scoop" for 'The News Letter' was a decisive "NO!"

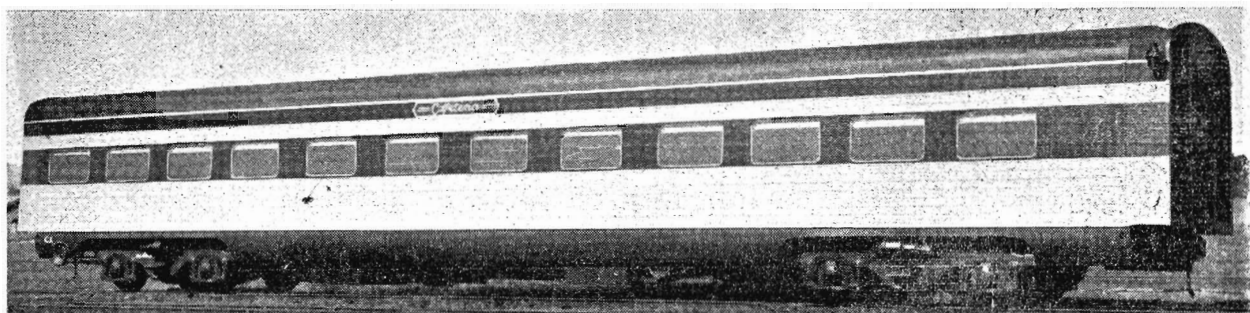
Miss Neville's experience in all branches of women's field athletics is both long and extensive. For 17 years Secretary and Treasurer of the V.R.I. Women's Athletic Association, she has also, for the past six years, been Secretary of the Victorian body. In addition, she is an Executive Member of the Federal organization.

Although Miss Neville's interest in the progress of women's athletics is nation-wide, she quite naturally takes special interest in the V.R.I. athletes. For seven years they have been undisputed Victorian champions with many brilliant individual performances in all branches of field athletics, from javelin throwing to hurdling.

Early this year, four of the girls were included in the Victorian team (managed by Miss Neville) that competed at the Australian championships at Sydney. In the inter-club competitions this season, three of the V.R.I. grades were premiers, with one other grade runners-up.

Miss Neville pays a handsome tribute to the Honorary Coach of the V.R.I. girls: Bill Cox, of the Jolimont Workshops. "He has been wonderful," she said

# ISLINGTON (S.A.) RAILWAY WORKSHOPS COVER 105 ACRES



THIS "self-service" cafeteria car was recently built at the Islington Workshops. Its streamlined appearance is enhanced by attractive exterior panelling of anodised aluminium alloy.

## CRICKET DRAMA AT ROYAL PARK

SCENE: The Sports Ground at Royal Park.

OCCASION: The Grand Final of the V.R.I. Cricket Association played last month between Electrical Engineers and Flinders Street.

**T**HE Engineers have scored 229; Flinders Street are now batting, and as the last over begins, they need eight runs to win their first Commissioners' Cup.

Peter Baldi has the strike. He is the "hope of the side." As the very last ball of the match is about to be bowled, the scores are 229 to 226; nothing less than a boundary shot will do for a Flinders Street victory. Peter determinedly sets himself. He can do it—or can he? Spectators, players and umpires wait in hushed expectancy.

As the fateful last ball leaves the bowler's hand, the desperate Peter jumps far down the pitch to drive it, or pull it, or cut it—who knows?—anywhere for that precious four, and victory. He makes a tremendous swing, but alas! He misses the ball... slips, and crashes to the ground in a heap a "mile" out of his crease. Everyone, including Peter, is stunned.

And then the cheering starts. The Electrical Engineers have won in the most dramatic finish in the history of the Competitions.

## Sports Shorts From V.R. Institute

SEYMOUR came to town last month for the Country Cricket Week—and went home as winners of the "D.S.J." Shield. Highlights of a most successful carnival were the performances of Fireman Peter Condon (Geelong) who took 14 wickets, including the hat-trick, in one match; and Shunter Sid Hovey (Geelong) who scored a brilliant 120.

\* \* \*

This month, there will be two "Country Weeks": Bowls, 5th–10th; and Tennis, 19th–23rd. This will be the first "Week" organized by the V.R.I. for country bowlers. Rinks already entered are: Bendigo (2); Korumburra. Benalla, Ballarat, Donald, Shepparton (2) and Wodonga. Games will be played on the V.R.I.-Albert Park Greens, near the Albert Park railway station.

Indications are that there will be a record number of teams entering for Country Tennis Week. The "Donald Mackintosh" Cup is held by Seymour.

\* \* \*

Congratulations to the South Australian Bowlers! In the first post-war Interstate Railways Bowling Carnival held last month, the home side was victorious. The win was all the more gratifying because it was the first Carnival held in Adelaide; the others, staged in Melbourne, Sydney and Brisbane, had been won by the local teams. The Victorians, who were third, returned with many memories of the splendid hospitality accorded them and other State teams.

April 1948

**T**HE chief railway workshops in South Australia, employing 2,000 men, are located at Islington, four miles from Adelaide. They cover 105 acres, and incorporate ferrous and non-ferrous foundries, forge shops, paint mills, a heat treatment department with electric furnaces, an air-conditioned toolroom, a metrology centre and a complete chemical and physical testing laboratory.

Here, rolling stock, locomotives, and general railway requirements are manufactured. The present construction programme includes the recently-designed, latest type of sleeping cars, and main line passenger and buffet cars. Existing cars are also being converted to modern standards. In addition, streamlined 4-8-2 locomotives, and open steel waggons and wooden louvre cars are being produced.

Built in 1890, the Islington Workshops were modernized in 1926, when an all-steel building was constructed in the main engineering block—which has a floor area of 600' x 377'. The block is fitted with modern machines, including a gap rivetter, a number of presses up to 1,000 tons capacity, batteries of automatic appliances, numerous multiple drills and automatic lathes, and a variety of heavy machine tools and equipment.

## HAS RAISED £170 FOR HOSPITAL



"THE Man with the lamp" is Arthur Apps, popular Head Office Liftman. This is the 11th "lighthouse" he has built for his favourite charity—the Children's Hospital—raising £170 altogether. He is a Life Governor of the Hospital.

## 635,000 Rail Employees In U.K.

**T**HE British Railways (now vested in the British Transport Commission) employ a staff of 635,000. In a normal year they carry 1,200 million passengers and 226 million tons of merchandise (more than half of which is coal). The track mileage—52,000—would girdle the world twice. The annual train mileage totals about 373 million. Rolling stock consists of 20,000 locomotives, 40,000 carriages, and over one million trucks.

## RECLAMATION DEPOT TURNS JUNK INTO A HEAP—OF MONEY

**N**EXT-DOOR neighbour of the Spotswood General Storehouse is the Reclamation Depot. You might call it the railway scrap heap, for unwanted materials of every description come here, from broken light globes to old engine tenders. Ferrous and non-ferrous metals, empty containers, used oil drums, rusty piping, lengths of hose, unserviceable overhead wires, sleepers, buffers, springs, bottles, and a host of other bits and pieces find their way to the Reclamation Depot. The conglomeration looks like useless rubbish to the rest of the world, but to the Reclamation Depot it is a treasure trove of railway stores. Nothing that can be repaired, or re-conditioned at reasonable cost, for further use is wasted. Anything not wanted by the Department is sold. There is a lot of money in junk, and the value of the Depot to the Railways is £100,000 per annum.

A typical activity of the Depot is the reclaiming of 4-gallon metal drums used as weed-poison containers. The drums are washed thoroughly and, with holes soldered up, are made ready for use again. Every day 150 of these are returned to service. Not even the washing water is wasted, but is stored in tanks, and later used as half-strength weed killer!

Many 44-gallon drums are converted into incinerators and sent to stations and depots throughout the system. Some are supplied to the Education Department for use at schools.

Nothing looks more forlorn than an old burnt-out one-fire stove. But from the good parts of three or four old stoves, one first-rate stove can be built. The Reclamation Depot looks after that.

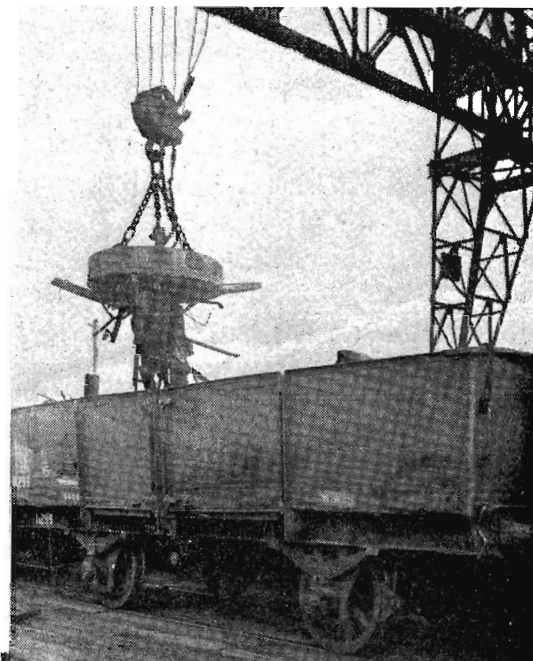
Reclaiming non-ferrous metal is one of the Depot's main activities; and, from the furnaces, junk emerges as brass, copper, gun metal, bearing metal and solder. Three thousand tons of non-ferrous metals are treated every year, the ugly looking bits and pieces of bearing metal being converted into shining, silvery ingots.

Ferrous metal—steel of one sort or another—totals 17,000 tons a year. It arrives continuously in truck loads; rusty, jagged and very awkward to handle. A huge magnetic gantry crane unloads and dumps the metal into pens to be sorted and classified later. Inside the Ferrous Shop, a heavy shears cuts scrap into handy sizes. Dog spikes, used on the tracks, are straightened, bolts are cut to standard lengths and the threads restored to nuts and bolts. Most of the non-ferrous metals are classified and sold.

Old locomotive water tanks are a headache. They are too big for sale in their original form, but a team of oxy-acetylene operators cuts them into trade size strips. You can always rely on the Reclamation Depot to find the soul of goodness in apparently worthless things.

A neat and tidy junk depot sounds like a contradiction in terms—but the Depot is neat and very tidy. Teams of sorters work in the bins separating the various materials,

salvaging anything that the Department can use again, and arranging the rest in saleable form. Everything has its own special place, and nothing is left lying around. The aim of the Depot is for a quick turnover; in, sorted, sold, out!



Magnetic Crane In Action

### V.R.I. CHORAL SOCIETY IN PENTRIDGE

**F**OR nearly two hours on a recent Sunday afternoon, the V.R.I. Choral Society was locked inside the grim walls of Pentridge Gaol, Coburg. With Dr. A. Ehrenfeld (Conductor), 32 members of the Society, together with Sylvia Biddle (Melba Bequest Scholar), were there by invitation. It was the first time any of the choristers had been in the gaol, and they all agreed that they had seldom performed before a more appreciative audience, which comprised some 400 of the inmates.

A specially chosen programme of 10 items was prepared, ranging from a medley of Stephen Foster numbers to "Carnovale" (Rossini) and "Gloria" from Mozart's "12th Mass." The prisoners roared with laughter when one item—"You stole my Love"—was announced. . . . Each song was loudly applauded, and when one of the prisoners, in moving a vote of thanks, suggested that the Choir might revisit Pentridge, there was no doubt about the reception it would again receive.

### SENIOR SIGNALMAN RETIRES

**M**R. H. Lee Gow, the Senior Special Class Signalman in the Department, has retired after nearly 47 years' service. He was appointed Signalman 37-years ago and was in the Special Class for 27 years.

At the time of retirement, Harry was in charge at Flinders Street 'B.' He worked No. 1 Signalbox at Spencer Street Passenger Yard when passenger train service to the country was at its peak and also when the Flemington Race and Show train services were conducted from Spencer Street. Formerly he had been at Dudley Street, when most of the traffic was worked under the Permissive Bloc. System. Of quiet disposition and highly efficient, he will be remembered as one of the most popular of the "old school."

Uncle Henpeck: "You boys of today want far too much money. Do you know what I was getting when I married your aunt?"  
Nephew: "No, and I'll bet you didn't, either."

Wholly set up and printed in Australia at the Victorian Railways Printing Works, Laurs Street, North Melbourne, for the Publishers, The Victorian Railways Commissioners.





MAY 1948

Issue No. 212

*The Victorian Railways*  
**NEWS LETTER**

# How Victoria's Railways Began—And Developed

**T**HE first step towards establishing railways in Victoria was taken in 1846, when a body of Geelong people met to discuss plans for building a 200-mile line between the Port of Geelong and the fertile Western District. After a lot of discussion, the idea was abandoned. However, the meeting showed that progressive Victorians were turning their eyes to railways for the development of latent natural resources.

Victoria's Lieutenant-Governor, Sir Charles Hotham, presided at the opening ceremony and the State's most prominent citizens were given the privilege of first ride. At exactly 12.20 p.m., Stationmaster William Jones gave the "all-clear" and, amid the excited cheers of the crowd, the first train moved off—on time. Victoria's Railways had been born.

Meanwhile, a charter had been granted by the Government to the Geelong and Melbourne Railway Company for building a line from Geelong to Greenwich (now a part of Newport). Labour was scarce, for gold had been discovered and every able-bodied man was away seeking his fortune, but 100 prisoners were hired to the Company (they were housed on a penal hulk in Corio Bay) and by October 1856 10 miles of track had been laid. A daily mixed train service was run on this line, between Geelong and Duck Ponds (now Lara).

A few months later the railway reached Greenwich and a service was begun which provided for three trains daily between Geelong and Greenwich. After the line had been in operation for three years, it was purchased by the Government of Victoria.

## State Ownership Begins

The Hobson's Bay and the Geelong Companies' ventures were completed successfully, but there were many others that failed to make the grade. The Melbourne, Mount Alexander and Murray River Railway Company (called the Mt. Alexander Co. for short) was one of the failures. It had been granted £5,000 expenses by the Government, as well as 50 acres of land at Batman's Hill (Spencer Street), 30 acres at Williamstown, and a strip of land 100 yards wide along the whole length of a proposed line from Melbourne to Echuca.

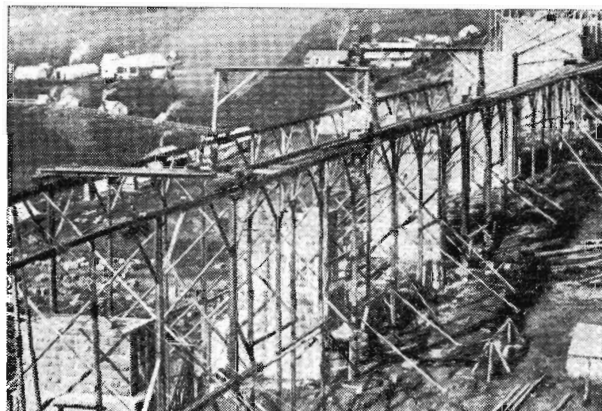
This, at the time, was a liberal grant; but a million pounds were needed to get the real work done, and the Company's directors spent a whole year discussing how they could raise the money. Finally they began the job. The Acting Lieutenant-Governor (the Hon. John Foster) turned the first sod at Williamstown. But progress was slow, funds were short, and in 1856 the Government bought up such assets as existed.

Although the project did not have good fortune, it was important, historically, for it brought about the entry of the Victorian Government into the field of railway ownership. Today the Government owns all railways in the State, with the exception of one short line from Kerang to Koondrook, which is owned and operated by the Shire of Kerang.

While this early railway activity was in progress, roads were being improved and extended. Fresh discoveries of gold had been made in many parts of Victoria and good roads were needed to take stores and equipment to the miners. Gold-hungry immigrants were pouring into Victoria at the rate of 1,500 each week. Road construction was expensive, and the freight rates charged by carriers exceedingly high.

The cost of bringing goods to the gold-fields from Melbourne was dearer than the original price of the articles in England plus the shipping freight to this country. In 1854 the carriage of goods from Melbourne to Bendigo cost up to £20 a ton in summer, and £80 a ton in winter. Consumers in the '50's were paying between £2 million and £3 million per annum to carriers and heavy charges for police protection against thieves and bushrangers.

**E**IGHT years later, the first train to run in Australia made its initial journey. The route was short—a mere two-mile stretch between Flinders Street and Sandridge (now Port Melbourne)—but from that small beginning grew the Victorian Railways system of today. The Melbourne and Hobson's Bay Railway Company built the line, which was opened on September 12, 1854.



THIS is an old and very rare photograph of Victorian Railway construction. It was taken in 1860, and shows work in progress on the Tara-dale Viaduct on the Melbourne-Bendigo Line.

Even after the fancy prices of the gold-digging days had gone, the ruling rate for road transport stabilized at 2/- per ton mile. (Compare this with the present average railway charge of less than 1½d. a ton mile!)

Exorbitant costs for transport drivers' wages and for road construction and fodder directed men's thoughts to the building of more railways. Twenty years previously the first line had been opened in England; Europe and America had followed Britain's lead as a matter of course. Now, in Victoria, construction was hastened by urgent necessity. In 1857, Parliamentary authority was given for the Government to construct lines to the country. The work of completing the line between Melbourne and Williamstown was immediately put in hand and preparations were made for building lines to Bendigo and to Echuca, and also a line from Geelong to Ballarat.

The line to Williamstown was finished in 1859. It joined the Geelong Company's line and opened through traffic from Melbourne to Geelong. In 1862, Geelong and Ballarat were linked, and the line was completed between Melbourne and Bendigo: two years later it was extended to Echuca, providing an effective centre for Riverina produce.

While the Government was concentrating on constructing these trunk lines, private companies were actively building suburban lines. A track was laid down from St. Kilda through Windsor to Brighton. Other lines joined Princes Bridge to Windsor, Richmond to Hawthorn, North Melbourne to Essendon, and Newmarket to Flemington Racecourse.

By 1864—a date which marks the end of the early construction era—275 miles of tracks were open in Victoria. There was little extension of railways for the next eight years, but by then more railways were needed to keep pace with Victoria's expanding economy. British investors were keen to take advantage of "gilt-edged" securities in colonial railway construction, and the capital became available. A new construction era began.

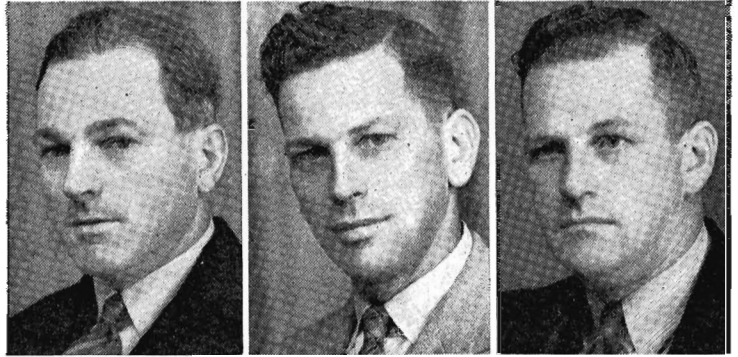
(Continued on Page 3, Col. 2)

# PRESENTING THE PAULINE GROUP OF 6 RAILWAYMEN

WHEN "The News Letter" asked at the Transportation Branch Staff Office for some details about the railway career of a man named "Pauline," back came the unexpected but interesting question: "Which one? After all, there's only six of the family in this Branch!"

There are four brothers, all born at Welshpool in Gippsland, and two sons of one, their aggregate service falling short of 100 years by only two.

Here they are: (Top)—Arthur (Ringwood), and Bob (Flinders Street), who are Electric Suburban Guards, and Jack (Signalman, Northcote). (Left)—Dick (Electric Suburban Guard, Flinders Street), and his two sons,



Stanley and Raymond, Lad Porters at Richmond and Moreland, respectively. Incidentally, Raymond is twice the 'baby' of the group: he turns 18 on May 20 and joined the service only seven weeks ago. Bob was in the R.A.A.F. between 1941-45.

A highspot of the Pauline story is the achievement of Arthur who, in 1935, won the "W.R. Brown" Memorial Prize and the "Harold W. Clapp" Prize for Station Accounts and Management. He is a qualified Stationmaster.

With six of the Pauline family simultaneously on the payrolls, it looks as though a V.R. family record has been created. If it can be beaten, the Editor would like to know.

## RAILWAY QUIZ

### THESE WILL TEST YOUR KNOWLEDGE

**B**EGINNING with this issue, there will be a Railway Quiz as a regular feature in "The News Letter." Here is the first of the series which—you may think—includes a couple of 'sitters.' But, take care! Happy chin-stroking and ceiling-gazing before you turn to page 11, foot of column one, for the answers.

- (1) The railway track is called the "permanent way"—NOT the "permanent wave," ladies—because . . .
- (2) You may know the commodity which formed the greatest tonnage carried on the V.R. system in 1946-47. Even if you do, to get a pass, you'll have to name first and second on the list.
- (3) On the way home tonight, a fellow-suburban rail traveller may ask you the maximum permissible speed of a V.R. electric train. Hope you go up in his estimation by being able to tell him whether it's 60, 50, 40 or 35 m.p.h.
- (4) When the Melbourne-Sydney railway link was formed at Albury, you were not on the V.R. payroll; the chances are you were not even born. Still, you may know the year. Cheers for those who know the month and date as well.
- (5) Someone is said to have remarked: "There's an Australian railway station platform that's as long as I can remember!" Can you pick the longest and—hold everything!—give the length to the exact foot?
- (6) And now: one for boys, between 9 and 90, who are loco fans: when was the first "S" class loco placed in service on our system?

### CHARGE TO BE MADE FOR LOST V.R.I. BOOKS

**C**ONCERN was expressed last month by the Council of the Victorian Railways Institute at the increasing number of Library books being lost by members. The Council has, therefore, decided that, where it can be proved that borrowers are responsible for the loss of books, the following charges will be imposed for replacements: Fiction Section—5/- per volume; Technical and General Section—the actual replacement value of each book.

*Continued from Page 2*

### Early Days Of Victoria's Railways

In 1872, the north-eastern line was opened to Seymour, and by the end of the following year it had reached Wodonga. (Connexion with the New South Wales Railways at Albury came nearly 10 years later, permitting through travel from Melbourne to Sydney.)

Lines radiating from Ballarat and Bendigo to the west and north-west were built in 1874. The south-western district was tapped in 1876 by a line from Geelong to Winchelsea, later extended to Colac. The Gippsland railway from Sale to Melbourne was completed during 1877-79. Suburban railways to serve the northern metropolitan area were planned during these years, too.

In 1878, the Government purchased the systems owned by the Melbourne and Hobson's Bay United Railway Company, which had itself absorbed two other companies. With a few minor exceptions, this purchase ended the era of private railways in Victoria.

During the next 16 years the "Octopus Acts" of 1880 (authorizing 23 new lines) and of 1884 (authorizing 63 new lines at an estimated cost of £48 million) spread the railway tentacles across the face of Victoria. By 1894, over 3,000 track miles of railways had been opened, rising to 4,435 in 1924, and 4,748 miles today.

Electrification of the Melbourne suburban railways was authorized in 1912. The First World War interfered with the scheme, which was not completed until 1923. Further additions were made in 1930, and the electric suburban system is now among the largest in the world. It covers 173 route miles (439 track miles) and cost nearly £7 million to build.

*More than £86 million has been invested in Victoria's railways. It has been money well spent, for the part played by railways in developing this State is incalculable. Today, despite the coming of newer forms of transport, the railways still prove themselves indispensable to business and industry, and provide almost half Victoria's general revenue.*

# State's Big £6m. Water Supply Programme

THE State Rivers and Water Supply Commission is now engaged on a comprehensive programme of water conservation and distribution. The scheme, which will cost about £6 million, will bring the benefits of a regular water supply to a further large section of Victoria. Nearly one-fourth of the State is already artificially supplied with water. About 2½ million acres are in irrigated districts, and 708,000 acres are actually supplied with water for irrigation. In addition, the Commission directly controls the supply of water to 127 towns, and indirectly to a further 132. Including its share of Murray water storages, the Commission controls approximately 2,000,000 acre feet of water.

## VICE-REGAL PARTY ENJOYED DIESEL-CAR TEST RUN



Lady and Sir Winston Dugan as they alighted from the diesel rail-car.

HIS Excellency the Governor, Sir Winston Dugan, and Lady Dugan were among the guests who last month travelled on the successful test run of the second 102 h.p. diesel rail-car. Messrs. M. J. Canny (Commissioner), A. C. Ahlston (Chief Mechanical Engineer) and M. A. Remfry (General Superintendent of Transportation) with Sir Harold Clapp, former Chairman of Commissioners and now Director-General of Rail Standardization, accompanied

Their Excellencies. This trip, following on Sir Winston's whole-day inspection of the Newport Workshops last year, reflects the life-long interest he has had in all aspects of railway operation. Both Sir Winston and Sir Harold were favourably impressed by the appointments and smooth riding qualities of the new vehicle, and complimented the Department on its plan to introduce more diesel rail-cars to improve travelling conditions on country lines.

Valuable suggestions which were made by Sir Winston to enhance the interior appearance of the car will be acted upon.

### WHAT TO DO : No. 1

## TREATMENT IN CASE OF FAINTING

FAINTING may occur from reasons such as bleeding, fatigue, want of food, being in a crowd, fright, sudden bad or good news, and other causes. Usually, before it occurs, the face becomes pale; the pulse rapid and weak; the breathing quick, sighing and irregular; and the skin cold; and clammy. These symptoms may increase until the patient becomes giddy and falls.

TREATMENT : (Approved by Railways Medical Officer.)

1. Keep the patient on the back with the head and shoulders level with the body. Raise the feet.
2. Undo all tight clothing around the neck, chest, and waist.
3. Cover well with rugs, blankets, etc.
4. Keep back crowd. Open doors and windows. Make sure that there is an abundance of fresh air.
5. Smelling salts may be held to the nose, but first test the strength yourself.
6. When the person returns to consciousness, a drink, such as water, strong hot tea, or sal volatile (½ teaspoon to half a tumblerful of water) may be given.

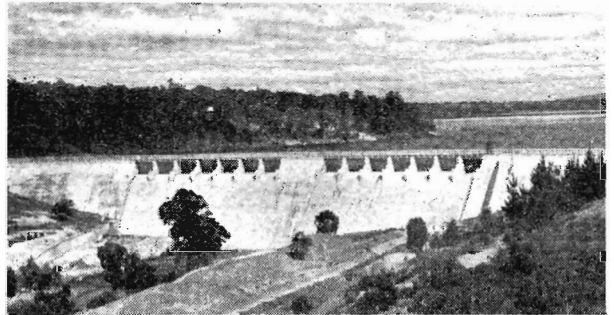
IN NO CIRCUMSTANCES IS ALCOHOL TO BE GIVEN EXCEPT BY DOCTOR'S INSTRUCTIONS.

One of the most important projects under the £6 million scheme is the building of the Rocklands Dam, on the headwaters of the Glenelg River, about nine miles from Balmoral. This dam will store 264,000 acre feet of water. By means of a tunnel under the Dividing Range, water will be diverted from the dam into a vast domestic and stock supply system, serving 11,000 square miles of the Wimmera and Mallee areas.

Another large project is in hand in the Murray Valley Irrigation district north-central Victoria. This district has a total area of 869,000 acres and will be supplied with irrigation water on a "one-in-four" basis (one acre foot for every four acres of irrigable land). An intensive irrigation area for soldier settlement is being included in this project. It will embrace 60,000 acres.

Work has begun on the construction of Cairn Curran Reservoir—to hold 120,000 acre feet—on the Loddon River, near Baringhup.

A commencement has also been made in constructing administrative buildings and staff quarters for what is known as the Nambrok-Denison Irrigation Project in Central Gippsland. This project will provide a supply of water to some



Glenmaggie Reservoir which is to be enlarged.

44,000 acres of land, and will involve the construction of a diversion weir on the Thomson River, enlargement of the Glenmaggie Reservoir, and laying down of many miles of channels.

Within the last few months, another important irrigation settlement was commenced at Robinvale on the River Murray. As a first stage of development, some 2,350 acres of land are being made available to ex-servicemen for growing grapes and citrus fruits.

Approval has been given for the State Rivers and Water Supply Commission to duplicate the Waranga Inlet Channel, and also to construct a reservoir of 60,000 acre feet on the Tullaroop Creek, a tributary of the Loddon. These works will cost approximately £4 million.

In addition to works in progress, or for which approval has been granted, the Commission has many other projects in mind. The most important of these envisages enlargement of the Eildon Weir to nearly eight times its present size. This would involve about £10 million. It would mean building a bank containing 11 million cubic yards of earth, making it one of the largest earth dams ever constructed, and the greatest single engineering undertaking carried out in Australia.

Negotiations are proceeding between the Commonwealth and the States of New South Wales, Victoria, and South Australia for increasing the capacity of the Hume Reservoir from 1,250,000 acre feet to 2,000,000 acre feet.

# FURNELL'S FLAIR FOR FISHING

**I**F a man is Secretary of an angling club for 30 years; if, weather permitting, he goes bay-fishing most nights and Saturday afternoons; if he spends his annual leave at such places as Marlo and Bemm River . . . then it is reasonable to assume that fishing has "got him." And Mr. Jim Furnell (Transportation Staff Office) makes no attempt to disguise his complete subjection to the sport. In any case, there is a pile of evidence: a sleek motor boat; a bulging album with a minimum of one fish (and a person) in each photo; and books, periodicals and general literature on the "greatest of all sporting pastimes."

It is 30 years since Jim first became Secretary of the Prahran Angling Club from which, in 1938, the Elwood Club was developed until today it has the finest and best-equipped angling club rooms in Australia. Club Life-Membership conferred on Jim testifies to the part he has played. Naturally, fishing is the main object of the 200 members, but they also do invaluable research work on behalf of the Council for Scientific and Industrial Research. Training in bay rescue work—there are records of many spectacular saves—is another important activity.

## "Hospital Fish Sunday" Helps

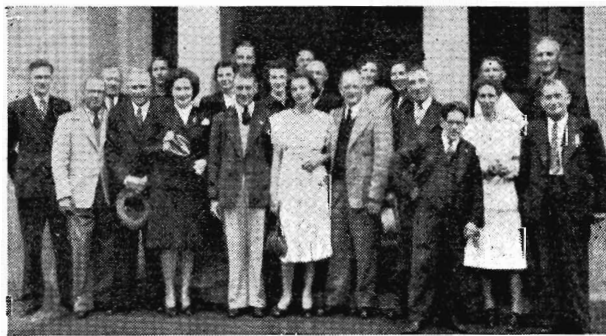
Public Hospitals around Melbourne have good reason to be thankful to the Elwood Angling Club—and to Jim Furnell. About 10 years ago the annual "Hospital Fishing Sunday" was started. More recently, several other suburban clubs have co-operated, the whole of the day's catch being sent to the Hospitals. Since the "Sunday" was commenced, over 3,000 lb. of fish have been gratefully acknowledged.

Of some importance is Jim's biggest catch in the bay. For the sceptical (and aren't we all?), it is a well-authenticated, officially-weighed 19½ lb. snapper (not schnapper). The handsome rod that caught it is only one of many, all skilfully made by Jim himself.



## V.R. "Trammies" Fine Work For Orthopaedic Patients

**BELOW ARE** members of the Elwood Tramway Hospital Club, a group formed by Motorman Jack Sheridan to assist children at the Orthopaedic Hospital, Frankston. Membership has grown from 12 to 58 in the last eight years, and the Club has paid £250 to the Children's Parents' Association, as well as spending more than £100 on fruit, chocolates and ice cream for the kiddies on regular visits.



## Don't Miss Our "Best Seller"

**MAKE** sure you get your copy of the new red and blue leaflet: "Choose A Railway Career—and Security." When this issue went to press, distribution of 25,000 copies throughout the Department was in progress. The leaflet sets out some of the factors contributing to the present acute staff shortage; the need for recruiting new employees; their prospects in the service; and the grades in which there are vacancies urgently waiting to be filled.

**DON'T** overlook reading and acting upon the request in the last paragraph of the leaflet: "Please make a point of giving this leaflet to a suitable youth or young man and suggest that he apply . . ."

**POSTERS** drawing attention to the bonuses to railwaymen introducing new employees are also being circulated. They will be displayed at workshops, loco depots, goods sheds and other locations throughout the Department.

**THE** wholehearted co-operation of every member of the service is sought to bring the staff position back to normal. Will YOU help by becoming an active recruiter of new employees?

## Two Private Sidings Are Now More Economically Worked Through This Idea

**A**MONGST the suggestions adopted by the Commissioners is one that has led to the more economical working of adjoining private sidings operated by two different companies at Kensington. Because of the layout of the yard and the distances involved, it was necessary to use a pilot engine to clear empty trucks from one private siding, or place them at the other.

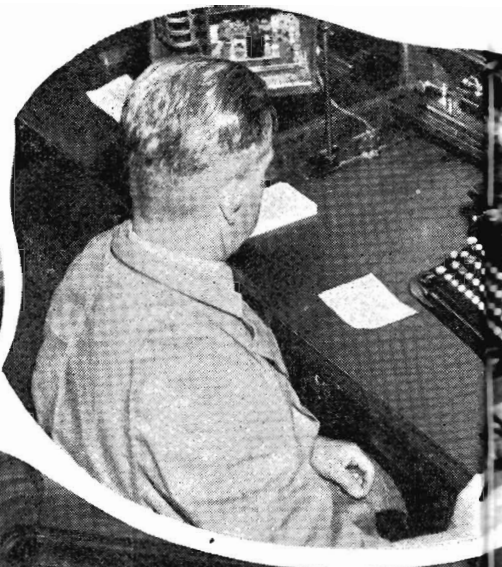
The Betterment and Suggestions Board received a suggestion that a cross-over be provided. This has been done, thus permitting hand- or horse-shunting, instead of by pilot engine. As a result, there have been valuable savings in engine and truck mileage, shunting has been minimized and inactive time of trucks has been reduced—an im-

provement of much importance when every vehicle is urgently needed for traffic.

This is only one example of the avenues open to alert V.R. men for suggestions to improve railway service. Send YOUR suggestions to the Chairman, Betterment and Suggestions Board, Room 98, Head Office, Spencer Street, Melbourne, C.I. Attractive awards, according to the value of the ideas, are paid for adopted suggestions.

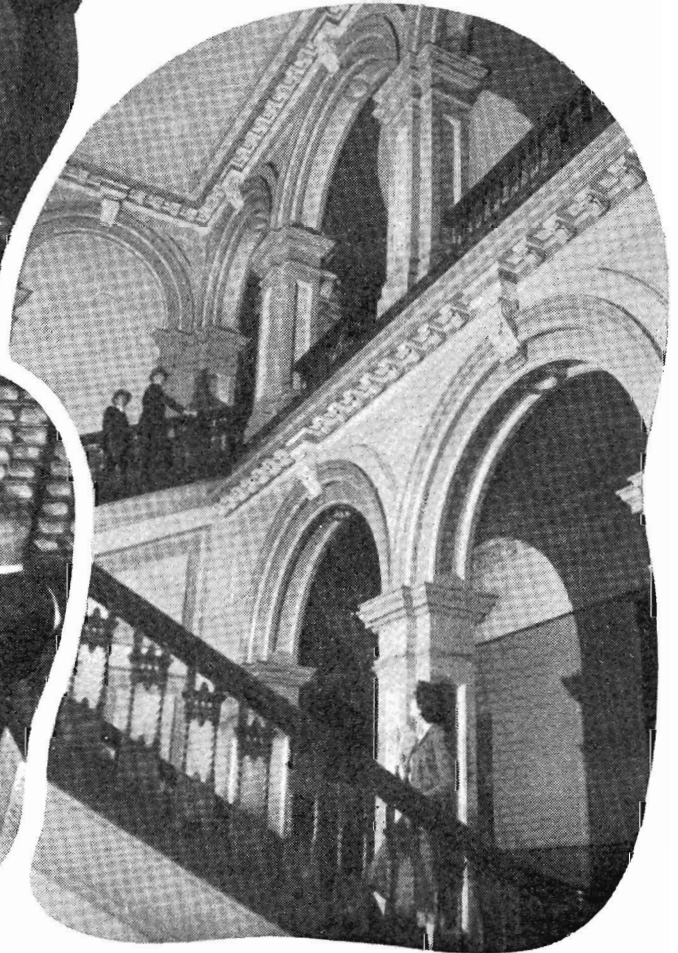
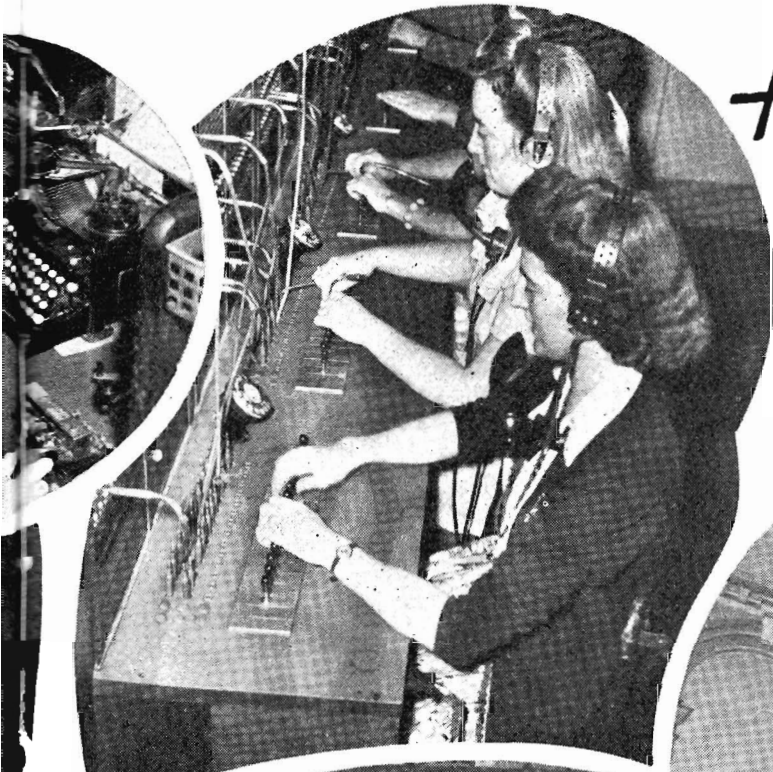
"Do you really believe, doctor, that your medicines keep anybody alive," asked the sceptical patient.

"Alive?", echoed the doctor. "Certainly. My prescriptions have kept three chemists and their families alive in this town for 25 years."



Nerve centre of the Victorian Railways network is the Administrative Offices at ... of Head Office activities would occupy considerable space and this series of pictures ... where the typing and duplication of all special time-tables, rosters, and docking ... telegraph message to Echuca. About 5,000 messages a day are sent out by morse ... receiving calls at the Telephone Exchange. In the bottom row appear Powers ... the Transportation Despatch Room getting time-tables, posters, rosters and corres...

# *Around & About* **HEAD OFFICE..**



Spencer Street — known to every railwayman as "Head Office." Even a brief list  
smerely touches on some of them. The top row shows, first, the Duplicating Bureau  
sheets are carried out. In the centre picture E. O'Connor is snapped sending a  
from the Telegraph Office. The third shows Edna Jacobs and Irene Cummings  
Machinist Ivy Ford, Caretaker Bert Tullett swinging open the massive centre doors,  
spendence away to stations, and finally the architectural beauty of the centre staircase.

# FACTS ABOUT BRITAIN'S ELECTRIFIED SOUTHERN RAILWAY

A paper on "Electric Traction on the Southern Railway, England," read before the Institution of Electrical Engineers (England) by Mr. C. M. Cock, will be of interest to many railwaymen here. As mentioned in the March "News Letter," Mr. Cock commenced his career as an Apprentice Fitter and Turner at Newport Workshops. Later he went to England where he became Chief Electrical Engineer of the Southern Railways. On January 1 last, he was appointed Chief Electrical Engineer to the British Railway Executive, which was formed upon the nationalization of the British railways.

The paper gives a comprehensive description of the complete scheme of electrification of the Southern Railway, which is one of the most important of its kind in the world. It comprises suburban lines in and around London, and extends for considerable distances to various parts of the south coast.

Growth of the electrified system is indicated by the following figures:

Year	Total miles in use at year end			
	Route		Single track and sidings	
	Miles	Chains	Miles	Chains
1898	1	46	3	52
1916	74	34	242	13
1946	709	23	1,769	46

In 1938, the single track miles electrified totalled 1,556; passenger journeys, 288,698,317; and electric coach miles, 217,344,017, the latter being the equivalent of 139,000 electric coach miles per mile of track, which is high considering the fact that the Southern Railway electrification includes a large proportion of main line. On the Victorian Railways electrified system, the car mileage per mile of track is 114,000.

From 1932 to 1938, electrification was extended over 314 route miles of outer-suburban lines and main lines to the south coast. In dealing with possible further developments, Mr. Cock said that, on a system where so much had been done, opportunities for increased traffic and revenue by

## WE'D LIKE A WORD FROM YOU —OR PHOTOGRAPHS, PLEASE!

THERE are about 26,000 railway men and women in the Department and many of them are very interesting people. They shine in sport, grow giant dahlias, breed prize canaries, build model railways, or excel in other ways of interest to many railway folk. If you are one of these gifted people don't be shy—write and let the Editor know about your success. If you work with one of them, pass on the "news tip."

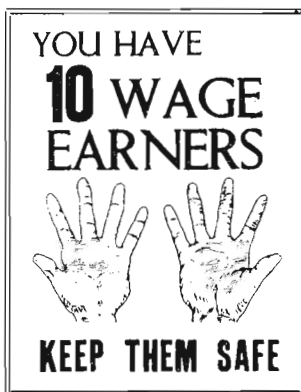
"The News Letter" will be glad to receive any other contributions that you think will be of interest to your fellow-employees; in other words, it asks for your help to maintain a bright and topical state-wide cover of railway news.

electrification were diminishing. Justification for electrification must rest on the margin of saving on operating expenses of electric services as compared with similar services under steam traction.

Approval, in principle, has been given to the elimination of steam locomotives on the Eastern and Central Sections, and plans have been announced for the immediate electrification of 284 route miles, equal to approximately 610 single track miles, including a small proportion of sidings. It is intended to increase the frequency of trains where necessary and improve the running schedules.

New suburban equipment will be capable of an acceleration of 1.5 miles per hour per second (compared with about 1.3 miles on the Victorian electric system), and express multiple-unit trains and electric locomotives will be built for maximum speeds of 90 m.p.h.

Diesel-electric traction will be introduced on branch lines where traffic density does not justify electrification, provided



*From The Commissioners:*

## SWITCH IT OFF!

THE serious coal shortage demands the strictest economy in the use of electric light, power and gas.

Switch the power and light off, when not required.

AVOID WASTE.

that electric traction is not necessary because of through passenger connexions with the main lines. Fifteen diesel-electric shunting locomotives and three main line diesel-electric units are already under construction—the latter are each 1,600 h.p.—for trial purposes.

Much thought has been given to the form of motive power for goods working, especially in sidings. The proportion of sidings in relation to main lines is high—889 miles of electrical track equipment would be necessary if the whole of the sidings and yards of the Eastern and Central Sections were electrified, whereas the single-track mileage on the running lines in this area is 1,081.

## Electric Goods Line Working

A conductor rail is an obstruction to staff in sidings and marshalling yards. Overhead equipment tends to obstruct the working of cranes in goods yards, and there are many physical difficulties with clearance for the supporting structures for overhead equipment between the tracks of large, congested yards. The cost of electrical track equipment is high and, comparatively, the ton-miles moved per mile of track with goods traffic is low, particularly at wayside stations.

Taking all these factors into account, Mr. Cock said, electrical operation of sidings and yards is costly and restrictive. A cheaper and more mobile alternative may take the form of an electric locomotive (to work as such over the electrified lines), fitted with auxiliary diesel power for shunting movement over non-electrified lines.

An absent-minded English bishop could not produce his ticket for the rail ticket checker. "Never mind, my lord," said the checker, "it's all right, anyway, whether you find it or not." "Oh no, it isn't," replied the bishop, turning out his pockets, "I must find that ticket. I want to know where I'm going!"

A young lawyer, pleading his first case, had been retained by a farmer to prosecute a company for the loss of 24 hogs. He wanted to impress the jury with the magnitude of the injury. "Twenty-four hogs, gentlemen. Twenty-four; twice the number there are in the jury box."



# THE RAILWAYS

# Shopping

# BILL

DR to	£ 479,865
To	£ 865,339
54,000 Tons Fuel Oil	£ 20,000
463,734 Tons Coal	£ 100,000
10,000 Cases Apples	£ 100,000
40,000 lbs. Turkey	£ 100,000

FROM the other side of the morning newspaper, and mingling with the coffee-steam, the odour of burnt toast, and the clamour of the radio, the little woman's voice prattles on unceasingly . . . "and I couldn't get any tinned fruit. As for white sugar, when I asked for that he simply laughed at me. 'White sugar,' he said, 'Madam, I couldn't even get brown sugar for my own tea last night, and I'm supposed to be selling the stuff.' He didn't have any candles or jelly crystals either, dear, but he might have a bottle of beer next Tuesday fortnight."

The man behind the paper shows a momentary flash of interest, then goes on gloomily reading the news. The shortage of timber is holding up housing, it seems, and there's very little cement, glass, tiles, baths or paint available either. Cotton goods are disappearing, too, and white shirts are right off the market. Gas has risen 5d., and eggs are up 3d.

Draining his coffee and cramming the last square of toast into his mouth, the breadwinner gets up from the table, finds his hat and bag, absent-mindedly kisses his wife goodbye. The squeaky board in the hall reminds him that he must try to buy some nails at lunch time. There were none in stock at the last five attempts. Trying to buy things is certainly a headache.

A headache! Suppose you were spending up to £5 million a year on goods and materials. Or you had to provide 350,000 snacks and meals a month to hungry travellers. Those are the railway headaches: the real and ever-present worries behind the railway shopping bill. And if you have some hazy idea that buying in bulk is easier than buying in small quantities, forget it! It is no simpler. Often it is harder. Button-hole a Stores Branch buyer or a Refreshment Services provodere some time and ask him about it—and don't say you weren't warned.

But despite shortages, rationing and high prices, the railway purchasing officers somehow manage to secure enough of everything to keep the wheels turning.

Probably the strangest acquisition was that of 12 canaries for gas detection duties at the State Coal Mine. The most important purchase was coal. "Once upon a time," says the Comptroller of Stores with a wistful look in his eye, "we had so much coal on hand that we had to sell it. Yes, sell it! We insisted that all coal supplied should be of the highest quality.

"Today we've got to take whatever is allocated to us by the Victorian Coal Committee. And our only standards of quality are, 'Is it black?' and 'Will it burn?'" To run a normal train service we must have about 700,000 tons of coal each year. Last year we were supplied with only 463,000 tons."

To make up for the coal shortage in some way, the Department has converted 80 locomotives to oil burning. Obtaining the oil supplies is a Stores Branch responsibility. Oil, after coal, is the largest bulk purchase these days with 12,000 tons bought every two months. Most of the oil comes from the Persian Gulf Port of Abadan, and to work out its price, a formula is involved that might easily puzzle Einstein.

The oil is bought on the basis of an American Gulf Port's price for American gallons (which are only 5/6ths that of an Australian gallon), calculated at the date of export in Australian money per Australian ton and paid to the Melbourne office of an English company! To complicate the matter even further, the oil is a mixture of two different grades in a 36-64 ratio. The officer responsible for checking the accounts never smiles.

But for all its complicated accounting, oil is one of the few commodities which can be readily obtained—provided ships are available. Seventy per cent. of our other needs are in short supply. For "bread and butter" items alone, 2,000 different types of hard-to-get items are needed. They include tools, hardware, stationery, paper, bolts, nuts, rivets, timber, cement, paint, cloth, cotton and a host of other articles which are as rare as they are vital. Among the more substantial purchases made by the Stores Branch recently are the new diesel rail-cars now in operation. Tenders have been called for 50 "N" class locomotives and 500 "GY" trucks, too.

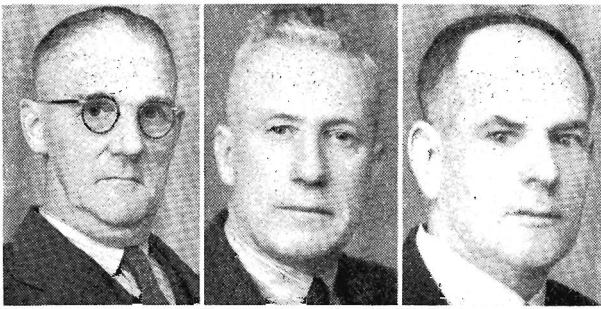
Some goods are bought on oral quotations, others by the Timber Reviewer who negotiates direct with vendors. About 90% of all items purchased are made in Australia.

It would be difficult to name any general commodity not bought by the Stores Branch for the railways. There are 14,000 different kinds of items on the shelves at the Spotswood General Storehouse alone. In fact the Stores Branch can supply anything from the proverbial needle to an anchor (for boats on Lake Catani).

Looking after the inner man is a job for the Refreshment Services Branch. And the inner man takes a lot of appeasing. In a year he consumes as much as 10,000 cases of apples, 3,000 cases of grapes, 20,000 cases of oranges, 40,000 lb. of turkey, 63,000 dozen eggs, more than a million pounds weight in bread, 25,000 bread rolls, 86,000 gallons of milk, tons of vegetables, thousands of bottles of sauce and pickles, tens of thousands of pies, and many more items of food and drink.

Some idea of the traveller's appetite can be gauged from the food and drink consumed on an average return trip of "Spirit of Progress" between Melbourne and Albury. The bill of fare covers 129 lb. of cooked meats, 45 lb. turkey, 24 lb. ham and bacon, 60 portions of fish, 120 lb. vegetables, 350 serves of sweets, 320 pieces of fruit, 25 large loaves of bread, 30 dozen eggs, 18 lb. sugar, 5 lb. coffee, as well as gallons of soup, pounds of biscuits, cake, jam, oatmeal, butter, sauce, salt, pepper, and quarts of ice cream. *Railwaymen who help their wives with the shopping will feel a deep bond of sympathy with the Refreshment Services buyers.*

The buying responsibilities of the Refreshment Services Branch do not stop at foodstuffs. Crockery (hard to get and easy to break), glasses, cutlery, furniture, linen for sleeping cars, skis for Mt. Buffalo Chalet, coppers, stoves, and a thousand general bits and pieces which go with good house-keeping must be procured. An egg-grader for the Department's Poultry Farm, and swim suits for hiring out at Mt. Buffalo are amongst the strangest purchases.



FOLLOWING the resignation of Mr. R. E. B. Lee to take up the post of Comptroller of Accounts and Audit, Western Australian Railways, Mr. J. F. Timms (left) has been appointed Auditor of Revenue. Mr. W. J. Dandie (centre) succeeds him as Chief Book-keeper, and Mr. V. E. J. Terrell (right) becomes Special Officer to the Comptroller of Accounts.

## ACCIDENT PREVENTION COURSE PLANS

FOR the first time in Australia a course is to be conducted in Industrial Safety and Accident Prevention. The syllabus has been planned by representatives of various Victorian State departments (including the Railways), National Safety Council, Chamber of Manufactures and other interested bodies. Twenty weekly lectures are to be given at the Melbourne Technical College, beginning May 28.

They will cover a wide variety of subjects. Typical subjects are Fact Finding in Relation to Accidents, Personnel Problems in Preventing Accidents, Safety Equipment, and Industrial Hygiene.

Should this initial course prove successful, further classes may be held. Full details can be obtained from the Chairman, Railways Safety Council, Room 98, Railways Administrative Offices, Spencer Street, Melbourne, C.1.

## OUR FRONT COVER

**B**OILERMAKER-WELDER Bernie Boxshall and Fitter Dick Lanyan figure in this unusual photographic study. They are removing steam pipes and cutting out smoke box rivets from an "X" Class locomotive undergoing overhaul at Newport Workshops.

## Table Tennis Begins This Month

**O**FFICIALS of the V.R.I. Table Tennis Association expect the season opening early this month to be one of the most successful yet. Indications are that there will be additional teams competing for the "L. J. Williamson" Trophy and the "D.S.J." Cup. Last year there were teams from the Melbourne Goods, Melbourne Yard, Accountancy Branch, Electrical Engineering Branch, V.R.I. Head Office, together with a "Metropolitan" team.

In addition to inter-club matches within the Association, representative teams will take part in pennant matches conducted by the Victorian Table Tennis Association. Honorary Secretary Bill Colwell, of the Electrical Engineering Branch Accounting Office, Room 39, Flinders Street Station Building (Auto. 1233), will gladly give information to intending members.

Jones (at side-show): "Mister, I've a wife and 15 children. Can't you let us look at the monkey for half-price?"

Showman: "Fifteen children! Wait, I'll bring the monkey out to look at you!"

## St. John Honours For Two V.R. Men And Doctors

**I**NCLUDED amongst the 33 members of the Order of St. John of Jerusalem who received insignias from the Governor (Sir Winston Dugan) at a recent investiture at Government House were two V.R. men: Messrs. W. J. Blackburn (Ambulance Officer) and T. Paton (Fitter's Assistant, North Melbourne Loco Depot). They were made Serving Brothers of the Order. Similarly honoured, in recognition of their services to the St. John organization, were Dr. W. Sloss and Dr. E. Shiel, who are widely known in railway ambulance circles.

Mr. Blackburn's association with the Department's ambulance organization is too well known to need elaboration. Over the years much of his leisure time has been devoted to

First Aid work outside the Department. He is the Department's representative on the Council of St. John Ambulance Association, and is a Councillor of the Victorian Civil Ambulance Association.

For 17 years Mr. Paton has actively identified himself with the First Aid movement. A gold medalist, he has also been the State Senior Individual Champion. He acts as Ambulance Attendant at the North Melbourne Loco Depot, and is also Superintendent of the Railway Division of St. John Ambulance.



Mr. Paton has been for many years the Honorary First Aid In-

structor to the Police Department. Every Saturday night during the same period he has attended as a voluntary assistant in the Casualty Room at the Alfred Hospital, Melbourne.

Apart from much activity on behalf of St. John Ambulance generally, Dr. Sloss and Dr. Shiel have both rendered outstanding service at Departmental ambulance competitions. Thirty years ago, Dr. Sloss, who practices at Ballarat, began adjudicating and has never since missed one competition. Also of Ballarat, Dr. Shiel has been regularly adjudicating over the past 10 years.

## DIGGERS' GREAT FRIEND RETIRES

**T**WENTY-NINE years ago, Ron Wishart (Clerk, Stores Branch) played a leading part in forming the Railways Sub-Section of the Returned Soldiers' League. His work on that occasion led to his unanimous appointment as Honorary Secretary, and it is a striking tribute to him that each year since then he has been re-elected unopposed.

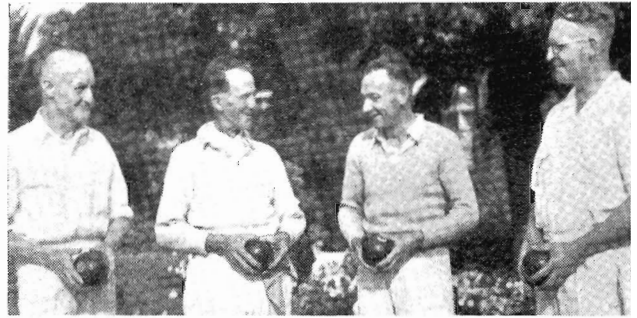
Last month ill-health forced his premature retirement from the Department and from active participation in the Sub-Section's affairs. This news will be received with deep regret throughout the Department, especially amongst returned servicemen and their families on whose behalf he worked so unselfishly and untiringly. It is hoped that rest and freedom from the cares of office will quickly restore his health.

A returned soldier from the First World War, Ron carried into "civvy" life the highest ideals of service... of never letting up in helping his mates, particularly those having a "hard trot" at home.

His long record in handling, inside and outside the Department, all manner of human problems affecting the welfare of returned servicemen and their dependants has won for him an enduring place in the memory of those he served so well.

Ron joined the Department 40 years ago, beginning in the Rolling Stock Branch and transferring, in 1920, to the Stores Branch where he was in the Staff Office for 25 years.

# COUNTRY V.R.I. BOWLERS HAVE GREAT "WEEK" IN MELBOURNE



PRESENTING the Country V.R.I. Bowling Champions of 1948—Ballarat : (From left), W. Brady, O. Hauser, A. McKay and A. Polson . . . and the runners-up, Wodonga : (From left), R. Murphy, J. Finney, A. Prentice and R. Quail.

IN weather and rink conditions enthusiastically described as "Golden—the answer to a bowler's dream," "Country Bowls Week" was conducted on the V.R.I.-Albert Park Green between April 5-9. First of its kind ever organized by the Institute, the "Week" was voted by players and officials as a great success from playing and social viewpoints.

Fifty-seven railwaymen-bowlers, representing many different grades and of varying ages, took part in the matches : they were from Ararat, Ballarat, Benalla, Bendigo 1 and 2, Donald, Ouyen, Seymour 1 and 2, Shepparton, Wangaratta and Wodonga.

- Singles : J. Sloane (Seymour), 25 d. J. Smart (Train Examiner, Wangaratta), 18.  
 Pairs : W. Brady (B'maker's Help) and A. Polson (B'maker), Ballarat, 16 d. H. Forster (Goods Checker) and Trevor Jenkins (Fireman), Bendigo, 11.  
 Rinks : O. Hauser (Fitter), A. McKay (B'maker), A. Polson and W. Brady—Ballarat, d. J. Finney, A. Prentice (Guard), R. Murphy (Chargeman) and R. Quail (Clerk)—Wodonga.

## TOURIST SERVICE APPRECIATED

"I thank you and your staff for their co-operation and courtesy to the travelling public in connexion with our daily service to the districts we serve, as well as those handling our day tours over the Marysville-Acheron Way route.

"On the resumption of our day tour, known as the Acheron Way route, we were operating an 11-passenger coach. Largely due to your staff's courtesy, attention to the public and co-operation with this firm, it has been necessary to operate five coaches with larger seating capacity solely on this tour. This could never have been achieved had it not been for the efficiency and courtesy shown by your staff to those desiring to travel."

... Mr. L. R. McKenzie, of McKenzie's Marysville Transport Service writing to the Manager, Victorian Government Tourist Bureau.

## Death of Mr. George Lorimer

ALTHOUGH he retired 26 years ago after 38 years' railway service, there will be many past and present V.R. men who will remember and regret to learn of the recent death of Mr. George Lorimer, a former Superintendent of Locomotive Running.

For several years before joining the Department he was a Marine Engineer. He began in the service as a Westinghouse Brake expert, and was placed in charge of the tests that led to the Department adopting the Westinghouse Brake. For five years he was President of the V.R.I.

## HERE ARE ANSWERS TO RAILWAY QUIZ

- (1) Railway contractors wished to distinguish between the real or permanent railway and the 'temporary ways' laid down for the movement of their waggons when making cuttings and embankments. (2) Wheat, 1,061,855 tons; firewood, briquettes and pulpwood, 936,632 tons. (3) 40 m.p.h. (4) June 14, 1883. (5) No. 1 Platform, Flinders Street; 2,097 feet. (6) March 14, 1928.

## V.R. Man Gets Arbitration Court Position



Mr. O'Brien

FROM a large number of applicants, Mr. Edward O'Brien, of the Secretary's Branch, has been appointed Deputy Industrial Registrar of the Federal Arbitration Court. The chief attribute required was a wide, practical knowledge of industrial matters concerning wages and conditions, and of the voluminous Arbitration Acts.

In the case of Mr. O'Brien, that requirement is amply met. In addition to assisting in the preparation of many Departmental 'briefs' for presentation to the court, he has appeared as an Advocate before the Arbitration

Court, as well as before Boards of Reference and the Railways Classification Board.

Aged 47, Mr. O'Brien has had 29 years' close and valuable association with staff work. Three years as a Junior Clerk in the former Signals and Telegraphs Branch preceded his transfer to the Electrical Engineering Branch. He was then assigned to assisting the Staff Clerk with three of whom—successively Messrs. A. J. Letham, J. A. Baird and N. Quail—he was later associated in the Secretary's Branch, which he joined in 1935.

Mr. O'Brien has left the V.R. with the congratulations and best wishes of a wide circle of friends.

## RAILWAY FOOTBALL OPENS MAY 18

APRIL 21 was F-Day—it was the occasion of the annual meeting of the V.R.I. Football Association. When this issue went to press, Mr. R. J. Bowman (Hon. Secretary) was busy completing details for the opening of the season on May 18. "This should be one of our really good years," he said. "The fact that the first post-war Interstate Railways Football Carnival will be held in Melbourne between August 27-September 4 should quicken interest among players.

"Apart from the honour of representing their State, there will be the incentive to see that Victoria retains the 'Glick' trophy, which we won just prior to the Second World War."

In addition to Victoria, there will be teams from New South Wales, South Australia and Tasmania. Unfortunately, the Western Australians could not accept the invitation, and in Queensland there is no Australian rules football team in the Railway Department.

# Accountancy Ex-Servicemen's Annual "Get-Together"



THE Accountancy Branch ex-Servicemen's Association held its annual "get-together" and dinner at the Victoria Coffee Palace last month. One-hundred-and-forty soldiers, sailors and airmen of two world wars forsook their rate cards, ledgers and fare-tables to enjoy a fine dinner and a bright, entertaining programme. There was a full muster of ex-servicemen from all the metropolitan offices and Geelong Accounting Office. A highlight of the evening was the presentation of a pen and pencil set to indefatigable Secretary Doug Muir. This picture shows the President, Les Scott, and the members of his committee discussing last-minute plans for the evening. Left to right: Bill Hart, Ted Watson, Joe Donald, Bob O'Loughlin, Les Scott, and Doug Muir.

## FROM WORKSHOP'S TOOLROOM TO MUSEUM CURATORSHIP



**W**HEN the Brisbane University authorities recently decided to establish a Geological Museum, they did not need to call for applications. They wrote direct to "Toolmaker Frederick S. Colliver, c/o Newport Workshops, Victoria," hoping "he would accept appointment as Curator." He did, and on the eve of his departure last month "The News Letter" had a most revealing chat with this 39-year-old geological expert.

Mr. Colliver is a Palaeontologist; that is to say, he is a student of the ancient life of the earth. The remotest parts of the Commonwealth have found him searching for fossils. He possesses probably Australia's largest private museum of 20,000 specimens, ranging from microscopic cells to a whale's rib, six feet in length. In moving to Queensland, one of his big problems was packing and transporting this amazing museum—and his private library of over 2,000 books on natural history.

He has been Secretary of the Victorian Field Naturalists' Club of Victoria for 17 years, with one term as President. As the Club's Delegate, he has attended Conventions of the Australian and New Zealand Association for the Advancement of Science at Auckland and Adelaide. Assistant Librarian of the Royal Society, Mr. Colliver is also a Member of the Councils of the Anthropological and Microscopical Societies of Victoria. He has lectured extensively on many scientific subjects.

Farewelled in the Toolroom at the Workshops, Mr. Colliver was presented by Foreman Jack Williams with a Biro pen and, for his wife, a complete book of the ballet.

### Trackman For 31 Years

**W**HEN Harry Coster goes on holidays, puts his suitcase on the rack, spreads his travelling rug over his knees and settles back comfortably, his thoughts will turn naturally to his old workmates at Horsham—for it was they who presented him with the case and rug on the eve of his retirement. Harry was a trackman for 31 years. Nayook at first, and then came transfers to Orbost, Dorog, Diapur, Mordialloc and Leongatha. A term as Ganger at Berrybank followed, and finally a move to Horsham. In his youth Harry was a keen and nippy boxer. All through his life he has taken an interest in municipal affairs; latterly he has been an ardent worker for the Horsham Base Hospital. His son, Captain W. Coster, won an M.C. in the Second World War.

### Well Liked By All

**"A** very good workmate who was always ready to do a good turn. He took a live interest in any work of a charitable nature in the town." Such is the description, by a Woodend correspondent,



Mr. Sime

of Driver A. A. Sime, who retired last month. March 1, 1907, saw Supernumerary Engine Cleaner Sime added to the roll of employees of the Department. Three years later he was appointed to the permanent staff and transferred from Port Melbourne to North Melbourne Loco Depot. Then came a shift to Woodend, where he remained until his retirement, highly respected and well liked by all.

### Jack Dyer Admirer

**F**ROM all your mates at Wangaratta, and from "The News Letter": Goodbye "Bonner." Yes, Works Ganger F. J. O'Donnell has retired after 36 years' service: right on the eve of the football season with Richmond confident of winning the pennant. "A fanatical Richmond fan," is how his best friends describe him. In his younger days, "Bonner" was an enthusiastic volunteer fireman, and a prominent member of the Tallangatta Brigade for 26 years. Since his transfer to Wangaratta, the local Railways Cricket Club and his garden have been his main interests. His son, Frank, was a Repairer for some years, but is now Mine Host of the Tintaldrá Hotel.

### Knew His Dog-Spikes



Mr. Colcott

**H**AS Repairer Joe Colcott, of Camperdown, set a record? (That's his photo smiling at you, by the way.) He spent 33 consecutive years at Camperdown out of his 35 years as a railwayman! He can find his way around No. 22 Length blindfolded, and it is said that he knows the character of every sleeper and dog-spike. His son followed in his footsteps, and is now a Ganger on the Murtoa Section. Joe has reached the statutory 65, and joins the ranks of retired railwaymen. His garden will benefit greatly.

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JUNE 1948

Issue No. 213



The Victorian  
Railways

*New Letter*

# TARGET FOR TODAY!

A Stirring Message To  
Railway Truck Users

**"NATIONAL Progress Demands Prompt Turn-round of Railway Trucks!"** That is one of the many striking passages in a folder—"Target for Today!"—copies of which were issued by the Commissioners last month for State-wide distribution to industrialists, farmers and other users of rail trucks. The Commissioners earnestly urge that members of the operating staff, in addition to playing their part in the day-to-day expediting of trucks, should co-operate fully with patrons who demonstrate their willingness to act on the lines suggested in this folder, of which the following is the text :

Remember this ? . . . " Heavy bombers were out in force against rail centres and rolling stock . . ." Of course you do. That report . . . almost word for word . . . appeared in your daily paper nearly every day during the war.

Military strategists knew that destruction or DELAY of the enemy's rolling stock meant chaotic dislocation of vital supply systems.

In other words, a shortage of railway trucks lessens industrial output. It is no use having the goods unless they can be transported quickly to meet immediate requirements.

A sound transport system is equally important in peacetime . . . particularly when a nation is faced with an era of vast industrial expansion . . . both in its primary and secondary industries.

## VICTORIA NEEDS EVERY SINGLE TRUCK

The present demand for railway trucks in Victoria has reached unprecedented proportions. The man on the land is calling for more and yet more trucks. Metropolitan industrialists are making ever-increasing demands on railway transport.

Your Victorian Railways have built (and are building) hundreds of new trucks. But still the machinery of distribution is over-loaded. And it will remain so until every available truck is put to its maximum use.

Throughout this State, hundreds of railway trucks stand idle at sidings for hour upon hour simply because they have not been loaded or unloaded promptly. That is wastage. In war-time it would almost be sabotage.

Introduction of the 40-hour week meant that Saturday loading and unloading were seriously reduced. This was equivalent to a marked reduction in the number of trucks available for service and has accentuated our difficulty in meeting orders.

You, as a truck user, have the remedy in your own hands :

We ask you to do your very best not to allow trucks to remain idle on Saturdays or any other day.

In fact :

Unless there is a substantial increase in the rate of loading and unloading of railway trucks . . . especially on Saturdays, even if it involves payment of penalty rates . . . insufficient transport, with consequent disruption of production, is inevitable.

Our national economy demands that YOU do your part !

If a grave situation is to be averted, it is imperative that all railway trucks received by you be released promptly, AND THAT INCLUDES SATURDAYS !

## NOW IT IS UP TO YOU !

If you manage a large industry, consult your Transport Officer regularly about the prompt releasing of your trucks.

If you conduct a small firm, make railway truck clearance the special responsibility of a competent executive.

But, no matter how many trucks you use, unload them quickly. Give special attention to Saturday unloading. Expedite loading so that trucks can be cleared by the next train.

Let your target for today, and every day, be a special effort to keep those trucks rolling . . .

**IF TRUCKS WERE LOADED WITH GOLD, YOU WOULD UNLOAD THEM INSTANTLY.**

**BUT REMEMBER! TO-DAY'S PRODUCE IS TO-MORROW'S GOLD. EXPEDITE IT ACCORDINGLY !**

## Laurens Street Men Have Flourishing Social Club Now

**H**EADED by an energetic Committee, with the popular and hard-working Jack McDonald as Secretary, the newly-formed "Laurens Street (Way and Works Branch) Social Club" is an object lesson in what can be achieved when large groups of employees band together for social purposes.

Recently, the Club conducted its first picnic at Diamond Creek, when about 350 people, including members and their families and friends, spent what was enthusiastically described as a "wonderful day." Above all, the Committee was pleased at the opportunity it provided for the womenfolk of members to meet one another.

A big sports programme was conducted, the most popular win of the day being that of 59-year-old Tom Hargreaves who won the Old Buffers' Race with a dash through the tape "like a Stawell Gift runner" . . .

From the funds of the Club, trophies were bought for the various race winners ; hot water and milk were provided ; and for the kiddies there were ice creams and lollies.

Main source of revenue for the Club is by a membership fee of 2/- per member, and fortnightly pay contributions of 6d. each. There are about 100 members from all parts of the Depot.

# Cleanliness and Tidiness Win Cash Prizes

**BEST KEPT AND  
IMPROVED D.R.'s**

**R**ECENT approval by the Commissioners of recommendations for the "Best Kept and Improved Departmental Residences for 1947" led the "News Letter" to visit the home of Horrie Eastman, Signalman, South Newport. He had won the coveted first-prize for the "Best Kept D.R." in the Metropolitan Superintendent's District.

Judging took place a few months ago and, although by May, much of the colour of Horrie's expansive back garden had gone, it was evident from the shrubs, hedges, flowers and vegetables, that we had missed seeing as neat a show as one could view in any suburban garden. Photo shows him in the garden, justifiably pleased at his success. V.R. men at Kyneton, Korumburra, Kiata and Newtown, to mention a few locations, will readily recall him.



Works Inspector Higgins, who carried out the judging in the Metropolitan area, was careful to explain that the award had not been made solely on the appearance of the garden. "It is to the inside of each D.R.," he said, "that we give the closest attention.

"Care, cleanliness and tidiness: they are the keynotes, and occupiers of D.R.'s are obliged to maintain their homes to a high standard all the year. Other factors include work done during the year in planting and maintaining trees, shrubs, flowers, etc., and general appearance."

Although we had somewhat daringly arrived unheralded—it was 9.30 a.m., when most housewives are entitled to glare at "intruders!"—Mrs. Eastman had a warm and cheery

greeting for us against a background of glistening kettles and saucepans on the kitchen stove.

That corner symbolized the remainder of the interior, for we found she had transformed this 60-year old D.R. into a cosy, homely and modernly-furnished abode, spotlessly clean wherever the eyes roamed. It was obvious that co-operation between Horrie and his wife ("respectively responsible for the outside and the inside," he chuckled) had won for them in 10 years' residence, three firsts and five seconds in the Competitions.

To them and to all the other railway folk who won awards in these important Competitions, the "News Letter" offers heartiest congratulations. Turn to page 5 for the 1st and 2nd prize winners in the various divisions.

## OUR FRONT COVER

**T**HE introduction of a coloured front cover with the May issue brought messages of congratulations from railwaymen all over Victoria. It is hoped you like this month's cover equally well. The picture shows Blacksmith Norman Power and Hammer Driver John Morse welding rods at Newport Workshops.

## Big Rail Traffic to Night Trots

**M**ORE than 180,000 passengers were carried by train between Flinders Street and the Showgrounds during the initial season of Night Trotting which ended on May 1. The highest number conveyed in one night was 10,628—at the final meeting.

With the exception of November 22, meetings were held on 24 successive Saturday nights, commencing on November 15. The innovation of night trotting in Melbourne proved highly popular as, according to Trotting Control Board officials, more than 562,000 people attended throughout the season—a nightly average of slightly over 23,000. Contributing to this satisfactory result was—for Melbourne!—the remarkable sequence of fine Saturday nights:

# HUGE EXPANSION FOR MELBOURNE PORT

It's Happening  
In Victoria  
No. 3

**T**HE expansion projects now in hand, or soon to be undertaken, at the Port of Melbourne will cost something like £5,100,000. In common with industry generally, the Melbourne Harbor Trust is suffering from a shortage of men and materials, but despite delays work is progressing steadily.

**C**ONSTRUCTION of a new 50-acre dock near the present Victoria Dock is the major work in progress. It is to be called Appleton Dock, and will cost over £4½ million. During the past year, nearly 100,000 cubic yards of material has been dredged in preparation for actual construction. By means of reclamation pipes, the dredged material has been conveyed to areas in which filling is required.

Much work has yet to be done to achieve the completion of this scheme but the ultimate result will give a modern deep water dock of 6,600 feet on the north bank and 4,200 feet on the south side with an entrance width of 600 feet maintained throughout.

Mechanization of a high order, commodious cargo sheds and rail track installations will serve the 16 new berths created.

Of especial interest to railwaymen are the improvements being effected at Station Pier, Port Melbourne. Work has already commenced on major structural alterations and additions at this important terminal. Anticipating the early arrival of the new 29,000 ton liners, such as "Orcaes" and "Himalayas" now under construction in England, extensive alterations to the pier concourse and the provision of a reception building 420 feet long are proceeding. Prominent features will include a waiting hall for the convenience of passengers and their friends, a ladies' lounge, first aid room, buffet, kiosk, post office, Travellers' Aid Society Room and a large customs hall.

Electric rollers will be provided for the speedy handling of passengers' baggage, and high speed lifts will serve the attractively finished building. Costs for these modifications will be about £80,000.

Victoria Dock is the scene of great building activity, too.

The cargo shed and wharf apron at No. 16 berth are being renovated, with reinforced concrete slabs replacing timber decking on the apron, and a raised floor being built into the shed. At No. 14 berth, a project is to be undertaken for the widening of the roadway from 60 feet to 90 feet, and the reconstruction of a new wharf apron 35 feet in width. The completed berth will carry a modern cargo shed. Estimated expenditure for this work is £200,000.

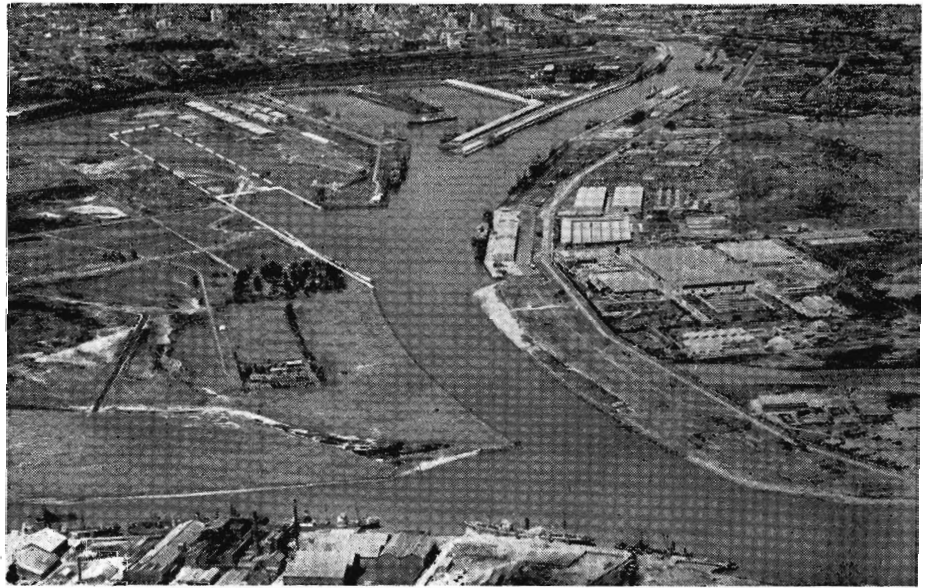
Amenities for port workers are a prominent feature in the Port of Melbourne. Dining halls, wash and change rooms, hot water facilities and bicycle racks are provided for those who derive their living on the waterfront.

The latest addition in this category is the construction of an amenities block at Gellibrand Pier, Williamstown. Plans provide for a building 79 feet x 24 feet comprising a dining room, shipping office and wash room with hot water and septic tank conveniences to be erected on piled foundations

adjacent to the pier. This method of construction will conserve the existing pier area.

## THE PORT OF MELBOURNE!

Appleton Dock, on which £4,500,000 is to be spent, has been outlined in white. The continuous line encloses the area where work is being carried out at present, and the dotted line shows the area of future development.



Reconstruction of No. 9 berth and shed at Victoria Dock has been recently completed. The cargo shed now has larger doorways and features a new method of office accommodation on a mezzanine floor at the east end of the building, allowing extra floor storage space, and offering an uninterrupted view of the ground floor.

Large fire-proofed cargo cages below the office are provided for the reception of damaged packages. Insulated ceilings and a cool air system add to the comfort of port workers.

The important contributions to ship-building and ship repairs by the Melbourne Harbor Trust during the war years delayed the reconstruction of the Reid Street Pier, Williamstown, which is largely used as a tug berth.

Re-piling has commenced now, and when this section of work is completed, pre-cast reinforced concrete slabs each weighing approximately 40 tons and covering an area of 20 feet x 30 feet will be used as a decking.



# Track Extensions At Richmond—Sth Yarra

## WILL EASE PRESSURE ON FRANKSTON—DANDENONG LINES

**F**RANKSTON and Dandenong line train travellers, as well as those on Gippsland steam trains, noted with keen satisfaction last month that a beginning had been made with the provision of two extra tracks between the Cremorne Bridge, South Yarra, and a point near the 'down' end of the Richmond Station.

This work, which provides for six tracks, instead of four, for a distance of about  $\frac{1}{2}$ -mile, represents one more step forward in the Commissioners' big post-war plan to increase the carrying capacity of lines where the passenger traffic has grown substantially in recent years . . . and where a further growth can be confidently expected. By the time the work is completed, it is hoped that additional suburban trains will have been built and ready for augmenting the service.

The work will have further value since it will facilitate the handling of the large volume of brown coal following the proposed development of new brown coalfields in the Moe—Morwell—Yallourn area.

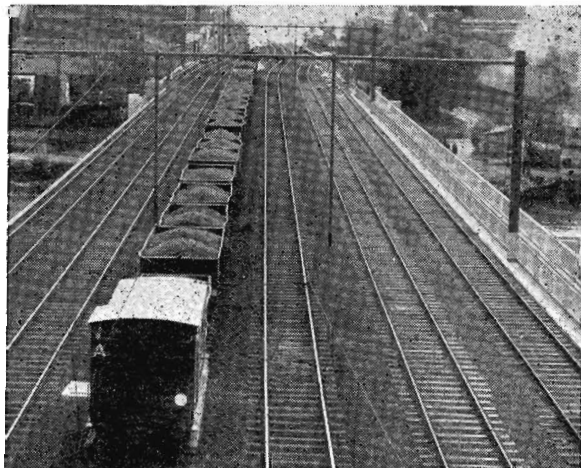
### Enlarged Richmond Station

Other plans are in preparation for building a new, enlarged station at Richmond and when this is completed, the additional tracks will be continued through to Flinders Street.

Besides the laying of extra tracks between the Cremorne Bridge and the Richmond Station, the work now in progress involves the reconstruction of bridges at Balmain and Dunn Streets, and the building of retaining walls on boundary lines.

Little, if any, interruption to normal rail traffic is expected while the work is proceeding. The whole of the embankment will be raised by approximately three feet. This will be done by using earth transferred from the excavations necessary for the duplication of the Camberwell—Ashburton line. When the outer part of the embankment has been built up, two new tracks will be laid and part of the rail traffic diverted to those new lines. The adjacent pair of tracks will then be dismantled, the roadbed raised to correspond with the new lines, new rails laid and the adjoining pair of tracks removed. New 107-lb. rails, welded into 270-ft. lengths, will be used throughout the work.

The Commissioners have given high priority to this work and although, at this stage, it is impossible to forecast when it will be finished, the intention is to push on vigorously with the job as manpower and materials become available.



Taken from the south side of the recently re-built Cremorne Bridge over the River Yarra, this picture shows the two tracks (right) which will be continued as far as Richmond during the work now in progress.

CONTINUED FROM PAGE 2.

### First and Second Prize Winners In Best Kept, Improved D.R.'s Competition

#### Best Kept

**METROPOLITAN:** Signaller H. W. Eastman, South Newport; Repairer P. C. Symons, Reservoir. **EASTERN** and **SOUTH-EASTERN:** Repairer E. G. Proctor, Maffra; Ganger D. Whitfield Buffalo. **SEYMOUR:** Ganger L. R. Churchett, Murchison; A.S.M. W. M. Nicholson, Chiltern. **BENDIGO:** Ganger C. J. Blackshaw, Chillingollah; S.M.J. Dempster, Elphinstone. **BALLARAT:** Guard T. Halfpenny, Donald; Chargeman H. Stevenson, Ouyen. **GEELONG:** Road Foreman T. Robinson, Hamilton; Driver R. W. Evans, Dimboola.

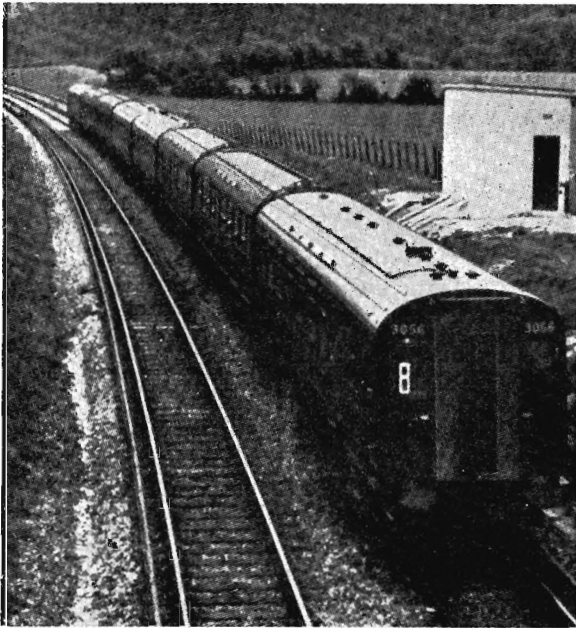
#### Most Improved (With Piped Water)

**SPENCER ST. & LAURENS ST.:** Gatekeeper J. A. Mellinque, Williamstown; Repairer T. H. Lethlean, St. Albans. **FLINDERS ST. Nos. 1 & 2:** Repairer A. R. McColl, Wandin; Repairer W. Wren, Epping. **OAKLEIGH:** Ganger T. Edwards, Mernington; Repairer W. M. Cann, Highett. **SALE:** Ganger J. Porter, Yallourn; Ganger C. F. Smith, Stratford. **KORUMBURRA:** Ganger A. S. Yates, Tarwin; Driver A. W. Withers, Wonthaggi. **SEYMOUR:** Guard H. Ellis, Seymour; Shunter R. C. Maloney, Seymour, and Guard A. W. Vonarx, Seymour (Equal Second). **WANGARATTA:** Ganger P. D. McLean, Wedonga; Repairer A. T. Tregga, Chiltern. **SHEPPARTON:** Ganger R. C. Robertson, Shepparton; Repairer E. M. Ratcliff, Katunga. **BENDIGO No. 1:** Ganger R. McIntosh, Heathcote. **BENDIGO No. 2:** Repairer R. B. Allen, Cobuna; Ganger T. W. Crawford, Elmore. **KORONG VALE:** Driver P. Whitfield, Korong Vale; Ganger G. L. Shaw, Charlton. **BALLARAT:** Ganger R. J. Jayne, Kingston; Repairer L. A. Coon, Ballan. **MARYBOROUGH:** Ganger G. M. Templar, Donald; Yard Porter W. A. Meddings, Donald. **OUYEN:** Ganger J. H. Jordan, Hattah; Carpenter J. M. Gerard, Ouyen. **GEELONG:** Repairer F. Gray, Birregurra; Guard D. C. Cullis, Cressy.

**WARRNAMBOOL:** Ganger T. A. McDonald, Penshurst; Lineman O. Magnuson, Colac, and Porter J. A. Gavin, Colac (Equal Second). **HAMILTON:** Repairer C. I. Smith, Portland North; Guard F. N. Goldsmith, Balmoral. **ARARAT:** Ganger D. E. Smith, Hopetoun; Driver J. V. Wishart, Warracknabeal. **DIMBOOLA:** Storeman G. Gamel, Dimboola; Guard F. A. Way, Serviceton.

#### Most Improved (Without Piped Water)

**FLINDERS ST. Nos. 1 & 2:** Repairer R. K. Hodge, Woori Yallock; E. T. Driver W. Brown, Hurstbridge. **OAKLEIGH:** Ganger R. J. Rowe, Neerim; Repairer R. J. Collins, Erica. **SALE:** Repairer S. W. Stevens, Bruthen; Ganger E. R. Johnson, Fernbank. **KORUMBURRA:** Motor Porter T. C. Fury, Alberton; Repairer R. D. Graham, Woodleigh. **SEYMOUR:** Ganger P. L. McGowan, Beveridge. **WANGARATTA:** Ganger J. Carroll, Beetoomba; Repairer T. Fanchi, Winton. **BENDIGO No. 1:** Repairer J. L. Bone, Sydenham; Repairer J. Kennedy, Sydenham (Divide 1st and 2nd Prizes). **BENDIGO No. 2:** Repairer E. G. Morgans, Pira; Repairer A. J. Taig, Gulpa. **KORONG VALE:** Repairer G. R. Griffiths, Kulwin; Repairer F. C. Kirby, Kulwin. **BALLARAT:** Repairer V. St. J. Andrews, Blowhard; Ganger J. F. Bromilow, Melton. **MARYBOROUGH:** Repairer R. C. Drever, Ben Nevis; Repairer F. Kilfoyle, Elmhurst. **OUYEN:** Repairer L. Jones, Torrita; Ganger P. L. McNamara, Boinka. **GEELONG:** Repairer J. S. Morris, Wingee; Repairer C. S. Holm, Inverleigh. **WARRNAMBOOL:** Ganger B. Gulbin, Port Fairy; Repairer W. J. Jameson, Larpent, and Repairer G. Beasley, Larpent (Equal Second). **HAMILTON:** Repairer W. H. Gilbert, Dunkeld; Repairer C. N. Womersley, Sandford. **ARARAT:** Repairer A. A. Guthrie, Banyena. **DIMBOOLA:** Repr. G. W. Wilson, Miram; Ganger P. O. Melke, Gymbowen.



AN eight-car main line electric train on the Southern Railway, England. Alongside the running rail is the conductor rail, which is supported on insulators and provides the positive current circuit to the trains. The negative current circuit is provided by the running rails.



ONE of our readers gave the topical news-tip that we might get an interesting story about a V.R. man who is one of the leading football administrators in the State. Our correspondent "ventured to suggest" we ask Mr. P. J. Farnan (Assistant to the Staff Board) if he could name, off-hand, the honorary administrative posts he occupies with the Victorian Football League and the South Melbourne Football Club.

It was not surprising that Mr. Farnan had to be careful in answering our question: here is the imposing list which we "re-checked with him just to make sure none had been missed!"

**VICTORIAN FOOTBALL LEAGUE :**

- Chairman, Finance Committee—on appointment he relinquished the Chairmanship of the Propaganda Committee.
- Chairman, Grounds Committee.
- Member of Standing Committee to discuss with the V.F. Association general football administrative problems.
- Member of Advisory Committee, dealing with matters of high football policy.
- Manager of the Victorian side to visit Sydney this month.

**SOUTH MELBOURNE FOOTBALL CLUB :**

- Senior Vice-President.
- Chairman of Selection Committee.
- Member of Finance Committee.
- Club Delegate to the League.

To this formidable array of official positions, Mr. Farnan brings a practical knowledge of the game. He played with Golden Point (Ballarat) some years ago, and later was a member of the South Melbourne team. Also he excelled at cricket, being captain and coach of a Ballarat side, and later a member of South's Second Eleven.

Departmentally, Mr. Farnan is well-known throughout the service. For many years, he was a Clerk in the Rolling Stock Branch at several metropolitan and country locations, after which he was promoted to the R.S. Staff Office. It was here that his wide knowledge of staff questions led to his selection for transfer to the Secretary's Branch.

Since then, positions occupied by Mr. Farnan include: Commissioners' Representative on the Board of Discipline; Chairman of a Board of Selectors for Apprenticeships; and, in addition to assisting the Staff Board, he is Chairman of the Signalmen's Classification Committee.

**"Dally" Still A Keen First Aider**

WHEN Albert E. Dallimore . . . "Dally" for preference . . . retired last month, the Department lost a splendid and conscientious Fitter and Turner and a real tower of strength in the Geelong first aid organization. He began in the service as an Apprentice Fitter and Turner at Newport Workshops in 1901 and later, as a Fitter and Turner, he was at North Melbourne, Colac and Wangaratta before finally settling down at Geelong a quarter of a century ago.

There, he became actively and enthusiastically interested in first aid, and in the south-western district competitions was a member of the Geelong No. 2 Corps that won many successes over the years. He was Superintendent of the Corps from 1936 until his retirement. Last year he obtained his 20th award in the annual examinations.

"Dally" was also Divisional Superintendent of the Geelong Division of the St. John Ambulance Brigade, and for a number of years was the local Departmental First Aid Instructor.

**A Wedding Belle At Newport**

FROM our Newport Workshops correspondent has come news of the recent wedding of two of the best-known personalities at the "Shops": Toolroom Foreman Jack Williams and Sister Annie Curdy, of the Casualty Room Staff. Mr. R. H. Roach (Workshops Manager) chaired an enthusiastic gathering in the Cas. Room, at which he warmly thanked Mrs. Williams for the services she had so competently and sympathetically given to many hundreds of employees during her nine years' service.

"Although disappointed at losing her from the Casualty Room Staff," Mr. Roach added, "I am glad that she has chosen one of my best Foremen to look after her future welfare and happiness."

An illuminated address and an occasional table were the gifts that conveyed to Mrs. Williams unmistakable and tangible evidence of the regard and appreciation the men felt towards her. Jack served in the First A.I.F. between 1916-1920.

**Orchids For Maryborough**

IT was on October 16, 1898, that Lad Labourer David Cook began his first job—heating rivets for the Boiler-makers at Newport. A few years later he was transferred to the Car and Waggon Shops and became a Train Examiner. Mildura, Ararat, Maryborough, Woomelang, Echuca, Melbourne Yard, and finally Jolimont Workshops each became his "home," in turn, during the 49½ years of his railway career. His wife did not mind all the transfers—she had been born and bred in a railway atmosphere, for she was the daughter of popular old-time Spencer Street Yard-master Jack Hunter. In his youth Dave Cook was a leading professional cyclist. He was a keen footballer, too, playing in Mildura, Ararat and Maryborough. Maryborough folk can take a bow, for Dave summed up: "I think Maryborough is the finest sporting town I have ever been in."



## Retirement Of Well-Known Figure

# “THE MAN IN GREY” Can Now Ask His Own Questions . . .

**T**HIRTY-EIGHT years at Spencer Street Station and for all but three of them answering questions on a bewildering range of railway topics. Little wonder, therefore, that Station Director Harry Kidd (“The Man in Grey”) claims to have answered more questions “than anyone in Australia, or elsewhere, for that matter!”

Last month he retired after 40 years’ service, his mind alive with memories of courteous, pleasant people, and sombre recollections of those who were not so affable.

Although not the first Station Director to be appointed, Harry was really the forerunner of that indispensable post. Early he displayed a flair for memorizing details of train fares and time-tables. He was made “Directing Porter,” and for years he went up and down the Main Concourse announcing and answering. Actually, he tutored the first two Station Directors. Subsequently he was measured for a grey uniform, and became relieving “Man in Grey” at meal-breaks and other times.

When interviewing Harry on the eve of his retirement, there were two obvious questions: what was the funniest question he was ever asked, and what was the most obscure. Harry could have swamped us with such reminiscences; but here are a few of the toughest and funniest, according to how you look at them:

- “Can you please tell me when this dreadful war will end?”
- “What is the return fare to Rockhampton by rail, road, sea and aeroplane, and which is the quickest?”
- “You seem to know everything, so can you tell me which horse won the Melbourne Cup in 1906?”
- “If you had a husband you thought was unfaithful, what would you do?”

One great innovation that Harry commends is the use of the public address system not only for the Station Director to make train announcements, but also to call passengers to his stand. Only genuine requests of the latter type were granted, and there were many occasions when “Calling Mr. Tom Brown, off the Bendigo arrival . . . come to the Man in Grey’s stand!” resulted sometimes in emotional re-unions; at others, angry scenes on the concourse.

One would naturally think that at Christmas, Easter and other holiday periods, Harry would be blizzed with questions and left a very tired man . . . as he often was. The last couple of years, with frequent fluctuations in passenger train services, “have been the toughest in my long experience,” he said.

There was one final question the “News Letter” put to him: “When you actually retire, what are you going to do?” Reply: “I’ve got two things . . . nine months’ accrued annual and long service leave; and the longest time I’ve ever had to ask my own questions!” So, it will be a change for Harry, when he ultimately starts out on his first recreational train trip, to ask “The New Man in Grey” for some travel information . . .

## British Locos To Be Uniform

Locomotives on Britain’s railways are to be standardized. To gather the necessary technical information, an exchange of passenger and goods locos is now being arranged between the six regions into which Britain was divided under the Railway Nationalization Act (see February 1948 issue).

These locomotives are being tested while running normal services over selected routes. Special equipment is being used to measure speeds and collect other data. All the locomotives are using the same grade of coal and they will be driven by the enginemen who normally work them in their home districts.

As a result of these tests, it is hoped to make a big reduction in the number of different types of locomotive to be built in future.

## Quiz A Little Easier This Time

**F**ROM a private “Gallup Poll” conducted by the “News Letter,” it seems that the first “Railway Quiz” in the May issue met with pretty general approval. None of those consulted was able to give six correct answers. However, they thought they were most informative.

Here goes for the second batch of questions, which should be somewhat easier than last month’s. The answers are on page 11.

- (1) The Victorian Railways will be 94 years old in September next. Actually, the anniversary of the date on which they were opened for traffic will be September 11, 12, 13 or 14?
- (2) Manangatang and Chillingollah are long names when you have to announce them. But there are six V.R. stations each with only three letters. Can you pick them?
- (3) You’ve heard of Superman, supernumerary and superstition, but we are wondering if you know what is meant by a “super-heated loco?”
- (4) This is a nasty one, we admit. But even if you don’t know, it will be revealing when you find out how the speed of trains is computed.
- (5) There is one stretch of track on the V.R. system that is “absolutely straight” for 17½ miles. It is on the Geelong, Serviceton, Bendigo, or Mildura Line?
- (6) Being generous, we’ll tell you there are 6,119 track miles on the V.R. system. But you must tell us this: what is a track mile?

### INJURIES COST MORE THAN MONEY!

Have you ever considered what an accident will cost you? It will cost you money, bodily pain, worry . . . perhaps permanent injury . . . Many workers who are injured in industrial accidents are not fit to resume their normal occupations, and that usually means lower wages . . .

Where the "NEWS LETTER" is Produced

# ... NORTH MELBO

The Railways  
efficient and  
of pictures  
(centre) Al  
The middle  
Noy mon  
Bob Riley



# MELBOURNE PRINTING WORKS

Melbourne Printing Works at North Melbourne are like a massive beehive—feverishly active, invaluable. Here you see some of the printing staff at work. The left-hand group shows (top) Len Nicholls and Reg Howe operating one of the hand-fed machines, (middle) La Stevens and Tom Hafey composing, (bottom) Keith Hazell trimming “News Letters”. The right-hand group portrays Margaret Borlase and Loma Quill stapling “News Letters”, and Mark [unclear] casting. The right-hand pictures are of Charlie Jensen setting monotype and [unclear] and Jack Hartigan imposing type formes.



# WRESTLERS OFF TO OLYMPIC GAMES

**IS THIS A RECORD?**

**Four from the one  
Gymnasium.**

**H**IGHSPOT of the news from the V.R.I. is the selection of four of its Gymnasium members to take part in the Olympic Games in Britain this year. Justifiably pleased at this evidence of the tuition and facilities available at the Gymnasium, officials said that it was doubtful if any other sporting organization had such a number of representatives at the Games.

Dick Garrard is likely choice as standard bearer for the Australians in the March Past of competitors at Wembley Stadium on the opening day on July 29. He is the only member of the Australian team to have taken part in a previous Olympiad: he wrestled in Berlin in 1936. All told, he has won about 450 welter-weight bouts, including 18 international matches, with victories at two Empire Games and at the Pan-Pacific Games in Japan in 1939.

Second most prominent from the V.R.I. is Eddie Purcell, who has been highly successful in Victorian and Australian Championships. He, too, was at the Pan-Pacific Games.

Now in his early 20's, Bruce Arthur is one of the most promising middle-weight wrestlers in Australia. He is the holder of the Victorian and Australasian titles in that division. Fourth member from the V.R.I. is Spiro Defterers, who has the unique distinction of having been invited by the Greek Government to go to the Olympic Games to represent Greece.

## Rail Footballers In Action

Football got away to a good start on May 18. This year there are six teams: North Melbourne Loco Depot, North Melbourne Workshops, Spotswood Workshops, Northern Lines, Melbourne Yard and Central, the latter being a combined Spencer Street and Flinders Street side.

Games are being played every Tuesday and Thursday, commencing at 2.30 p.m., on the V.R.I. Sports Oval near the Royal Park Station. Climax of the year will be the first post-war Interstate Football Carnival. It will be held in Melbourne between August 27-September 3 and, besides a representative Victorian team, South Australia, New South Wales and Tasmania have advised they will be represented.

## Cricket Premiers Get Cup

For a few hours last month, cricket supplanted football in the minds and conversation of 100 guests at a function when the Commissioners' Cup was presented to the Electrical Engineering Branch team, premiers in the V.R.I. Cricket Association for 1947-48.

Everyone present re-played the nerve-tingling grand final which, as reported in the April "News Letter," could easily have been won by the runners-up (Flinders Street) who were only three runs behind when the last ball of the match was about to be bowled.

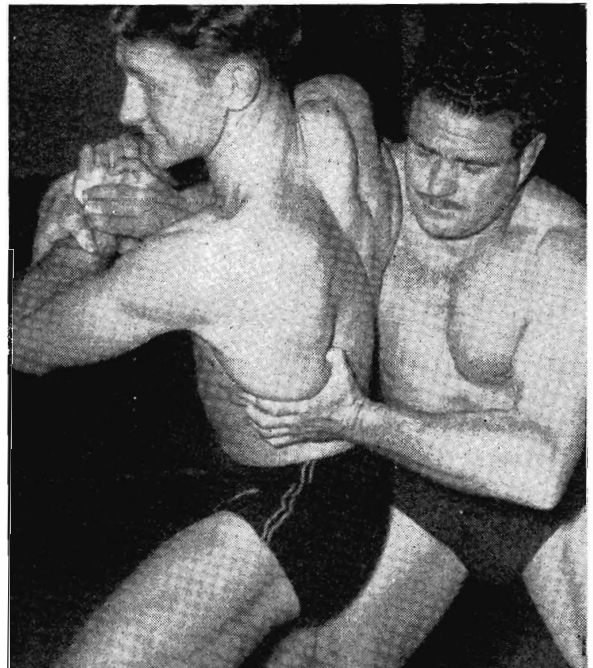
In presenting the Cup, amid great enthusiasm, to the captain of the premier side (Lionel Blake), Mr. T. R. Collier (General President, V.R. Institute) paid a tribute to every team that helped to make the season finish in such dramatic fashion. As referred to elsewhere in this issue, Des Healey (Electrical Engineering Branch) won "The Jack O'Dea Memorial Trophy for Fielding."

Under the Chairmanship of Mr. E. Semmens (President of the Association), the programme, which included several outstanding radio artists, was thoroughly enjoyed by all present.

The recent "V.R.I. Country Tennis Week" in Melbourne attracted 17 teams from all parts of the State... a record since these popular fixtures were first arranged. For the second successive year, Seymour won the teams championship. One of its members (Des O'Brien) again scored in the open singles championship.

In the final of the teams events, Seymour (W. Burns, D. O'Brien, S. Zoch and J. Lade) defeated Maryborough (R. Craigie, K. Sheen, C. Olver and H. Palmer).

In a special singles championship, Percy Walter, of Waragul, defeated Webber Jackson, of Ballarat.



Bruce Arthur (left) in a try-out with Tom Trevaskis.

It was their third quarrel, and the young wife was infuriated. "Rotter," "Blackguard," "Two-timer," "Loafer," were among the things she hurled at her imperturbable husband. But, she soon gave up abusing him; nothing she could say would move him. After all, he was a football umpire...

# THIS WILL PLEASE MAGPIE FOOTBALL BARRACKERS!

**F**OR Collingwood football barrackers it is superfluous to say that the wearer of the famous black and white guernsey in this photograph is Des Healey, the team's new wingster whose sparkling performances this year have won general applause. Des, who works at the Jolimont Workshops, is just as good a cricketer.

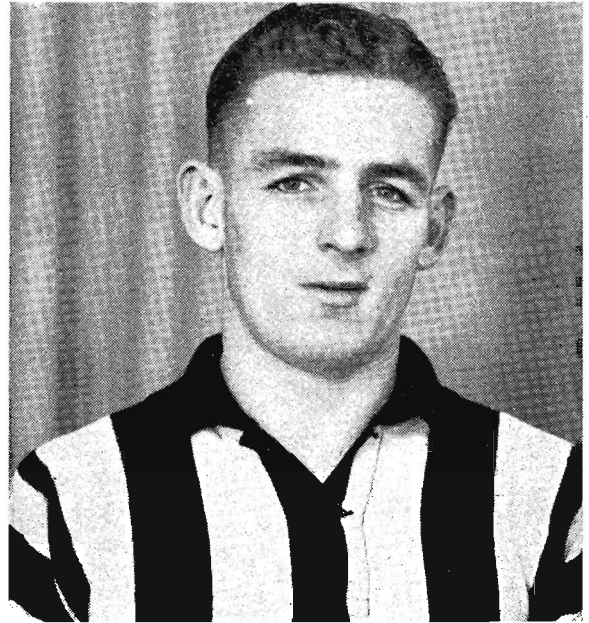
Last month, he was presented with "The Jack O'Dea Memorial Trophy" as the best fieldsman in the V.R.I. Competition. He was a member of the Electrical Engineering Branch team, winners of the premiership. A good batsman, too, he made 114 in the semi-final and 68 in the grand final.

Aged 20, and an enthusiastic Magpie supporter since "I was that high," Des has at last realized his school-days' ambition by playing football for Collingwood. While in a very junior side a few years ago, their scouts picked him as a potential Collingwood player. He then played with the Seconds for two seasons, and this year gained promotion to the First Eighteen.

Before a record crowd of 47,000 at Victoria Park Oval on April 26, Des contributed largely to his team's great win against South Melbourne. A feather in his cap was his ascendancy over Billy King (South Melbourne), a skilled wing player who last year represented Victoria at the Hobart Carnival.

Very reticent about himself, Des nevertheless let himself go when asked about the Magpies' premiership prospects this year. "I reckon they have an extra good chance," was his reply.

"News Letter" readers 'belong' to different League football clubs, but whatever team they follow it is safe to say that they will now watch with interest the career of Des Healey—a fellow-Victorian railwayman. . . .



Wingster's Great Form

## • INTRODUCING THE NEW RAILWAYS PUBLICITY OFFICER •

Mr. G. E. Blake, of Caulfield, has been appointed Publicity Officer for the Victorian Railways. He commenced his duties early last month. Mr. Blake has had an intimate connexion with newspaper work since his school and University days. He relinquished a University course to join the reporting staff of a daily newspaper.

He later entered the Advertising Agency business in which he had a wide and varied experience in all phases of modern publicity. In fact, he is one of the very few men who have collated and compiled comprehensive data relating to marketing and advertising facilities for overseas advertisers desirous of publicising their goods in Australia.



Mr. Blake has been editor of a large trade magazine and a news digest. His extensive newspaper work indicates that he is a writer of versatility, as the articles he has written strike an authoritative note on an extensive range of subjects.

He served with the A.I.F. during the last war and was on active service in New Guinea. Mr. Blake is the new Editor of the "News Letter." He would like you to communicate with him often! If you turn to the back cover of this issue, you will find the appeal he wrote asking you to fulfil this important function.

## HERE ARE ANSWERS TO RAIL QUIZ

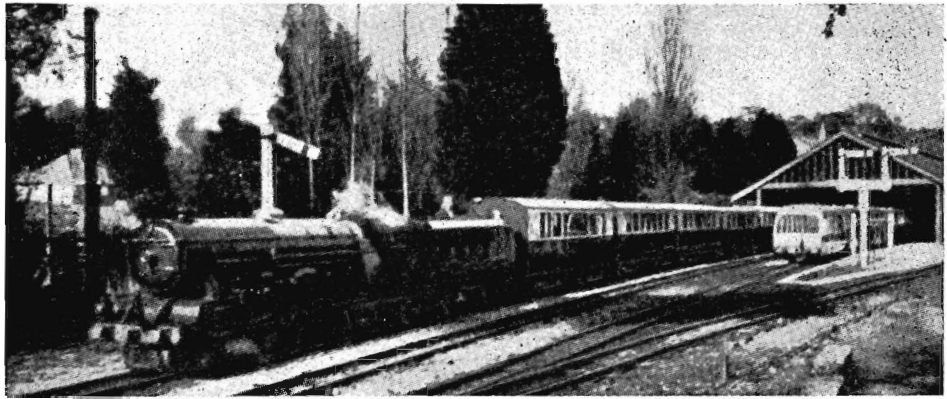
(1) September 13. (2) Edi, Emu, Kew, Lah, Moe and Yea. (3) One in which the steam, after leaving the boiler, passes through super-heater tubes that impart additional heat. This increases the volume, evaporates any water that may have been carried over from the boiler, and raises the temperature so that condensation does not take place as quickly as it does when the steam is not super-heated. (4) Divide 900 by the time in seconds in which the train runs  $\frac{1}{4}$ -mile or, alternatively, divide 3,600 by the seconds per mile. (5) Serviceton; between Wal Wal and Murtoa. (6) A mile of single track. For example, there are two track miles in one mile of double track. [No. 3 in last issue should have referred to "max. permissible speed of an electric goods train"—40 m.p.h. Electric passenger train, 50 m.p.h.—Ed.]

## Paddy Was Consistent!

Re-visiting Ireland after an absence of some years, a visitor met Pat Flannery. "How are you, Pat?", the visitor asked. "By the way, how old are you now?" "Seventy-foive, sor," replied Pat. "What!" retorted the visitor, "you told me you were 75 when I saw you about eight years ago." "That's roight," said Pat blandly. "You see, sor, o'im not wan of those who say wan thing today and another thing the next!"

# WORLD'S SMALLEST PUBLIC RAILWAY IS IN BRITAIN

**T**HE Romney, Hythe and Dymchurch (England) miniature railway, pictured here, is unique in two respects: it is the smallest public railway in the world and, unlike its bigger brothers, it was not affected by the nationalization of transport which came into effect in Britain on January 1 last.



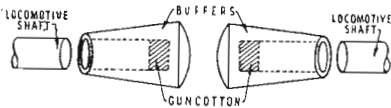
The tiny locomotives of the railway draw miniature passenger coaches along a 15" gauge track for 13 miles between

Hythe and Dungeness on the bleak marshes that form the south-east corner of Kent. Thousands of holiday-makers take "novelty" rides on the system. However, to housewives of remote Dungeness, the service it provides is indispensable for shopping expeditions into Dymchurch and Hythe.

For their size, the locomotives are remarkably powerful. They are capable of a speed of 35 m.p.h. One of them ran 10,000 miles last summer, hauling more than 50,000 passengers. It is equipped with cow-catcher, bell and Vanderbilt tender. It can—and sometimes does—make as much noise as any giant locomotive.

The railway is run by a company formed soon after the First World War by Captain J. E. P. Howey and a group of fellow-enthusiasts. The Captain has a link with Melbourne, for the valuable Howey Estate, in the heart of the city, comprises property on land purchased by his great-grandfather at the city's first land sale in June 1837.

## Adolf's Bright Brain-Wave For Locomotive Buffers



**O**N Friday, March 23, 1877, Adolf M— was sitting under a gum tree, puffing his pipe. He felt pleasantly drowsy after a good lunch. The day was warm but not hot, and there were 20 minutes to spare before he'd have to harness the horses and get on with the ploughing. His thoughts drifted aimlessly. A cloud of smoke appeared above the hill, and the air grew suddenly noisy. The horses stirred, with a great tossing of nose-bags. Adolf yelled—to calm them down—then settled himself more comfortably against his tree to watch the railway engine and its

string of trucks go by. Dirty noisy things, he said to himself. Done a lot of good for the country, though. But dangerous—only five years ago there'd been an accident at Sunbury and people were hurt.

It was there and then that Adolf got his brain-wave. It was so immense, so revolutionary . . . and yet so simple . . . that Adolf was breathless at his own genius. In his mind he saw fame thrust upon him and long stories appearing in the newspapers. The ploughing forgotten, the horses abandoned, Adolf rushed to the homestead to find pen and paper.

He addressed his letter to "Higinbotham Esq., Engineer-in-Chief-of-Victorian-Railways." Laboriously and with infinite care, he wrote:

"In consequence of occasional accidents on Railways often caused by collision, an idea has occurred to me how to make such less destructive. My scheme is to charge the buffers on the locomotives with guncotton.

"In the event of collision the guncotton caused by the friction will explode and send the locomotive back. A leaden box charged with guncotton and fitted into the head of the buffer, made strong enough to resist moderate pressure but too weak to resist in case of collision would, I think, serve the purpose. To explain myself better, Sir, I enclose a small sketch."

It is regrettable that Mr. Higinbotham's reaction is not officially recorded. Maybe he discussed the suggestion with his secretary, and pointed out that any collision would be made doubly dangerous by the flying "buffer-shrapnel" in the air. Maybe he talked about the uneasy feelings Shunters would have when coupling-up beside a lead box full of guncotton. Maybe he merely breathed a little more heavily, in sorrow rather than in anger.

The only record left for posterity, unfortunately, is a cryptic notation in Mr. Higinbotham's own handwriting: "Dealt with. T.H. 27/3/77."

## MODERN W.A. COUNTRY TRAIN

**O**VER a century ago one of Australia's pioneers, Marshall Walter Clifton, had visions of a great settlement on Leschenault Inlet, near Bunbury in Western Australia. A large trade was to be opened with India, and the names of Australia and India were linked as "Australind," and that name was chosen for the district. Australind never came into being. It remained as merely a footnote to history, a quiet reminder of what might have been.

But now, at last, there is a real "Australind"—a new limited express train built by the Western Australian Government Railways for the Perth to Bunbury run. Hauled by a British oil burning locomotive, "The Australind" covers the 115 mile journey in 3¼ hours. Average speed for the trip, 35 m.p.h., makes it the fastest 3' 6" gauge train in Australia.

Coaches and van are painted cream and green. The internal colour scheme is brown, beige and white. All seats are well sprung, leather covered and high-backed, with head and arm rests. Fluorescent neon electric tube lighting is installed in each car. Automatic ventilation is maintained by small centrifugal extractor fans set in the ceiling and driven by "S" wind-vane motors in the roof.

Folding tables are placed between each set of seats. Two light refreshment buffets are included in the train.



# Heartiest Wishes To These Retired Veterans

## STILL A GREAT "MORSE CODER"

**K**NOwn all over the system, especially wherever there is a telegraph instrument . . . and that means either personally or through his impeccable operating." That is how a colleague referred last month to Mr. W. T. Roberts (Chief Telegraph Officer) on the eve



of his retirement after nearly 50 years' service. Since 1898, when he joined the Department as a Junior Operator, Mr. Roberts has seldom been more than an arm's length from the dots and dashes . . .

Actually, he was a very small boy of eight when he first became fascinated at Ringwood Station by the marvels of telegraphy. When ready for work, he pounced on the chance of "Choosing a Railway Career"—and a telegraphic one at that. Later there was a period in the Spencer Street Telegraph Office, followed by a decade as Officer-in-Charge of the Bendigo Telegraph Office.

Promoted to Chief Telegraph Officer at Spencer Street, he assumed control of one of the busiest railway centres of its kind on the Australian Railway systems, remaining in that post until his sick leave about six months ago. His army of friends will be delighted to know that, although still obliged to "take things steadily," Mr. Roberts is continuing to show marked improvement.

## CLOCK SURGEON

**H**AVING trouble with the kitchen clock? It's a pity you didn't mention it a little earlier, because Sub-Foreman Painter C. C. Rice, of North Melbourne, would soon have had it ticking away merrily.



He has retired now, however, much to the regret of watch and clock owners, and people with cigarette lighters which won't work (do they ever?). Mr. Rice joined the Department in 1906 as a Painter at Maryborough. Later he came to Melbourne, and then went to Geelong in 1929. His transfer to Laurens Street, where he remained until his retirement, took place in 1935. He will be greatly missed, especially by those with clocks, watches and lighters. (Mr. Rice at left.)

## GIBLETT'S LAMP

**T**HE cold winter's nights at Heyfield won't worry Repairer L. E. Giblett, who retired recently. He'll just put on his warm slippers, pull his chair up to the fire,

and adjust his brand new reading lamp to the position he wants it. His mates at Heyfield, deciding what presentation to make him as a token of their esteem, got a flash of inspiration in their choice of slippers and reading lamp. Mr. Giblett joined the Railways at Ovens in 1913. He was transferred to Melbourne then, and for three years was employed on construction work at Newport Power Station in preparation for the electrification of suburban lines. Duty at Elmhurst, Rockbank, and Sunshine followed, and finally a move to Heyfield. His plans for the future are attractive: a two-months' holiday, some gardening—and plenty of reading under that new lamp.

## WEAR THOSE GOGGLES!

**A**CCORDING to a reliable authority, there is an average of 50 workers attending the Melbourne Eye and Ear Hospital daily with foreign bodies in their eyes. Last year, there were many thousands of such cases, each involving a minor operation.

**T**HE majority of the men were engaged on grinding wheels: had they worn their goggles for protection, they would have saved themselves much pain and anxiety . . .

## SAW SPOTSWOOD WORKSHOPS GROW

**M**R. P. R. LESLIE, who has been Manager since the inception of Spotswood Workshops in 1927, retired last month. He was actually appointed Manager three years before the Workshops were constructed and he was able to plan much of the layout of his own establishment.



"As you can see," he said, "I've grown up with the Workshops, and it's a tremendous break to leave them now. I'm going to miss all the fellows there, too. They're a wonderful team; their work is of the highest standard, and we've always got on very well together." Mr. Leslie has no difficulty in recalling the most memorable day in his railway career. "It was the day I got my first leave pass," he said with a chuckle. "It cost the Department a thousand miles of travel!" Plans for retirement? A lot of reading, as much car driving as the petrol ration will allow, and (he ruefully concluded), "being bullied by my grandchildren."

## REMARKABLE RAIL FAMILY

**D**RIVER-IN-CHARGE Pat Kenny, of Wallan, who retired recently, is a member of a very remarkable railway family. He is one of six sons who followed in father's footsteps

and chose a railway career. His father (former Special Ganger M. J. Kenny) had 35 years in the Way and Works Branch. Pat had 41 years in the Rolling Stock. The other five boys are all railwaymen at this present moment. Jack with 35 years' experience to his credit, Ted 28, Will 28, Jim 28 and Tom 21. To date, the members of this wonderful family can aggregate 216 years' railway service. They claim they hold an all-time record. Any challenges? Pat, who is interested in all forms of sport, was once quite a fair footballer and cricketer, and (on his own modest admission) a champion sack race runner! He is still a good entertainer, and needs only a piece of burnt cork, a banjo, and a few volunteers to turn on a Nigger Minstrel Show for charity which will rival any professional performance.



## TOUCH OF OLD ERIN

**S**TAFF Clerk at Spencer Street Station for the past four years, Mr. Ted Crennan, who retired last month, had previously spent 18 years relieving in most of the important clerical posts at Flinders Street and Spencer Street Stations.



Working at these busy city stations was in direct contrast to the serenity of Buninyong Station where he joined the service as a Junior Clerk in 1900.

It was also a good deal more hectic than the leisurely, early 1900's spent at Collingwood Station. In those days—and this will come as a surprise—trains from Heidelberg could travel only as far as Collingwood, where they returned to Clifton Hill and continued to Spencer Street, then the terminal station. There was no

line from Collingwood to Princes Bridge.

Many years ago, Mr. Crennan became actively interested in amateur dramatic societies, and he regularly took part in plays, mostly with an Irish background. To this day, he gives a faultless interpretation of "Con the Shaughraun," brogue 'n all. With equal ease and appropriate gestures he re-lives the role of Solomon Goldstein . . .



THESE enthusiastic members of the Electrical Workshops, Spencer Street, are only a reflection of the general esteem in which Mr. Alf Gonsal, Sub-station Equipment Examiner, (left) is held by colleagues throughout the Branch. Mr. Fred Thornton (Sub-station District Engineer) is presenting him with a wallet of notes when he reached the retiring age last month. His railway career began in 1919 after his return from active service with the First A.I.F. The photograph was taken by Shift Electrician M. C. Morton, of the Newport Sub-station.

## V. R. MAN'S WORK FOR HOSPITAL

**J**UNE 13 will revive memories of a special occasion for Mr. L. H. Tolliday (Stationmaster, Clunes). On that day in 1946, in his capacity of President of the Clunes Hospital Committee, he laid the foundation stone of what is now recognized as the most modern Hospital for its size in Victoria. It was a proud day for him; yet, recently, he was prouder when, in the presence of a large and representative gathering, Mr. John Cain, M.L.A. (State Opposition Leader) officially declared the Hospital open.

Behind that ceremony is a story of splendid local endeavour. On January 8, 1944, the original Hospital, built in 1870, was completely destroyed by bush fires. Mainly through the efforts of Mr. Tolliday the old Hospital was financially sound.

After the disastrous fire, little time was lost in planning for a new Hospital and, with Mr. Tolliday as the energetic organizer, approximately £4,000 was quickly raised locally through entertainments, sports meetings, donations, etc.

Mr. Tolliday, who is a Justice of the Peace, is a returned soldier from the First World War. He served in the 5th Battery, 2nd Field Artillery Brigade, and was an original Anzac. Two of his sons served in the last war: one, William, who was a Flying Officer, lost his life in India.

## Railwayman Lost His "Bet"

"The Editor,  
News Letter"

Public Holiday, Monday, April 26, 1948

Transportation Branch in special time-table circular referred to this as ...	LABOUR day
Do. in 'Weekly Notice,' says ...	LABOR day
Secretary's Branch, in Staff Board notice, re the holiday, says ...	LABOUR day
Daily newspapers say ...	LABOR day

Why not uniformity in the Department? Incidentally, my money goes on the newspaper spelling. **QUIZ FAN.**

Afraid you've lost your money, for "Fowler's Modern English Usage" says keep the 'u,' while the Oxford English Dictionary says 'Labour,' with no alternative spelling.—Ed.

## NO DISCORD AT EASTOAKLEIGH

**O**UT Eastoakleigh way there are two Assistant Stationmasters: Messrs. J. Horwill and R. Jory. As they both have sons who are prominent in Association Football, one would think there are ample opportunities for controversy. That, however, never happens because, conveniently enough, their sons both play for Oakleigh.

Ron Horwill is a back-pocket player whose recent brilliant play won for him a valuable tea and coffee set in the 3KZ Sports Parade. Ron Jory was in the limelight when, over 3AW, he was accorded the highest votes in a recent match.

Both aged 22, the two Ron's have been sought by League Clubs; but Oakleigh supporters will be relieved to know that neither has any intention of leaving the local Club.

Therefore, "everything in the garden's lovely" at Oakleigh—and at Eastoakleigh where the two proud Assistant Stationmaster-fathers often spend a most amicable Saturday afternoon cheering the other's son. . .

## Judge's Appreciation

His Honor, Judge A. D. Ellis, who recently resigned from the Chairmanship of the Railways Classification Board, has written this gratifying letter to the Secretary for Railways:

"As you are doubtless aware, I am shortly relinquishing my position as Chairman of the Railways Classification Board. During the period that I have held this office, the Board's work has frequently been dependent for its success—and this was particularly the case on our country tours—upon the co-operation and goodwill of various officers of the Branch or Branches concerned.

"I am deeply conscious, too, that at all times and in ways not necessarily connected with my official work, the officers and employees of your Department have been invariably helpful and courteous.

"For all those reasons I desire, before relinquishing my office, to acknowledge to you very gratefully the help and assistance I have thus received."

## Shelter Shed Staff Give Country Trains Everything But A "Hair-Do"

### 600 CARS HAVE BEEN CLEANED IN ONE DAY

**B**Y the time a country train has finished a journey, it needs a cleaning and brushing-up. Giving the train a bath and dressing it in clean clothes are tasks of the staff at the Shelter Shed, West Melbourne. When all passengers have alighted from a train at Spencer Street, members of the platform staff make a quick search for articles left behind. A few more cases, umbrellas, wallets, coats and hats find their way to the Lost Property Office.

As soon as the search is over, a shunting engine takes the carriages off to the Shelter Shed. There, a team of Examiners, Repairers and Cleaners promptly converges upon them and the important business of renovating begins.

Making the dirty-faced urchin clean again looks a Herculean task, but the Shelter Shed men are undismayed. The scrubbing, polishing and pants-patching are all in a day's work.

First, the train is stripped of movable articles—carpets, ash trays, water bottles, glasses and (if it has a sleeping car attached) bed linen and mattresses. Then the "dusters" "sweepers" and "moppers" go through. (They are all "Car Cleaners" in railway language.) The window cleaner is on the job, too, polishing mirrors, photos, and carriage windows.

Outside, the carriages are washed down with soap and water, then hosed thoroughly. Once in a while an acid wash is needed to get rid of any grime or grease, but usually plain soap and water are sufficient.

The Train Examiners make sure the wheels, brakes and undergear generally are free from faults. Any defects must be put right before a carriage goes back into running. The Car Builders make their inspection, seeing that broken windows are replaced and splintered woodwork repaired. Door locks and window catches receive close attention for, if faulty, they can be responsible for injury to passengers. Upholsterers attend to torn seats.

#### Fumigator at Work

For repairs, there is a maintenance workshop attached to the Shelter Shed. When extensive or lengthy jobs are involved, a carriage is sent to one of the Workshops, but normal mending is done in the maintenance shop.

Here, among a hundred other things, dented ash trays are straightened, twisted towel racks renewed and the holes burnt in carpets by cigarette butts darned-up. Chewing gum in the carpet provides its own special headache. All carpets, incidentally, are beaten clean at the Shelter Shed. At the nearby Dining Car Depot, blankets and mattresses from sleeping cars are fumigated—the former after every trip: the latter, twice a week.

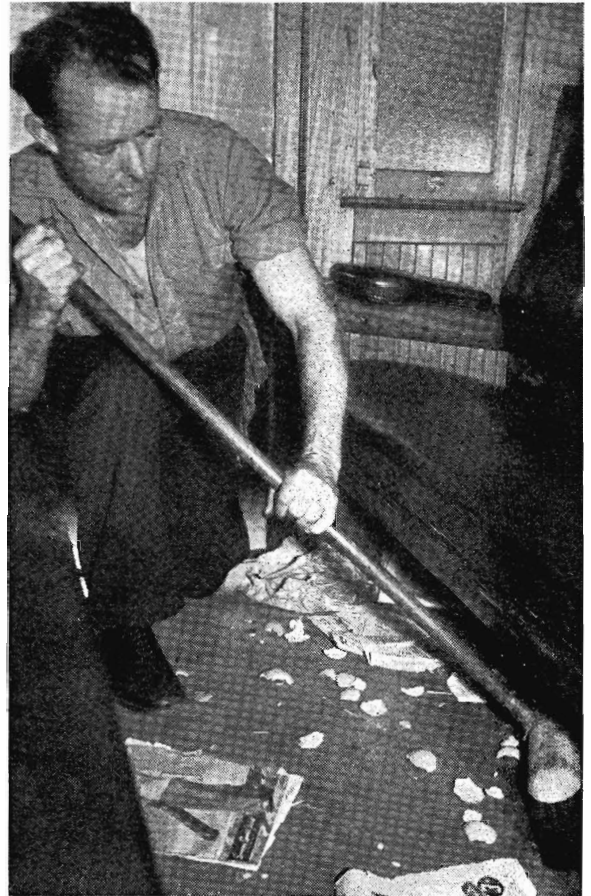
Running repairs to the undergear are carried out at the Car Lifting Shop where, every year, about 400 carriages undergo minor operations for defective springs, buffers, couplings, hot boxes and a variety of other ailments to which rolling stock is subject.

In addition to the cleaning of trains, the oiling of wool pads in axle boxes, filling of the tanks with drinking and washing water, and in some cases provision of ice, are routine jobs of the Shelter Shed staff.

The work at the Shelter Shed is a non-stop performance. "Spirit of Progress," for example, reaches Spencer Street at 11.30 a.m. and leaves again at 6.30 p.m. and is at the disposal of the Shelter Shed staff only from 12.15 p.m. to 5 p.m.

Over 170 men are employed at the Shelter Shed, and they care for about 53,000 carriages each year, usually reaching the peak on the Thursday before the Easter Holidays. As many as 600 cars have been cleaned during that one day.

Dressing trains in clean clothes is a big business.



"Making the dirty-faced urchin clean . . . ."

#### 60 YEARS OF HAPPY WEDDED LIFE

**M**ANY hundreds of present and former members of the Way and Works Branch will be gladdened by the news that Jesse B. Lathbridge, ex-Road Foreman, who retired 19 years ago, is hale and hearty at the age of 84. Recently, with Mrs. Lathbridge, he celebrated the Diamond Anniversary of their marriage at Fitzroy on March 26, 1888. Mr. Lathbridge was born in London; his wife in Lucknow, India.

Mr. Lathbridge was successively Repairer, Ganger, Special Ganger and Road Foreman, retiring from Flinders Street after duty at numerous suburban and country locations. The "News Letter" wishes many more years of health and happiness to the veteran couple.

# News Letter

## IS YOUR PAPER !

**R**EAD your News Letter  
from cover to cover.

Get the feeling of  
goodwill expressed in every  
column.

News Letter holds out  
a hand of friendship to you  
and all railwaymen. Like  
you it is an employee of  
the Victorian Railways.

Its job is to let you  
know just what is happen-  
ing in the vast organization  
of which you are an integral  
part.

**T**HE Victorian Railways News Letter is  
published in the interests of every railway-  
man and woman.

Whatever your grade—from Lad Porter to  
Superintendent . . . wherever your location—be  
it Morkalla or Flinders Street . . . whatever your  
branch . . . News Letter is yours !

Yours to read. Yours for the exercise of  
your writing ability. Yours from which to learn  
about many matters relative to the welfare of  
railwaymen and women.

There is always a fund of interesting inform-  
ation in News Letter. You can do a great deal  
towards making it an even better railwaymen's  
journal.

Make it your "Magazine of the Month".  
Write to News Letter—and write often !

### Be A News Letter Reporter

**D**URING the course of your activities,  
you encounter many subjects that  
would be of intense interest to your  
fellow railwaymen. Don't hold back inform-  
ation just because you feel you are not a  
writer. Send it in. The Editor will knock  
it into shape. That's what he is there for !

Send in jokes, photographs. In fact,  
forward anything you think might be of use.

That's how a bigger and better News  
Letter will eventuate.

## READ ! AND WRITE TO YOUR NEWS LETTER

JULY 1948

Issue No. 214



*The*  
V I C T O R I A N  
R A I L W A Y S

*New Letter*

SHAKESPEARE: "But men are men; the best sometimes forget."

(Othello, Act 2.)

SMITH: "People would lose their heads if they weren't screwed on."

(Lost Property Office, Spencer Street, June, 1948.)

## FROM SHAKESPEARE TO SMITH . . . .

### A Tale of Lost Property

"LOOK at that rain," said Porter-in-Charge Joe Smith, pointing to the glass saw-tooth roof of the Spencer Street Lost Property Office. "Just look at it! Coming down in torrents. My word, there'll be some umbrellas arriving here tomorrow."

Porter-in-Charge Smith believes that "people would lose their heads if they weren't screwed on." He has been in the Lost Property Office for the last 36 years and in his time has handled more than a million articles left in trains or on platforms by forgetful travellers. And although he shakes his head in despair at the forgetfulness of men, women and children, his years at the Lost Property Office have made him something of a philosopher: a kindly, tolerant philosopher whose face lights up quickly into a chubby smile, and whose eyes twinkle mischievously behind his shiny round spectacles.

"Perhaps you'd like to have a look around," he suggested. "Name any item you like and I'll be able to show it to you. There's little under the sun—barring, perhaps, an elephant



An every-day scene at the  
Lost Property Store

or a battleship—that we haven't got here. Keep it in mind, by the way, that nothing comes to us unless it has been unclaimed elsewhere for at least 24 hours.

"We keep lost property for three months and if the owners haven't been traced by that time we list it for sale by public auction. You see a constant stream of inquirers here, but many of the items we receive are never claimed."

He indicated the rows of storage boxes. "Quite an assortment, eh?"

Quite an assortment, to be sure! Alcohol and almonds, underwear and umbrellas, wool and wire, zinc powder and zip fasteners—all these and ten score more.



"I'm afraid I've lost it!"

COURTESY "PUNCH."

"The fascinating part of this job," explained Porter-in-Charge Smith, "lies in trying to work out the story behind the losses. Take that pair of crutches, for example. Left on the Bairnsdale train last Tuesday. How did their owner get home? Don't tell me he walked off absent-mindedly on one leg!

"Or look at this drawerful of keys. Single keys, bunches of keys, large keys, small keys, keys of every shape, size and description. There's a car key in that bunch. Is the car lying idle behind the locked garage door? Do the whole family climb through the bathroom window every time they enter or leave the house?"

He shook his head in bewilderment. "It's got me tricked," he confided.

### TOUCH OF ADVENTURE

A live kitten in a suit-case, and a large boiled lobster are among recent strange arrivals at the office. A burglar's kit must be mentioned, too. A forgetful "Bill Sikes" left it behind in the train, presumably when returning from a job, and it duly came to the Lost Property Office. A few days later "Sikes" appeared to claim his extraordinary tools of trade. They were returned to him—by a policeman who had kept vigil over them from the time of their arrival.

But that touch of real adventure is rare. Unless you can find adventure in Aunt Milly losing her blue gloves on the 8.29 a.m. "up" Dandenong, or Susan mislaying her nylon umbrella ("I'm sure I must have left it in a train because it was there that night just after Christmas, when Marjorie and Alice came over and I remember saying to them at the time . . ."), or Mr. Jerimiah Jones leaving his brief bag of Loss-and-Burglary Insurance proposals on Spencer Street Station.

Every day of the year the same prosaic 40 pairs of gloves arrive, as well as six pairs of spectacles, six suit-cases, a fountain pen, three purses, two skeins of wool, and a pair of greasy overalls. More than 70 times a day the phone rings and some absent-minded individual asks anxiously about a missing mandolin or milliners masterpiece.

Do women forget hats? Certainly they do . . . there are boxes full of exotic, expensive and frivolous creations at the Spencer Street Lost Property Office.

Women, in fact, are far more forgetful than men: they lose twenty times as many umbrellas, forty times as many gloves, three times as many hats, twice as many spectacles, and one-and-a-half times as many cases. Men lose more pipes and tobacco pouches.

(Continued on Page 5)

●  
GRIM  
FACTS  
FOR  
EVERY  
V. R.  
MAN  
●



WITHOUT MAITLAND COAL,  
"SPIRIT OF PROGRESS"  
CANNOT RUN TO TIME

**G**OOD time-keeping of trains has always been stressed as a measure of railway efficiency. Until recent times it was no idle boast of Victorian railwaymen that clocks could be set by the arrival and departure of their trains. This is not to say that trains never ran late. No transport system, however efficient, could guarantee such perfection.

Variable and unpredictable traffic conditions, heavy winds, storms and fogs, and the defects that are inherent in mechanical and human agencies alike . . . these, apart from emergencies that arise from time to time, will inevitably affect time-keeping performance. Under present conditions, it is unfortunately impossible to maintain the good record of former years. The main cause lies with poor supplies of coal, both as to quantity and quality.

Until 1941, the Railways obtained all their coal from the Maitland area of New South Wales and Wonthaggi . . . two-thirds of the total coming from Maitland. Then there was a large scale diversion of Maitland coal to other industries. Preference was given to the gas companies and a number of industries manufacturing essential war requirements. This meant that there was a substantial reduction in allotments of Maitland coal to the Victorian Railways.

To compensate for that loss of coal, the Commissioners were compelled to overland coal by rail from Lithgow and to accept occasional consignments of Borehole (Newcastle) coal by sea . . . both those substitutes being inferior to the Maitland coal.

The best railway coal is mined at Maitland. It burns fiercely, and readily gives out sufficient heat to develop maximum horse-power. It has the added virtue of a low ash content . . . an ash that is rarely detrimental to combustion.

#### ASH RETARDS COMBUSTION

Now, the question of ash is of great importance. It has to be examined in conjunction with the mechanics of the locomotive furnace. The dimensions of a railway engine are greatly restricted by the necessity to clear bridges, platforms and other structures. The locomotive therefore has a particularly small grate in proportion to the horse-power developed. A fierce draught is necessary to maintain a maximum rate of combustion so that the steaming rate will be sufficient for the horse-power required.

If the grate becomes blocked, the resultant decrease of air supply retards combustion, lowers the steaming rate, reduces horse-power and reacts against engine performance until the fire is cleaned.

Some of the incombustible matter (or ash) in Borehole

coal and some types of Wonthaggi coal has an obstructive property when subjected to the high temperature of a locomotive fire. It becomes an almost molten plastic mass known as "clinker." The clinker gradually fills the air spaces in the grate and progressively blocks the draught. Because of its tendency to adhere to grate bars and to unburned coal, a clinkered fire is difficult to clean.

Lithgow coal has a light ash which is not plastic at fire-box temperature and which is more readily removed from the fire. But Lithgow coal is much more troublesome than Maitland for two reasons. Firstly, the amount of ash is much greater, and secondly, Lithgow coal does not burn nearly so freely as Maitland coal. Consequently, fires have to be cleaned much more frequently.

Besides being subject to the detrimental effects of ash, Lithgow coal has a much lower heat value per pound than Maitland . . . about 12,500 B.T.U. as compared with approximately 14,000 B.T.U. (One B.T.U., or British Thermal Unit, is the amount of heat required to raise one pound of water one degree Fahrenheit). Of the coal used by the Victorian Railways, Wonthaggi is rated at approximately 11,500 B.T.U., Borehole about 12,500 B.T.U.

All passenger train time-tables in Victoria are normally based on Maitland coal. Whereas the Railways used to run 43 trains on Maitland, now the supplies are sufficient for one only.

A common cause of late running by country trains is that the crews are compelled to stop trains in order to attend to their fires. Sometimes the fires have to be re-built, particularly if the grates have been badly clogged with clinker. It even has been necessary to change engines on occasions to minimize the delays.

(CONTINUED ON PAGE 4)

## SUBSTITUTE FUELS

The Victorian Railways have done more in the way of using substitute fuels at extra cost than any other big user of coal in the Commonwealth. More than 250,000 tons of firewood have been used as locomotive fuel . . . a most inefficient and costly substitute. Eighty-two engines have been converted for burning oil. It is costing the Railways approximately £1,000 a day more to burn oil instead of coal.

Despite the protracted severe restrictions that conditions have imposed on Victorian train services, no other State railway system has been kept so short of coal that it was compelled for a period of years to spend enormous sums on the use of substitute fuels.

The costly expedient of overlanding coal by rail from Lithgow was forced on the Commissioners with fair promises of sufficient supplies to overcome the shortage on quantities available from Maitland and Wonthaggi.

In 1941, by arrangement with Mr. Justice Davidson, who was then Chairman of a Royal Commission on coal mining, 40,000 tons of Lithgow coal were overlanded to Victoria as insurance stock. The Federal Authority paid a subsidy of 10/- per ton on that consignment to help defray the high cost of overlanding.

After Japan entered the war, there was a progressive reduction in the amount of shipping available for the transport of coal from Newcastle. Consequently, the Victorian Railways Commissioners, acting on advice received from the Commonwealth Coal Commission, were obliged to take weekly consignments of overlanded Lithgow coal. They were comparatively small at first, but a steady increase became necessary with the growing shortage of Maitland coal.

## SUBSIDY CUT

It was understood at the outset that there would be a Federal subsidy of 7/6d. per ton to meet the extra cost, but this offer was almost immediately amended to 7/6d. for each ton over 16,000 tons per four-weekly period. However, deliveries of overlanded New South Wales coal did not greatly exceed the qualifying figure so the Victorian Railways received only modest benefits from the subsidy.

However, even that relief has disappeared. On July 3, 1947, a 'phone message notified the Railways Department that the subsidy on overlanded coal was no longer payable.

The quantity of coal overlanded for the Victorian Railways while the subsidy existed was 1,320,000 tons. The amount of rebate received during the same period was £118,000. This represented an overall average of 1/9.52d. per ton.

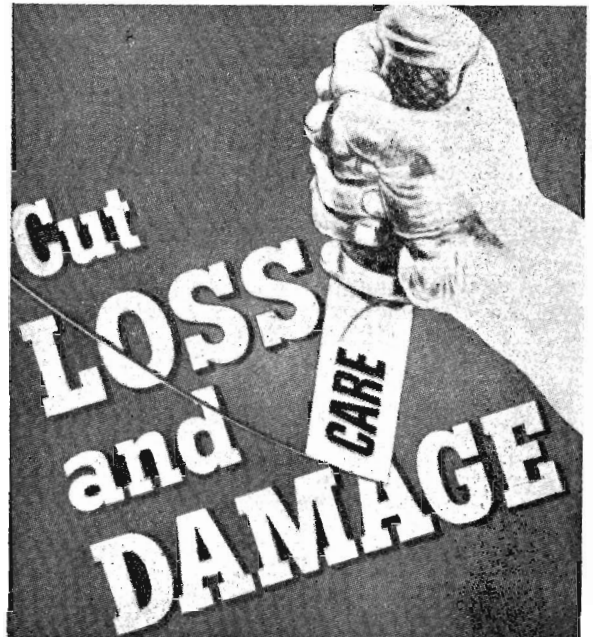
Taking this into consideration, and after allowing for the subsidy, the overlanded coal cost the State of Victoria approximately £975,000 more during the five years ended June 30, 1947, than if the equivalent tonnage of Maitland coal had been obtained by sea.

The costly sacrifices made by the Victorian Railways to help the overall coal situation have saved the Commonwealth many thousands of tons of black coal. In using firewood, they burned the equivalent of 86,000 tons of coal. The expenditure of large sums on fuel oil has saved, and is saving, nearly 2,000 tons of coal weekly.

## NO RECIPROCATION

But the sacrifices have not been rewarded by a reasonable share of New South Wales seaborne coal. On the contrary, allotments have decreased. Other Victorian users have been supplied with the better quality Maitland coal . . . at a price much below that paid by the Railways for the inferior overlanded Lithgow product.

One of the paradoxes of coal shortage is that for many months South Australia, which has no native coal suitable



for locomotives, was able to supply Victoria with sufficient good New South Wales coal to ensure the continuance of sleeping cars on "The Overland" express.

The foregoing facts emphasize the necessity for a greater allocation of coal for Victorian Railways use, and the allotment of increased supplies of the higher grade seaborne coal.

But, in spite of the Commissioners' frequent appeals to the Coal Authorities for more and better coal, the position is still as desperate as it has ever been.

Moreover, not only has the proportion of higher grade coal progressively diminished since 1941, but the heat value of all types of coal has also decreased. This is partly due to the fact that there is now more dirt and stones mixed with the coal deliveries, and the consequent interference with fire-box combustion.

The result of the Victorian Railways unhappy position as regards coal is that patrons of country trains are inconvenienced far too often by tardy arrival and departure. Furthermore, it has caused a reduction in the frequency of country trains. This has resulted in the discomforts of overcrowding and congestion.

## Death of Driver Mearns

IT is with deep regret that the death is recorded of Loco Driver William Mearns, of Maryborough. While travelling as a passenger he collapsed suddenly and died early last month. He had 39 years' service to his credit, and was due to retire in less than two years' time.

During most of his railway career, Mr. Mearns was located at Maryborough, but served for varying periods at Woomelang, Birchip, Mildura, Donald and Ouyen.

His son, William, is a Loco Driver at Traralgon.

### "Uneasy Lies The Head . . ."

THE promptings of an uneasy conscience are bounded by neither space nor time. Take the case of the woman who lives somewhere in the vicinity of Liverpool, New South Wales. As far back as 1910 she "put one over" the Victorian Railways. But uneasy lies the head that cheats the Crown, so she quieted the accusation of the little inner voice. She confessed her guilt with reparation in this letter to the Chairman of Commissioners: "I used a ticket (pass) to which I was not entitled 38 years ago. It was my mother's pass." And now, somewhere amongst the Commissioners' files, there is a document that tersely records this human episode thus: "Anonymous. Conscience money—£1."



## "ALL THE BEST"

IN response to the Editor's plea for group photographs, the men of the Footscray Electrical Fitters' Depot obligingly sent along this picture. In the back row are (reading left to right) F. Ware, A. Fry and H. Evans; and in the front row, R. Stevenson, W. Currie, F. Joel, H. Watts, F. Tonkin, H. Collaze and W. Wren. The snap was taken by W. Inglis.

Thanks for the chance to use the picture! It's to be hoped that a lot more railwaymen follow your example. All the best to you all.



*Continued from Page 2.*

### 34,000 Articles Lost Last Year

The bins, racks and boxes at the Lost Property Office can tell a comprehensive story of local social life. The piles of overcoats follow that sudden cold snap; the umbrellas indicate the rainy weather early in the month; rapidly-shortening days are responsible for those dozen electric torches; the dainty handbags and powder compacts follow a rise in the popularity of ball-room dancing; school holidays have resulted in the emptiness of the normally-full "School Books" bins; winter has brought football boots, hockey sticks and baseball mitts. A glance over the items on hand tells Porter-in-Charge Smith what the weather has been like, and what the City has been doing during the previous two or three months.

"There's no accounting, though," he said, "for the bicycles, prams, stockings, paint-brushes, glass, shoes, shaving kits, postage stamps, playing-cards, wristlet watches, and the thousands of other things which come here all the year round. Do you realize that we got nearly 34,000 articles here last year? I can tell you, lost property . . . and the endeavour to find it . . . is an important business."

For 36 years it has mystified Porter-in-Charge Smith how people can forget the things they do. "Memories like sieves . . . that's what they have," he averred. Then a slow smile spread over his face. He looked around to make sure no one was listening. "I left a parcel in the train last week, myself" he confessed in a confidential whisper.

### APPRECIATION APPRECIATED

WRITING to the Chairman of Commissioners, Mr. Val D. Preston, who lives at Regent, and is a Chemist, with shops in Regent and Reservoir, expresses his thanks for the service he has received from railwaymen over the years:

"During a little over 10 years, I have used your passenger train parcels service, often up to four times in the one day, and only on three occasions have I had any cause for anxiety or complaint. But your staff at Regent has risen to the occasion and the matters were speedily rectified.

"As time has gone on, the staff at Regent have naturally changed, but the kindly help and interest have never varied.

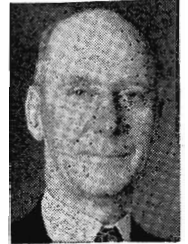
"On one occasion the co-operation of the Railways actually saved a life. In that case, the hospital was using an injection 45 minutes after having asked for it. Would you on behalf of the staff accept my grateful thanks for the part they have played in the building of my business."

Recognition, as in this case, of good service given is greatly encouraging to every employee whose interest in his job includes thoughtful and helpful consideration for the customer's interest.

In South America they have what is known as a "railroad worm." Like a train at night, it has a row of little lights along its side and a red light at one end.



Mr. Davies



Mr. Pearce

## THEIR TARGET WAS BISLEY

ALL who know retired Stores Branch men D. R. Davies and P. W. Pearce will most likely be surprised to learn that these two veterans have just arrived in England. But there will be no raising of eye-brows when it is revealed that their descent upon Britain synchronized with the arrival of Australia's Bisley Team. They were on the same boat!

Each has had many years of active and successful association with rifle shooting. Although just beyond the age-limit to make them eligible for selection in the team, they did the next best thing: went with it as "tourists."

Actually, they left fully equipped to step into any emergency that might mean one of the chosen members dropping out. It can be safely assumed that the wealth of experience of competitive rifle shooting possessed by Messrs Davies and Pearce will be at the disposal of team members at all practice shoots.

But that is not all.

Both are going to enter . . . as individuals, though nominally representing Australia . . . in the "All-Comers" Match, undaunted by the prospect of being up against the cream of riflemen from all parts of the British Commonwealth of Nations.

This is the second time Mr. Davies has been overseas with a Bisley Team and if he wins the "All-Comers," it will be the second occasion, as he won it in 1924 when he was a selected member of Australia's team. His record in Australia is far too long to set out here; sufficient to say that, over the years, this country has had few, if any, better rifle shots than "Davy" Davies.

Mr. Pearce has not been abroad before, but he has a first-class reputation, backed by results, as a competitive rifleman in Victoria.

### HAMILTON V.R.I.'s LOSS

FROM the Hamilton V.R.I. comes news of the farewell tendered Mr. K. A. Curtis (President for the last two years) just before his recent transfer to Numurkah as a Loco Driver. The fact that nine speakers, representing many sections of local railway activity, praised Mr. Curtis for his work underlines the success he had achieved. A chiming mantel clock will be a constant reminder of his pleasant times at Hamilton.

## "TOOMEYS TO THE RIGHT OF THEM .. AND THE LEFT!"

**D**OWN from Strathallan on a rush business visit last month, the tall, bronzed, smiling Ted Toomey swept into the Railway Offices and, having found the "News Letter," said in the most disarming fashion: "I think our family can just about beat the record of the Pauline family of V.R. men." It will be recalled that, in the May issue, there were photos of four Pauline brothers, with two sons of one, at present in the service.

"Just about" is right! When Ted had finished, the interviewer was staggered. A sorting out of notes revealed that the name of Toomey appears nine times on the fortnightly payrolls. In the service today, there are six sons; the wives of two of them; and last, but by no means least, their proud mother. The father (the late Harry Toomey) and another son had also been in the Department. And a sister (Kathleen) was married last month to Jack Thomas . . . a V.R. man at Echuca.

Here, in briefest outline, are details of the rare railway family of Toomey: the late Harry Toomey (ex-Gatekeeper, Echuca); Mrs. Bessie Toomey (Gatekeeper, Echuca); Harry, Jnr. (Ganger, Nandaly); Harry's wife (Caretaker, Nandaly); Frank (Acting Special Works Ganger, Ivanhoe); Ted (Repairer—passed his Ganger's examination—Strathallan); Ted's wife (Caretaker, Strathallan); Albert (Skilled Labourer, Spencer Street); Bert (Shunter, Melbourne Yard); and Bob (Porter, Warracknabeal).



Ted Toomey

A group picture was impossible; however, Ted was prevailed on to represent the family . . . and here he is, happy smile and all. A keen First Aider, he is now in his fourth year. Football is his main sporting pastime, not having missed playing in one of Rochester's last 65 consecutive games.

In answer to the remark that the Toomey family had certainly decided to "Choose A Railway Career," Ted said that not one of them regretted doing so. They were all more or less born within earshot of passing trains.

The fine record of service by the Toomeys may (or may not) be beaten amongst present-day V.R. men so, once again, the Editor (this time feeling much more confident) throws his hat into the ring with the challenge for any reader to let him know if the Toomey family's achievement can be excelled.

# 2,000

## Vacancies In The Railway Service

Junior Clerks, Adult Clerks, Trainee Enginemmen, Junior and Adult Porters, Lads for Workshops, Labourers for Melbourne Goods Depot . . . WANTED!

### GENERAL CONDITIONS

Periodical ticket at half-fare; liberal annual leave with all-lines pass; cumulative sick pay; long-service leave; superannuation benefits after two years; living away from home allowance; penalty rates for Saturday and Sunday work; shift allowance between 8 p.m.—6 a.m.

**E**VERY member of the service is urgently asked to do his part in this vital staff recruiting campaign. Remember: there is a bonus of 10/- to any V.R. man directly responsible for introducing recruits to certain grades.

## WILL YOU HELP TO FILL THE VACANCIES . . . ?

## ORIGINS OF STATION NAMES

**A**CTING on a suggestion from Storeman F. Northey, of Mildura, we begin in this issue telling you about the origins and meanings of Victorian railway station names. As a compliment to Mr. Northey, we start off with:

**MILDURA:** Named after the old Mildura pastoral station. Mildura is an aboriginal word signifying "Ophthalmia," or "sore eyes prevalent." First called "Yerre Yerre," a name given by the natives to the cliffs near the River Murray.

**BALLARAT:** Native. Means "Resting Place," or "resting on the elbow." Balla means "elbow." Formerly known as "Yuille's Swamp," and so called because of that part of Yuille's pastoral station now known as Lake Wendouree.

## ELECTRIC SUBURBAN GUARD IS "NEW TITLE" WINNER

**T**HE "News Letter" new title competition missed the century by one . . . 99 titles were suggested! For two reasons it was no easy matter to select the winning entry; firstly, because a large number of the titles had equal merit, and secondly, because no title quite hit the mark in a way which would make you say "that's the perfect name for our journal."

Of the titles submitted, "Headlight" gets nearest the mark. It was submitted by Electric Suburban Guard James McL. Goodwin, who can see in the journal something "not only to point the way, but to illuminate the mind." Congratulations, Mr.

Goodwin . . . Your cheque for £2.2.0. is on the way.

Other excellent entries which merit honourable mention, include "Tracks" (R. L. Sangster), "The Rocket" (J. A. Hutchinson), "Sparks" (A. Swanson), "The Rattler" (C. E. Hewitt), "Rail Chat" (H. Bottrill), "Lines" (S. Slattery), and "Wheels" (Miss M. Helios).

The familiar title of "News Letter" will be retained for the present, and a change in name will be considered again when the journal is ready for further expansion.

To each and every entrant: thank you very much for your interest and co-operation.

The following correction appeared in a provincial paper: "Our paper stated last week that Mr. John Doe is a defective in the Police Force. This was a typographical error. Mr. Doe is really a detective in the police force."

In golf there are two spheres: one is 1½" in diameter, the other, 8,000 miles in diameter. The object, therefore, is to strike the smaller of the two spheres. Beginners usually favor the larger.

# These V.R. Men Are Southerners

TWO CHOSEN FOR  
INTERSTATE SIDES

THAT "V" and collar should be in red for each guernsey indicates that (from left) Reg Harley, Keith Schaefer and Chester Read are members of the South Melbourne football team.

A Fitter and Turner at the Newport Workshops, Reg is in his first year of League football, having been eagerly sought after by South.

Though up against stiffer opposition than that usually encountered in the Association . . . he played with Williamstown for 3 years . . . Reg is thrilling supporters with his game and terrier-like play in a back-pocket.

In 1945 he won Williamstown's trophy as "best first year player"; in 1946 he was the team's "best and fairest"; and last year, on the votes of "Sporting Globe" readers, he was adjudged the best footballer in the Association. Reg's father is Stationmaster at Prahran.

Keith is a Clerk in the Accountancy Branch at Head Office. Formerly a member of South Surfers' football team, he is now in his second year with South Melbourne. In 1947 he won the side's trophy for "best first year player" when his form was so promising that keen judges predicted bigger things for him in 1948. Those expectations are being amply fulfilled.

Fourth-year Apprentice Fitter and Turner Chester Read comes from Carisbrook. Formerly employed at the Ballarat North Workshops, he is now at Newport. South's talent scouts heard about Chester's football ability with the Carisbrook team; saw him play; and lost no time in signing him up at the beginning of this season.

After a leg injury, Chester is now showing such good form with South Seconds that promotion to the Senior side appears imminent. His father is a Ganger at Carisbrook. With his men, he last year won the prize for the Best Kept Length in the Ballarat District.



## Our Front Cover . . .

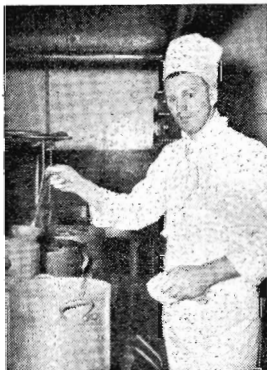
*THIS month's front cover epitomises "service with a smile" . . . the friendly, personal attention that keeps customers by keeping customers happy. Service is appreciated . . . no matter how small it may be . . . and a smile is the token of cheerfulness and goodwill.*

## Railway Quiz

IF there's one job we like more than another it's being Quiz Master—for obvious reasons. There's nothing quite like knowing what to ask, especially if you have the book with the answers! This month there is a pretty good mixture of questions, with several "googlies" to tease you, until on page 11 you discover the answers.

- (1) Funny, but quite a number of people think the construction of the present Flinders Street Station Buildings was completed in 1903. Wrong, of course; but what was the year?
- (2) Loco Drivers always take sand with them on their trips, but not, we hasten to add, for building castles. There is a very definite use for sand on locos. Would you care to tell us?
- (3) Here's a really easy one: (a) What is the gauge on the V.R. system, and, (b) how would you go about measuring the gauge?
- (4) We know you haven't the time to count them, but if you saw everyone seated in a seven-car standard electric train, how many would, in fact, be seated?
- (5) There are two V.R. station names which you spell the same, whether you are coming or going. Can you pick them?
- (6) The air-conditioned railway passenger carriage is a comparatively recent innovation in the British Empire. The distinction of introducing the first of these carriages belongs to the V.R. But have you any idea of the year it ran and on what line?

## NEW CHEF AT THE CHALET



THE vacancy for the important post of Chef at The Chalet, Mt. Buffalo National Park, was filled recently by the appointment of 29-year-old Fred Jackson who, after working for many years at the Hotel Australia, spent most of the war years serving in the culinary section of the R.A.A.F.

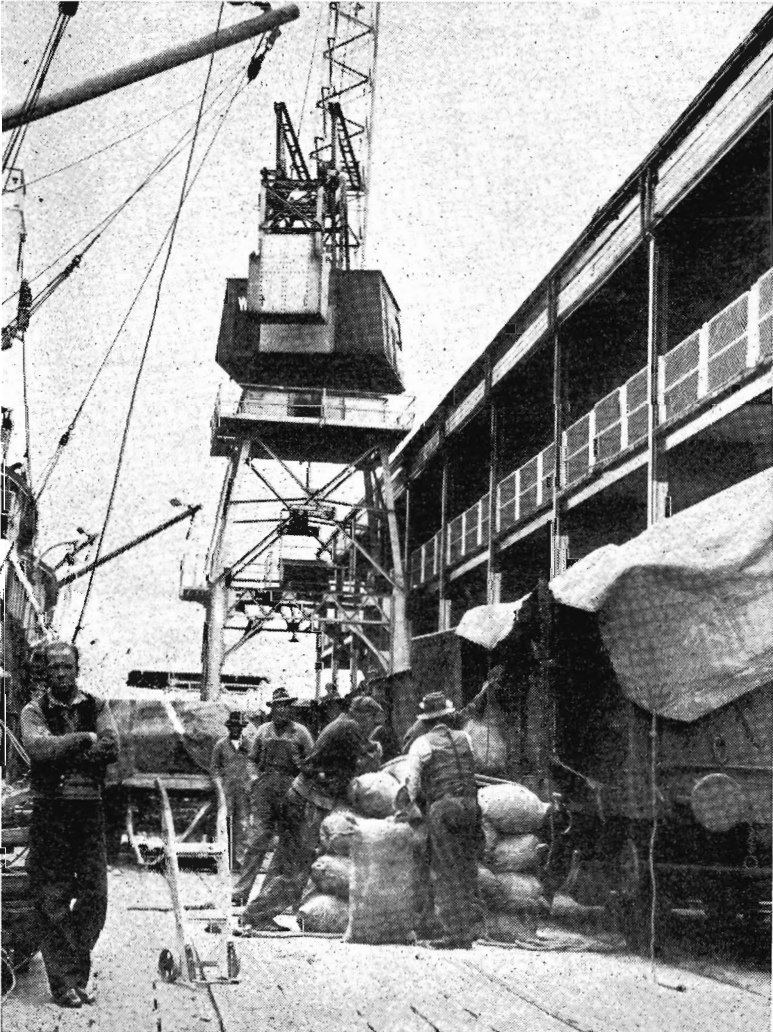
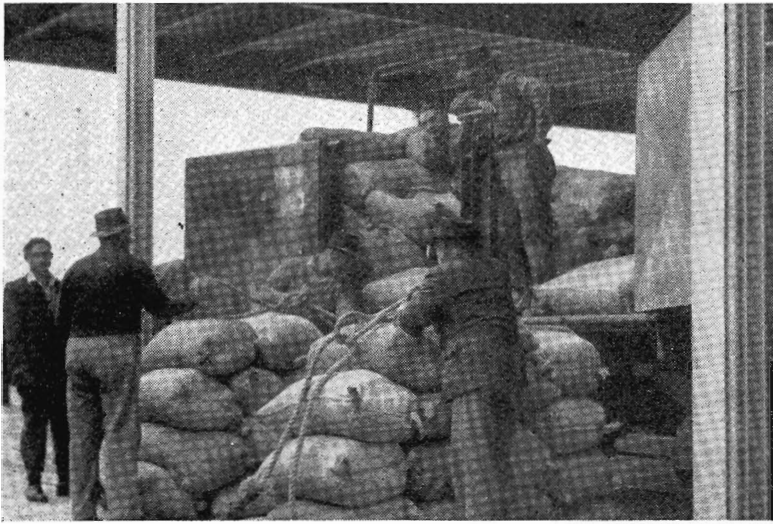
At Somers Camp with a staff of 22 he prepared meals for 1,000 men each day for more than four years. He subsequently transferred to the R.A.A.F. Headquarters Officers' Mess, and so brings a

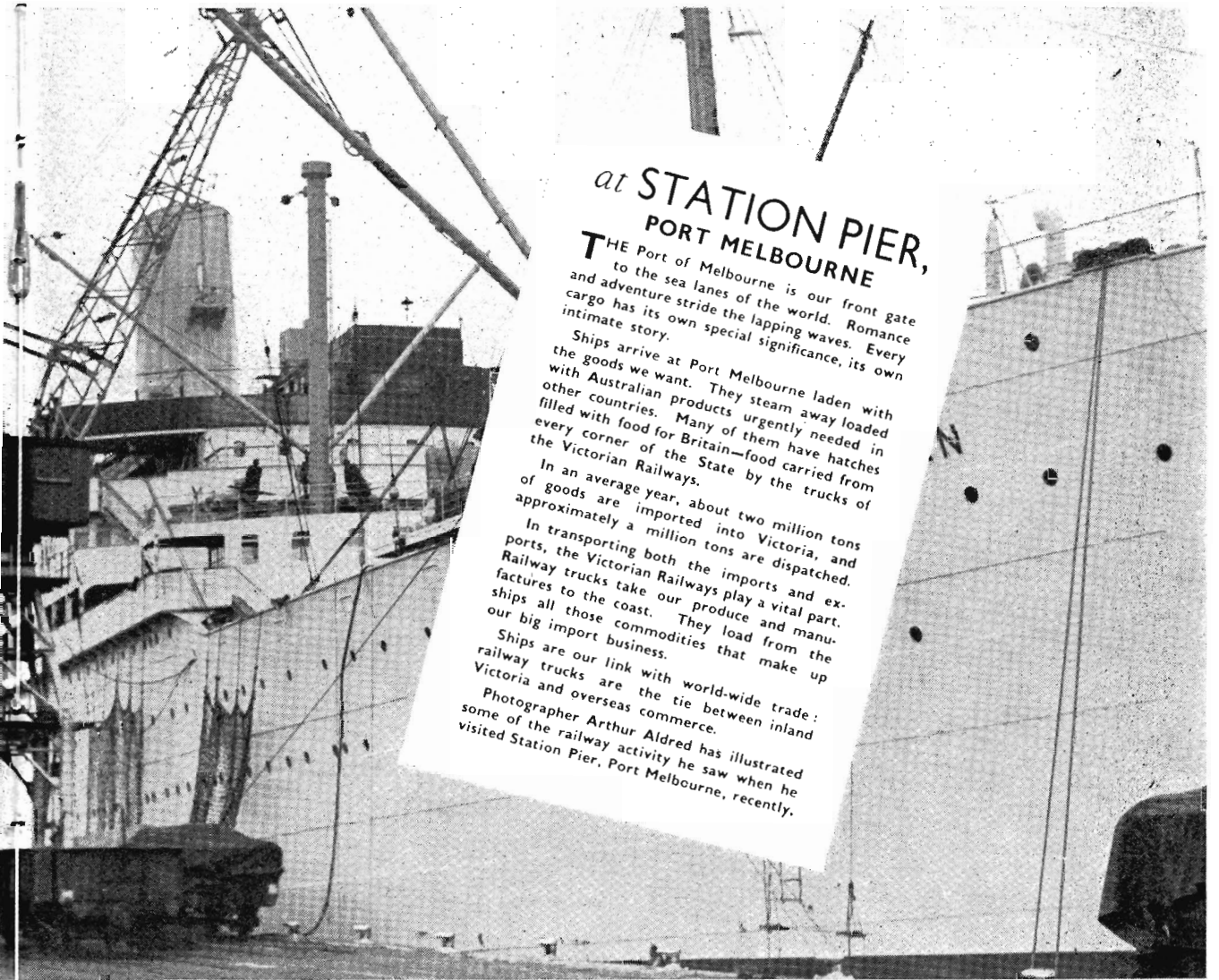
wealth of experience to the preparation and cooking of the meals served to the large number of guests at The Chalet.

## WHO IS RESPONSIBLE FOR FIRE LOSS ?

YOU MAY BE . . .

By the careless throwing down of a match or cigarette end, you may burn up your job. Every fire prevented will save unemployment and loss of life. ENLIST NOW FOR THE WAR ON FIRE . . . !





## at STATION PIER, PORT MELBOURNE

**T**HE Port of Melbourne is our front gate to the sea lanes of the world. Romance and adventure stride the lapping waves. Every cargo has its own special significance, its own intimate story.

Ships arrive at Port Melbourne laden with the goods we want. They steam away loaded with Australian products urgently needed in other countries. Many of them have hatches filled with food for Britain—food carried from every corner of the State by the trucks of the Victorian Railways.

In an average year, about two million tons of goods are imported into Victoria, and approximately a million tons are dispatched.

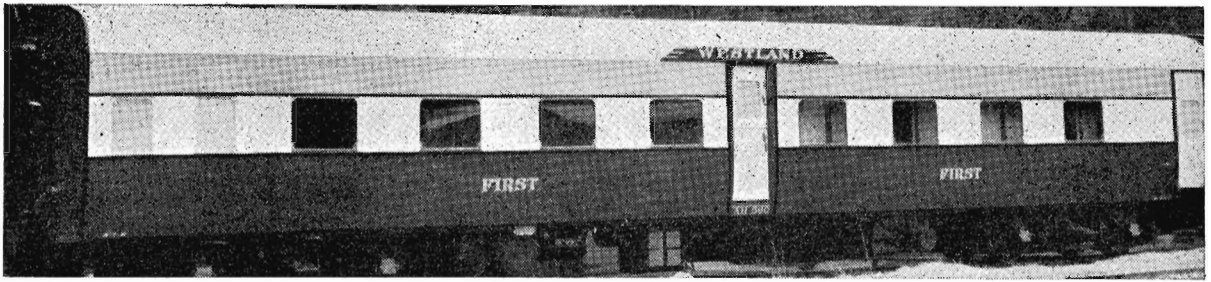
In transporting both the imports and exports, the Victorian Railways play a vital part. Railway trucks take our produce and manufactures to the coast. They load from the ships all those commodities that make up our big import business.

Ships are our link with world-wide trade: railway trucks are the tie between inland Victoria and overseas commerce.

Photographer Arthur Aldred has illustrated some of the railway activity he saw when he visited Station Pier, Port Melbourne, recently.



## Comfort Is Keynote Of New W.A. Sleeping Coaches



**T**HE new 16-passenger coaches which have been put into operation by the Western Australian Railways are a distinct advance on the type of sleeper cars used there previously. Three all-steel first-class coaches have been commissioned and attached to the "Westland" running between Perth and Kalgoorlie. The interior of each car is attractive. Contour seats are finished with brown leather over soft springing and upholstery. The upper berths fold upwards when not in use, while lower berths fold back to form a high back and head rest for day travel.

Fluorescent lighting is diffused through sand-blasted perspex, and incandescent reading lamps are fitted to each berth and also in vestibules and corridors.

Refrigerated drinking water is available from a font recessed in the corridor wall of the shower compartment. All toilet walls are stainless steel up to waist height.

The coach is divided into sections by a central entrance vestibule, joining two staggered corridors, with end doors giving access to the adjoining coaches through a passage-way completely enveloped in a concertina connecting cover.

There are four compartments, with two berths in each section. Every coach has a shower-bath compartment

with hot and cold water, and a Conductor's compartment with electric urn and facilities for making morning tea.

A stainless steel enclosed wash-basin is provided in each compartment, with hot and cold water. An electric fan is provided and there is roof ventilation by means of automatic extractor fans. The windows are large spring-balanced type with easy control.

Painted surfaces are finished in biscuit, relieved with pastel-sky blue, with dappled sea blue treatment of the wash-basin corner, above which is set a large bevel-edged mirror. Compartments are provided with ash-trays, a bottle opener and a stainless steel waste receptacle.

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### IT'S HAPPENING IN VICTORIA—No. 4

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## 10,000 Applicants For Soldier Settlement Assistance

**O**N February 18, 1946, the activities of the Soldier Settlement Commission began. Since that time over 600 allotments, comprising more than 230,000 acres, have been made available to soldier settlers, and negotiations have been completed for acquiring almost half-a-million acres additionally, at a cost of £4,300,000. Five thousand acres have been sown to pasture, and 15,000 acres have been top-dressed. Fencing has been completed, vines planted, and arrangements made for erecting 375 new houses and renovating 75 others.

Five thousand heifer calves from proven dairy herds and 100 young pedigreed bulls have been bought by the Commission for re-sale to settlers at reasonable prices. Loans made exceed £1,000,000 and allowances to settlers amount to £150,000.

The ex-serviceman with a sound training on the land has good cause to bless the activities of the Soldier Settlement Commission. Ten thousand young men have applied for its benefits.

The functions of the Commission are threefold: firstly, to settle discharged soldiers on land set apart by the War Service Land Settlement Agreement; secondly, to make advances to farmers to acquire farms, or enlarge their present holdings; and thirdly, to make advances to ex-servicemen for carrying-on expenses, and for the purchase of stock, plant and equipment.

As much as £6,000 will be loaned to any farmer for the purchasing or enlarging of a property. He is eligible, in

addition, for further advances to meet seasonal requirements, working and living expenses, purchase of seed, manure, and of extra stock and equipment.

It is recognized that a settler of average efficiency will not succeed if he has to pay current interest rates on the full value of his farm, plus interest on advances for stock and machinery. Although properties are purchased at figures representing sound values, these prices cannot effectively be passed on to settlers, together with even pre-war costs of fencing, water, out-buildings and house.

So the price of the farm and plant is "written down" to an economic level. The settler pays not the full price, but the economic price. And he is given 55 years to meet his liabilities, at an interest rate of 2 per cent.

### **BIG PROJECTS**

The policy of the Commission is to acquire land only in those localities where experience has proved there are sound opportunities for successful settlement. A major part of settlement is to take place in the Western District, and in irrigated areas where intensive farming can be carried on.

One large irrigation project of about 60,000 acres is now under way in the Cobram-Numurkah-Nathalia district, and a second irrigation settlement of about 3,000 acres is being developed at Robinvale. An area of 22,000 acres has also been selected for irrigation settlement in Gippsland.

Soldier settlement, in accordance with the War Service Land Agreement entered into by the Commonwealth and the various States, is not uniform throughout Australia. Victoria is the only State in which a discharged soldier settler may ultimately obtain a freehold title to the land he is developing.



**H**ERE are the men behind the scenes . . . those who are about to serve coffee, tea, soft drinks and sandwiches to the throng of happy dancers at one of the regular fortnightly dances held at the V.R.I. by the Train Lighting Depot Social Club. From left: Arthur Thatcher, Garry Carroll, Bill Smyth, Jim Brabender, Sammy Crew and Les Sach. Sitting: Don McTaggart (Hon. Secretary). The photo was taken by Harry Vidler, President of the Club.

Now firmly established after some years of active work, the Club has over

50 members within the Depot itself but, with their friends and other V.R. men, attendance at the dances reaches the 200-mark. At Christmas time, the Club always puts on a picnic, when the wives and children of members and many others have, in the words of Harry Vidler, "a grand and glorious time."

## JUST A LAD—OF NINETY— MAKES A CALL

"I see you're looking for Lad Porters," said a recent caller. "Any chance of a job?"

"How old are you?" we asked. "Ninety next birthday," he answered.

That was how the "News Letter" met Mr. J. Davey, formerly Station-master, South Brunswick, who retired from the Department in 1919. Still hale and hearty, he looks a certainty to reach the century.

"I had my first railway shift in 1860," he informed us.

"You mean 1880," we suggested.

"No . . . 1860."

"That's 88 years ago," we pointed out.

"Yes . . . 88 years ago. The railway line from Melbourne to Bendigo was taken through my father's property, and we had to shift!"

As a toddler he saw the opening of the Bendigo line . . . an experience very few people alive today can claim.

In 1880 Mr. Davey became a railwayman, and in the following years served in many locations across the whole face of the State, including Seymour, Beechworth, Pimpinio, Alledale, Victoria Park, Middle Footscray and South Brunswick.

"How do you fill in your time now . . . playing bowls?" we asked.

"No! I haven't got any time for bowls . . . I'm tied up in my workshop most of the day."

"Make tables and chairs and that sort of thing?" Mr. Davey looked at us in deep concern.

"Chairs and tables! Good heavens, no! I'm an iron man."

Rather stunned we conducted him to the photographic studio and we publish his picture herewith for the information—and inspiration—of all railwaymen.

## ANSWERS TO RAILWAY QUIZ

(1) 1910. (2) To increase adhesion between the rails and the wheels when slipping occurs. The sand is mechanically deposited on to the rails in front of the coupled wheels.

(3) 5' 3". The gauge is the distance between the rail heads on the running side (inside) of the rails at a point 5/8" below the running surfaces. (4) 628. (5) Hattah and Lal Lal. (6) December 23, 1935, on the Melbourne-Albury line.



## BETTER AT LUDO . . . ?

**T**HE much awaited football clash between the Accountancy Atomics and the Transportation Terrors was played to a gory conclusion on the Mentone Oval recently. Billed as "a feast of dynamic, devastating, superlative, scintillating football, the like of which has never been seen before," the game was described by the Oldest Inhabitant as "the most exciting match since Mentone Sunday School Thirds beat Mordialloc Junior Rovers by two points, the year Trivalve won the Cup."

Scouts from League and Association teams were to have been present, but there was apparently some confusion about the date, time and ground. At all events, no offers have been reported of £500 down and £10 a week (causing many "Howells").

Old-timers Geoff McInnes and Rodney Watt donned guernseys over their winter woollies to coach the Accountancy and Transportation teams for battle.

Final scores: Accountancy, 11 goals 14 bhd., 80 points; Transportation, 11 goals, 6 bhd., 72 points.

## SINGING DESPATCH OFFICER

**D**ISTRICT Engineers and Gangers . . . Architects and Repairers . . . in fact many hundreds of Way and Works Branch men throughout the State who have called at the Staff Office over the years will readily recognize the accompanying photograph. It is the diminutive, fast-moving Ted Endersbee who, for the last 35 years, has been darting in and out of Head Office rooms and scurrying along corridors, first, as a Messenger, and later as Despatch Officer.



For 20 years he has been in charge. Last month he reached the retiring age. Ted began in the service in 1912 as a Skilled Labourer under Workmaster G. W. Reid, so well known to the older generation of V.R. men.

Outside the Head Office, Ted has had three main hobbies: cricket, football and choral work. As a "teen-ager" he played cricket for Coburg Sub-district, and football with the Coburg Juniors. "Footie" team-mates included the evergreen Jock McHale, Coach of Collingwood, and Bob Nash, father of the famous Laurie.

But it is as a tenor that Ted has really shone. He has been a leading and valued member of the V.R.I. Choral Society, appearing in all their recitals and broadcasts. Recently, the Society gave a

Pleasant Sunday Afternoon concert at Penridge, where Ted had, in the past, spent many years not, we hasten to add, as an inmate. It so happens that his father was a Warden, and the family lived there.

In his earlier days, Ted was associated with the Victorian Railways Musical Society, several medals testifying to his success as a soloist.

## • The Day The Ballarat Was Sunk •

**I**N this new feature, "Reminiscence," guest writers will bring you tales worth telling about the old and not-so-old days. Mr. Ken Donald, of the Transportation Branch (who was a Sergeant with 1st Australian Light Railway Operating Company, and a member of the Railway Unit aboard the torpedoed Ballarat), writes of "The Day the Ballarat was Sunk." Future issues will carry other interesting stories, told by men you probably know, about incidents in which you may have taken part.

Here, now, is Mr. Donald's story—

"Many men of this Department have cause to remember Anzac Day vividly each year. Some 250 of them were on H.M.A.T. Ballarat (the number is now dwindling fast). At 2.5 p.m. on Anzac Day, 1917, a German torpedo struck the ship when it was about 20 miles south of Land's End, and some 90 miles from Devonport. The 'finfish' got her, despite the fact that the escorting destroyer, Phoenix, was so close to the bow of the Ballarat that one could have almost jumped on to her deck.

"All told there were about 1,840 Australian troops on the ship, and although the boat immediately began to sink by the stern, the boys stood to their posts until the order 'advance to boat stations' was given some minutes later. There was no panic. Lifeboats were soon lowered and away.

"At intervals rescuing destroyers and mine-sweepers arrived and took off the troops and crew. By 4.30 p.m. the last man was off and the first two destroyers, Hardy and Lookout, departed for Devonport. The doomed ship was taken in tow, but she settled down further and sank at about 6 p.m.

"Only a few of the troops were in the water, but several suffered minor injuries when the ship's gun collapsed at the explosion of the torpedo.

"Whilst the boys were standing-to on the boat deck, the Ballarat was sold by auction for the munificent sum of 2/9, being knocked down to railwayman Robert E. Lee (later the well-known trainer of North Melbourne Football Club)."

*Ken Donald wearing the Glen-garry cap he lent to Col. McVea at the sinking, and which was returned to him as a souvenir.*



"The auctioneer was Gunner O. Bruhn, of the Machine Gunners. The bidding started at 3d. and rose by farthing, half-penny and penny bids. Gunner Kearn, on the saloon piano with dozens of ragtime airs and classics during the stand-to period, was a stirring contribution of pluck.

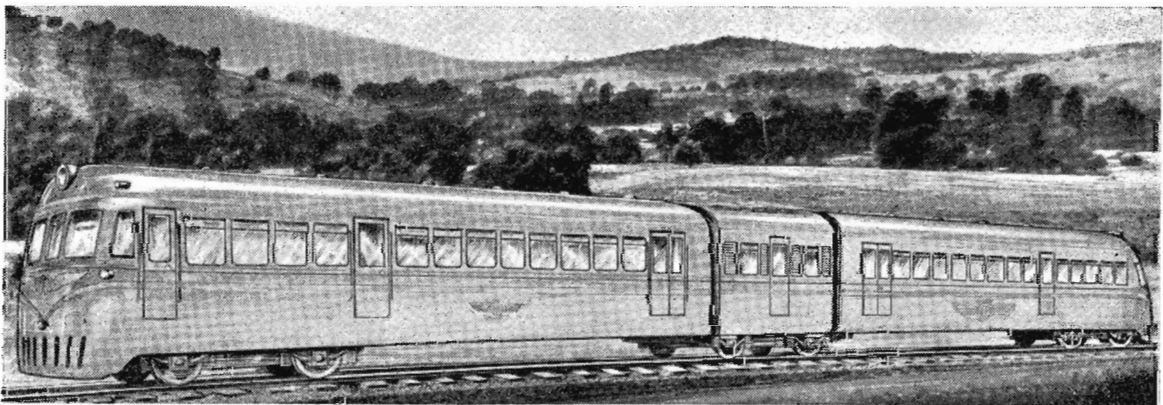
"Australia's national game (Two-Up) was well in evidence on the decks of the rescuing ships as soon as the Diggers were taken aboard. They just couldn't resist the itch.

"When the fateful news was released 14 days later in the English Press, the Daily Mirror featured it with the heading 'Anzacs in Birkenhead Drill.'

"The O.C. Troops, Colonel R. V. McVea (of the Old Victorian Scottish Regiment, like the writer), was the last to leave the Ballarat. His cheerfulness was a magnificent lead to the troops, and they responded nobly.

"An interesting sidelight on the sinking of this ship is that in 1936 Colonel McVea received a letter from the Commander of the submarine responsible for the deed, addressed from Java, asking if it would be possible for him to attend one of the Annual reunions of the Ballarat survivors which are held in Melbourne each Anzac Night."

## PASSENGERS ARE LIKING OUR NEW DIESEL RAIL-CARS



This is how the new 280 h.p. Diesels will look.

**I**N a letter to the District Superintendent at Geelong, the Secretary of the Dunkeld Developmental League (Mr. R. G. Schacher) paid this tribute to the new diesel rail-car now running on the Ararat-Hamilton line:

"We would like to congratulate the Department on the fine job which the diesel undoubtedly is. All who have ridden in it speak highly of the comfort and service provided.

"The Executive Committee of the Dunkeld Developmental League desire me to express the appreciation of the district people of the forward step taken by the Department in providing the very fine diesel rail-car on the Ararat-Hamilton service."

This diesel rail-car, which is of 102 h.p., is the second of the modern type to be placed in service in this State; the first began running on the Wallan-Heathcote line on March 15. They are the fore-runners in the Commissioners' post-war plans to improve travelling conditions.

A further 10 of the type mentioned have been ordered, together with 12-280 h.p. cars, and six 153 h.p. cars and trailers. Construction of two of the bodies for 153 h.p. cars has been completed and at the time of writing the power units were *en route* from Britain. It is expected they will be in running very shortly.



# THANKS AND BEST WISHES TO THESE VETERANS

**M**R. A. K. BARTEL, B.C.E. (Track and Drainage Engineer) retired last month after 47½ years' railway service. All-round civil engineering capacity, combined with practical experience in all parts of the State, made him a highly valuable officer. Quiet and self-effacing, Mr. Bartel was ever ready to pass on to others the knowledge he had gained, and there are many professional officers in the Way & Works Branch who gratefully acknowledge what they learned from him.



Soon after entering the service in 1901 as an Engineering Student, Mr. Bartel secured his Degree of Bachelor of Civil Engineering. Two early railway landmarks with which he was later closely associated were the completion of the Flinders Street Station Buildings and the construction of sub-stations in readiness for electrification.

That work finished, he was transferred to the staff of the General Services Engineer . . . and here he began a long association with all phases of track work.

Appointment as a relieving District Engineer came his way in a few years, with a posting to Geelong as District Engineer when the system of District Control was first introduced. On his return to Head Office he succeeded to the position of General Services Engineer, a title later changed to Track and Drainage Engineer.

Between 1938-1943 he was the Commissioners' nominee on the Grain Elevators Board and from 1945 until his retirement, Chairman of the Level Crossings Committee, both positions being additional to his ordinary duties.

## Knew His "Goods"

**A**S far back as most railwaymen can remember, Control Clerk Fred Chamberlain has been as much a part of the Melbourne Goods Depot as the sheds themselves. He had been there for 46 years up to the time of his retirement last month! He can recall, as if it were yesterday, when road motor vehicles were a novelty at the sheds, when half of the Perishable Shed was devoted to chaff, and when the Shipping Shed was "up on the bank." The now familiar gantry cranes are, to him, a relatively modern addition. He was presented with a fine chiming clock as a memento by his colleagues. Although he modestly asserts he is "just an amateur," Fred's gladioli and iceland poppies are the sort of blooms the average gardener dreams about. With all day to spend on them now he will probably make even the professionals sit up and take notice.



## Newport Identity

**"F**ROM an improvised platform in the Erecting Shop, a large, handsomely-cut oval mirror reflected the light across the faces of so many friends who had gathered there to farewell him." That's how the Newport Workshops correspondent of the "News Letter" describes the scene at the recent send-off to Workshops Sub-Foreman Dick, Senior, after 49½ years' service.

It was not the first time this popular railwayman had faced an audience. In the metropolitan area and at such places as Bendigo, Benalla, Echuca and Wonthaggi, he had filled the roles of producer and player in comic opera, choir master, and tenor vocalist. He was also a member of the well-known "Excelsior" Quartette party. Nevertheless, it was an ordeal for the veteran to have to speak his farewell piece.

Departmentally, Dick has "Seen Victoria First" through the doors of Loco Depots all over the system. He finally settled down at Newport in 1938, in the Erecting Shop.

**"W**E'RE certainly going to miss his ready wit," said one of his colleagues, referring to Electric Train Driver Arthur Seidel who retired last month. "He was one of the quietest humourists you could hope to meet. And a bonzer fellow, too!" Arthur's comments on his workmates were in similar vein . . . "I'm going to miss them. They're a bonzer crowd of fellows!"



Arthur Seidel was a railwayman for 49 years. Beginning as a Lad Cleaner at Geelong he rose to firing and driving, and in 1922 transferred to the "sparks." He records as the most exciting day in his career the time he was firing on an "up" Goods when, between Wahrung and Nagambie, a toddler ran onto the line in front of the train. There was no time to apply the brakes and the death of the child seemed inevitable.

Suddenly a woman burst out of the house beside the line and threw herself full length on the toddler, pushing her into a cattle pit, and sheltering her there until the train had passed above them. She was Mrs. Lavina Kennedy who, in 1907, was awarded the Royal Humane Society's Gold Medal for her courage. Even now, 41 years later, Arthur remembers those split seconds.

## In Tropics Now

**T**HE pleased look below was worn by Mr. J. F. McLean (Special Officer, General Passenger and Freight Agent's Branch) on the verge of his recent retirement. He had a very good reason for feeling cheerful: the day was icy, but at 6.30 p.m. he was to be off on "Spirit of Progress" to sunny, balmy Queensland on the first lap of his six months' long-service leave.

That long journey held no "terrors" for Mr. McLean for, practically ever since he joined the service 48½ years ago in the Transportation Branch, first, as a Booking Clerk, then successively (and successfully) as Goods Clerk, Night Officer, Assistant Stationmaster and Stationmaster, he has been on the move. But all the time he was gathering a wide, practical railroading knowledge. So, in 1920, when he was offered the position of Special Officer his many friends were not surprised. Since then he has seen a great deal of the State in the course of his numerous investigations, many of which concerned rating matters.



Outside the Department he is a more-than-average exponent of bowling, having been a champion player of the Surrey Hills Club for many years. Interstate honours have come his way: first, when representing the V.B.A. against Queensland and, this year, the V.R.I. in Adelaide at the Interstate Railways Bowling Carnival.

## Bonding Bill

**I**T took 60 full minutes for all the speakers from Head Office, Flinders Street and other parts of the service to pay their sincere tributes to Bill," says our correspondent in a note touching on the enthusiastic farewell on June 8 to Bonding Foreman Bill Pain.

Keynote of the remarks was his contribution towards making the Bonding Section of the "S. & T. Division" run so smoothly and efficiently.

Proper emphasis was also placed on the 50 years of faithful service which the departing veteran had rendered. Newport Workshops in his early days and later Dandenong, where he was Electrical Fitter-in-Charge, laid the foundation for the success Bill achieved when he came to Flinders Street as Bonding Foreman.

Old-timers will recall him as a talented player in the Essendon Association football team. He plans to spend a good holiday in Sydney before returning to take up golf as a hobby . . . he says he is much too young to play bowls," concludes our correspondent.

# BUDGET OF SPORTING NEWS FROM V.R. INSTITUTE . . .

Cycling Club to  
be Formed

**N**EWs came from the V.R.I. last month that plans are in hand for forming a Cycling Club. This is the first time the Institute, which already caters for practically every sporting activity, has seriously considered pedalling into the cycling field. To discuss preliminaries and test the general feeling of V.R. men towards the project, the Institute has arranged a meeting, commencing at 8 p.m. on Friday, July 30, at Headquarters, Flinders Street. A hearty invitation is extended to all members of the service, whether as potential competitors or officials.

Storeman George Snell, of the Metropolitan Receiving Depot, Spencer Street, will "Chair" the meeting. He is one of Australia's best-known wheelmen . . . as amateur, professional, and official. Cycling is a passion with him.



Mr. Kydd

"It's the world's greatest sport," he said enthusiastically, "and when I see a kid cycling along the street I somehow follow him with my eyes, sizing up his technique." George will be assisted by Roy Kydd (V.R.I. Sports Secretary). Any further details about the proposed Club will be gladly given by them if you ring George (Auto. 1368) or Roy (Auto. 1109).

### IN THE RING

**S**OON after this "News Letter" appears . . . July 2 to be exact . . . the finals of the V.R.I. Amateur Boxing and Wrestling Competitions will be held at the Institute, Flinders Street. On June 15, 22, 24 and 29, the preliminaries were conducted, a record number of 130 entries being received from all parts of Victoria.

These competitions are conducted under the auspices of the Amateur Boxing and Wrestling Association of Victoria, and are held in high esteem because they usually have a bearing on the Victorian and, ultimately, Australian Championships.

### "UP THERE CAZALY!"

**M**OST pleasing feature of the V.R.I. football this year is the evening-up of the teams. At the time of writing, the newly-formed Central Club (comprising Flinders Street and Spencer Street men) was undefeated, followed by Spotswood Workshops, North Melbourne Loco, North Melbourne Workshops, Melbourne Yard and Northern Lines.

Although Northern Lines have yet to win a game, there is general praise for the spirited way they are tackling the hardest teams. With that luck—so necessary in football—coming their way, officials say that the team could easily have been near the top.

**F**ROM the V.R.I. Golf Association comes news of a large membership and a full programme of games and social activities running right through to Christmas. This month can be taken as typical. On July 1 and 15 there will be social matches at the Albert Park Links; there will be a Card Night at the V.R.I. on July 14; and on July 18 there will be a "mixed day" at Forest Hills Links, just out of Dandenong.

Keith Mackenzie (Assistant Ambulance Officer, Spencer Street) is the Association's Secretary, and any V.R. man who would like to play golf and at the same time enjoy many social events should get in touch with him on Auto. 1845.

### DIMBOOLA'S DOUBLE

**D**IMBOOLA members of the local V.R.I. Sub-centre played brilliantly in the seasons recently closed, when their teams won the cricket and tennis premierships.

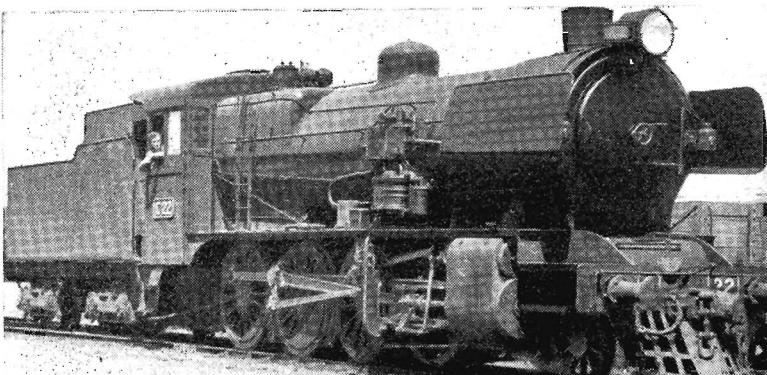
Mr. E. Erwin, on behalf of the Tennis Club, received the premiership pennant from the President of the Dimboola District Tennis Association. The "Lesley Hawker" Cup was also won by the Club, and it was accepted by Mrs. Jack Evans, the leading lady player.

### TENNIS CHAMPIONS

**F**INALS in the V.R.I. Tennis Association for 1947-48 resulted, in the "A" Grade, in the "Dunking Shield" being won by the Accountancy Branch for the second successive year. They defeated Spotswood Workshops. In the "B" Grade for the "Pimm's Cup," Spencer Street No. 1 had a victory over Northern Lines No. 1.

Briefly reviewing the season, Association officials said that the standard of tennis had improved considerably, and they were confident that there would be a further advancement next year.

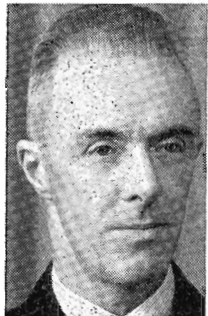
The Association will hold a Dance at the V.R.I. on Thursday, August 5, commencing at 8 p.m. These Dances are very popular with members and other V.R. men.



**HERE IS "C" 22**—the first of our locomotives to be fitted, for experimental purposes, with the German type of smoke deflector. This action follows on one of the many recommendations by Messrs W. O. Galletly and W. H. Chapman (Rolling Stock Branch Engineers) after their official trip overseas. This type of smoke deflector, which is smaller than that in use on the V. R., was developed by the Germans during the Second World War. Their primary object was to save steel. They claim it lifts the smoke higher and further away from the engine cab, moreover, that it permits greater accessibility to engine parts located on the footplate. If the trial is successful, it is likely that the remainder of the "C" class locos will be similarly equipped, and that it will become standard for all future loco construction.

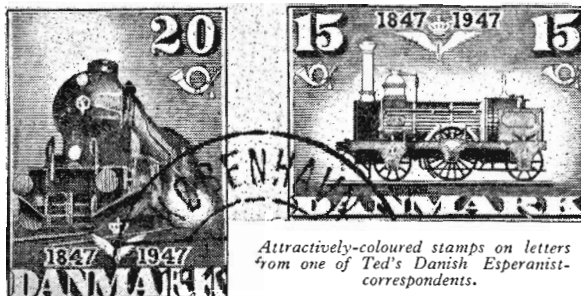
## NI PREZENTAS ELECTRA TRAJN VETURIGISTO TED CROWE

FOR the benefit of the uninitiated (and that still includes us!), it means, in English: "We present Electric Train Driver Ted Crowe," of Jolimont. He is an Esperantist, and we thought it would be appropriate to begin this item in the language that now constitutes Ted's main non-departmental interest except, of course, his wife and daughter. Esperanto, it may be mentioned, was invented by the late Dr. Zamenhof, of Poland, to provide a secondary language as a means of communication between peoples of all nations.



Ted has a regular and ever-mounting fan-mail in Esperanto from many European countries. He believes that, with other Australian Esperantists, he is helping to make Australia known abroad; in fact, several of his correspondents are nibbling at the idea of settling here.

He is a member of the Melbourne Esperanto Club; it meets weekly, with one night a month when conversation in anything but Esperanto is banned. Daughter Patricia, aged 12, is following in Dad's footsteps



Attractively-coloured stamps on letters from one of Ted's Danish Esperantist-correspondents.

and often over the evening meal they will break into Esperanto for a chat over the day's happenings.

Before he became an Electra Trajn Veturigisto, Ted had 20-odd years' experience as an Engine Cleaner, Rail Motor Driver and Loco Driver. Railwaymen at Stawell, Yarrawonga and Daylesford will especially remember the tall, quietly-spoken Ted. As the interview ended, the "News Letter" bid him "Good-bye," and Ted reciprocated with "Gis la revido."

## STILLMAN BELIES HIS NAME !

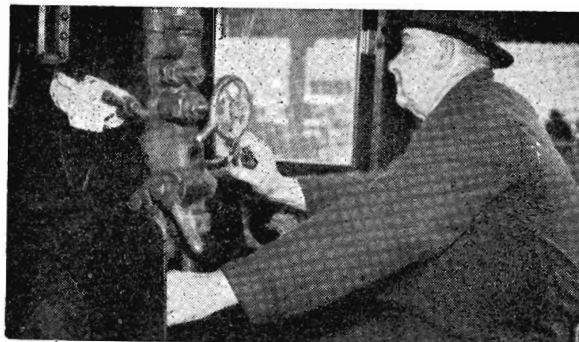
NEWS of V.R. men active in promoting the general welfare of communities in which they live is always assured of a place in the "News Letter." In addition to the personal satisfaction such efforts give the individual, they help to create a stronger link between the Department and its patrons.

Take Repairer Reg Stillman, of Alexandra, as an example. According to our local correspondent, Reg is "the real live wire in anything at all that is for the good of the district." In fact there are some who believe that, if he really tried, he could even become President of the local Branch of the Country Women's Association. . . .

He is connected with many sporting organizations, including angling, bowling and football. After playing football for Alexandra for three years, an injured knee forced him from the field—and he went into the Secretary's chair. That was 10 years ago, and ever since no one has opposed him. And what he can get out of a piano is everybody's business in Alexandra.

## Mat and Harry Go . . . . from North Loco

NORTH MELBOURNE Loco Depot has lost two of its grandest veterans: Mat Schurer and Harry Williams. Both turned 65 last month and began their well-earned retirement.



### OUR first oil-burning locomotive found Mat Schurer at the controls as instructor.

There seems to be lot more room at the Depot since Mat finished up—his 19 stone 7 made the ground tremble where he walked. He was one of those big men who, in their own sphere, achieve big things. In a period of 40 years he was, in turn, Engine Cleaner, Fireman, Driver, Assistant Shed Foreman, Night Depot Foreman and Engine-men's Instructor. He served in every district throughout the State, and his aptitude for locomotive management became a byword among engine crews.

The most important activity in the final years of his career was the training of enginemen in handling oil-burning locomotives. Mat was an expert on the subject and passed on his extensive knowledge to other drivers.

Before his retirement his mates presented him with a travelling rug and case.

Harry Williams was also a man who believed that when a thing had to be done, it was worth doing well. Before joining the Railways, he was a Mining Driver. Appointed an Engine Cleaner in 1910, he quickly rose to Fireman and, in 1917 to Driver. In his 38 years' service he was never known to be late for duty.



He was always keenly interested in Roads and Signals, became the recognized authority on the subject at North Loco and was placed in charge of instructional classes. No student of his ever failed. Of the 2,021 men he trained in Roads and Signals, 2,021 secured passes in their examinations!

Harry is as fit and well now as he was 20 years ago: nearly as fit and well, in fact, as his mother—who has just celebrated her 85th birthday.

## Health Aid Hint

THE signs that can usually be observed when a baby is in a state of convulsions are: The body is usually held stiff, and may be drawn back. There is a twitching of the muscles of the limbs and the body, the face is very pale and later becomes blue. Occasional squinting is present, or the eye-balls are turned upwards. The child holds the breath, and sometimes frothing at the mouth will be seen.

Send for the doctor at once. DO NOT PANIC . . . !  
TREATMENT: (Approved by the Railways Medical Officer.)

Immediately place the child in a bath of plain, hot water, after carefully testing the water's temperature with the bare elbow (if possible, strip the child, but do not waste time doing this), so that the water covers the body up to the neck; then apply a sponge or cloth frequently dipped in cold water on the head.

Keep the child in the bath with the cold pack on the head until the convulsions cease or the doctor arrives.

When the convulsions have ceased, or the doctor has given instructions, remove the baby from the bath, and immediately wrap in a warm blanket, but keep the cold pack on the head.

If the convulsions recur, repeat the treatment.

*"NEWS LETTER" is  
a fellow-worker of yours. Its  
job is to acquaint you with  
what other railway men and  
women are doing.*

So you liked the enlarged issue of  
"News Letter"? We, too, are pleased.  
We are gratified by the enthusiastic recep-  
tion that railway men and women all over  
Victoria gave to their "News Letter".

Now we want to see that enthusiasm  
translated into action. Strengthen your ties  
with "News Letter" by sending in any infor-  
mation or news you have that would interest  
your fellow railway men and women. In that  
way you can do much towards making your  
"News Letter" an even better railwaymen's  
journal.

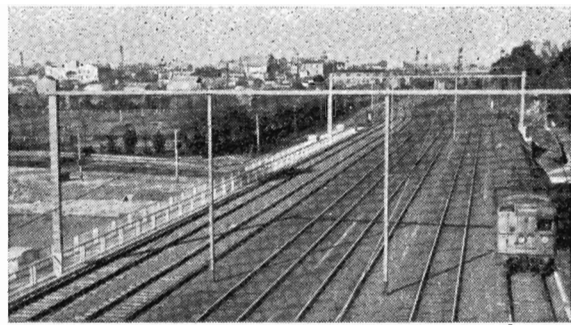
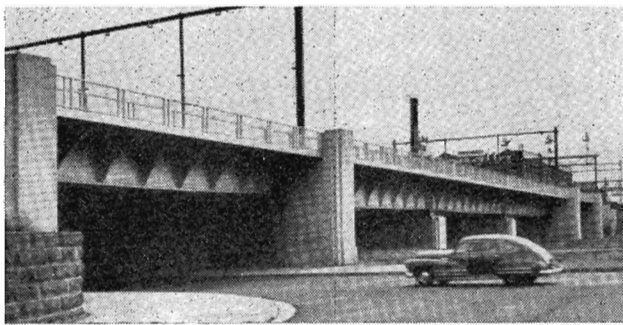
Send in jokes, photographs. In fact,  
forward anything you think might be of use.

Do you take your "News Letter"  
home for your family to read? You should.  
They'll appreciate it!

**READ ! AND WRITE TO YOUR**



# NEWS LETTER



FROM both the utilitarian and aesthetic viewpoints the recently completed Cremorne Railway Bridge spanning the River Yarra near the South Yarra station is a fine tribute to the V.R. men who designed and built it. At present the two tracks at the left terminate just across the bridge; a beginning has been made with the work of continuing them to Richmond and, eventually, to Flinders Street.

## WHAT THE RAILWAYS ARE DOING

**R**AILWAYMEN will be bitterly disappointed that it again became necessary towards the end of June to reduce both passenger and goods services because of the gravity of the coal situation. They had hoped that the Railways, which for some years now have had a pretty raw deal over coal supplies, could escape further restrictions, and get back to the standard of service that made the high reputation of the Victorian system.

**I**T is poor consolation to know that practically all major industries are suffering from the same troubles. Their sphere of influence, important though it may be, is not so far-reaching as that of the Railways, which enters into the lives and interests of every section of the community; nor are their shortcomings subjected to the search-light of criticism commonly directed upon any deficiencies in railway service.

Yet, the more revealing the light that is thrown upon railway performance, the clearer it becomes that, by any comparison with standards of service elsewhere throughout the community, the system is doing an exceedingly good job in the way it is meeting unprecedented difficulties.

Take, for example, the task of moving last season's abundant harvest. Coal supplies were precarious, and of poor quality. Manpower was in short supply; so short that only by the willingness of railwaymen to work much overtime and, in many cases, to postpone annual leave long overdue, was it possible to run the many special trains and to keep the stations open for the long hours involved.

Trucks, too, were at a premium because of delays in discharge by users . . . particularly at week-ends since the introduction of the 40-hour week . . . and due to shortage of labour and material for quick repair and replacements.

By good teamwork, backed by careful organization, this job moved so smoothly and efficiently as to earn special commendation from the Grain Elevators Board and from the country press in the wheat areas.

In 10 weeks, more than 18 million bushels were moved to silos and seaboard . . . an average movement, day in and day out, of over 8,000 tons a day. Simultaneously, thousands of tons of export traffic had to be hurried to the ships waiting to receive it, and this job, too, was carried through with scarcely a hitch. During the year, the movement of export flour alone amounted to more than 253,000 tons . . . the

greatest tonnage of this commodity carried in any one year since the beginning of the war.

The abnormally heavy traffic in superphosphates handled in the past year provides another example of railway capacity. As mentioned elsewhere in this issue, approximately 468,000 tons . . . nearly a record . . . were carried, 80 per cent. of it in the last six months of the year.

This year, too, an actual record was established in carrying approximately 700,000 tons of briquettes and brown coal from Yallourn, and still another one in the movement of approximately 210,000 tons of oats and barley. Although not a record, firewood traffic amounted to an average of nearly 8,000 tons a week throughout the year.

These examples of railway efficiency and resourcefulness under conditions of extraordinary difficulty, are outside the routine tasks involved in transporting the hundreds of thousands of individual consignments, and the millions of live stock, that helped to make up the nearly 8 million tons that were moved by the Railways in the past 12 months.

Other statistics throw further light upon the manner in which, overall, the railway organization is facing up to the abnormal and exacting conditions that have existed since the war. Compare the results of 1946/47 (later figures were not available at the time of going to press) with those of 1938/39, when present disabilities were non-existent:—

	1938/39	1946/47	Increase
Goods tonnage carried	5,975,853	7,561,773	26%
Goods ton miles (nett) ...	760,484,713	981,907,933	29%
Average tonnage (nett) per loaded truck ...	8.25	10.11	23%
Average miles per truck per day ...	24.8	26.18	5%
Ton miles per truck per day ...	144.31	193.39	34%
Ton miles per engine hour ...	1770	2130	20%

(CONTINUED ON PAGE 4)



# Railway College

For . . .

## Railway Craftsmen

MR. H. W. TRAN,  
PRINCIPAL

A STUDY IN  
CONCENTRATION



"YOU can see, therefore, that angle B is equal to 40 degrees," says the Instructor, pointing to the black-board and at a maze of symbols which might have been copied from an Egyptian sarcophagus. He pauses while the information sinks in. "Any questions?" No, there are no questions. "All right. Then how many degrees are there in angle C?"

The class has been expecting this problem, but the silence is intense. From somewhere outside comes a clatter as a pilot engine drops a rake of trucks into a siding. Then silence surges back. The Instructor waits patiently, twisting the chalk abstractedly in his long fingers. "Come, now," he breaks in, "how many degrees are there in angle C?"

Suddenly they have it. A dozen hands shoot up enthusiastically, and the Instructor nods approval. They're doing fine, these lads, and because they have solved the problem of angle C, the railways of the future will run all the more efficiently. He takes the answer, turns to his black-board, and the mathematics lesson goes on.

### Tuition Is Free

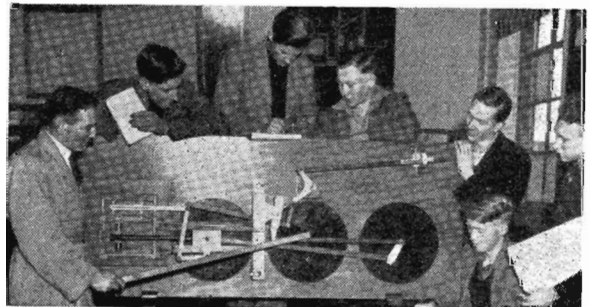
In the adjoining class-rooms other Instructors are teaching other subjects to classes of equally keen young men. For this is the Victorian Railways Technical College at Newport, where the Railway Apprentice is given a thorough course of trade training. During his first three years on the job, every Apprentice in the metropolitan area spends from eight to ten hours each week in these class-rooms. His tuition costs him nothing, it is carried out in normal working hours, and it can lead towards his becoming an excellent tradesman, a Sub-foreman or Foreman, or to a professional or executive appointment. The theory of the class-room supplements and simplifies the practical training of the Workshops.

The present College Principal is Mr. H. W. Tran, an Engineer who—together with three qualified Engineers as assistants—has been loaned to the Railways by the Education Department. Before adopting a school-teaching career Mr. Tran himself was, for a time, a railwayman at Newport Workshops.

He has 190 Apprentices under his charge at Newport. A further 2,283 have passed through his hands, or those of his predecessors, since the College was established in 1922. (Railwaymen who have attended the College will be interested to hear that, of their old Principals, Mr. O. E. Nilsson is now Chief Inspector of Technical Schools, Chairman of the Apprenticeship Commission and Deputy-Director of Industrial Training; Mr. W. H. Grace is Principal of Stawell Technical School; and Mr. E. L. Scott is on the staff of Footscray Technical School.)

Mr. Tran emphasized that apprentice training at the V.R. College is far more interesting than any studies his lads have ever attempted before. "All class-work," he explained, "has a railway emphasis. It has been designed to help the student in his general work. Augmenting the tuition given by myself and my assistants, five railway officers take classes, part-time, in the essentially railway aspects of such subjects as car and waggon building, boiler-making, electrical fitting, heat engines, and applied mechanics. It's a point of interest that three of the Railway Engineers conducting these classes are old-boys of this College.

"When the Apprentices enrol we grade them, according to their educational qualifications, into senior, intermediate or junior groups. Generally speaking, the first year of the senior syllabus is equivalent to the second year of the intermediate syllabus and the third year of the junior syllabus. This system ensures that no Apprentice will be out of his depth, or held back to repeat work he has already done at school. Within the various groups the trades are mixed together."



Apprentices being shown the operation and various settings of the Walschaert valve gear.

Mr. Tran picked out a roll book at random. "Take this class as an example," he said. "It's made up of Boilermakers, Car and Waggon Builders, Carpenters and Joiners, Upholsterers, Fitters and Turners, Interlocking Fitters, and an Electrical Fitter and a Weighbridge Fitter. That's a typical class of lads in the junior grade. Each Apprentice shares in the education programme common to his group and, in addition, receives special training in his own chosen occupation.

(CONTINUED ON PAGE 6)

## Department's Comprehensive Post-war Record

While these figures are of great significance in demonstrating efficiency of operation . . . particularly when regard is had to the adverse effects of the strike of employees in 1946/47 . . . they do not disclose the planning, and the work and effort during the past three years . . . since the war ended . . . to enhance the usefulness and the comfort and convenience of railway transport.

Despite continuous and strenuous efforts through every avenue open to them, the Railways have never throughout that period succeeded in obtaining adequate supplies of coal, and what they have obtained has largely been of quality below pre-war; nor have they been able to recruit sufficient labour, although every likely means have been exploited at considerable cost.

For the rest, however, the post-war railway record speaks for itself:—

- ❖ Nearly eight hundred trucks have been built to repair the wastage of the war years, and construction is still proceeding. (Tenders were invited for the supply of 500 more waggons, but with disappointing result.)
- ❖ 13 locomotives have been built.
- ❖ 81 locomotives have been converted for oil-burning to lessen the inconvenience caused by coal shortage.
- ❖ Tenders have been invited for the supply of 50 "N" class locomotives.
- ❖ Drawings for a new and more efficient type of locomotive (to be known as the "R" class) have been completed, and orders placed for major components.
- ❖ Orders have been placed for 28 diesel-electric locomotives . . . 18 for operation on main lines, and 10 for shunting and related services.

### INTRODUCING THE PRESIDENT

HE is Ganger Perce Hale, of Nilma . . . yet another V.R. man who, when off the job, devotes much of his leisure time to advancing the general interests of the community in which he lives.



Two years ago, Nilma decided to have a Progress Association and promptly elected Perce as President . . . an office he still holds. He is President and Captain of the Nilma Cricket Club; is on the Public Hall Committee; and is also a Committeeman of the Warragul V.R.I. Cricket Club. His latest excursion into the presidential sphere concerns badminton. The Nilma District Badminton Club has just been formed, and there was little surprise when he was asked to be the first President.

Perce was a Sergeant in the Railway Construction Unit in the 2nd

A.I.F., serving in England and the Middle East. He enlisted in 1940 and rose to the rank of Warrant Officer 1st Class in the Field Engineers.

The accompanying "snap" of him was taken outside a battered old tent "somewhere in the Western Desert."

Mention should also be made that Mrs. Hale is doing her part for the V.R.—she is Caretaker at Nilma station.

- ❖ Orders have been placed for 30 diesel rail-cars ranging in capacity from 102 h.p. and seating accommodation for 40-45, for use on branch lines of light traffic, to units of 280 h.p. capable of seating 102 passengers, for service on main and important branch lines. Three of the smaller units have already come to hand and more should commence shortly to arrive at regular intervals.
- ❖ Construction of several modern, all-steel, air-conditioned carriages for main line passenger trains is well advanced.
- ❖ New sleeping cars, containing a number of single berth cabins, of "roomette" type, for

### OUR FRONT COVER

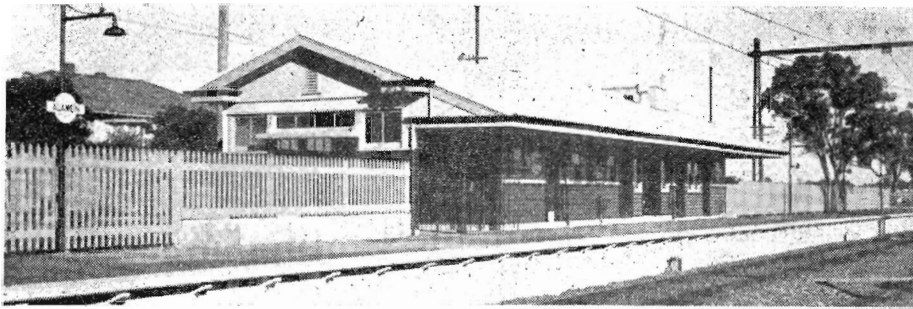
*THE Guard coming on duty is a familiar railway figure. Kit over his shoulder, lamp in his hand, he is all set for the long journey ahead. This month's front cover picture shows a typical Goods Guard making for his train. He is Alf Rushton, and we found him at Spencer Street Yard . . .*

use on "The Overland," between Melbourne and Adelaide, are being constructed, by arrangement, in the Railway Workshops at Islington, South Australia.

- ❖ Four complete new suburban trains have been built, and others are under construction.
- ❖ Construction of the new Cremorne Bridge over the river at South Yarra was undertaken and completely carried out.
- ❖ Plans for an underground city railway have been further advanced.
- ❖ Aerial surveys have been made, and ground surveys are in course, in connexion with proposals for re-grading and duplication of an extensive section of the main Gippsland line to cater for projected brown coal developments in the Morwell-Yallourn area; and, related to the same project, tracks have been laid for additional sidings at Herne's Oak.
- ❖ Preliminary work is proceeding in connexion with the provision of additional tracks between Richmond and South Yarra to improve service on the Caulfield line.
- ❖ Duplication of tracks between Alphington and Heidelberg has been completed, except for reconstruction of two of the bridges which has been delayed because the requisite steel members are not yet obtainable.
- ❖ Extensive improvements to tracks and railway property have been carried out; bridges and culverts have been reconstructed; yard accommodation has been improved, and new sidings provided; considerable progress has been made with the scheme for complete modernization of the Newport Power Station; new stations and Departmental houses have been built; and, generally, the work of rehabilitating and modernizing the system has proceeded as rapidly as supplies of labour and material have permitted.

*Any lag in railway progress is due solely to the impediments that are the aftermath of war and are common to public utilities and industry generally, not only within the Commonwealth, but throughout a great part of the so-called civilized world.*





## ALAMEIN IS NEW, MODERN STATION

PORTERS  
GEOFF NEWELL  
(LEFT) AND  
KEITH JONES

**L**ATEST addition to the list of 1,194 railway stations on the V.R. system is Alamein. Spic and span and embracing modern trends in Victorian Railway station construction, lay-out and equipment, it was opened for traffic on the morning of Monday, June 28. Selection of "Alamein" as the name of the station followed consideration of more than 200 suggestions received from all parts of the State.

It is appropriate in view of the fact that many new homes in the vicinity are or will be occupied by men who served in the recent war. Many of the street names in the district commemorate places where our fighting forces were engaged: Morotai Avenue, Buna Court, Bardia Avenue and Tobruk Road. The main approach to the station is Alamein Avenue.

Situated  $\frac{1}{2}$ -mile beyond Ashburton, the former terminal of the line, Alamein has only one platform. Single line working prevails. The business is handled by two Junior Porters, each with booking experience. The traffic at present is not considerable, but the extensive house-building activity in the vicinity is expected to lead to a substantial increase within an appreciably short period.

Features of the new station include modern parcels racks, new telephone equipment and a two-window

booking hall of relatively larger size than at most suburban stations. This will facilitate ticket-buying at busy periods, and also permit an easier, unimpeded flow of passengers through the barrier gates.

Conventional wooden gates have been replaced by wrought iron bar gates. Improved platform lighting

### FIRST ON FIRST "UP"

**T**HE "News Letter" had hoped to be able to report that there had been a night-long queue of railway enthusiasts waiting to be among the first to buy tickets when Alamein station was opened.

Although nothing like that occurred, it is known that on the first "down" train leaving Ashburton at 5 a.m. for Alamein, there were half-a-dozen passengers, with return tickets from Ashburton, who remained in the train, thus deriving the satisfaction of travelling on the initial "up" journey from Alamein. . . .

includes lamps set in the underside of the verandah, instead of being suspended.

On vacant ground directly opposite the platform ornamental trees and shrubs from the Departmental Nursery, Flemington Bridge, have been planted.

### "Safety" Sloganeers' Chance To Win One Guinea

**H**ERE is a new competition which should appeal to every railway man and woman. It is interesting, simple—and carries a prize of £1 1s. for the best entry.

As you know, safety is a traditional railway "fetish." Our reputation for safety, both personally and in general operating, has been built up by sound practice over a long period. One of the small, but nevertheless important factors which have helped to bring about a safety-conscious outlook has been the use of snappy slogans with a telling message. "Safety First," "Cross Crossings Cautiously" (and its fore-runner "Stop, Look and Listen"), are typical.

Posters with similar positive messages are displayed in depots and workshops throughout the system, and they are constant reminders that "The minute you save may be your last," "A minute for safety is better than a month for repairs," "Years of your

life may depend on a moment's thought for safety," or that "Careless workers pay and learn, Careful workers stay and earn."

The task you are set for the £1 1.0 prize is this: can you think up an original slogan, brief message or jingle which packs a punch in the cause of safety? The snappier your contribution, the better. Make every word tell. . . .!

Send along your entry to the Editor, "News Letter," Spencer Street. Closing date for the competition is August 31, and the winner will be announced in the October issue.

### BEFORE YOU START A MACHINE

**M**AKE sure that no one is effecting repairs, and that no work-mate is in a position that he may be injured. It is so easy to start a machine by pressing a button or shifting a belt that it may be done without thinking of the consequences. In short, MAKE SURE IT IS SAFE TO START . . .

## APPRENTICES LEARN

"Every year three scholarships are awarded to outstanding pupils for full-time five-year diploma courses at a Technical College or a degree course at the Melbourne University. During their studies the trainees are paid a salary, all tuition fees are met, and they retain full Railway privileges. On graduation they are appointed to the professional staff of the Department. Since the College was founded, 78 scholarships have been awarded. Needless to say, competition for the free places is keen.

"Further rewards for diligence, available to all Apprentices in any group, are proficiency allowances for satisfactory behaviour, regular attendance at school and workshop, and an examination average of 60 per cent.

"By the way, speaking of proficiency," Mr Tran went on, "I must mention the ex-servicemen who have passed through here. About 40 have completed their training, several of them going on to further studies under the Commonwealth Reconstruction Training Scheme. One of them won a Railway scholarship last year. All have given fine example to the younger lads."

### State-wide Supervision

MR. TRAN'S responsibilities extend far beyond the four walls of the College. He supervises the studies of all Apprentices at country locations, makes regular visits to the country to talk over students' problems, and gives special coaching. Country Apprentices attend their local Technical Schools at Departmental expense. They are also supplied with the printed lecture notes issued to metropolitan students—notes which give a comprehensive and detailed explanation of every subject. The notes are retained by all students for permanent reference.

At the Newport Technical College, instruction is chiefly made up of blackboard lectures in conjunction with elaboration of the printed notes, film screenings and practical laboratory work. In none of the grades is the work excessive, or more than any Apprentice should be able to handle. Lads who are anxious to follow up any particular phase of their trade have a technical library at their disposal. There is also an English library for those who wish to extend their education, improve their vocabulary, or to discover the simple (yet important) mysteries of writing good business letters.

"Throughout the whole of industry the Railway-trained Apprentice has a first-rate reputation," Mr. Tran pointed out. "That reputation has been built up by sound training. As far back as 1905 the Victorian Railways were pioneering a system of Apprentice instruction which sought to bring back all that was best in the "guild" methods, modifying them to suit modern conditions. The emphasis in training was laid not only on making a lad an efficient employee, but also in ensuring he became a skilled tradesman, taking a personal pride in his work. Forty-three years ago a special course for Railway Apprentices was begun at the Working Men's College. In 1922, the present organization of an exclusively Railway College was instituted.

"I suppose you might say that the Railway success in Apprentice training has come from recognition that an Apprentice is an individual—not just a name in the nominal roll. An experienced railway officer who was once an Apprentice himself holds the full-time post of Supervisor of Apprentices. His sole duties are to look after the welfare of Apprentices, help them in their work, assist in solving their personal problems, and to protect their interests generally. In every way the progress of each Apprentice is closely watched for he's a young railwayman with quite a job of work to do.

"Yes, indeed, quite a job of work to do! The hours spent learning to read blue prints, solve mathematical equations or test the strength of metals are very important hours. For in the hands of the Railway Apprentice lies, to a great extent, the future of the Victorian Railways."



TO WED  
THIS  
MONTH

HERE is Yard Porter Kevin Gould and Porteress (until August 5) Pat Hillas, both of Mordialloc. On the day mentioned, they will be married at Geelong, and the "News Letter" extends heartiest congratulations to them and every good wish for their future happiness.

Kevin was transferred to Mordialloc on December 17, 1946—just one month after Pat had started there as a Porteress. Kevin has been eight years in the Transportation Branch.

He has not wasted his time. In addition to acquiring a wife, he has improved his prospects of advancement in the Department by gaining certificates for Double Line Block, Electric Staff, Staff and Ticket Working, Ticket Checker's and Guard. He has already qualified as a First Aid man.

Before joining the Railways, Pat was in the A.W.A.S. for about four years, serving for a time in North Queensland.

### ANOTHER RAIL ROMANCE



CONGRATULATIONS and best wishes for another Railway couple . . . they were married last month: Assistant Stationmaster Trevor Lockwood, of Raywood, and Freda Torpey, who was a Tracer in the Commercial Drafting Section of the Way and Works Branch. Trevor first joined the service in 1936, when he was a Porter at various suburban stations; the following year he resigned; but in 1947 he returned to the job. Freda, who was a skilled and popular Tracer, was presented with a set of cutlery on her departure. When this happy photograph of Freda was

taken, Trevor was 120 miles away: on duty at Raywood . . .

"Men are so impolite to women in the trams these days."  
"I really cannot complain. Only today a man took my daughter on his knee in the tram."  
"That was kind of him—how old is she?"  
"Seventeen."

# WORST COAL PERIOD EVER EXPERIENCED

Rapid and progressive deterioration in the coal position during the latter weeks of June made it necessary to reduce consumption drastically by substantial cuts in the already curtailed steam train mileage.

These further reductions were put into effect as from Monday, June 28th.

But even that drastic step did not halt the depletion of coal stocks. Consumption continued to outpace coal receipts—with such rapidity, in fact, that by the end of the month the Railways were actually scraping at the bottoms of the coal bins.

It was at this stage that the elements combined with other factors that were reacting against the Railways' coal supplies. Rain and floods impeded work at the New South Wales open-cut mines and interrupted the flow of overlanded coal, while gales delayed colliers loaded with coal urgently required for immediate use. The position was so desperate that a complete tie-up of all coal burning trains became a grim possibility. Suburban electric services were also involved in the general shortage of coal, and to make certain that there would be week-day trains for industry and workers, the Commissioners were compelled to cancel all suburban trains on Saturday, 3rd, and Sunday, 4th of July.

The coal savings effected assisted in keeping essential week-day suburban services running on a reduced basis until the much-needed coal in transit arrived.

But there were quite a few headaches before coal in any appreciable quantities did arrive.

## Zero Mark Reached

The period of waiting was climaxed by the worst day the Victorian Railways had ever experienced as regards coal supplies. On Tuesday, July 6, coaling depots all over the State were on the zero mark. No overlanded coal was received at Wodonga and Tocumwal that day, and only a few trucks were expected the following day. The only consignments available were a couple of hundred tons which were being unloaded from the collier "Inchcrag" at Melbourne, and 500 tons produced at the State Mine—quite insufficient to meet one day's requirements.

## **SPLENDID CO-OPERATION BY STAFF**

The problem was to rush coal to the 84 fuelling points distributed throughout the State before country steam trains were brought to a standstill. Goods trains leaving Melbourne that evening and during the early hours of the following morning had trucks of coal attached to meet the demands of early trains leaving country centres. Fast newspaper trains helped in the all-out effort to distribute coal.

In one instance, supply to a country depot was interrupted by a hot box on one of the coal trucks. This meant rushing coal from another depot to replace the delayed truck-load.

At one stage during this dramatic interlude of coal starvation, every conceivable storage corner was explored to see if it could contribute some modest quota. Men were employed raking coal from the reserve storage site at Geelong. This enabled a small amount to be collected and utilized at the nearest fuelling point. Coal stages and bins at various centres were swept and scraped in an endeavour to get every remnant of coal. Coal was even shovelled from the tenders of engines undergoing repairs and transferred to other engines. At the same time Officers were supervising engine fuelling to ensure that only sufficient coal was placed in the bunkers to carry them through to their next fuelling points.

Where procurable, coke was purchased for country depots and mixed with coal in order to further eke out the meagre stocks.

All the staff concerned in these emergency measures acted in a splendidly co-operative manner.

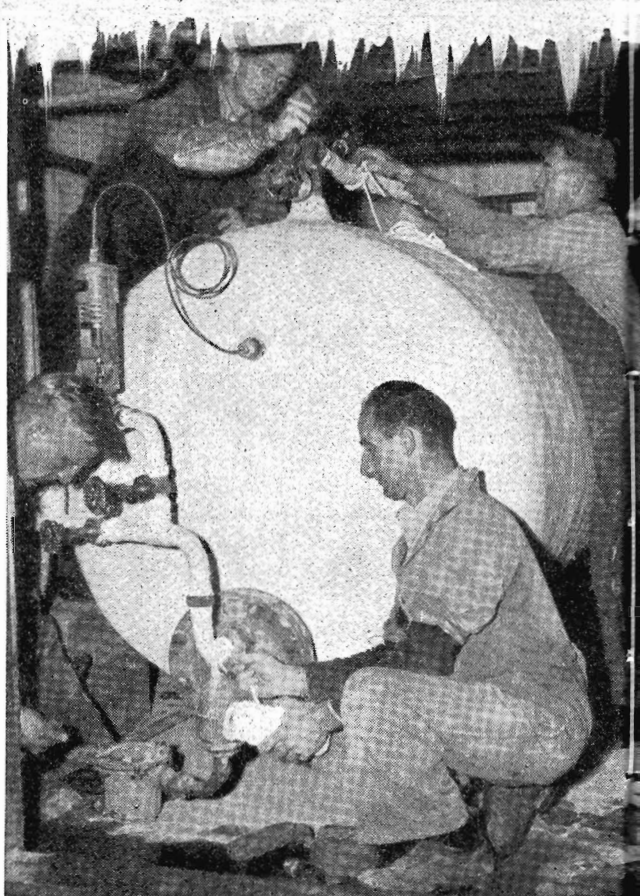
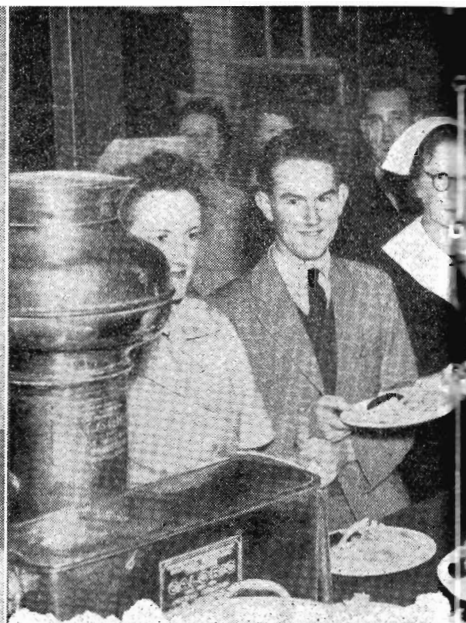
As the result of arrivals of coal on 8th July, it was possible to restore portion of the week-end service and the acute crisis was somewhat eased, but not sufficiently to permit of the removal of the restrictions.

In spite of the drastic curtailments in services, the Railways have not been able to build up coal stocks beyond day to day requirements. It only needs another delay in coal deliveries such as occurred at the end of June and the beginning of July . . . well, anything can happen.

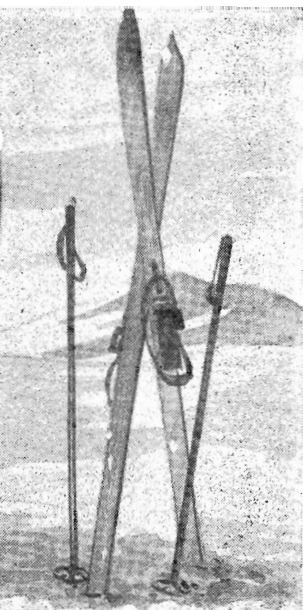
That was the position when this went to press (July 20th).

# Meet THE STAFF

at MT. BUFFALO  
CHALET



**W**HILE most Victorians are shivering and miserable in the cold, up at Mt. Buffalo (where it is really cold) everybody is cheerful. When Publicity Photographer Roy Dunstan was there last month he was impressed with the bright smiles and general happy air of the Railway staff. In the top row we look at a lunch-time scene in the Staff Dining Room, and then say "Hello" to Brenda Telford and Pat O'Keefe. Pat arrived from Edinburgh only six months ago.



In the bottom row we meet Gwen Haas, Mrs V. Finn (Dining Room Supervisor) and Johanna McRae. The second picture introduces us to Departmental Plumbers visiting The Chalet to attend to the hot water service. They are Don Cousland, Phil McGeachin, Paul Cutajar and Albert Walker. Next we take a peep at the Staff Recreation Room, and finally visit Ivy Wood, Roma Mason and Lola Garratt, framed in the window of the Booking Office.

# DEPARTMENT SEEKING MORE EVEN SPREAD OF SUPERPHOSPHATE TRAFFIC

**W**HEN, some years ago, the Railways Department in collaboration with the Agricultural Department entered upon a vigorous campaign to increase the use of superphosphates for pastures and cereal crops, many people were sceptical about the outcome. Some, indeed, were openly derisive.

Sceptics and scoffers were soon confounded. Primary producers are no less quick than the next man to recognize the side on which their bread is buttered. They read the instructive pamphlets that were distributed in thousands through the State; they came in thousands to the Better Farming Train, that "Agricultural College on wheels" from which experts lectured on scientific farming in all its phases.

They saw there was no "catch" in the advice that proper use of superphosphates would convert poor pastures into good, and good pastures into better. It was soon proved that the same acreage, properly fertilized, would produce more bushels of wheat, more sheep and wool, more milk and butter.

Today, fertilizers are one of the major items of traffic, in terms of tonnage, carried on the Railways. From a revenue point of view superphosphate is not so important. It is carried at a lower rate—an average of about  $\frac{1}{3}$ d. per ton mile—than any other class of traffic.

During the financial year just ended, the tonnage reached the almost record total of 468,000 tons; almost a record, because it has been exceeded on only one occasion—in 1937/38—and then by less than 3,000 tons.

## Difficulties Surmounted

It surely speaks well for the resourcefulness of the Railways that this big task was carried out under adverse conditions unknown in the record year: serious coal shortage, dearth of manpower, and—due to the exactions of the war-time years—a limited margin of trucks for the abnormally heavy seasonal demands, so that their disposition called constantly for movements as intricate as a skilfully-contested game of chess.

The task of the Railways in handling the superphosphates traffic would, of course, be greatly simplified if it could be spread evenly throughout the year, but it has not been offered in that manner.

Actually, more than 80 per cent. of the total tonnage carried this year, as on previous occasions, was moved during the six months from January to June. Throughout that period, an average of approximately 2,500 tons was handled every day. At the height of the season, more than 20,000 tons were moved weekly.

During the peak of the wheat harvest when the Railways had to concentrate on keeping space available in country elevators for wheat coming in from the farms, it was not possible on every occasion to meet all demands for trucks for superphosphates, but once the back of that heavy task had been broken, practically all orders were met for the remainder of the year.

## Planning For Next Season

Now, the Department is looking ahead and endeavouring, as far as practicable, to plan for next season's traffic in superphosphates. At recent conferences called by the Commissioners, discussions have taken place with representatives of the Fertilizer Companies, Wheat and Wool Growers, Graziers and Dairy Farmers Associations, the Superphosphate Industry Committee and the Agricultural Department on the practicability of obtaining the traffic in a more-evenly distributed flow.

The parties were satisfied that the objective was worth striving for, and a strong Committee was appointed to work towards its achievement.

## Railway Quiz

**A**S we hoped, this Quiz feature has developed into a miniature "Information Bureau"—it is revealing pithily to readers many little-known aspects of the State's biggest business: the Victorian Railways. This month there is the usual quota of questions to make you ponder, until you turn to page 14 for the answers.

- (1) We will at least tell you that the viaduct connecting Flinders Street and Spencer Street stations, when first used for trains, had only two tracks. Have you any idea of the year when it became a four-track viaduct?
- (2) If you know your own State, this one should present no great difficulty: there are 10 V.R. stations having two names alike, i.e., "Wallan Wallan," but, of course, that is not one. How many can you remember?
- (3) Many thousands of rail travellers cross the River Yarra every day, say, at South Yarra. But that is only one point where a railway bridge spans the river. How many more—and where are they?
- (4) Whilst the V.R. cannot boast of long railway tunnels such as exist overseas, still we have some which are quite long enough. There are three between 1,000 and 1,500 feet in length. It is your job to name them, in order of length.
- (5) There is a "catch" in this one. . . . What are "catch points"?
- (6) To finish this month's questions on a high plane, we invite you to name the V.R. station which is situated at the highest altitude above sea level.

## Was First Electric Loco Driver

**I**T is 49 years since Charlie Mathieson became a railwayman—a Cleaner at North Melbourne Loco Depot at the rate of 2s. per day. Before long he had graduated to firing and then earned his Driver's ticket.



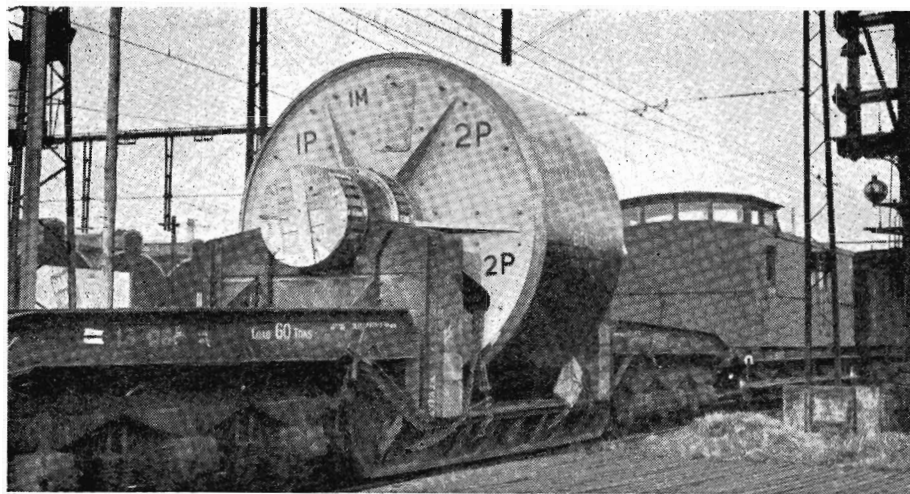
When the electrified suburban system was opened, Charlie was selected to become an Electric Train Driver. He was at the controls of our first electric locomotive when it was put into operation. Then came another promotion: this time to Foreman at the Running Depot.

Last month Charlie Mathieson joined the ranks of "retired railwaymen," and from now on can devote all his time to his well-equipped back-yard workshop and his trim garden. His one regret is in leaving the Running Depot with its "best lot of fellows in the world."

## KEEP CLEAR OF SWINGING LOADS . . .

When near a load that is being hoisted overhead, keep clear so that if anything breaks or slips you will not be in its downward path. NEVER JAYWALK UNDER SWINGING LOADS . . .

# Tricky Rail Transport Job



**A**N unusual piece of machinery of extraordinary dimensions was recently transported by rail from Bendigo to Dandenong. It was a 45-ton carpet drum manufactured at the Munitions Department's Ordnance factory at Bendigo for the Westminster Carpet Factory, Dandenong.

## GRAHAM IS NOW A.F.I.A.

**C**ONGRATULATIONS to Mr. Graham Walbran, Accountancy Branch, who has emerged from the recent examinations as an Associate of the Federal Institute of Accountants. Graham's effort is particularly meritorious, for his studies were interrupted for four years while he served "up north" and in New Guinea as a Radar Mechanic with the R.A.A.F.



He finds 24 hours all too short a day, for in addition to his studies he is on the Committee of the Victorian Table Tennis Association, plays for the Railway team in "A" grade pennant, and is a member of the Superannuation team in the V.R.I. Table Tennis competition.

Graham is also one of the Accountancy Branch tennis team which (as announced in last month's "News Letter") won the "Dunkling" shield this season.

His success is good for the Branch, and it shows also, that he is looking to his own future. It will be an encouragement, too, for those of his colleagues who are pursuing accountancy studies, some of whom are within two or three subjects of attaining their Diploma.

Quite apart from its weight, the carriage of this unit presented many difficulties because of its 12 ft. 1 1/2 in. diameter. This was more than two feet wider than the maximum width of railway vehicles, and over three feet wider than the truck on which it was transported.

Consequently, the journey was made in stages coinciding with the absence of "down" traffic so as to avoid passing any vehicles on the parallel track.

The main problem, of course, was that of clearance because, in spite of the fact that a special well-type "QB" truck, designed for the conveyance of State Electricity Commission transformers, was used, there was still very little clearance at bridges and tunnels. In fact, there were barely two inches between the side of the drum and the near-side walls of the Elphinstone and Ravenswood tunnels.

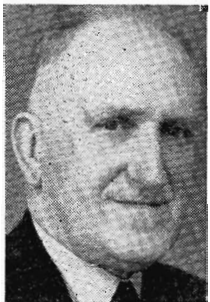
The abnormal measurements of the drum necessitated its movement on Sunday at a time when no other traffic was moving on the lines. Its speed was limited to 10 miles per hour under bridges and to five miles per hour through tunnels.

The special goods train arrived at Spencer Street on a Sunday afternoon and was shunted to a side track. It continued the journey to Dandenong between midnight and 3 a.m. during the absence of all other traffic on the route. The overhead electrical system was made dead during transit over this section to avoid serious mishap in the event of the drum making contact with live cables.

Mr. H. Robinson, Engineer (Rolling Stock Branch), supervised the loading, chocking and lashing of the carpet drum and travelled with the train throughout the journey. Overhead maintenance staff accompanied the train while it steamed through the electrified area.

## George Gordon Got The Bird . . .

**T**HERE might be a story if you have a talk with Foreman Car Builder George Gordon, of Jolimont Workshops. He's a bit keen on budgerigars," we were told by a "News Letter" reader. It was a good tip, for we found that George is one of Victoria's leading authorities on the breeding of these colourful birds.



For a little over 20 years he has been an enthusiast, and he has about 400 prize tickets for successes as a breeder and exhibitor. Cups, crystalware and other trophies decorate his sideboard. "It's a most fascinating hobby," he told us. "There is nothing quite like seeing the hens and cockbirds teaching their young to pick the proper seed. And the patience of the cockbirds teaching their young to make the first, tentative flights

around the aviary, is as great as that of any human parent with his first-born."

He has been Vice-President of the Metropolitan Cage Bird Society; for about three years he was Victorian delegate on the Australian Budgerigar Council. He has also been a judge at numerous competitions.

Those are the highlights of George's "off-the-job" hours. The highlight of his 43 years' railway service occurred in 1920, when he had the honour of being chosen as Car Builder to accompany the Royal Train on the Victorian tour of the Prince of Wales, now the Duke of Windsor.

On the journey, he had a call to the Royal Car to attend to a defective window blind. Entering, he was momentarily embarrassed to see His Royal Highness there. When the job was finished, the Prince asked him if he liked chocolates.

"Well, Your Royal Highness, I like them just about as much as anyone else," was his stammering reply. With that, the Prince cupped his hands, buried them deep in a dish and passed an overflowing handful of the sweets to the wide-eyed George, saying: "Here, you take these . . . and I hope you like them even better than before!"

# Yarns To Make You Chuckle, Too



**M**R. LES STEPHENS, Book-keeper at Melbourne Goods Depot, has the richest collection of railway anecdotes you could ever hope to hear. Maybe someone will publish, one day, "The Collected Stories of Leslie Stephens"; but space limits us to a few little gems. Here is what he has to say . . . .

Very early in my service I was appointed Booking Clerk at Flinders Street. One of my first recollections is of the District Superintendent, Mr. S. Jones—afterwards General Superintendent of Transportation—and of a Booking Clerk whom I will call John Doe—principally because it isn't his real name. One day Mr. Jones came round to our office.

"I hear, Doe, that you are a good conjurer," he said mildly. "Oh, I don't know about good," said Doe modestly. "How about giving me a demonstration?" "All right," agreed Doe, and pulling up his sleeves in professional style he produced a florin, made it disappear, found it in Mr. Jones's coat lapel, made it disappear again, produced it from Mr. Jones's beard, and for five minutes gave a first-rate performance.

Mr. Jones nodded his head in approval. "Excellent, Doe. Excellent. But in future please DON'T practice your art on the public."

### Fixer Caught

Another amusing experience occurred at a country depot to which I had been sent. One of the fellows was a regular bush lawyer and noted for his ability for extricating his colleagues from hot water. But on one occasion he struck both himself and couldn't get out of it, try as he might.

"I can fix things when others are in trouble," he bemoaned, "but when I hit it myself I'm gone." "Never mind," said one of his mates in an effort to console him, "every dog has his day." "That's all right," said the unfortunate bush lawyer, quick as a flash, "but at the moment they're breeding more dogs than days."

### Time, Gentlemen !

At another country location I was directed by the S.M. to prepare payrolls while he tackled the correspondence. A "Return of Clocks" was required as part of a general census, and I noticed the S.M. standing on a ladder, intently examining the face of the office clock.

Finally he climbed down, scratched his head in perplexity. "I can't see it. I can't see it," he said. "What are you looking for?" I asked. He pointed to the printed "Return of Clocks" form. "This column asks for the 'number on hand' and I'm blown if I can see any number on the hand."

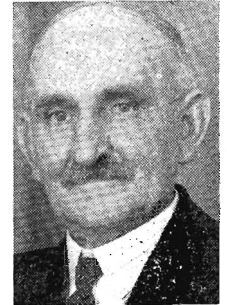
Maybe you can remember back to the days of Commissioner Sir Thomas Tait, when smoking was forbidden on railway platforms and notices to that effect were prominently exhibited. On one of his inspection tours Sir Thomas stepped from his car with a cigar in his mouth and a member of the public reproached him. Promptly, Sir Thomas threw the cigar away.

(Continued at foot of next column)

# FRED HARTLEY WAS A LOCOMOTIVE EXPERT

**F**EW men in the service know more about engines than Fred Hartley, of North Melbourne Loco Depot, who retired last month. Not only was he a born Driver, but he had that rare knack of passing on his knowledge to others. During the last 10 years of his career he devoted his talents exclusively to the instruction of enginemmen.

Like so many other Drivers of the "old school," Fred began his career driving in the mines. In 1907, however, he donned the blue overalls of a railway loco man, and within a few short years was firing on the Sydney express. By 1913 he was driving, and again went back to the Sydney express: this time as its Driver.



Night Foreman at Seymour was his next post, and in 1938 he came to North Melbourne Loco Depot as Enginemmen's Instructor. His patience, understanding and keen attention to detail made him an excellent instructor and a most popular railwayman.

His associates in the Metropolitan and Gippsland Districts presented him with a gold watch.

### ORIGINS OF STATION NAMES

- CAULFIELD: Named after Mr. John Caulfield, an early settler in the locality, and one of the first members of the Committee of the Mechanics' Institute, Melbourne, 1839.
- CARRUM: Native. "Karum Karum," boomerang. For some time the station was known as "Carrum Carrum."
- KERANG: Native. A vegetable parasite.
- JEPARIT: Native. Signifies a small bird.
- NAGAMBIE: Native. Derived from "Nogamby," meaning a "lagoon," which in the early days, was near the site of the township.
- YACKANDANDAH: Native. "Yag-gun-doon," from "Yaggun," native name for "country," and "doon," a hill.

### LETTER MIX-UP

**I**T'S a safe bet that one of the most interested spectators at the First Test was a letter sorter from the Leeds Post Office. Apparently his thoughts have been on the Tests for a long time, for when he came to a letter, last May, addressed to "The Railway Executive, Southern Region, Parcels Office, Victoria" he popped it in the bag for Australia.

The letter duly arrived here, and is now on its way back to Victoria—a large station in the London area. By the time it reaches its destination, 180 miles from Leeds, it will have travelled about 20,000 miles.

Even the wonderful British postal service is powerless before Bill Johnston, Ian Johnson, Lindsay Hassett, and the others !

Twelve months later he was back again, and once more alighted with a cigar in his mouth. And once more the same member of the public was there with an admonition. Within a matter of days a general order had gone out to all stations ordering the removal of "Smoking Prohibited" signs. . . . .

But to be serious for a moment I'd like to take this chance of recalling what I (and all the other old-timers) refer to as the "good old days." I suppose it's our privilege to feel that our ideas of getting together to help each other have never been bettered—nor our policy of making sure that the job was done at all costs. Yes, they really were "good old days." I'm glad to have lived through them.



## Belgian Croix de Guerre For V.R. Flying Man

**L**ATEST Victorian Railwayman to be decorated for his services during the recent war is 26-year-old Frank Walsh, of the Way and Works Branch Staff Office.



A Pilot Officer in the R.A.A.F., he has just been notified that the Belgian Government has awarded him the Croix de Guerre, with Palme, "for services rendered in the cause of the Allies."

As a Pilot of a Mitchell medium-bomber, he moved from England to Belgium in 1944, and from there took part in many devastating daylight raids, softening the enemy for the advancing Allied forces.

Frank enlisted in the R.A.A.F. in 1942, and completed his training in Canada and England. Later, as a Pilot he took part in 50 bombing raids over Germany.

Asked where he was and what he was doing on the eve of the Germans' unconditional surrender in 1945, Frank gave the somewhat unexpected answer: "I was then located at Osnabruck, in north-west Germany, and you're expecting me to say I was out on a bombing raid giving the Nazis what was coming to them? Well, actually, I was busy, and very interested, listening to a cricket broadcast from England where the Australian Services' Team, including Lindsay Hassett and Keith Miller, were playing!"

Heartiest congratulations, Frank, on winning this distinction.

## GREAT SEND-OFF TO BARTLETT'S



**I**T was only after 11 speakers had each paid a tribute that Mr. Wally Bartlett was called on to respond at his recent farewell on retiring from the Department. Speeches included many flattering remarks about Mrs. Bartlett, so it is appropriate that the illustration at the left should include "the lady who helped to do so much for Ararat during the past 40 years." A handsome fireside chair for Wally, and an electric iron for Mrs. Bartlett were the parting gifts.

Mr. Bartlett was one of the originals at the establishment of the local V.R.I. Sub-centre

and throughout the years both he and Mrs. Bartlett have maintained a practical interest in the Institute activities. A highspot of their association with the Institute was the work they put in on behalf of the V.R. Patriotic Fund during the war. From Ararat, £4,000 was contributed and, according to our correspondent, "it was largely due to the efforts of Mr. and Mrs. Bartlett that this magnificent sum was collected."

"Now, boys," said the teacher, "can anyone tell me how iron was first discovered?" A hand shot up.

"Well, George," said the teacher, "just tell the class what information you have on the point."

"Please, sir," replied George, "I heard father say yesterday that they smelt it!"

## HEAD OFFICE MEN IN KEEN FOOTBALL GAME

**T**HESE 36 robust railwaymen are the members of the Accountancy Branch and Transportation Branch football teams. They were photographed before their recent match at Mentone which the Accountants won by 8 points.



ACCOUNTANCY TEAM, FROM LEFT:

(Standing) O'Connor, Harrington, Simpson, O'Donohue, Jones, McInnes, Coldrey, Featherstone, Allsopp, Moore, Carnegie, Seedsman. (Kneeling) O'Brien, Kent, Bourke, Gowland, Holland, McGowan.



TRANSPORTATION TEAM, FROM LEFT:

(Standing) Morallee, Breen, Pateman, Davies, Josephs, Jacgung, Ure, Conahedy, McIntyre, Downward, Prossor. (Kneeling) Barr, Hyland, Gillies, Leonard, Martin, Hales, Gleeson.

## Fish Take Dim View of This!

"**A**L F SIEVERS left us last month," wrote a correspondent from Jolimont Workshops. "We're missing him already, for he was a fine mate. He was a fine workman, too, and since his appointment as Padder in 1938, the small number of hot axle boxes on suburban stock can be attributed to his care."

"Alf became a railwayman in 1906, and was firing at North Loco for many years. Unfortunately, poor health forced him to forsake the footplate before promotion to Driver, and he joined us at Jolimont in 1923."

"The chief Sievers's hobby is fishing. Apparently he has pulled up some big ones, but we believe that they were mainly gummy sharks. He's off for a long holiday to Queensland now—to the dismay of the northern fish!"

Dressed in his oldest clothes, he was mowing his front lawn when a hoity-toity lady drove up and beckoned to him.

"My man," she said, "what do you get for mowing lawns?"

"Well, Ma'am, the lady in this house lets me live with her." Without comment, the lady in the car drove away.

# RAIL EVENTS OF 25 YEARS AGO RECALLED

EVERY year brings its contributions to railway history . . . events which seem merely everyday happenings at the time, and whose importance we hardly realize until many years have elapsed. Then memory, "the wind's voice in the crevice," trots them out and we shake our heads and say in mournful surprise . . . "I'm getting old."

This is the silver anniversary of several interesting events. Do you remember them?

In 1923 . . .

- ❖ The first Victorian Railways electric locomotive commenced running (on July 20). Three weeks later it was joined by a second electric loco.
- ❖ The Board of Discipline was formed. Mr. George Sutton (a former Secretary for Railways) was first Chairman. Commissioners' Representative was Mr. H. W. Clark and Employees' Representative, Mr. W. Phelan.
- ❖ The fly-over was built near Kensington to take the Essendon line over the other tracks.
- ❖ At Newport Workshops, the new foundry came into operation.
- ❖ The fortnightly pay system was introduced, replacing the previous two-pays-each-month arrangement.
- ❖ Dictographs were introduced for inter-office communication in the Head Offices.
- ❖ Montmorency station was opened for traffic.
- ❖ The Deniliquin and Moama Railway Company was taken over by the Victorian Railways as part of the "Border Railways" Agreement. The line, 45 miles in length and of 5' 3" gauge, had been opened in 1876. Property acquired included four goods engines, identical with the V.R. 0-6-0 "T" Class. By a strange coincidence the Deniliquin and Moama locomotives were also classed as "T." These engines have all been scrapped now, but it is interesting to recall that they were originally assembled, on arrival from England, at the old Williamstown Workshops and taken to Moama by V.R. crews.

## Fine Work For Ballarat Home

FROM our Ballarat correspondent comes news of a fine effort by the Railway Auxiliary of the Queen Elizabeth Benevolent Home, Ballarat. As a result of a special drive, in which railway men and women at Ballarat and in the Midland District were joined by the Ballarat Football League and the Midlands Golf Club, the sum of £580 has been handed to the Management of the Home.

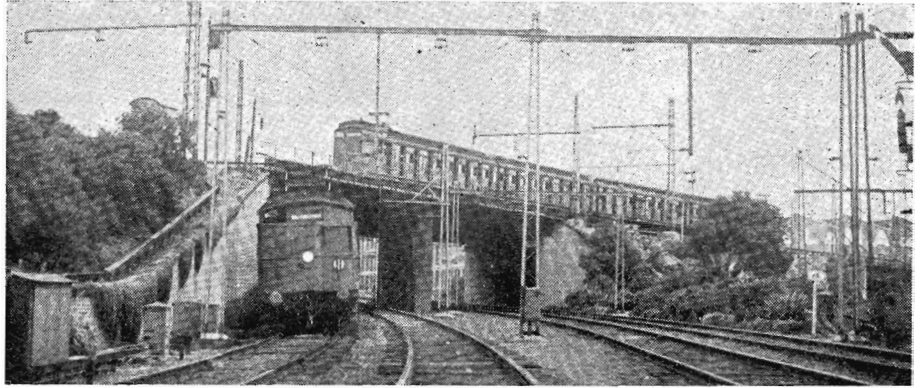
This money is being used to provide amenities and comforts for the 600 inmates who have reached the evening of their lives.

Mr. L. Norwood, District Superintendent, who is Chairman of the Auxiliary, paid a warm tribute to all who helped to make the appeal such an outstanding success.

"Many members of the service worked indefatigably, and it is very gratifying to know that their efforts were crowned by this splendid result," he said.

## ANSWERS TO RAILWAY QUIZ

(1) 1917. (2) Bet Bet, Buln Buln. Cope Cope, Lal Lal, Lang Lang, Nerrin Nerrin, Nowa Nowa, Pura Pura, Vite Vite and Wal Wal. (3) Flinders Street, Heyington, Hawthorn and Yarra Glen. (4) Geelong, 1,386 ft.; Footscray Goods Line, 1,357 ft.; Ravenswood, 1,276 ft. (5) Points placed in the running lines on grades to derail any breakaway portion of a train. Goods sidings are also provided with catch points to prevent vehicles being moved, unless authorized, on to the running lines. (6) Shelley, on the Cudgewa line—2,562 ft. above sea level.



The fly-over near Kensington has greatly facilitated traffic.

## TO LEAD BRUNSWICK TO 1948 PREMIERSHIP?

INTO his 15 years of football, Stores Branch Clerk Ron Baggott, of the North Melbourne Loco Depot, has packed a succession of performances that have taken him from mid-week games to the zenith of football in this State. These days, this popular and skilful player is Captain and Coach of the Brunswick Association team—the leaders for 1948 who seem set for the "four" and with bright prospects of being premiers.

Ron was in the R.A.A.F. for 3½ years, serving for a time in the Islands. Soon after the war ended he had the unusual experience of playing football in an R.A.A.F. team on four consecutive week-ends in four different Capital Cities: Melbourne, Sydney, Hobart and Adelaide.



In his first year—1933—with the Heidelberg-Reservoir mid-week side in the Railways Competition, Ron topped the goal-kicking list; the next year he gained the "best and fairest" trophy, and captained the Interstate Railways team against South Australia.

By this time, the Melbourne League club's scouts had persuaded him to play on Saturdays with the "Red Legs," and in 1934 he kicked 100 goals, 88 of them being with the Melbourne Seconds in 11 games. He remained with Melbourne until 1945, with the reputation of being amongst the finest centre half-forwards in the game. He played about 140 games with Melbourne, kicking nearly 350 goals. He was in their celebrated premierships sides of 1939-40-41, gaining Interstate honours in 1939, when Victoria played in Western Australia.

Since 1946 he has been with Brunswick—"and," he says, "I like the Association style of play. Brunswick's a great club, too, with one of the finest, hard-working committees I've ever encountered."

Ron has also excelled at cricket, having played Interstate with V.R.I. teams, later being in District Cricket with Northcote

The wife who is a back seat driver is no worse than the husband who cooks from the dining room table. . . .

# V.R. Man Is Undisputed Quoits World Champion



**A** REIGNING world's champion in the sporting sphere... that is the distinction belonging to 64-year-old Electric Running Superintendent George Ogilvie, of Jolimont. With an unfinished break of 3,000 put up just nine years ago, he sits unchallenged on the summit of the game of rope quoits.

That achievement gave him one of his four Victorian Championships—the others being in 1937, 1938 and 1946. Mr. Ogilvie's record is the more remarkable because, after being out of competitive quoits for 20 years, he won a championship at his initial re-appearance at the peg in 1937. Mr. Ogilvie attributes much of his success in quoit-throwing to his perfect health—he has only had one week's absence through illness in his 47 years of railway service—but he admits to long and regular practice before each contest.

He belongs to the Globe Club, and has been its President since its inception 11 years ago. He is a Vice-President of the Australian Rope Quoits Council and for a time was an Executive Member of the Australian Rope Quoits Association.

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## ARCHERY NOW LIKELY IN V.R.I. SPORTING ACTIVITIES

**I**F sufficient Institute members are interested, it is likely that an Archery Club will be formed and added to the already extensive range of activities covered by the V.R.I. The Archery Association of Victoria, which initiated the idea, states that the sport is flourishing in and around Melbourne, with shooting ranges located within easy reach of the City. Qualified instructors would be available to members of the Institute. Archery is open to men and women, and all who are interested are invited to contact the Institute Secretary (Mr. W. E. Elliott) or the Sports Secretary (Mr. R. M. Kydd).

**B**OWLS enthusiasts will be interested in the announcement that the "V.R.I. Bowling Association," which was re-formed this year after being in wartime recess, has widened its scope and changed its name to the "V.R.I. Social Bowling Club."

Distinct from the Albert Park-V.R.I. Bowling Club, which competes in V.B.A. Pennant Competitions, the Social Club not only offers facilities for non-competitive playing but is also an avenue through which V.R. men can represent Victoria in the Interstate Railways Bowling Carnivals. Play will be confined mainly to metropolitan rinks where electric lighting exists.

The Club will arrange games at the nearer country districts, and week-end trips to country centres of the Institute, such as Ballarat, Geelong, Ararat, etc.

Country members at centres where there are no Institute bowling clubs will be assisted to take part if they desire, in the annual Country Bowls Week in Melbourne.

Membership is 10/- a year, and any one anxious to join the Club should get in touch with the Secretary (Mr. W. E. Elliott) at Institute Headquarters.

### Fine Goal-kicking Performance

**H**IGHSPOINT of the news from the V.R.I. Football League is the performance of Arthur Mathieson, of the Melbourne Yard team. The leading goal-kicker for this season, he has kicked 57 goals in nine games and seems assured of winning the trophy.

The semi- and grand-final series will begin on August 4, the final on August 11 and the grand final a week later. All matches will be played at Olympic Park, commencing at 2.30 p.m. The final "four" seems almost certain to consist of Central, Spotswood Workshops, Melbourne Yard and North Melbourne Loco Depot.

The Interstate Railways Football Carnival, at which teams from New South Wales, South Australia, Tasmania, Victoria and the Commonwealth Railways will compete, is to be held on August 27 and 30 and September 1 and 3.

### Our Gym. Boys' Triumph

**V**.R.I. Gymnasium officials are justifiably pleased at the success of their members in the recent Amateur Boxing and Wrestling Competitions held at the Institute. In the 14 wrestling finals in all weight-divisions, the winners were all members of the Gymnasium. On the five nights of the Competitions, 106 boxing and wrestling contests were decided.

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## No. 1 Passenger Guard's 2M. Miles

**N**O. 1 Passenger Guard in the Service... Guard on "Spirit of Progress" since its introduction in 1937... a probable record term of 21 years as a Passenger Guard—those in brief are some of the highlights of the 47 years spent in the Department by Bill Twomey who, to the regret of a wide circle of friends inside and outside the Service, retired last month upon reaching the statutory age.



To "stay put" will be a strange experience for the genial Bill. Over a period of 38 years as a Goods and Passenger Guard he has travelled about 2,000,000 miles. He began in the Department as a Lad Labourer at Kilmore East in 1901; the next year he transferred to the Transportation Branch.

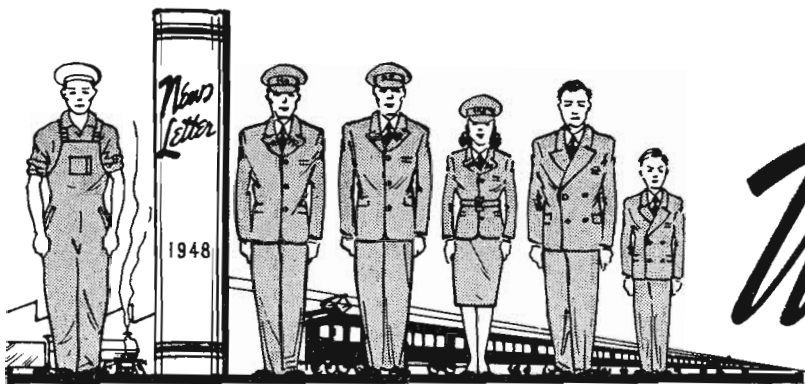
It was while he was stationed at Benalla that he became an actor of parts. Besides being manager of the local Dramatic Society, he played many roles, including a most

successful performance as "Charley's Aunt." In his younger days, too, he was a prominent athlete, earning a reputation as a runner and a cyclist.

Later he was a much sought-after handicapper in sprint events. Always a keen student of Stawell Gift form, Bill had the rare experience a few years ago of picking, three months before the event, first, second and fourth in the final.

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Norma: "How is your husband getting on with golf?"  
Mabel: "Oh, very well indeed. The children are allowed to watch him now."



We

# ALL STAND TOGETHER

It is pleasing to note that railway folk are greeting their "News Letter" with increasing enthusiasm. They are welcoming a workmate into the fold, so to speak.

That is because "News Letter" has proved its function - - it is a friendly link between all railway men and women.

From month to month "News Letter" proudly proclaims that it, too, is a working unit of Victoria's great Railway organization. Each month "News Letter" tells you about happenings in your railway system. It also acquaints you with what other railway men and women have done and are doing.

So, whatever your grade—from Apprentice to Workshops Manager . . . from Lad Porter to Superintendent—remember that "News Letter" stands by your side as a helpmate and fellow-worker—*always* at your service.

By the way, don't forget to write to your "News Letter". Send in jokes, photographs, or anything you think might be of interest to railway men and women.

Don't forget to take  
"News Letter" home  
for your family to read.  
They'll enjoy it

News Letter





## EDITOR IS IMPRESSED

I WAS a bit hesitant about believing it until I saw for myself. But it is a fact: the Stores Branch can accomplish a complete stocktaking within one day. And that means a detailed check of every item of stock contained in all railway storehouses and sub-depots throughout the State.

There are 150 of them—ranging from General Storehouses carrying up to 25,000 different kinds of effects that are stock in trade of the Department, to Depots which contain only those pieces of equipment necessary for the maintenance of one particular detachment of Railway work, such as signals, electrical communications, or locomotives.

All in all, the various items contained in these scattered storehouses and sub-depots total about 140,000 different commodities.

When it is realized that some items might consist of thousands of units—such as nuts, bolts, screws, pieces of soap, pencils and hundreds of similar articles—and others are measured from ounces to tons, one can readily understand why I was a bit sceptical when informed that all stock could be checked in a day.

I visited the Spotswood General Storehouse for a look-see . . .

And I certainly saw! It's the system that does it.

The method and the precision are admirable. It is quite easy to understand why the Railways' store system has been copied by many other large industrial and commercial organizations. I was assured that the orderliness, methodical simplicity, cleanliness and efficiency of the Spotswood General Storehouse are faithfully reproduced in every other Railways store and sub-depot in Victoria.

### System Explained

All but the largest and heaviest equipment is stored in standard racks. Trays are extensively used to facilitate unit piling. The stock is divided into sections according to its nature. For example: Section 1 might be stationery. Then each item in the section is numbered. Section 6, number 14, could be screws.

The item numbers are not necessarily the same in each Storehouse owing to the divergency in the quantities carried and the requirements of the various localities. However, the principle is identical.

To explain how it works, we'll trace the history of one particular item: split pins, for instance. Twenty gross arrive at the storehouse packed in gross lots. They are unit piled in their appropriate section and given their allotted number. A requisition comes in for 150 split pins. The

issue is made, and the total quantity number altered on the tray from which they are taken from 20 gross to 18 gross and 138. If stocktaking took place at that time, it would be immediately recorded that there were 18 gross plus 138 split pins in stock.

Each time an issue is made, the procedure is repeated and



**U**nit piling system in Section 7 at Spotswood General Storehouse. Standard racks and trays contain sewerage and water fittings.

the principle does not vary whether it's an ounce of nails that is being issued, or a thousand pairs of leather gloves.

A section stock book is used to make a tally of stock every month. These monthly recordings indicate what items need replenishing, which are slow movers, and what material has become obsolete.

### Accounting Simplified

The accounting system is simple. There is a composite quantity and rate card for each item, and only one ledger account for each section in money-value.

Every three years—it was every two years prior to the war—a stocktaking is made for financial reconciliation purposes. This reconciliation is in progress now: the value of the actual stock in each section is being worked out for comparison with the balances in the ledger accounts.

Figures are not yet available, but the last reconciliation made three years ago showed that the difference between the actual stock value and the ledger balances was negligible.

*Truly, the Department's storekeeping represents a high level of thoroughness and general efficiency.*

# . . . COME ALONG AND MEET THE LADIES

First of a series, this article reveals that railway women possess a wealth of talent.



**Eileen Bateman**  
... Folk Dancer

**M**ISS EILEEN KINSELLA started it all. "Lovely morning" she said cheerfully walking into the 'News Letter' office. "Lovely morning" we agreed. "Do you know how many railway women there are in the Service?" Scratching the editorial ear with the editorial pencil we made rapid mental calculations. "Lots" we decided finally. "Yes" echoed Eileen. "Lots. There are one thousand five hundred and thirteen. I may be one or two out, but that's pretty close."

"DON'T worry about an odd one or two" we volunteered graciously.

"All right. One thousand five hundred and thirteen. Now don't you think that one thousand five hundred and thirteen women" (she paused dramatically) "deserve a lot more space in the 'News Letter' than they've had in the past? Don't you think that the jobs they do, the hobbies they've got, their attributes in a hundred different spheres deserve some mention? Don't you think that other railway women—and railwaymen, too—would like to read about them? Don't you think . . ."



**Rita Templeton**  
... Elocutionist

"Enough, Eileen" we said, "Enough"! We like you. For many years you have been a very valued member of Head Office staff. Even before that day when you took first place in the Commonwealth Typewriting Examinations we admired your work, and we admire it still, Eileen," we went on, warming up to the subject. "Your wish is granted, your suggestion adopted."

And away we went, notebook in hand, to find out what flowers were wasting their sweetness on the desert air. The results of our investigation staggered us, and in this and succeeding issues of the 'News Letter,' we invite you to come along and see for yourself what a wealth of talent railway women possess.

*But before beginning the tour . . . an invitation! If you, Madam or Miss, have some claim to fame, we would be very grateful to hear from you. Or if anybody can send along a "news flash" we will make all the necessary inquiries. Keep it in mind, won't you?*

And now . . . let's meet the ladies.

The pretty little lass in cap and gown smiling from the left of the page, is Rita Templeton, a Typiste at the Newport Storehouse. Elocution is her speciality and her unusual ability has won her both the A.L.C.M. and L.L.C.M. Early next year, she hopes to secure a Teacher's Diploma.

Rita has always been keen on elocution. She has given dramatic recitations and monologues over several Melbourne radio stations, holds medals for second and thirds at South Street (and aims to take a first this year), and she secured first place in the Australian Selection at the recent Heidelberg Eisteddfod.

The honors of cap and gown belong to Joan Downes, also. A pianist with the letters A.L.C.M. after her name, Joan is a Typiste in the Distribution Engineer's Office, Flinders Street. She, too, is continuing her studies, and next year will be attempting the Grade 1 examinations at the Melbourne Conservatorium.

"Even as a child I enjoyed practising on the piano" she admits, almost shame-facedly. "I know it's usually an effort to keep young folk at practice, but my parents found difficulty in dragging me away from the piano. I still love it, as much as ever." As relaxation, Joan sketches in black and white, and paints in water colours.

Painting is also a hobby of Billie Edwards, Clerk in the Claims Agent's Office. For years she studied under Rowell, and for three years with Colquhoun. But painting is only one of her many interests, for Billie is a most versatile young lady. She shines at needlework, especially in the creation of designs, and before joining the Railways she was on the staff of "Semco."

(Continued on Page 4)



**Joan Downes**  
... Pianiste



Pat Dunstan



Thelma Williams

CONTINUED FROM  
PAGE 3

PAINTER  
W. A. A. F.  
TIVOLI BALLET  
GIRLS



Billie Edwards



Jean Hiskin

She has a pile of certificates for flower arrangement, and she is skilled in interior decorations, not only planning design and layout, but carrying out the actual work of decoration herself. Billie collects antiques as a "side-line," and has a lovely assortment of Dresden china. She is fond of music and is an avid reader. But perhaps her chief passion in life is: animals. She is a member of the R.S.P.C.A., the Anti-Vivisection League, and the Cat Protection Society.

"There was a howl of laughter, I know, when the Cat Protection Society was formed" she says, "but we believe that the organization is necessary. We've an appalling lack of humanity in our civilized society, believe me. There's a verse in Coleridge's "Ancient Mariner" that I'd like to see written up in large letters:

*'He prayeth best who loveth best  
All things both great and small;  
For the dear God who loveth us,  
He made and loveth all.'*

Good girl, Billie! Keep up the fine work.

And now . . . meet an Australian-born Scotswoman: Jean Hiskin, who is a Typiste in the Secretary's Branch. Jean arrived from Glasgow only a month ago, with a burr that would delight the heart of Bobbie Burns himself.

Jean was born in Australia, but when she was seven her parents took her to Scotland to live. Ultimately she joined the London, Midland and Scottish Railway, where she spent eight years as a Stenographer. On the outbreak of war Jean enlisted with the W.A.A.F., spending four years in London. She was there during the blitz.

Now Jean is back . . . as an "immigrant."

"Are you liking Australia?" we asked.

"I like being home again" she answered, quietly.

Jean can tell fascinating stories of Scotland and England, but for an unusual insight into Melbourne's "other half" we must meet Eileen Bateman, of the Accountancy Branch. Yes, there's a real "underground" group in Melbourne: a physical culture movement!

It seems that physical culture classes have sprung up in every nook and cranny of the metropolis, where young ladies such as Eileen learn plastics, pyramids, clubs, rods, eurhythmic, ballet movement and folk dancing. Every year competitions are held at Carnegie, Fitzroy, Footscray, Heidelberg and South Street, with 20 or more teams taking part.

Eileen has been interested in physical culture for the last nine years and holds a gold medal and five silver medals for her aptitude. Next year she hopes to become an instructor. She is an expert folk-dancer, too, with a sound knowledge of English, Irish, Scottish and Central European dances.

And finally (for this month), meet the Tivoli Ballet Girls: Pat Dunstan and Thelma Williams, both Powers Machinists! Pat and Thelma made their stage debut in 1942 and then appeared every succeeding year . . . in the Christmas pantomimes.

Pat has graced the ballet all the time, while Thelma has varied ballet work by solo dancing in 1945 and 1947, by playing Tootles the Lost Boy in "Peter Pan" (1944), and by taking the part of the Fairy Queen in the 1946 production of "Dick Whittington."

*Both ladies have now chosen a railway career. And having reached the mature age of seventeen, they have retired from the stage.*

V. R. I. ARCHERY

GOLF

THERE was a swift response by V.R.I. members to the announcement in last month's "News Letter" that the Council would form an Archery Club, if sufficient members were interested. As a result, it is planned to hold a meeting towards the end of this month for a general discussion.

Any other members of the Institute who would like to attend, should get in touch with Mr. R. M. Kidd (V.R.I. Sports Secretary).

INTERSTATE GOLF CARNIVAL OFF

Although the proposed Interstate Railways Golf Carnival has been cancelled for this year, members of the V.R.I. Golf Association will be compensated by the arrangements made for them to take part in the Country Golf Week to be held in Melbourne early in November.

City members, although not eligible to compete in the Country Championship, will be catered for by a series of special events for which trophies will be available. Golf will be played at several of Melbourne's leading links, and everything points to a highly enjoyable week's golf.

BIG RAILWAY FOOTBALL GAMES

By defeating Melbourne Yard (11-19) in the final, North Melbourne Loco (14-19) qualified to play Central in the grand final. The game resulted in a victory for Central—11-14 to 7-12. Congratulations to the winners—and to the other teams in the competition.

FOOTBALL

TABLE TENNIS

Railwaymen who are able to do so should not miss the Interstate Railway Football Carnival games now in progress. Here are the details: Sept. 1, at St. Kilda Football Ground—Vic. v. C'wealth; Tas. v. N.S.W. Sept 2, at Hawthorn—N.S.W. v. S.A.; Vic. v. Tas. Sept. 3, at North Melbourne—Tas. v. C'wealth; S.A. v. Vic.

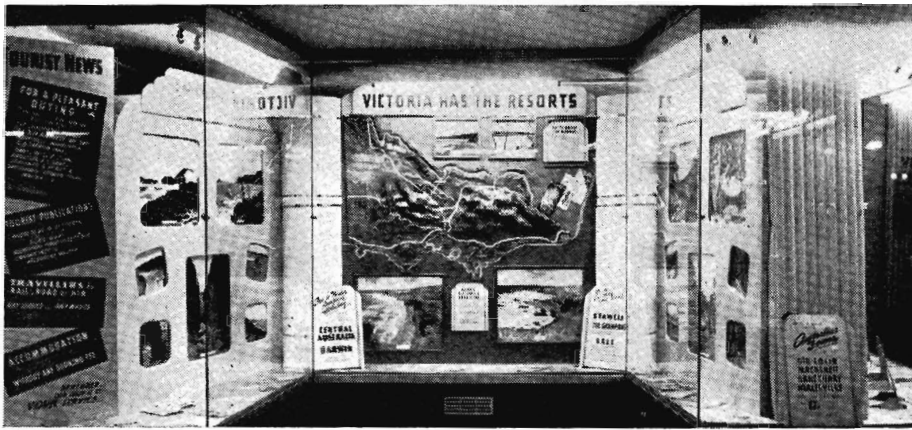
Following is a list of the V.R. men from whom the home side will be chosen:

Fireman R. J. Lowe, Yarrowonga; Coppersmith R. J. Cooper, Fitter A. Jones and Train Examiner E. J. Ray, North Melb. Workshops; Turner J. G. Burns, Central; Fireman H. Casley, Driver H. Arthur (Captain), Fitter J. Olver and Fitter J. S. Lloyd, North Melb. Loco; Electrical Fitter K. Headon and Repairer W. Houghton, Northern Lines; Fitter B. P. Brown, Boilermaker K. F. Hill, Interlocking Fitter M. J. Hughes and Fitter's Asst. G. K. Garlick, Spotswood Workshops; Repairer R. J. Finn, Central; Shunter J. W. Roberts, Benalla, Porter W. Jones, Northern Lines; Yard Porter S. G. Bec., Central; Shunters A. G. Redford, B. Haines and J. F. Hoare and Ldg. Shunter A. Matheson, Melbourne Yard; and A. Zampatti, Central.

T. T. CHAMPION

Last month the "News Letter" congratulated Graham Walbran on qualifying for his Accountancy diploma. Now he earns further congratulation—he is V.R.I. Table Tennis Champion for 1948. Runner-up in the Open Championship was J. Parsons (Rolling Stock Branch), and final scores 21-15, 21-17, 21-17. In addition Graham, partnered by Jack Conboy, won the Doubles Championship.





## V.R. MEN CREATE TOURIST WINDOW DISPLAYS

**M**OST Victorian Railwaymen know that the Victorian Government Tourist Bureau and Branches are controlled by the Commissioners. But it may not be so generally known that the attractive and colourful window displays represent the combined work of railwaymen in several Branches of the service. That entails the devising, designing and installing of eye-pleasing ensembles whose object is to entice prospective holidaymakers to use the Bureau's many travel and accommodation services.

The largest display space—two windows totalling 300 sq. feet—is available at the Head Office of the Bureau. It is situated on "The Block" at 272 Collins Street, Melbourne, in an area where a high standard is set for the art of window-display.

In the Sydney Office, 150 sq. feet are available in two windows, with 110 sq. feet in the Adelaide Office. At other Branches, the display is relatively small, but careful planning is just as necessary.

The Bureau's displays call for considerable skill and artistry. For example, colour combinations of the background, pictures, trimmings, floral effects, "cut-outs," floor coverings and publicity cards are designed in tones appropriate to the particular seasonal holidays being featured.

Thus, browns, reds, yellows, purples and kindred colours are predominantly used in Autumn, while in Spring the emphasis is on blues, greens and greys. Much thought is given to lighting, both for general effects and for transparencies (illuminated coloured scenic photographs).

At the forthcoming Royal Melbourne Century Show, the Bureau will have a Branch in the Administrative Block offering a full travel service to visitors. Special window and interior displays, in floral settings, are being planned.

### OUR FRONT COVER

**W**OMEN and children travelling in "Spirit of Progress" between Melbourne and Albury appreciate the varied services provided for them by the Stewardess on each trip. In this happy picture, taken just before our premier train drew out of Spencer Street last month, is Stewardess Janet Pullen already on good terms with a young passenger. Janet, who has been a Stewardess since 1938, is clad in the smart uniform which symbolizes the royal blue and gold of the train.

### Unique Signal Box Job As A Lad

**I**LL-HEALTH resulting from wounds he received while with the First A.I.F. in France forced Signalman Fred Marsh, of Williamstown, to retire last month just one year before reaching 65. For 40 of his 47 years' service, he had been surrounded by signal levers in many country and suburban boxes.

"I have seen," he remarked, "our safeworking system grow to what it is today: amongst the world's most modern and efficient." And yet he still chuckles when he recalls his introduction to a signal box. It gave him a job that must be unique in the annals of the Department.



Fred Marsh

He had joined the service in 1900 as a Lad Porter at Collingwood—then a terminal station—and the next year he was sent to "A" Box, Flinders Street, where for nearly six months he had the responsible job of just looking out of the window as a "Look-out Boy."

At that time, the present building had just been erected. The old building, which was still in part use temporarily, obstructed the view of Signalmen of steam trains coming over the River Yarra bridge from St. Kilda and Port Melbourne—and it was Fred's job to relay to Signalmen the movements of these trains, especially those clearing a cross-over.

### Pumpkin Proud!

He had been in the Williamstown Station Box since 1919—and he does not regret his decision to remain there. He has gathered an army of "real friends," who showed their esteem at a great send-off when he received a watch, with a hand-bag for Mrs. Marsh.

Inevitably there was much jesting about pumpkins, for Fred is the district's unchallenged champion in the pumpkin-growing field. "Last year he produced 88 beauties," said a pal. All the very best to Fred Marsh for many years of happy, health-giving retirement—and bigger and better pumpkins.

# GERT AND DAISE PASS ON

"Hey, Gert." "Yes, Daise."  
"I hear they're going to scrap us."  
"You don't say, Daise! That's not so good, is it?"  
"Oh, I don't know. We can't go on for ever, you know. Not much life left in the old girls now, Gert?"  
"You've got something there, Daise. Where did you hear about it all?"  
"Overheard the Foreman telling one of the Mechanics. 'AEC Rail Motors Nos. 7 and 16 are to come off the register, he says.' 'Got authority here to scrap them and use their serviceable parts repairing the remainder of the fleet.' And, Daise, do you know what else he said?"  
"No, Gert. Go on, tell me."  
"He says . . . 'Done a mighty good job, they have. No. 7 has been going strong since 1923, and No. 16 since 1925. Pretty good effort!'"  
"He's right, too. We can show these newcomers a thing or two. 'Walker Rail Cars' they call themselves, putting on airs about 102 horse-power, and parading themselves in blue and silver like a couple . . ."  
"Now, now, Daise, take it easy. Time marches on, you know. That's the sort of thing the old Rowans said about us."  
"The old whats, Gert?"

## First Rail Car

"Rowans, Daise. Don't be so ignorant. Didn't you know that the first rail car on the Victorian Railways system began running in May, 1883? A Rowan Steam Car, she was, held 40 passengers but had a bad habit of breaking down. When the Outer Circle Railway was opened in 1890 she was equipped with a special booking office and sent out there to work. A little sister came to help her later. Both were given jobs, when the Outer Circle Railway closed, on the line between Essendon and Broadmeadows."

"You don't say, Daise."

"My word, yes. And didn't you know that two petrol motor rail cars, the McKeens, were purchased in 1911? They carried 73 passengers, and were very snappy lines: streamlined, mind you. Couple of hussies, if you ask me. One went on the Ballarat-Maryborough track and the other ran from Hamilton to Warrnambool. They had their engines taken out in 1919, and were put on to the Newport and Altona Bay run, behind old 103. Looked mighty funny they tell me. Everybody laughed as they passed. And good enough for them."

"Yes, Daise. Good enough for them, all right."

"Don't interrupt me, Gert. If you want a bit of education you just listen. After the First World War the chassis of a petrol rail motor car was imported from England and the men at Newport Workshops adapted her for rail tracks and fitted her with a body. She started work on the Merbein, Mildura and Redcliffs run in 1922. She was our eldest sister, Gert."

"Well, what do you know!"

"She made quite a hit, too, let me tell you. Everybody was so pleased with her that within four years you and I and the rest of our family had arrived, and we ran on more than twenty branch lines. Then in 1928 some petrol-electric cars came to join us. Are you listening, Gert?"

"Yes, Daise."

"No doubt you'll be happy to hear that the new diesel cars haven't got everything their own way. Why, in 1935 a diesel engine was fitted to an AEC rail motor . . . successfully. So four additional diesel engines were purchased then for use on other rail motors. Don't let these 'Walkers' kid you they're the first diesels, will you? . . . Will you? . . . Gert, are you awake? Oh, dear, she's gone off to sleep, poor dear. No stamina. Only run 316,000 miles, too, while I've covered 402,000 miles and taken two years less to do it. But always a lady, old Gert, always a lady."

## North-East To Have Improved Communications

**T**HE Department's telegraph and telephone communications are to be improved by the installation of a carrier telephone system and teleprinters. Melbourne will be linked in this way with Seymour, Benalla, Albury and Sydney.

Telephone switchboards at Seymour, Benalla and Albury will enable a high standard of telephone transmission to be maintained between Melbourne and the whole of the north-eastern district, including branch lines. This high frequency carrier telephone system will be super-imposed upon the existing physical circuit.

Six high speed telegraph channels, on which teleprinters will be connected, will be fitted between the upper limit of the normal voice range of the physical circuit and the lower limit of the carrier telephone system.

One physical circuit, three carrier channels and six telegraph circuits will then be operating on one pair of wires.

By transmitting messages and automatically recording them at the receiving end in typewritten form, the teleprinter combines the advantages of the telegraph and the typewriter. Through the operation of keys on the sending



"Yes, the teleprinter is different from a telegraph instrument," said Dorothy Outhred, of the Spencer Street Telegraph Office.

machine, groups of electric impulses are sent over the wire.

At the receiving point, these signals operate apparatus which translates them into mechanical motion, resulting in the printing, in typewritten form, of the transmitted message.

There is great scope for them in marshalling yards for the early receipt of train loading advices, enabling the receiving yard staff to prepare in advance the disposition of each truck.

Other places where the teleprinters have useful possibilities include booking offices for transmitting and receiving seat and berth-bookings; in goods offices for waybilling details; and for general purposes where it is desired to transmit information over long distances.

A teleprinter can be used continually at speeds of up to 60 words a minute, which is about twice the maximum speed of a skilled Morse operator.

As an experiment a teleprinter service was installed between the Spencer Street Telegraph Office and the Melbourne Goods Depot last January. In addition to performing a useful service function, it has been convenient for training staff to operate the machines.



(PHOTO: COURTESY "THE HERALD")

●  
SIDELIGHTS  
ON OUR  
GREAT  
WINTER  
GAME  
●

THE first recorded "Australian Rules" football match began at mid-day on August 7, 1858. Scotch College v. Melbourne Grammar was the fixture (40 players a side) and their playing-ground was a field outside the Melbourne Cricket Ground. One set of goals was situated at Jolimont and the other was away in the distance near Punt Road, Richmond. After a strenuous afternoon the scores stood level . . . one goal each. Both sides failed to score at a re-play later in the year, but in 1859 Scotch scored the winning goal and secured the "premiership."

### V.R. MEN HAVE BEEN FOOTBALL "STARS"

Those public schoolboys probably never realized they were making history. Certainly they had no thoughts that their match would one day result in a considerable increase in railway revenue — nor that, in the future, an average of 130,000 spectators would attend League and Association games every Saturday, many of them travelling by train.

Why did the new game become so popular? Many theories have been advanced. The explanation given by the Hon. L. H. McBrien, M.L.C. (Secretary of the V.F.L.) is a concise summing-up.

He says: "Perhaps it is because this game is indigenous to Australia that it has caught on so. It gives an opportunity for freedom of movement and puts a premium on self-reliance. Australian independence and impatience with strict discipline are reflected in the absence of hampering rules, such as the "off-side." In Australian football, individual meets individual and wins or loses on his own skill, strength and intelligence. Added to this individual effort there is a fine sense of co-operation and organized effort."

The game has certainly achieved remarkable popularity, but it did not reach its present standard overnight. For example, although matches were played regularly after 1858, it was 1866 before rules were properly codified; in 1872 Umpires were appointed: until then the rival Captains had interpreted and enforced the rules by mutual agreement; uniforms were introduced in 1873, replacing distinguishing caps used previously; the Victorian Football League was formed in 1897; in that year, too, "behinds" were added to the goals, and the points system adopted; the numbering of League players was not undertaken until 1912; the Association teams of Oakleigh and Sandringham took the field for the first time in 1929. Behind the present organization there are 90 years' steady growth.

Supporters of some League and Association teams may be surprised to discover just how long their favourites have been

established. Geelong was formed in 1859, Richmond 1860, Carlton and South Melbourne 1864, Brunswick and Williamstown 1865. The first Interstate match dates back to 1879, when Victoria met South Australia in Melbourne. The visitors travelled by sea, for there was no rail connexion with South Australia in those days.

Unfortunately, there is nothing to disclose the part played by railwaymen in the early development of Australian Rules Football. It is a safe assumption that their contribution was considerable for, as far back as memory reaches, railwaymen have figured largely in the game. Some of the greatest players of all time, in fact, have been railwaymen.

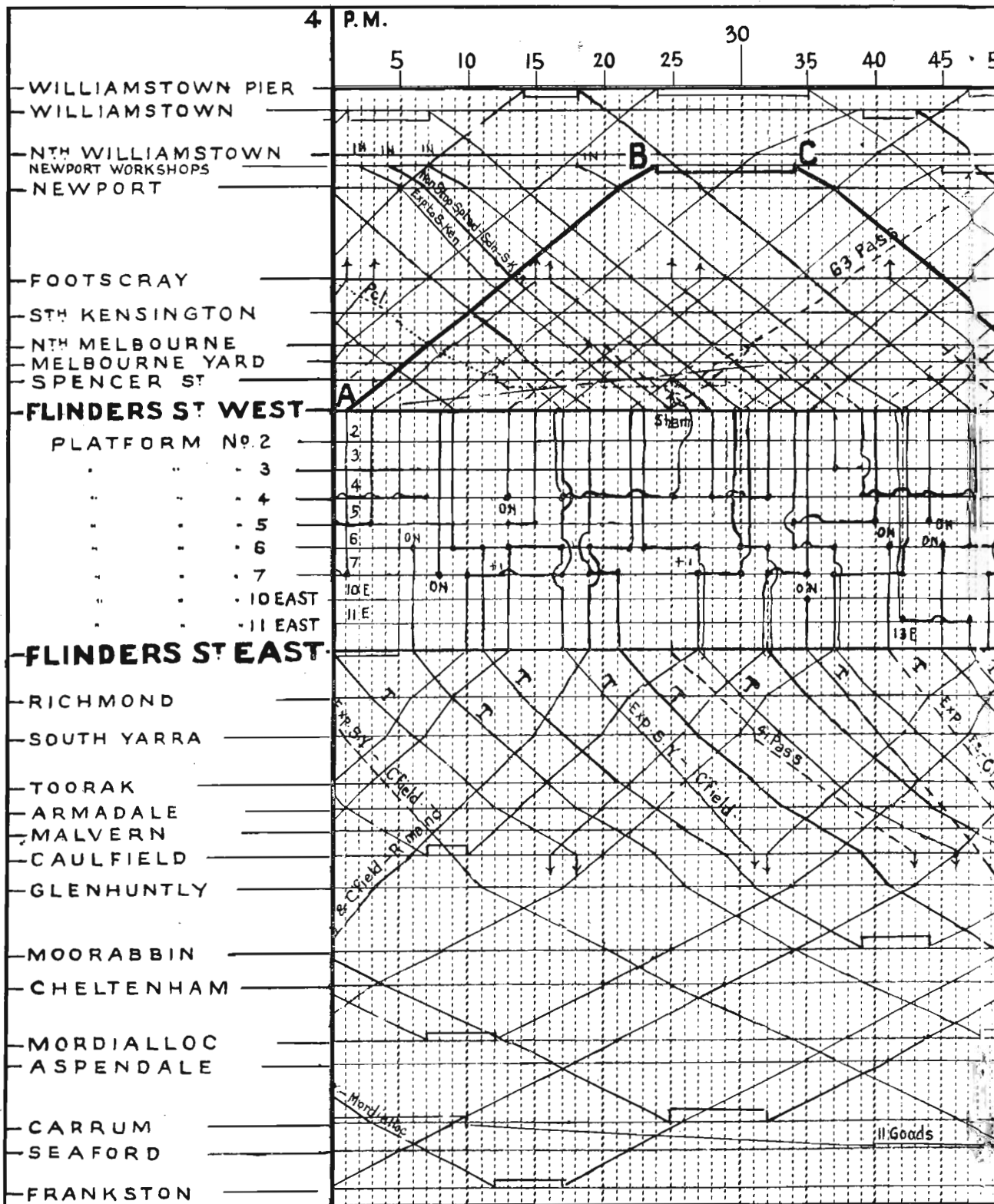
Among the top-ranking players the names of Harry Breerton, Dudley Bragg, Ron Todd, Ron Baggott, Joe Kelly, Billy Cubbins, Dicky Harris, Jack Austin, Paddy O'Brien, Clyde Donaldson and the late Bill Busbridge and Ernie Cameron spring immediately to mind. Ace Umpires include Bill Blackburn, now League Umpires' Adviser, and Reg Sawyer, who umpired last year's grand final.

On the administrative side there are Newton Chandler (Carlton), Martin Bolger (Richmond), Howard Okey (Essendon), Les Phelan (Fitzroy), Pat Farnan (South Melbourne) and others. Trainers include Jack Russell (South Melbourne), and Property Steward Clive Todd (Essendon).

In the country areas railwaymen play an equally important role.

The V.R.I. Football League was formed in 1926 and the "Commissioners' Cup" competition inaugurated. The competition has aroused great interest and (with the exception of a three-year recess during the war), has attracted six to eight competing teams each year.

Interstate Carnivals were held in each of the four years preceding the war, and were resumed last month.

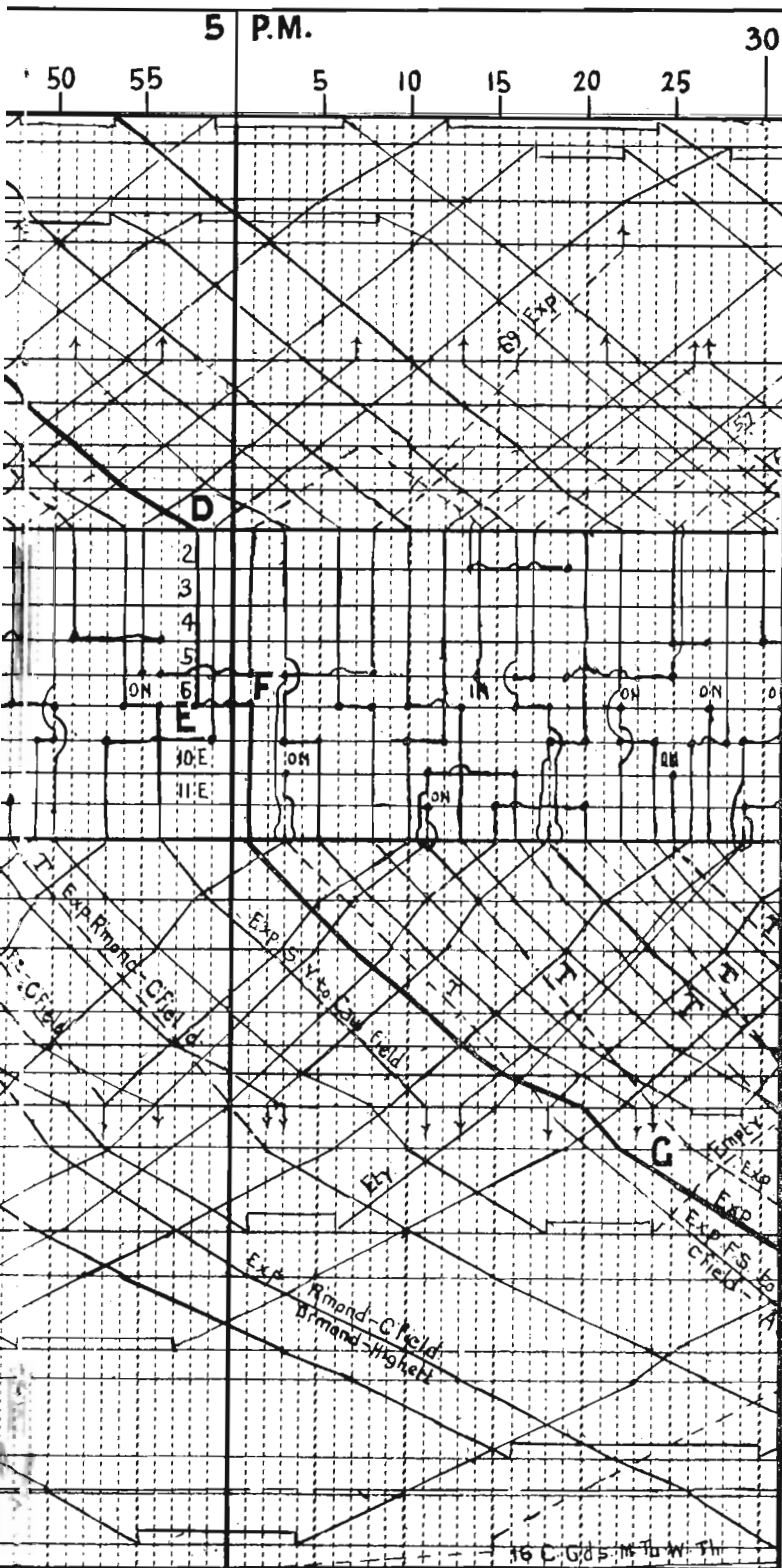


**KEY:** T—Fast or Through line from South Yarra to Caulfield.

Ety—Empty. Exp—Express. On—Train from Yards put into Service. +1—One unit added.

∨—At Caulfield from Oakleigh and

# SUBURBAN TRAIN SERVICES' GRAPH . . .



The entire train service as published in the Suburban Working Time-table, together with regular country trains arriving at and departing from Flinders Street and Spencer Street Stations, is illustrated in graph form. Graphs show the complete daily run of each individual train from the time it is placed into service, either at Flinders Street or at an outer-terminal station, until it is again stabled.

For the purposes of graphing, the system is divided into two sections: one section covers the lines radiating to Frankston, Stony Point, Mornington, Dandenong, Williamstown, Altona, St. Albans, Broadmeadows and Sandringham; the other section depicts the Lilydale, Healesville, Warburton, Upper Ferntree Gully, Alamein, Glenwaverley, Kew, Fawkner, Somerton, Hurstbridge, North Carlton, Reservoir and Whittlesea lines.

Each section has two graphs: one for the period 1 a.m. to 1 p.m.; the other from 1 p.m. to 1 a.m. Monday to Friday, Saturday and Sunday each have separate graphs.

The reproduction on the left is an extract from the week-day section which includes the Williamstown-Frankston lines. It incorporates only those trains running between 4 p.m. and 5.30 p.m., but gives a clear indication of how the traffic intensifies as the busy evening period develops.

All additions, cancellations and alterations to train services are first planned on the graphs, then published in the Working Time-table or in circular notices issued during the currency of the Working Time-table book.

On the accompanying graph, a line representing the running of one train has been thickened and keyed in order that the principle of the graph can be followed: A to B shows the 4.1 p.m. 'down' train from No. 7 Platform, Flinders Street, to Newport Workshops. B indicates that the train arrives at its destination at 4.24 p.m., and C that it departs for Flinders Street at 4.34 p.m., arriving there, D-E, at 4.58 p.m. E-F represents the wait of three minutes at No. 6 Platform before departure at 5.1 p.m. on the run to Aspendale, F-G.

Space does not permit the illustrating of a complete graph—they each measure approximately 2' by 4' 3".

The graphs are also used in the Central Train Control Office by the Train Controllers to guide them in operating the service.

↓ — Proceed to or come from Dandenong.  
 ↑ — At Footscray: Proceed to or come from Sunshine.

# APPRENTICES GET TOGETHER AFTER 25 YEARS

ON May 1, 1923, more than 100 bright, young and eager youths started their careers as Railway Apprentices at the Newport Technical College—the first to undertake the complete course. Last month, 60 of them, just as bright and eager but not so young, got together at a Re-union, 25 years after they had become railwaymen. It all started earlier this year when a few of them at the Newport Workshops were chatting over old times.

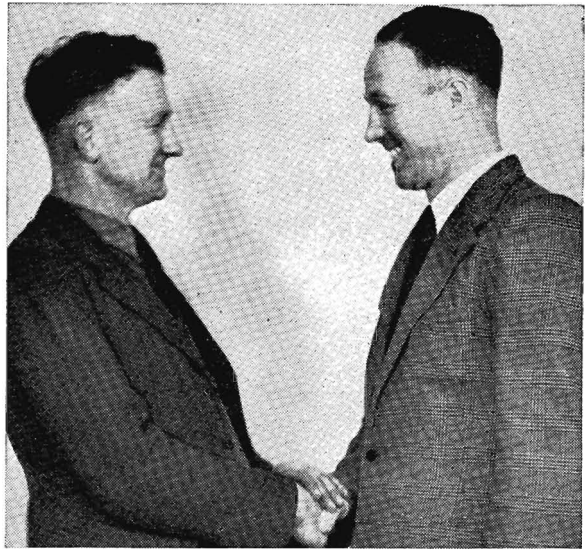
Each was wondering where Billy, Jim, 'Snowy,' Ron and the rest were these days; what had happened to them on the job and in every-day life. Then someone got the idea that, as this year was the 25th anniversary of their starting in the Department, the service should be combed with the object of having a Re-union.

And so, one night last month in a Footscray Hall, the 'boys,' now mostly in their "greying 40's," sat down at a Smoke Social—Fitters, Upholsterers, Car and Waggon-Builders, French Polishers, Carpenters, a representative group of the Department's Artisans.

Many have risen to supervising positions; others have moved into the professional field. Several of them had been in the fighting forces. Billy is still single; Jim's curly hair, his one-time pride, is fast receding; 'Snowy's' waistline has expanded, and Ron now boasts a family of two sons, both potential railwaymen like their Dad. Yes, time does march on!

The outstanding success of the evening made them anxious for another get-together. But not 25 years hence, for, after all. . .

Arrangements for the function were in the hands of a Committee, headed by Toolmaker Keith Cameron (Chairman) and Fitter and Turner Ted Williams (Secretary), both of the Newport Workshops. They were rewarded with the knowledge that everyone had a grand and glorious time, with unlimited scope (almost) for "ear-bashing" one another. "This idea of ours might very well be taken up by Apprentices who joined later" said Ted. "And what is to prevent other groups of other days from doing likewise?"



"Glad to know you'll be there," said Ted Williams (left) to Keith Millar.

## YOUR RAILWAY QUIZ

QUITE a few of our readers are maintaining a respectable quota of correct answers to the questions we have been posing in recent months. Even if you cannot answer all of them off-hand, it is a good idea, once having discovered the details, to tuck them away in your mind, for you never know when one of the questions will be popped at you, and to have the information on tap will save a deal of research. On page 12 you will find the answers to the following:

(1) Known throughout the service simply as "Newport," the Newport Workshops has a wonderful record in the output of locos, carriages, trucks and general rolling stock needs since it was opened in..... Can you fill in the blank?

(2) Leaving aside Flinders Street Station, what is your idea of the three suburban stations which, according to the latest available figures, have the biggest yearly revenues. The answer will surprise you, we're sure.

(3) According to the Oxford Dictionary, a "booster" is a person who "shoves, hoists." But if you overheard loco men talking about "boosters" on our "X" class locos, would you understand them?

(4) Although the Nursery that the Department used to conduct at the Flinders Street Station has been closed for some years, we still have another Nursery. Your task is to say what it is and where it is.

## New Workshops Manager

IN 1911 a braw laddie from Glasgow arrived in Australia. Before long he chose a Railway career, entering the service as an Apprentice Fitter and Turner at Newport Workshops. Bright, alert, intelligent, he was selected to become a Junior Draftsman in the Way and Works Branch. After some experience there he took himself along to the Drill Hall, signed on the dotted line, collected a khaki outfit and a rifle, and away he went to France—Sapper Ken Wood, A.I.F.

Invalided back to Australia, he took up a Diploma Course in Civil Engineering at the Working Men's College, then returned to the Department on Structural Engineering. When the Spotswood Workshops project was begun, Mr. Leslie selected him as assistant and Ken Wood certainly proved his value in those early days of the new organization.

To gain further insight into workshop layout and production methods he took leave during part of 1929 and 1930 and visited plants in Britain, Canada and America. In all he inspected about 180 major workshops.

Back once more in Victoria, he rose to Assistant Manager at Spotswood, and following Mr. Leslie's recent retirement, has been appointed Manager—a post for which his temperament and ability fit him admirably.



Mr. Wood



WHEN Senior Head Porter Alf Stacey recently retired after being at Flinders Street Station for the last 20 of his 48 years' service, he was given a rousing send-off by the male and female members of the station staff. Here, surrounded by many of his colleagues, he is receiving from Stationmaster R. H. Beagley (left) a travelling case and rug for himself, and a travelling bag for Mrs. Stacey. There was something else: a mysterious small brown-paper package handed to him by the Female Porters with the stern warning that "he was not to open it until he got home."

(Photo: Courtesy "The Age")

## R.A.A.F. CHIEF WAS FORMER V. R. MAN

IT is with deep regret that the "News Letter" records the death last month of Air Vice-Marshal Stanley J. Goble, C.B.E., D.S.O., D.S.C., Croix de Guerre—a former Victorian Railwayman who rose to a foremost position amongst the fighting and administrative airmen in the British Empire. He left the Department on the outbreak of the First World War, and his subsequent brilliant career was watched with interest and admiration by his former V.R. colleagues. Born at Croydon, he was aged 56 when he died suddenly at the Heidelberg Military Hospital.

Stanley Goble joined the Railways in 1907 as a Junior Clerk in the Transportation Branch and early revealed a flair for railway work that foreshadowed a successful career. Shortly after reaching the age of 21, he qualified for his Stationmaster's certificate and was appointed to the relieving staff.

### First World War Service

Side by side with his railway duties, he developed a keen and practical interest in aviation, and when war broke out in 1914 he went to England to join the Royal Naval Air Service, afterwards transferring to the R.A.F. as a Squadron Commander. He was twice Mentioned in Despatches, and was awarded the D.S.O. for gallantry over Belgium. Later he won the D.S.C. and Croix de Guerre.

In 1921 he was transferred to the Royal Australian Navy and later to the newly-established R.A.A.F. as a Wing Commander. He graduated at the R.A.F. Staff College in 1926 and at the Imperial Defence College the following year. He was appointed Air Member for Personnel on the Australian Air Board in 1927, and acted as Chief of Staff between 1933-35, with the rank of Air Commodore. His promotion to Air Vice-Marshal came a few years later, and he occupied that position until his retirement from the R.A.A.F. in 1946.

### Pioneer Flyer

To the younger members of the R.A.A.F. he will be well remembered as liaison officer in Canada under the Empire Air Training Scheme during the Second World War. But there are many who will recall his earlier, valuable services to the infant R.A.A.F.—and later his spectacular pioneering flight of 9,000 miles around Australia in a seaplane, for which feat the Royal Aero Club awarded him the Britannia Trophy for the best flight of the year.

To his widow and three sons, the "News Letter" offers sincere sympathy in their bereavement.

### The late Air Vice-Marshal S. J. Goble



Photo: Courtesy "The Argus"

### Still Helping Hospital

"JUST topped the £1,000-mark!" That is the heartening report from the Railway Employees' Auxiliary for the Orthopaedic Hospital, Frankston. For some time, the Auxiliary has been actively working towards their goal: enough money to build a new wing at the Hospital.

Recently, a most successful social evening was held in a hall at Newport, the receipts for the fund totalling £88.

A similar function is to be held at the Williamstown Town Hall on September 10. Below is a group comprising the Committee and Organizers of the social evening: they have every reason to look as pleased as they do.





## WHEN NEWPORT POWER STATION WAS NEARLY SUNK . . . DRAMATIC EPISODE

PROBABLY the most dramatic moment in the history of Newport Power Station occurred on Friday, November 30, 1934. On that day (it was during the Centenary Celebrations) the rain poured down in torrents, causing serious damage throughout the State, and Newport Power Station was within a quarter-of-an-inch of being flooded out. Maintenance Engineer Norman Ward was "Evening" Shift Engineer on duty at the time and he played a major role in protecting the priceless equipment, and in organizing gangs for building sand-bag protective ramparts. Here is his reminiscence of the event—it makes no mention of his own fine work, but gives a good outline of that grim fight.

ON the day in question the River Yarra overflowed its banks. A south-westerly gale dammed back the flood waters and created an abnormally high tide at the head of the Bay. By 5.40 p.m., as power generation for the evening peak load approached the maximum, water was flowing into the Power Station. In addition, the condensing water, unable to escape by the discharge outlets because of the pressure from the high tide, overflowed into the Station.

"The flood waters and the condensing waters combined to menace the vital auxiliary equipment of the main generators, and threatened to destroy the machinery, bringing the electric trains to a standstill.

"All duty staff who could be spared from their places with safety were immediately set to building barriers to hold the flood back. Ashes, earth, and sand-bags were hastily piled up.

"Meanwhile, 22 boilers continued to supply steam for the peak load traffic demands.

"It was a race against time, but at long last the barriers were completed. The flood had risen to within a quarter-of-an-inch of the top of the improvised barrier when we noticed it begin to recede. We all breathed again.

"But there was more trouble to follow. Next day the open-cut at Yallourn was flooded and the State Electricity Commission's power output was restricted. To assist in providing power for metropolitan lighting, industry and tramways, Newport 'B' Power Station (at that time administered and operated by the Railways Department) was called upon. Unfortunately, it had been inundated by the flood, and the machinery pits held 25 feet of water. In addition, some of the machines had been partially dismantled for periodic overhaul and their bits and pieces were lying in the dirty waters.

"An urgent call was sent to all sections of the Railways Power Station staff. Before long Artisans and Mates, Engineers and Labourers were all working feverishly. Two boilers were reassembled, fires lit, a 15,000 k.w. turbo-generator brought into commission, and by 5.40 p.m. two 'B' Station machines were on the job. At 7.30 that morning flood waters had been washing through 'B' Station. Ten hours later, machines were throbbing with activity.

"I'll never forget those two hectic days."

### Kerang Liked Their S.M.

THE pencilled circle on the calendar around the date August 11 told Stationmaster T. F. Buckley, of Kerang, that the time had come for him to relinquish office: after a railway service of 46½ years. But as he put on his hat to go home the good wishes of the Kerang folk were still ringing in his ears.

During his seven years at Kerang, he built up great local popularity, and in wishing him farewell, the "Kerang Times" dubbed him "a genial and most co-operative officer."

Mr. Buckley began his railway career at Flinders Street, and became Stationmaster at Dalyston in 1912. Later, he was on the relieving staff for a considerable period, and then held Stationmaster appointments at Serviceton, Heidelberg, Deniliquin and Camperdown.

### V.R. Man Off To United States

AT the beginning of last month, Clerk Cyril Henshaw, of the Stores Branch Staff Section, was going about his daily job of preparing information for payrolls. In Sydney a few days later he stepped aboard a luxury flying boat that would wing him across the Pacific as the Australian Delegate to the International Convention of Y's Men's Clubs to be held at Long Beach, California.



These Clubs, which are part of the world-wide Y.M.C.A. organization, are doing little-publicised but extremely valuable work amongst boys and young men, especially from the poorer sections of the community, in physical and character building.

For the past eight years, Cyril has been Empire Regional Director of the Australasian Region of Y's Men's Clubs. His appointment to represent Australia at the Convention is a tribute to his many years of unostentatious endeavour in social work. Besides his association with the Y.M.C.A., he has been for some years Honorary Probationary Officer of the St. Kilda Children's Court.

In that position, he has had the satisfaction of guiding many boys back from careers of crime and delinquency generally. He is also Acting Secretary of the Hughesdale Community Centre.

Cyril has a flair for literary work, too. In addition to editing a Bulletin for the Y's Men's Clubs, he has written several short stories, and is an Associate Member of the Australian Fellowship of Writers. A number of his short sketches have been produced on Melbourne Broadcasting Stations.

During his stay in U.S.A., Cyril will lecture to kindred organizations on his Clubs' work in Australia, and will also travel extensively on the principal American railroads. Keenly observant, he should have an interesting story to relate on his return, and the "News Letter" hopes to persuade him to contribute an article in a few months' time.

### ANSWERS TO RAILWAY QUIZ

(1) 1888—major extensions in 1927. (2) Spotswood, £245,004; Footscray, £147,812; Caulfield, £73,436.

(3) A "booster" is a stationary engine fitted to the trailing truck of the locomotive which, when cut-in by the Driver, applies power to the trailing truck wheels and provides the extra 'push' to take the additional load over the ruling grade; also, it is used for obtaining quick acceleration when starting with heavy loads.

(4) The Nursery, situated at Flemington Bridge, provides trees, shrubs, flowers and a general gardening service on Departmental property.



## V.R. SUGGESTIONS NOW APPROACHING 50,000-MARK . . .

**M**OST large industrial and commercial organizations now realize that an efficient suggestions system is an integral part of any progressive programme. Experience has shown that no one is more likely to hit on an idea for improving the technique of any particular operation or unit of equipment than the person engaged in doing the actual job—whether it be “white collar” or “overalls.”

The Victorian Railways recognized the value of an appropriate suggestion system many years ago. In 1921, the Betterment and Suggestions Board was inaugurated with the object of encouraging and dealing with suggestions from the staff. Since then, the Board has dealt with 48,925 suggestions up to June 30 last. Of those, 8,175, or approximately one in six, were adopted.

There is no limit to the range of ideas solicited. Indeed, the staff has been responsible for suggestions on everything from a rat-trap to a steam-trap, from a book entry to a finance system. And many of the most simple ideas rank equally with more profound proposals adopted in the interests of efficiency.

Illustrated are the two latest suggestions put forward by members of the staff and accepted by the Betterment and Suggestions Board.

Figure 1 is an armature coil forming machine designed to do work previously done by hand. The making of armature coils for electric train traction motors is a regular job at the Jolimont Workshops. Owing to the peculiar shape of these

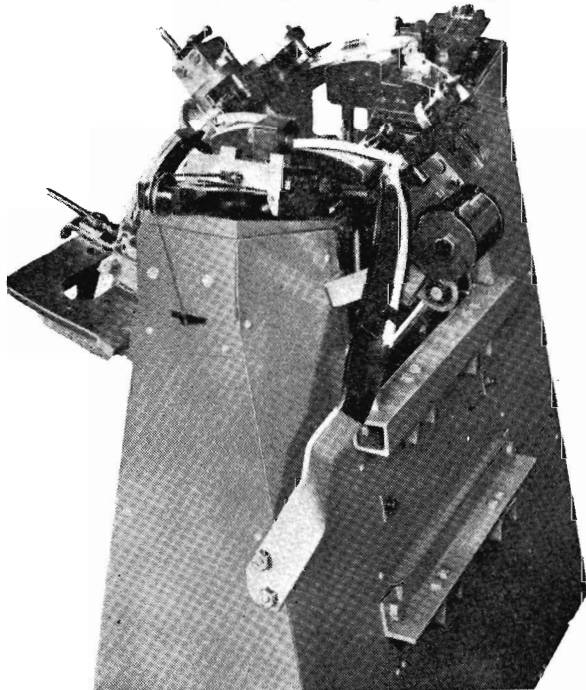


Fig. 1

coils and the necessity for maintaining the accuracy of that shape, a great deal of intricate bending by hand had to be done.

The coils consist of cotton insulated copper bars laid side by side. These have to be bent into shape. During the hand bending operation, the cotton covering was easily damaged.

But a keen member of the staff developed a bright idea for eliminating the bending by hand. The suggestion was adopted and the process is now carried out more efficiently in half the time. The machine is believed to be the only one of its kind, and the suggestor received a handsome cash award.

Figure 2 is a loco driver's brake valve spindle gasket for use in air brakes. This is an excellent example of the application of a simple but clever idea to effect substantial improvement.

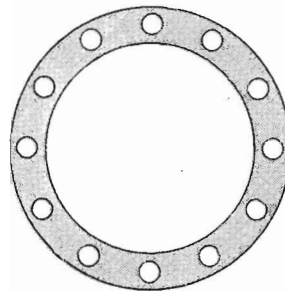


Fig. 2

It is the result of a suggestion by another thoughtful railwayman who has been appropriately rewarded for his initiative.

Previously a leather gasket, or washer, was used. This was satisfactory only so long as it remained lubricated. Because it could not hold the lubricant, it tended to become dry, thus causing the valve action to stiffen and the metal parts to wear.

The new gasket is of red fibre drilled with holes to retain the lubricant. Tests have proved that the idea will result in reduced maintenance.

The Betterment and Suggestions Board has operated successfully because, right from the very outset, it established a personal understanding with suggestors. Its dealings have been absolutely unbiased and rigidly confidential. It consists of a Chairman and two Members, one of whom is an Engineer, the other a Transportation Officer.

Formalities are avoided. There are no special forms to be filled in. If a man or woman gets an idea, all that is necessary is a letter to the Betterment and Suggestions Board explaining the proposition. If a suggestor prefers not to put the idea in writing, a personal call can be made on the Board. Visits by suggestors are always welcome.

### Secrecy Assured

From the time a suggestion reaches the Board until it is finally dealt with, the name of the sender is known only to the Board. It is not even divulged when the necessary financial arrangements are made for the payment of awards. The only facts ever released are particulars of the suggestion.

Awards for adopted suggestions are assessed according to the advantages to the Department arising from the innovation. When a suggestion is rejected, a personal letter—not a printed form—is sent to the suggestor explaining why the idea was not accepted and inviting further suggestions.

*Suggestions are welcomed from the public as well as the staff. After all, the people have every right to think out improvements for their own Railways. Some very good ideas have come from that source, too.*

Judge: “Why is life unbearable with your wife?”

Man: “Your Honor, she insists on keeping a goat in our bedroom, and I can't stand the atmosphere.”

Judge: “Why don't you open the bedroom window?”

Man: “What! And let my pigeons out!”

# SOME RECENT RETIREMENTS

## "WICKED GLINT"

IF you've ever met Foreman Painter Bob McClelland, of Laurens Street, you will agree that he is one of the most entertaining people you could hope to come across. There is something intriguing, too, in that humorously wicked glint in his eye.

Well, Bob has retired now: although the pep in his step and his infectious grin belie his 65 summers. In fact, he still referees boxing and wrestling at the V.R.I., and is the very active President of the Gymnasium Club. He has been Manager of several Interstate teams.

*From his earliest years Bob has been a boxing and wrestling enthusiast. "I was born in Richmond" he told us, "and in those days there was nothing 'sissy' about the place. I learnt wrestling while I was still a baby in the pram—I had, to, or my bottle would have been stolen."*

Joining the Department in 1921, he was transferred to Ballarat in 1925 and while stationed there became interested in V.R.I. affairs. On his return to Melbourne he kept up the interest and was elected to the Council in 1936.

During the war years Bob played a valuable part in the running of the Patriotic Fund. At those popular Mystery Hikes, held for Club funds from 1939 to early 1941, he was always official "saveloy and roll man" and (by high pressure salesmanship) established the record of never having a single "hot dog" left over at the end of the day. Whether selling saveloys, arranging decorations, or helping in the administrative work of the Fund, his effort was invariably "all-out."

We hear from "a usually reliable source" that Bob will continue to take an active part in V.R.I. affairs.



Bob McClelland

## FAMILY LIKED RAILROADING

"IN my youth I played football with Port Melbourne," Engine Driver E. H. Abbott, of Sale, told us before he retired recently. "I was keen on any sort of sport, in fact, and mostly managed to secure a place in the local cricket or football team of the district in which I was stationed. I wore the guernsey, or "creams" with Traralgon, Bendigo, Wodonga and Benalla.



Dave Abbott

"On one occasion I went to Adelaide with a team from North Melbourne Loco to play in a triangular competition with New South Wales and South Australia. We beat the Sydney-ites but, to our surprise, the South Australians ran rings around us.

"The nearest I ever got to first-class cricket was when I was picked with the Bendigo team in a Country Week fixture. I was out for a duck—first ball."

Driver Abbott is the son of Jim Abbott, who was in the Way and Works Branch for 25 years. His maternal grandfather, James Drever, was a Car Builder with the Hobson's Bay Company. The railway family tradition is now being carried on by Fireman Tom Abbott, of Tallangatta, who hopes to become a Driver soon—like his father before him!

Host to Butler: "James, my man; I should like to go to bed now. Will you announce to the company that your mistress will now sing to them?"

## No. 1 GUARD GOES

AT exactly 12.30 p.m. on Wednesday, August 4, No. 1 Passenger Guard Robert Watkins blew his whistle, waved his green flag, and the 'down' Geelong pulled out of Spencer Street Station. A dozen railwaymen, including Stationmaster Phillips, were on the platform to wish him goodbye and good luck, for this was Bob's last trip. By evening he would be a retired railwayman, his 48 years of loyal service over.

Bob Watkins joined the Department in 1900, was appointed Goods Guard in 1911 and Passenger Guard in 1929. Swan Hill, Ballarat, Warramboul and Bendigo railwaymen will all remember him. He went to Geelong seven years ago.

Two of his brothers were also railwaymen. The late Fred Watkins was an Engine Driver, and so, too, was Jack who, at the age of 71, is as hale and hearty as ever, and was at Spencer Street to shake "young Bob's" hand.

"News Letter" readers will recall that in October 1946, the story was told of Bob's son—Bob, Junior—who was a prisoner of war in Nagasaki when the second atom bomb fell, but who escaped unscathed.



Bob Watkins

## AUDIT SPECIALIST

FORTY-EIGHT years in the Service, and 48 years with the Audit Division at Head Office: such was the specialized record of Mr. Jim Pascoe who retired last month. From



Jim Pascoe

Junior Clerk he rose to Officer-in-Charge of Goods Audit, serving under seven successive Auditors of Revenue.

Maryborough people will be particularly interested to hear of his retirement, for Jim's father was Mayor of Maryborough for several years and his brother (Cr. John Pascoe) has been Mayor of the Town on three occasions.

Forty years ago, Jim Pascoe was a first-class athlete, playing cricket and football, and winning many trophies for running. Ultimately he became a professional runner and had "quite a profitable time, as well as a lot of fun."

Trout fishing is his chief pastime now, and Strath Creek his happiest hunting ground.

## MIND YOUR MIND!

IT is so easy to let your mind stray from the job in hand, and so dangerous. Especially on repetition work, the simplicity of the task being performed tends to lack of care. Machines care nothing for your dreams; while your mind is wandering, you may get seriously hurt. ANY JOB WILL BE DONE BETTER, OFTEN WITH GREATER EASE AND CERTAINLY WITH GREATER SAFETY . . . IF THE MIND IS CENTRED ON IT.

## TRIO OF VICTORIAN RAILWAYMEN IN SPORTING LIMELIGHT

### Bowled To Don Bradman

**T**WENTY-FIVE thousand V.R. men have heard of Don Bradman, but . . . only one—Joe Plant, of the Accounts Branch, Flinders Street—knows what it really is like to bowl to the champion. Actually he bowled to Bradman for nearly two days, and although he never remotely looked like getting his wicket, he still ranks that occasion as the greatest in his first-class cricketing career.

This subject is all the more topical because Fitzroy left-hander Neil Harvey, who made the sporting headlines with a century in his first Test against England last month was tutored by Joe. So, he has more than a fleeting interest in the doings of the Australians. But whether it's International or Sheffield Shield cricket, or just a few kids playing on a vacant allotment, so long as it is cricket then he is all eyes and ears.

He is, of course, very well-known as a great all-rounder with the Fitzroy District Club, of which he was Captain for a number of years. (Now, he has retired to coach the South Melbourne Cricket Club.) His versatility got him selection in Victorian Interstate sides, and it was while playing against South Australia a few years ago that he faced the hopeless-looking task of trying to dislodge Bradman.

"As Don came on to the arena," he said to the 'News Letter' last month, "his bat appeared to be of the standard width. From the time he took block, somehow it seemed to expand, and to keep on widening as his score ran up. He made a memorable 357, including 109 before lunch on the second day.



Joe Plant

### 20 Years A V.R.I. Football Official

**A**UGUST was a busy month for V.R.I. Football League Secretary, Reg Bowman. It marked the end of the first round of matches; the semi-final and final games were played; the V.R. interstate side had to be selected; and the first post-war Interstate Railways Football Carnival commenced.

That administrative and organizing work did not, however, have any terrors for Reg who has had a wealth of experience—and he revels in what he describes as "my hobby—while I'm with young people, I'll stay young, too!" For the past 19 years he has been unopposed for the Secretaryship. Previously, he was President and League Delegate of the Coburg Line and the Reservoir—Heidelberg Line Clubs. He has a diverting story to tell of the foundation of the Coburg Line Club.

"Away back in 1926," he said, with a reminiscent smile, "I was asked on a Monday if I could organize a team to enter the Railway League. I agreed to try on the Coburg Line, but little thought that on the very next day I would be told to have a side ready to play on the Wednesday. By some means, I got 18 players together—and out they went.

"Some wore long trousers, others knickers; some had boots, others shoes; a few had guernseys of varying designs, others played in their shirts or singlets. It was the most amazingly-clad football team in the history of competitive football. I got the loan of a football, too!

"Finance was a real problem on that first day. There had to be a guinea for the Umpire, Mel Morris, now the A.B.C. Sporting Commentator.

"In desperation, I took the hat around the crowd at half-time and just managed to get the 'necessary' which I literally poured into the cupped hands of the speechless Mel. It was made up of sixpences, threepences and a pile of coppers! Yes, we started shakily, but in two years we won a premiership."

Reg has been an elected Councillor of the V.R.I. for the past 20 years, and has been a member of practically every sub-committee. For a period he was Treasurer. He is an ex-President of the Cricket Association, and is football, cricket and tennis Press Correspondent.



Reg Bowman

### BEST AND FAIREST FOR 1948

**H**ERE is the "Brownlow Medallist" of Railways Football: Harold Casley who, on the votes of the Umpires, has won the "best and fairest" trophy for 1948. A Fireman with headquarters at the North Melbourne Loco Depot, he has been an outstanding ruck-man and forward-pocket in the Loco side.

Besides winning the much-coveted trophy, Harold also gained selection in the V.R. Interstate side at the Carnival to end on September 3.

But for a broken leg received while playing when he was 16—it kept him out of the game for four years—this talented player would probably have 'starred' in League company. He had a few games with the Essendon and Footscray Seconds, and had a year with the Yarraville Association side.

Heartiest congratulations to this fine athlete. No one was prouder than his Dad, who is a Fitter and Turner at the North Loco.

When Harold puts his football togs away for this year, he will take out his "creams" in readiness for the cricket season. Playing with the Loco in the mid-week games, he won the batting average last year. On Saturdays he plays with the Yarraville Sub-district team, being a fast bowler, batsman—and wicketkeeper.



Harold Casley

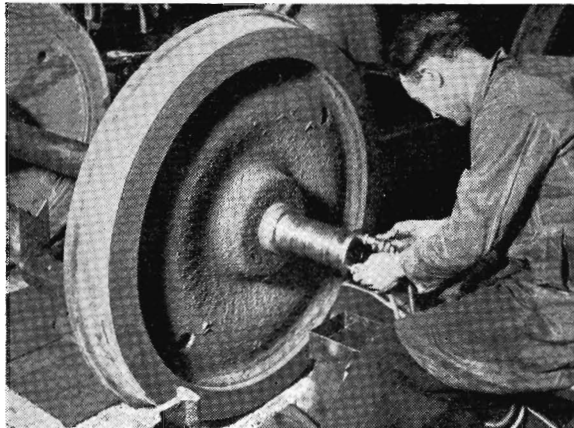
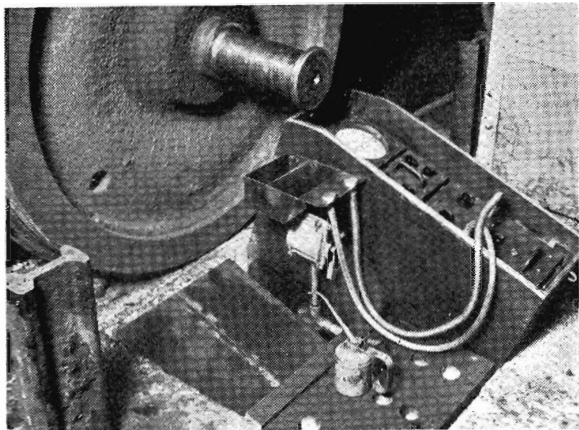
#### ORIGINS OF STATION NAMES

- YINNAR**—Native. "Yina"—woman.  
**HEATHCOTE**—Named after Sir William Heathcote, prominent member of the British Parliament, 1854—1868. This place was previously known as "McIvor Creek Diggings."  
**BOX HILL**—Name selected at a meeting of early residents in the locality. It was considered appropriate because of the large proportion of yellow box trees growing amongst the local native timber.  
**WOOMELANG**—Native. "Woomylang"—poor, very miserable.  
**YAN YEAN**—Name of a native chief who signed the Batman Treaty in 1835. John Batman wrote the name "Yan Yan." It means bachelor, unmarried, boyish young male.  
**LONGWOOD**—Named after the residence of Napoleon Bonaparte at St. Helena.

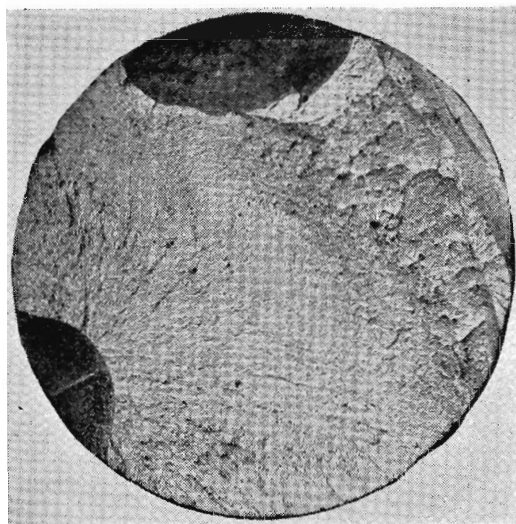
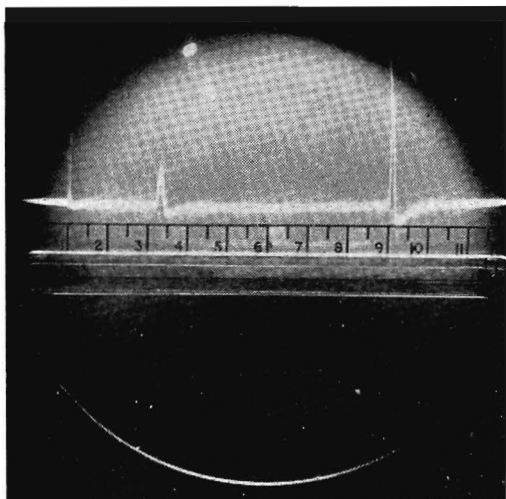
## RADAR PRINCIPLE EMPLOYED

**H**ERE is an interesting set of photographs showing remarkable, modern railway equipment—the supersonic flaw detector—in use. Two of these sets recently arrived from England for use initially at the Newport Workshops.

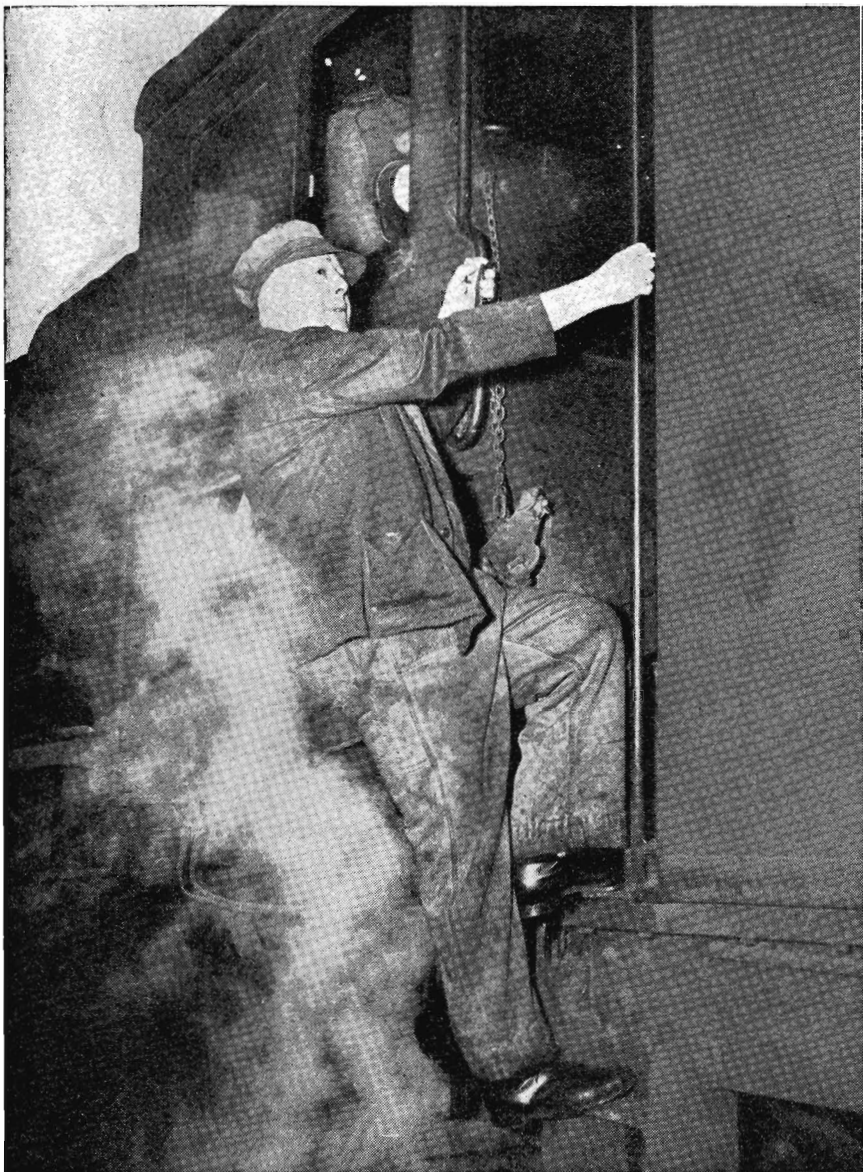
**B**ASED on the principle of radar, the detector is used to detect hidden flaws in axles, without the costly necessity for stripping wheels. Information in the possession of the Department shows that, with one of these models, 5,400 pairs of wheels were examined at a British Railway Car and Waggon Shop over a period of eight months in 1946. Twenty-nine defective axles were detected, giving a rate of 5.4 per 1,000. It was found that most faults occurred in the wheel seats—25 of the 29 defective axles being thus affected. The other four were found to have defects in the waists. The axles had been manufactured between 1926-1929.



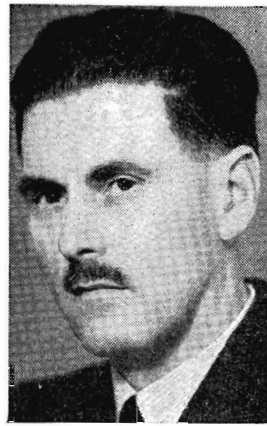
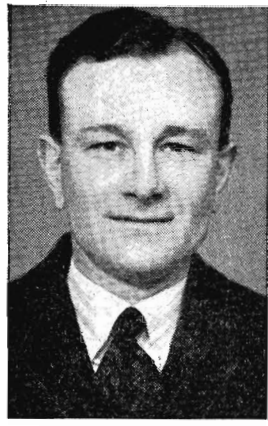
TAKEN during actual tests at a British Railway Car and Waggon Shop, these close-ups of the supersonic flaw detector indicate its portability—it can be used if necessary, to make tests while carriages and trucks are in service. At right, the operator is using the probing heads. A turntable is provided to enable the tests to be made from both ends of the axle.



IMMEDIATELY above is a typical oscillograph in which the left-hand indication is the transmission mark. The right-hand indication is the echo from the opposite end, while the intermediate mark is the echo from the flaw, which would be about 2' 3" from the end of the axle. These oscillographs may be viewed conveniently by the operator on the screen of the equipment (shown in the top left-hand picture). At right is seen a cross-section of the flawed axle detected by the supersonic flaw detector.



# NEWS LETTER



## PAST AND PRESENT V.R. MEN IN BIG ROYAL TOUR POSITIONS

From left : Messrs. Wishart, Coulthard and Longney

**KEY POSITIONS IN THE COMPREHENSIVE ARRANGEMENTS FOR THE VISIT, IN MAY NEXT, OF THEIR MAJESTIES THE KING AND QUEEN, ACCOMPANIED BY PRINCESS MARGARET, ARE OCCUPIED BY TWO FORMER AND ONE PRESENT VICTORIAN RAILWAYMEN :**

- Mr. Neil G. Wishart (former Clerk, Transportation Staff Office)—Secretary, State Cabinet Reception Committee ;
- Mr. Alex G. Coulthard (ex-Clerk, Stores Branch)—State Transport Officer ; and
- Mr. Charles J. Longney (on loan from the Victorian Government Tourist Bureau)—State Accommodation Officer.

When interviewed last month immediately after the tour programme had been approved by the King, they were obviously gratified at being so closely associated with the plans for the Royal Visit.

Selected from the Railways to assist the State Director during the visit of H.R.H. the Duke of Gloucester in 1934, Mr. Wishart was then intimately connected with the management of the tour.

Now, he has stepped up to the more responsible post of Chief Administrative Officer, working in close collaboration with the Cabinet Committee, consisting of the Premier, Deputy Premier and the Minister for Transport.

He is now engaged on what he appropriately terms "the working time-table for the "Royal Visit." This will be a weighty publication. It will set out the day-to-day, hour-to-hour and minute-to-minute programme. It will begin with the moment the Royal visitors step ashore at the Flinders Naval Base at 10 a.m. on May 11, and end when the Royal Train passes over the South Australian Border 15 days later.

During the absence overseas of Mr. W. J. Jungwirth (Secretary, Premier's Department) until November next, Mr. Wishart is acting as State Tour Director. In addition, he is Secretary of the Officers' Committee and representative of the Premier's Department on the Officers' and Sailors' (HMS Vanguard) Entertainment Committee ; the Press Committee ; and the Broadcasting and Photographic Technical Committee.

A portion of the Royal Tour is to be made by road, and it will be Mr. Coulthard's job to provide transport and maintain scheduled running. He was Assistant State Transport Officer during the Royal Visit of 1934. Before the tour begins, he will have traversed every mile, checking speeds, mileages, stop-overs, etc.

For the past two years, he has been Secretary of the Central Planning Authority, attached to the Premier's Office.

Mr. Longney, too, is well-equipped for the position of State Accommodation Officer. He will have to provide for several hundreds of people, including certain members of the Royal staff, officers of HMS Vanguard, visiting Parliamentarians, Commonwealth and State Government officials, pressmen, etc.

On certain of the cross-country tours he will also have to arrange meals for large numbers of people. Mr. Longney has had wide general tourist experience.

He was Manager of the Victorian Government Tourist Bureau's Branches in Bendigo and Hobart. In 1940 he was loaned to the State Housing Commission to arrange accommodation for 1,500 British evacuees arriving in Victoria from Hong Kong.

## Steady Progress on South Yarra-Richmond Track Work

**P**ROGRESS is being made, to the extent that manpower and materials permit, with the provision of two additional tracks—making six in all—between the Cremorne Bridge, South Yarra, and a point near the "down" end of Richmond Station. This work is part of the Department's post-war plan for increasing the carrying capacity of the Frankston and Dandenong lines, to which reference was made in the June issue of the "News Letter."

New 107 lb. rails, welded into 270 ft. lengths, will be laid throughout. Brick retaining walls are to be built on both sides of the line, and two bridges will be dismantled and re-constructed. The ultimate plan also includes a new enlarged station at Richmond, and eventual continuance through to Flinders Street of the two new tracks.

Here, in brief, is a report of the progress made since work began on the site a few months ago :

- ✱ 350 ft. of the 3,300 ft. of retaining wall have been completed, together with a long length of footings for the new wall. The walls vary from 5 to 12 ft. high.

- ✱ Work has commenced on the excavations for the foundations of the new bridge at Dunn Street, Richmond.

- ✱ Fourteen of the 27 heavy concrete bases for overhead structures have been completed.

As soon as sufficient of the retaining wall is erected, a commencement will be made with the extensive earthworks, for which it is estimated 28,000 cubic yards of filling will be needed. This will be obtained from the excavations necessary for the duplication of the Camberwell-Ashburton line.

# MEET SOME MORE LADIES



**Val Parker**  
... best and fairest

*That vitriolic Frenchman of Revolution days, Jean Jacques Rousseau, once remarked that "women in general love none of the arts, are proficient in none, and have no genius." The "News Letter" registers stern disapproval and is of the opinion (despite its better nature) that his death from apoplexy was a fitting end.*

*There surely can be no doubt that railway women, at least, possess a wealth of talent and have made their mark in many spheres, including music, art and sport. Rousseau was quite wrong. Far nearer to the mark was American humourist-philosopher Artemus Ward who maintained that "the female woman is one of the greatest institooshuns of which this land can boast."*

*To prove it for yourself, come along once again and meet the ladies.*

**T**HE dainty second violinist of the Footscray Symphony Orchestra is Esther Jorgensen: competent and popular Telephoniste at Newport Loco Storehouse. Esther has been a member of the Orchestra since its formation in 1945 and, like the other 50 musicians, gives her services for the sheer love of music.

Under the baton of Otto Grobbecke, the Footscray Symphony Orchestra has given concerts at Footscray, Hawthorn, Williamstown, and St. Kilda Town Halls. Among associate artists have been Joyce Macartney, Lawrence Cowan, Winifred Kerr and Joan Haslow.

Open-air Sunday afternoon concerts have been presented at Como Park, and the Orchestra provided the accompaniment for the Carols by Candle-light held in Footscray Park last Christmas.

Esther has studied the violin since she was a tot, firstly with her father and then with Professor Parkes. The formation of the Orchestra made all her dreams come true, and the weekly practice and rehearsal nights come around far too slowly.

Talent of quite another type belongs to Ticket Checker Val Parker, of the Spencer Street Station staff. Val plays basketball: extremely well. She learnt the game at Shepparton and after coming to Melbourne played in "A" Grade with the Northcote team for four years, winning interstate selection. This year a new organization was formed from 12 teams competing in the Victorian Womens' Basketball Association.

The first season has now been completed, and Val has begun auspiciously by being voted best and fairest player in the 1948 competition.

Further varied capabilities belong to Typiste Marie Morrison, of the Stores Branch. Marie is the daughter of well-known Australian novelist John Morrison (who wrote "Sailors Belong Ships" and then received the high honour of a Commonwealth Literary Grant to complete "The Creeping City," which has now been accepted for publication).

Marie shares her father's talent, but has no intention of seeking publication of her work until she has attained greater maturity of style. A lot of her spare time is spent "scribbling," and in experimenting with literary forms. In addition she is a keen ballet student, interested in amateur theatricals, an avid reader, and a champion tap-dancer. During the war years Marie worked hard as a member of a concert party.

Dorothy Anderson, of Spotswood Accounting Office, is a versatile lass, too.

She plays most musical instruments competently and is especially skilled as a guitarist. She paints in oils, is expert at painting on dress materials, sketches well, and is at present learning Arts and Crafts!

(Continued on Page 10)



**Esther Jorgensen**  
... Telephoniste-violinist



**Dorothy Anderson**  
... "Musical Family"



**Maureen Borlase**  
... Cricketer



**Marie Morrison**  
... versatile



**Grace Parker**  
... W.A.A.A.F. Officer



"THERE'S nothing at all mysterious about signalling," said Special Signalman Bill Baynes, clenching his inseparable pipe even more firmly between his teeth. "It's simply a matter of making a road, locking it, and giving the 'all clear' signal. Making a road," he explained kindly, "means setting the points to give the train a clear run-through. For example, a train coming from a platform at Flinders Street and

travelling over the Viaduct to Spencer Street may cross six or more points.

"IT'S our job to 'make the road'—to set the points in the correct position. When the road is made and locked we give an 'all clear' signal. As the train is passing we let the next Box know it's on the way. . . There's nothing more to it."

QUITE a simple business, really—when you know how! Simple for Bill Baynes who has spent 36 years of his life in a signal box and who has been in "A" Box since 1924, in charge of it for the last 12 years. Simple: if ever it can be called simple to direct 1,296 trains safely on their way every day, to learn the time-table for each of them by heart, to make the roads for 90 trains in a single hour during both morning and evening peaks, and to know the function of 246 separate and individual levers.

The apparatus in "A" Box, Flinders Street, is the largest manual frame in the Southern Hemisphere. The levers are in three colours—black, blue and red—but although the general effect is decorative it is utility and not beauty which has prompted the pattern. The black levers operate points; the blue levers bring the lock bar into play, locking the points so firmly in position that a train cannot displace them; and the red levers actuate the signal arms. Everything interlocks.

"The mechanism is as finely adjusted as a Swiss watch," Bill Baynes pointed out, "but it's strong, and meant for hard work at high speed. Once the points are set and signalled 'safe' they cannot be altered until the train—all of it—has passed over the track. Nor can a train be brought across the path of any other train—the points and signal levers required for the movement would be locked and just wouldn't budge. You can't leave room. . . "he broke off suddenly as a bell rang, called "Willie up," swung two or three levers into place, and then walked back.

"What was I saying? Oh, yes, You can't leave room for human error in a job like this. Here's another example. Trains can enter the Flinders Street platforms from either this side or the Richmond side of the station. But there's no risk of a head-on collision because the interlocking control extends to the other boxes. Suppose I've got a train at No. 6 platform. Then the man in 'C' Box can't route a train into No. 6 because his levers wouldn't work. He can't move them until I release this 'Control' lever. On the other hand, having given him control, I can't operate for that platform until he returns it to me. Elementary, isn't it?"

## Man Behind The Levers . . .

Three sets of bells rang in swift succession, and two 'phones exploded simultaneously. A cabalistic conglomeration of "Coburg down . . . hold the pass. on No. 5 . . . the Ports running three late . . . let the Dandy through" . . . disturbed the serenity of "A" Box. Levers clicked into position; taps on the bell key sent messages to the next Box; the Block Recorder made rapid entries in his book. Then calm crept back again.

"It can get busy even in the slack periods," Special Signalman Baynes admitted. He puffed hard at his pipe, removed it from his mouth to glare at it sternly, put it back again. This time it drew sweetly and he nodded his satisfaction. Bill Baynes is not the man to stand any nonsense from a pipe.

"Mind you," he said through his clenched teeth, "I don't want you to get the idea that this work is *too* easy. There are several things an 'A' Box Signalman just has to know." (More bells rang, "Electric goods on No. 12" sang out someone.) "He can't just come here and take up duty at once, even though he might have 20 years' signalling experience behind him. He spends about five weeks learning the job. He must know this frame intimately and what each of the 246 levers does. He must know the position of every individual point in the yard; where all the signals are located and what they control. He has an extensive time-table to memorize, with cuts and additions and specials to complicate matters. He must be familiar with the bell code, and be able to react automatically to it. He must learn the message in those Annunciator lights.

"And just as important as all this, he must learn to take his place in the team. For one movement, three Signalmen may have to co-operate, each working the appropriate levers in his own section of the frame. That takes practice." He paused reflectively. ("Up Co-ey . . . Newport down") "Every train entering or leaving Flinders Street on the Spencer Street side, or travelling on the St. Kilda or Port Melbourne lines, is controlled from this Box. The newcomer must know all about every one of those trains. Although he is ready to take his place here after about five weeks of familiarization (and a thorough examination conducted by a Block and Signal Inspector) it is a year, I'd say, before he can really claim complete proficiency. Believe me, I'm still learning, and I've had 24 years in 'A' Box."

Signalman Baynes moved quickly over to the frame. "Watch this," he said. "The train on No. 1 is due out. Levers 16 and 14 set the points. 15 and 78 lock them. 44 and 74 operate the signals. And there she goes. There's no difficulty about that, but it's a lot more trouble to take a train from, say, No. 4 platform to the south line on the Viaduct. It needs 14 levers to make the road, five to lock it, one for control, and six signals. That's 26 levers for one operation. You don't want too many of those!"

Baynes and his colleagues operate the levers with almost carefree abandon. They make it look easy, but those hard muscles on their forearms and across their shoulders didn't grow over-night.

(Continued on Page 15)





HERE, together with some of the officials, are the Victorian Railwaymen who played against Tasmania at the Hawthorn Ground on September 2 :

**FRONT ROW** (from left) : Len Jones, Jim Burns, Max Hughes, Ted Ray and Kevin Hill.

**MIDDLE ROW** : Alan Haack (Goal Umpire), Reg Bowman (V.R.I. Football League Secretary), George Ray (Coach), Jack Lloyd, Les Edwards, George Garlick (V.-Capt.), Harold Arthur (Capt.), Keith Headon, Jack Roberts, Jack Evans, (V.R.I.F.L. Treasurer), Jack Brain (V.R.I.F.L. Vice-Presi-

dent) and Arthur Dowling (Goal Umpire).

**BACK ROW** : Roy Kydd (V.R.I. Sports Secretary), Arthur Matheson, Brian Brown, Ron Lowe, Tom Yates, Bert Tippett, Mr. T. R. Collier (V.R.I. General President), Jack Sharp, Brian Stubbs, Harold Casley, Bill Crowe (V.R.I.F.L. Delegate) and Leo Datson (Timekeeper). ...

Other V.R. men selected in the Carnival side but not playing the day the photograph was taken are : Ron Cooper, Alan Jones, Bill Haughton, Bill Jones, Stan Beck, Alan Redford, Bernie Haines and Jack Hoare.

## VICTORIANS WIN INTERSTATE FOOTBALL CARNIVAL

"THIS is a jolly good climax to a wonderful week," was how one Interstate railwayman described the Farewell Dinner and Smoke Social at the V.R.I. last month when the first post-war Interstate Railways Football Carnival ended. Over 200 people were present, including Messrs. M. J. Canny (Commissioner) and H. S. Sergeant (Past V.R.I. President).

Warmly greeted on rising to respond to the toast of "The Australian Railways Commissioners," Mr. Canny paid a tribute to the value of such sporting carnivals.

Throughout, there had been teamwork on the football field, but without applying that teamwork to the everyday railway job, the Commissioners of the various systems would find it very hard to carry on.



The mingling of so many railwaymen with such diverse occupations must inevitably prove valuable. "Our boys learn from you and you can learn from them," he continued. "And how true it is that, with railroading such a complex business, we are always going to school." Mr. Canny heartily congratulated Mr. R. J. Bowman (V.R.I.F.L. Secretary) on a "well-conducted Carnival."

Highlight of the evening was the presentation by Mr. T. R. Collier (V.R.I. General President) of the "Glick Trophy" (seen at left) to the Captain of the Victorian team, Harold Arthur, who is leader

of the North Melbourne Loco side—runners-up in the 1948 V.R.I. competition. On the Umpires' votes, Harold was also awarded a trophy for the best and fairest player during the Carnival. J. Corcoran, of New South Wales, was a close second.

Each speaker praised Mr. Bowman and his fellow-officials on the completeness of the arrangements made for the transport, accommodation, and entertainment of the 142 visitors from other railway systems.

Details of the games in which the Victorians took part are : Victoria, 10.18 d. N.S.W., 4.7 ; Victoria, 5.16 d. C'wealth, 1.2 ; Victoria, 22.14 d. Tasmania, 3.7 ; Victoria, 10.9 d. South Australia, 6.6.

Our two leading goal-kickers during the week were : Arthur Matheson, 19 (including 10 against Tasmania), and Keith Headon, 10.

Players, Managers and Officials of all competing teams—Victoria, South Australia, New South Wales, Tasmania and the Commonwealth—were present. Proceedings, which included many excellent artists, were smoothly "chaired" by Mr. A. E. Dawkins, (V.R.I. Football League President).

Three old men were discussing the ideal way of dying. The first, aged 75, said he'd like to crash in a car going 80 m.p.h. The second, aged 85, said he'd take his finish in a 400 m.p.h. plane. "I've got a better idea," said the third, aged 95 : "I'd like to be shot by a jealous husband."

## NEW RAIL CHIEFS FOR N.S.W. AND COMMONWEALTH

THE "News Letter" has pleasure in referring to the appointments last month of Mr. F. C. Garside, M.Inst.T., as Commissioner for Railways in New South Wales, and of Mr. P. J. Hannaberry, B.C.E., M.Inst C.E. (Aust.), as Commonwealth Railways Commissioner. They have succeeded those two familiar personalities in Australian railway administration—Messrs. T. J. Hartigan and G. A. Gahan, both of whom rendered conspicuous service over many years.

Mr. Garside began in the New South Wales Railways as an Apprentice Fitter at the Goulburn Locomotive Running Sheds. Within 14 years he had progressed from that position to the control of a Locomotive Division. In 1920 he became a Member of the Suggestions, Inventions and Economics Board, and two years later, at the age of 35, he was appointed Head of the Stores Branch. For the past 16 years, he has been Assistant Commissioner.

Mr. Garside's many public activities outside the railways have included Chairmanships of the N.S.W. Centre of the Institute of Transport and the N.S.W. Regional Group of the Institute of Public Administration.

Mr. Hannaberry was appointed to the newly-created post of Assistant Commonwealth Railways Commissioner early

### HELPED SICK COLLEAGUE

HOW railwaymen and women scattered throughout the area controlled by the District Superintendent, Bendigo, quickly responded to an appeal to help a fellow-V.R. man is revealed in a note received last month by the "News Letter."

Because of illness, Charlie Payne, a Labourer at Bendigo Station, has been unable to work since before last Christmas. He is a married man, with three young children. When his plight came under the notice of his colleagues, they decided to launch a special appeal. In a fortnight, the sum of £76 was raised.

First that Charlie knew of the appeal on his behalf was when Acting Conductor Eric Wearne, of Bendigo, who had taken a very active part in the effort, called last month and handed him the cheque.

Through the "News Letter," Charlie wants to express his deep gratitude to all who contributed. "With donations from far and wide throughout the District," he said, "so many of the kind donors are unknown to me. This great gesture has given me hope and encouragement for the future."

this year. He commenced his railway career in the Victorian Railways as a Pupil Engineer in 1923. Eleven years later, he transferred to the Commonwealth Railways as an Assistant Engineer, and in 1944 was appointed Chief Civil Engineer.

He is a qualified Victorian Municipal Engineer, and a Member of the American Railway Engineering Association. For several years he was an Instructor at the Collingwood Technical School in applied mechanics (structural and mechanical).

### Driver Albert McCallum's Death

THE death on duty last month of Engine Driver Albert McCallum came as a severe shock to his colleagues.

Mr. McCallum, who was 59 years old, had been a railwayman since 1911. During the greater part of his career he was attached to North Melbourne Loco Depot, rising from Cleaner to Fireman, and then to Engine Driver in 1920.

He was a most competent Engineman who could invariably be relied on for a good, sound job. His death is a great loss to the Department.

## Pivot Team's First-Aider For 36 Years

VICTORIAN Railwaymen who have qualified in First Aid are often called upon to use that knowledge off the job. In the case of Jim Doyle, of the Melbourne Goods

Sheds, such a happening had an interesting sequel. Away back in 1911 . . . he was then a member of the "crack" No. 1 Spencer Street Ambulance Corps . . . he was watching Geelong football team play on the old East Melbourne Ground. When one of the Geelong players went down injured, Jim hopped the fence and rendered assistance.



From that moment he has had 36 years of unbroken service as the Club's Honorary Ambulance Officer. In that capacity he is in the Club's Dressing Room every Saturday assisting in the bandaging and patching up of players. The fact that he has always lived in Melbourne has not deterred him from always being on duty.

Over the years, he estimates he has travelled 30,000 miles by train to and from Geelong on Saturdays. "Football, and especially the Geelong brand, is really a part of my life now," he said.

He is proud to be able to wear the Geelong Football Club's blazer . . . evidence that he has taken part in many Interstate trips with the team.

Geelong football followers will naturally be interested to hear his choice as the "best ever" in his long experience. "I place Reg Hickey first," he said, "and next, very close, would be Alex Eason, Jack Collins and Cliff Rankin." He represents the Geelong Trainers on the Victorian Football League Trainers' Association, of which he is Vice-President.

## Railway Quiz To Test You

DECIDING to break away from the more or less conventional type of question posed in the last few issues, we went burrowing around some of the Branches. We were on the lookout mainly for curious, intriguing terms applied to everyday railway operating methods and practices.

There were plenty, but for this issue we have selected only a few of them. Although the answers to three of the following questions are quite technical enough, you may know all about them without turning to Page 14.

By the way: if you know of other colloquial terms used to describe phases of railway operation, please drop the Editor a line about them.

- (1) "Standing Room Only." To meet that sign, say, at a theatre is a disappointing experience. But "standing room" in railway parlance is different; it does not even refer to a heavily-laden peak period suburban train.
- (2) Ask any schoolboy what a "snifter" is, and he will most certainly interpret the term as meaning the superlative degree of excellence. To a loco man that word has a double-meaning—and it is the railway application you are asked to discover.
- (3) There are over 200 different kinds of tickets on issue at V.R. stations and/or the Victorian Government Tourist Bureau. You can get them for: rail; rail-and-road; and rail-and-steamer travel. That exhausts the types of tickets on issue, except for one—and it is not for travel by air.
- (4) Being severely non-technical in our outlook, we were puzzled the other day by the casual comment of a loco engineering friend who was discussing "petticoats"—and had a blue print to explain it away. There's the clue: it's your job to say to what he was referring.



## POPULAR PAINTER FETED . .

WHEN it was announced that Sub-station Painter Jack Hughes would be prematurely retiring because of ill-health, his colleagues lost no time in ensuring that he would take with him a souvenir of the high esteem in which he

is held. Culmination of their decision is seen in the above picture taken by Shift Electrician M. C. Morton at the Electrical Workshops, Spencer Street: Sub-station District Engineer F. Thornton is presenting a handsome mantel clock to Jack, whose popularity commenced on the day he started in the Way and Works Branch 23 years ago. He served in the First A.I.F. for 4½ years, gaining his commission in the field. During the recent war, Jack again enlisted but was retained in Australia as a Machine Gun Instructor, with the rank of Captain.

### OUR FRONT COVER

*PASSING through North Melbourne Loco Depot recently, the "News Letter" Photographer noticed Driver Jim Power climbing into the cabin of X 47. A quick snapshot produced the action picture shown on this month's front cover.*

### "A.E.S." Writes To Us

MR. A. E. SMITH was probably one of the greatest railwaymen in the Department's history. Now aged 81, he is still hale and hearty, with an interest in more hobbies than a dozen ordinary men would cover in a dozen normal lifetimes. For many years Mr. Smith, as Chief Mechanical Engineer, was responsible for the design and manufacture of the fine locomotives which are characteristic of the system.

Although it is many years since he retired, he still takes a keen interest in railway affairs, and the Editor was delighted to receive this letter recently:

"Dear Mr. Editor,

I have before me the September 'News Letter' and find it full of interest. I well remember the Rowan Cars in 1883 when they were in the Williamstown Workshops having the bodies fitted, also later the McKeen Cars.

When the Newport Workshops were being equipped with the necessary machinery ready for opening in 1888 the drawing office was at Newport and the office of Mr. Allison D. Smith, Locomotive Superintendent, was also there. Some time each day, he used to inspect the works progress.

However, I am perhaps more interested in pages 3 and 4.

The gentleman responsible for the selection of the ladies whose photos appear on these pages certainly had an eye for beauty and intelligence as in addition to their knowledge of railway work the ladies have considerable talents associated with the arts, and other interests.

On other pages I recognize some of the faces but have forgotten names. I read the 'News Letter' regularly and enjoy the news therein, but this issue is particularly interesting and handsomely presented."

## Great Chance For Budding Athletes

ON the eve of the opening of the 1948-49 field athletics season, the President of the Railways Amateur Athletic Club (Mr. Jack Williams) last month launched a drive for new members from amongst metropolitan railwaymen.

Early this year the Club celebrated with a "coming-of-age" party: it had been formed in 1927 and, except for the recess during the war, has regularly competed under the auspices of the Victorian Amateur Athletic Association. John Marks has been the outstanding runner produced by the Club.

At St.Kilda in January last, when the cream of the Commonwealth's athletes competed, he brilliantly won the Australian one-mile championship and seemed certain of gaining Olympic honours. Unfortunately, his subsequent running times were outside the limits set for Olympic standards. Earlier he had won the New South Wales championship, and was narrowly beaten for the Victorian title.

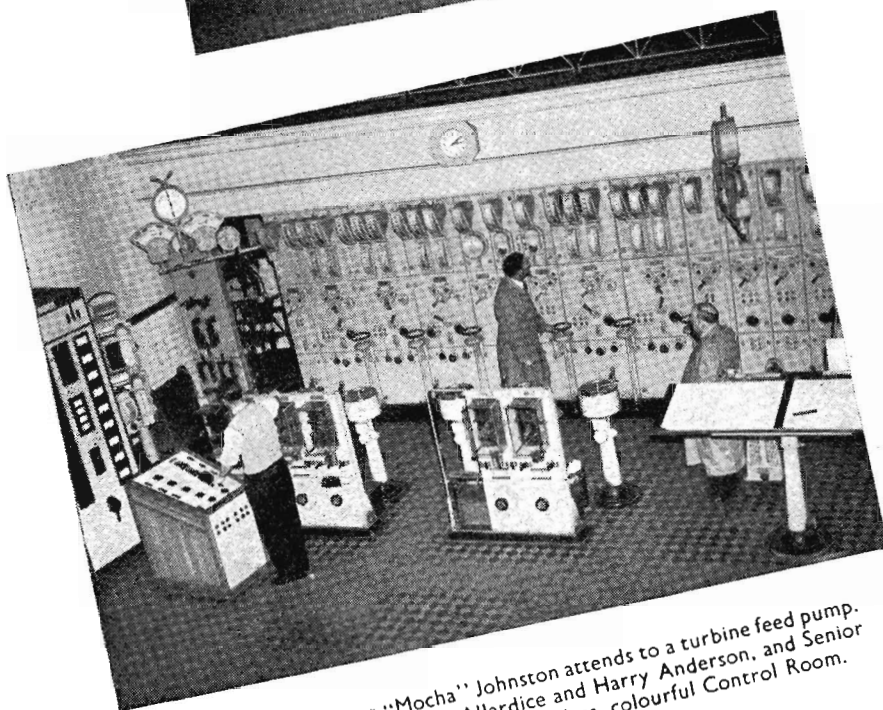
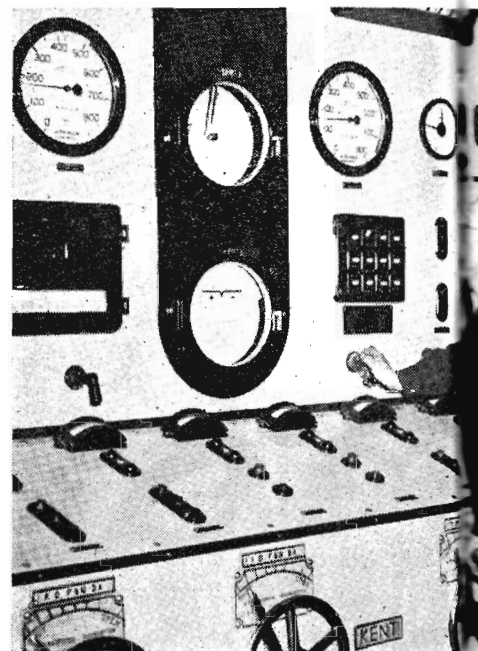
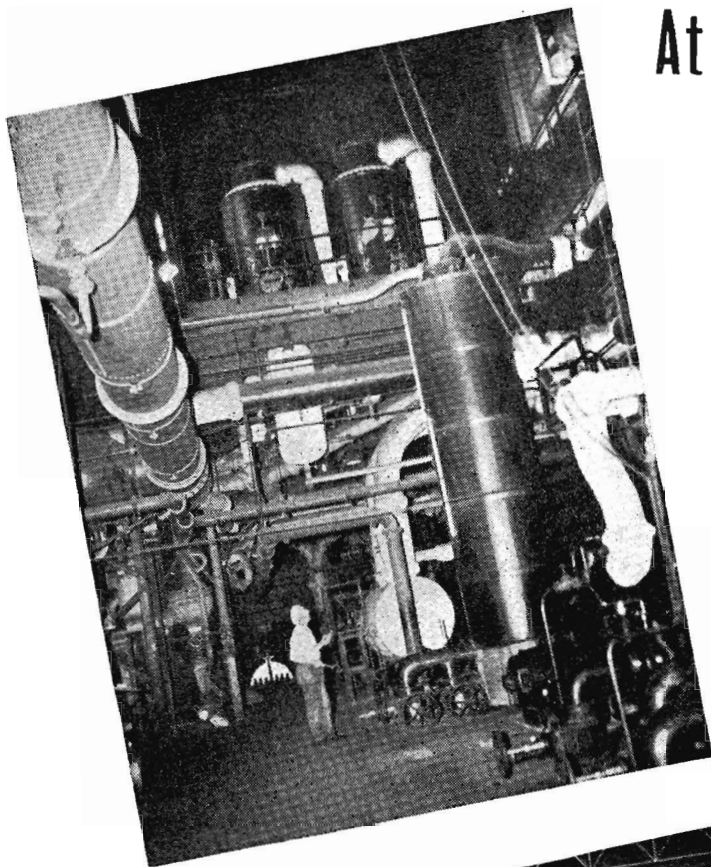
Club membership is open to all V.R.I. members, the annual subscription being 7/6. Experienced Club members act as coaches in the various departments of athletics, including sprinting, middle-distance running, walking, field games (discus, javelin and shot putt), pole-vaulting, hurdling and jumping (long; high; and hop, step and jump).

"We extend a cordial invitation to all wishing to enjoy field athletics—one of the healthiest and most invigorating of sporting pastimes," Mr. Williams said. "This year we are hopeful of entering a junior team, the minimum age being 14."

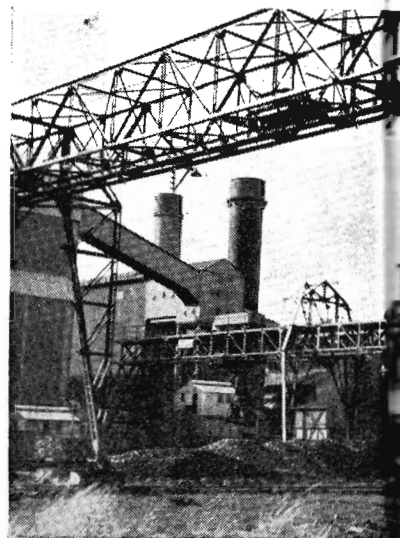
"My word, the departure of Jackson was profoundly regretted by all his neighbours." "Why was that?" "He had easily the best and most popular lawn mower in the neighbourhood."



# At NEWPORT POW



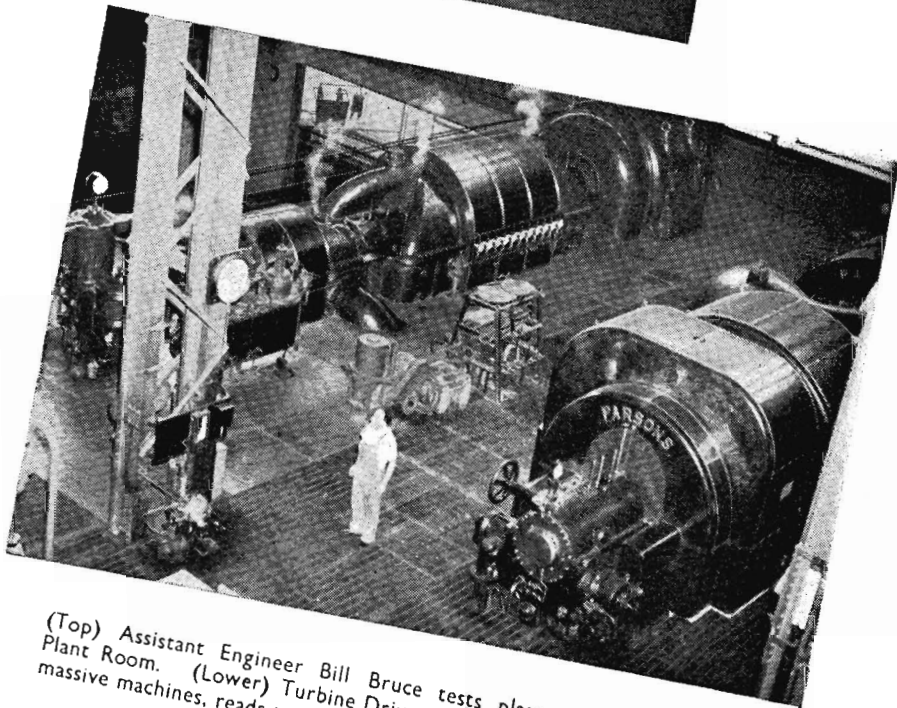
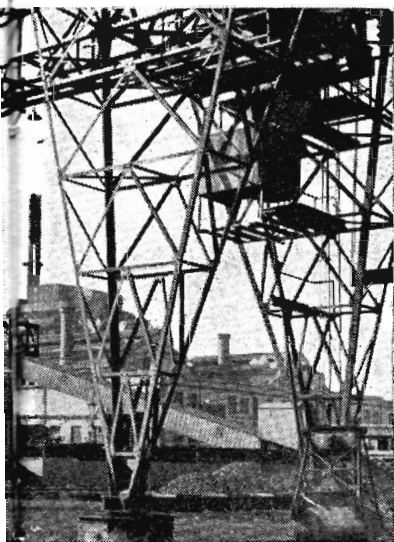
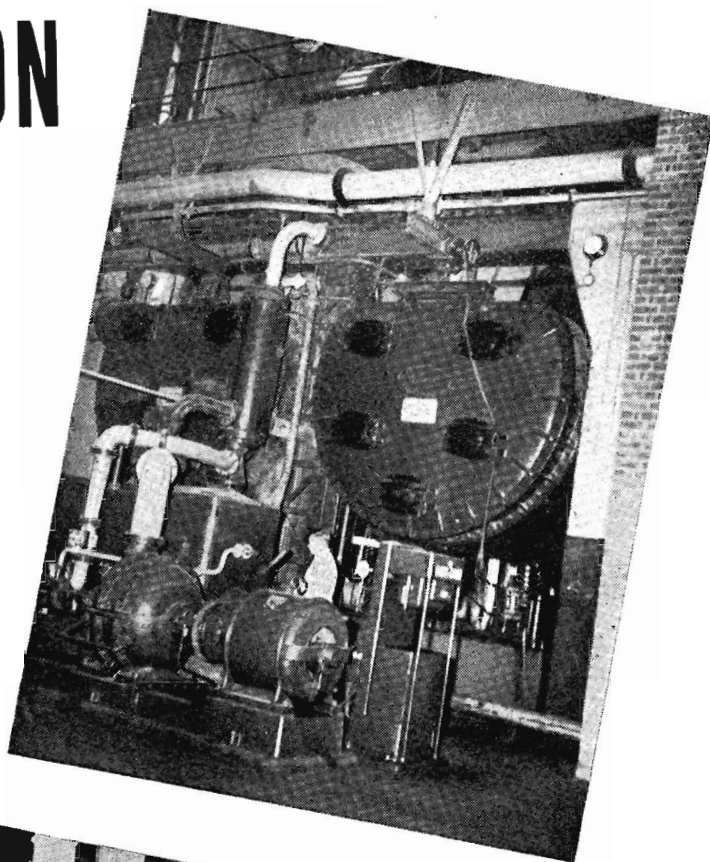
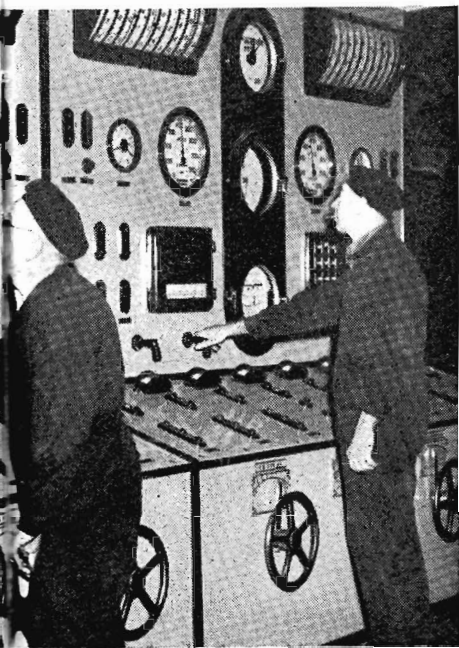
(Top) Plant Attendant "Mocha" Johnston attends to a turbine feed pump.  
 (Lower) Electricians Hartley Allardice and Harry Anderson, and Senior  
 Electrician "Bluey" Euston in their spotless, colourful Control Room.



The power which operates the electric lights the stations, yards and goods signal gear is produced by railway. This series of pictures shows various

Above : (Top) Leading Fireman A. Stone operate the new pulverized the huge coal transporter crane.

# OWER STATION



(Top) Assistant Engineer Bill Bruce tests plant auxiliaries in the Plant Room. (Lower) Turbine Driver Jack Anderson, dwarfed by the massive machines, reads turbine steam pressures on the Turbine Floor.

Electric trains, drives railway trams, streetcars, and actuates the automatic switches at Newport Power Station. Various aspects of the job.

Mr. Clark and Fireman Stan Gladstone. (Lower) A view of

# High Service Standard Was Set By Late Mr. Bastrup

**W**ITH the recent death of Mr. B. C. Bastrup (Acting Goods Superintendent) the Department has lost an officer who was greatly respected by railway colleagues and patrons alike. The high standard of service he set for himself was an example to all with whom he was associated.

Located at the Melbourne Goods Depot for 30 years—the last 14 as Chief Clerk—he gathered a wide, practical knowledge of all phases of goods traffic and contributed much to the efficiency of that busy railway centre.

Mr. Bastrup's passing has a particularly poignant note: it came very shortly after he had achieved an ambition of many years—attainment of the high position of Goods Superintendent.

Many tributes have been paid to his sterling qualities. Amongst them are the following typical letters:

From Mr. W. Stockton, Secretary, Victorian Road Transport Association (Heavy Cartage Division):  
"On behalf of members of this Division, I tender to the Commissioners sincere sympathy in the loss the Department has sustained by the sudden death of Mr. B. C. Bastrup. The late Mr. Bastrup was an efficient and courteous officer and well known to members. His willing assistance and advice will be greatly missed by those who came in daily contact with him."

From Mr. J. L. Tucker, Manager, The Colonial Sugar Refining Company Limited, Melbourne:

"It is with genuine regret that officers attached to this Branch of our Company have learned of the sudden death of Mr. B. C. Bastrup. The late Mr. Bastrup's tact, patience, courtesy and zeal won for him not only the respect but also the warmest regard of those of our officers with whom he came in contact."

The Commissioners have conveyed their deep sympathy to Mrs. Bastrup and family in their sad bereavement.

*CONTINUED FROM PAGE 3*

## TALENTED V.R. LADIES

Dorothy has frequently been heard over the air on radio programmes. She combines with her brother and sister to make up the "Anderson Trio." In fact, her whole family is musically inclined, and not so long ago Dorothy, her father and mother, two sisters and brother, were heard on a "Musical Families" programme over 3DB.

Turning from musical families to cricketing families we meet Comptometrist Maureen Borlase, a blonde young lady cricketer and cousin of outstanding Australian player George Tribe, who did so well in English professional ranks this year. Maureen plays in Pennant Grade as a member of Clarendon Ladies Club—premiers last year.

From Maureen we learn that there are 32 teams registered with the Victorian Womens' Cricket Association; that there is a regular fixture, covering three grades; that an Australian womens' team visited New Zealand last year and swept all before it; and that an English team will be here soon for test matches.

Maureen's father, Jim Borlase, is a V.F.L. Umpires' trainer and her brother Albert is on the V.F.L. Umpires' list.

### Intercepted Jap. Signals

And before saying adieu to the ladies for another month, let us meet Grace Parker, of the G. P & F.A.'s Branch . . . a most interesting young lady. During the war Grace was a W.A.A.A.F. Cypher Officer, serving in Wagga, Evans Head and Townsville.

For five years she translated codes, intercepted our own and Japanese signals, and carried out the multifarious, mystifying operations peculiar to cypher personnel.

Returning to "civvy" life she took up the threads of her railway job, and under the auspices of the Commonwealth Reconstruction Training Scheme continued a part-time course in Violin and Piano at the Melbourne University Conservatorium. Those studies are still progressing slowly but surely.

In what spare time was left Grace has filled the post of Secretary to the Villa Maria Home for the Blind. During the last month a full-time Secretary has been appointed and Grace is now Vice-President.

Her brother, Murray, is that young genius who invented the machine for typing music, which received such wide publicity recently. He is a fine musician, too, employed by the Australian Broadcasting Commission, and he appears regularly with Grace in concerts given in aid of the Villa Maria Home. His effort is all the more remarkable when you know that he has been crippled by infantile paralysis.



**GREET THE VICTORS!** Here is the Bendigo V.R.I. team that won the Northern District Carpet Bowls Championship (Ladies Section) held in Bendigo recently. All are wives of local railwaymen. The winning of this championship, for which 46 teams competed, was a particularly good effort. Entries were received from all the main centres in Northern Victoria, including Ballarat, Geelong, Ararat, Maryborough and Castlemaine. Sitting: Mrs. Jenkins (Captain) and Mrs. Turner. Standing: Mrs. Carnavan, Mrs. Smith, Mrs. Flett and Mrs. Beattie.

## More Country Trains Now

**W**HEN this issue went to press, arrangements had been completed for increases in country passenger train services to commence on September 27. These restorations bring passenger schedules to about 75 per cent. of normal "full service" and are a definite step towards complete restoration, which it is hoped is not too far distant.

It has always been the Department's aim to improve service, and to give to country passengers the fast and regular transport that it is realized is so essential to their comfort and convenience. Although patrons during recent years have had to forego services to which they were accustomed in normal times, railwaymen cannot fail to appreciate the tolerance and understanding that have very generally been shown towards the deficiencies.

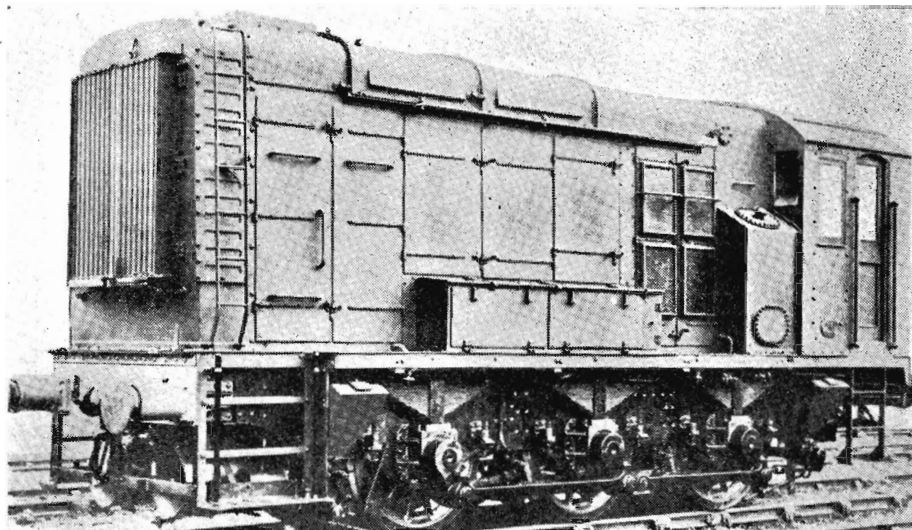
The added convenience which this restoration will bring should be accepted by the public as a token of the intention to provide a completely satisfactory and modern rail service as soon as it is practicable to do so.

## DIESEL-ELECTRIC

### SHUNTING

### LOCOMOTIVES

# 10 Ordered From Great Britain . . .



FIRST to be released for publication, this photograph introduces to "News Letter" readers the type of diesel-electric shunting locomotive on order from Great Britain. Delivery at the rate of two per month is expected to commence in about 2½ years' time.

These diesels have outstanding advantages over steam locomotives when starting from rest and when moving at ordinary shunting speeds. They can be used without re-fuelling or taking water for 350 hours. On the other hand, the best of the Department's steam shunting units—the "Y" class—need re-fuelling every 16 hours, and watering every six hours.

They are capable of moving a load of approximately 1,000 tons on the level, and can be driven from either side of the cab. Their maximum speed is 20 m.p.h. The primary mover is a six-cylinder diesel engine coupled to a direct current generator which supplies current to the traction motors geared to the front and rear axles.

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## STAFF RECRUITS SOUGHT BY FILM SCREENINGS

AS part of the staff recruiting campaign, the Department last month arranged a series of afternoon film screenings for about 2,500 lads, mostly of the school-leaving age at the end of this year. They were from Melbourne and suburban primary, technical and high schools. Pictures were shown in the Victorian Railways Institute, and at the Melbourne High School.

Free first-class tickets were provided for those who travelled by rail and, where necessary, carriages were added to certain trains for their accommodation.

Each programme included departmental films publicising a variety of railway occupations. Emphasis was placed on the excellent prospects of advancement for lads now joining the service. A Railways Staff Recruiting Officer addressed the lads, each of whom received a copy of the folder, "Choosing a Railway Career."

Victorian Railwaymen, especially those with sons at school, are invited to supplement the official recruiting efforts. They will be helping the service if they take every opportunity to bring to the notice of lads leaving school the advantages of adopting the railways as a career.

There is a bonus of 10/- for each V.R. man introducing recruits to certain grades, provided the nominees stay at least six months in the service.

TYPE—0-6-0; continuous rating—350 h.p.; weight, roadworthy—48 tons; maximum weight on rails per axle—16.5 tons; length over buffers—30 ft.; height—12 ft. 6 in.; starting tractive effort—33,000 lb.; fuel capacity—675 gallons of fuel oil.

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## V.R. MAN PROMINENT IN ROYAL LIFE SAVING SOCIETY

IT is fortunate that Ernie Pleydell has such unusually broad shoulders, for he has much to carry on them. When you come to consider his multitudinous activities the question which inevitably springs to mind is: "But when does he sleep?"

To start with, he is a member of the clerical staff of the Claims Agent's Division. When he puts on his hat to go home at night his other tasks begin. He is Honorary Secretary of the Victorian Branch of the Royal Life Saving Society; Chairman of the Independent Tribunal of the Federal Football League; General Secretary of the Australian Federal Council of the R.L.S.S.; an executive member of the "Herald Learn-to-Swim" Campaign Committee; and Permanent Vice-President of the Victorian Branch R.L.S.S.



Recently, he was appointed a Life Governor of the Central Executive of Royal Life Saving Societies (whose headquarters are in London).

Among the awards Ern Pleydell has received for his honorary Life Saving Society activities are the Distinguished Service Cross, the King's Jubilee Medal and the Coronation Medal.

An assignment which he has just completed involved inspecting every branch of the R.L.S.S. in every State of the Commonwealth. During the last twelve months he has spent 173 nights at Society meetings, conferences and functions. The next 12 months will be even more hectic.

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"Friend of the bridegroom?" asked the usher at the wedding.

"Certainly not!" replied the dignified matron. "I am the bride's mother."

## Big Motor Body Traffic Being Handled Well

**W**HAT can be achieved through a planned co-ordination of effort is shown by the success attending the handling of the motor body traffic between Woodville (S.A.) and Melbourne. Sedan and utility truck bodies are being transported on a regular five-days-a-week goods train service in the now-familiar 40 ft. "OM" trucks specially constructed and fitted, and distinctively painted by the S.A. Railways.

Essence of the plan is a quick turn-round of rail trucks to keep pace with the output of General Motors-Holdens Limited. A schedule has been drawn up jointly by the South Australian and Victorian Railways and the Company.

It begins with the placing of empty "OM" trucks at the Company's private siding at Woodville and ends, two days later, with the discharge of the motor bodies at Melbourne Goods Depot, nearly 500 miles away.

Most of the trucks are usually available for the return journey on the same day—often, through fine teamwork, within a few hours of arrival in Melbourne. Back loading consists of a variety of items from about 80 firms associated with motor body construction.

From South Australia, the "OM" trucks come through to Melbourne on the fast Interstate goods train service. On arrival at the Melbourne Yard, they are promptly

### SAFETY SLOGAN WINNER

**T**HE Transportation Branch does it again! Winner of the Safety Slogan Competition, and of the guinea prize, is Clerk Jack Conheady, of Room 73, who submitted the most effective entry. "A Careless Action May Be Your Last" is his advice to you and me . . . and pithy, sound advice, too.

Honourable mentions go to Leading Shunter S. W. Siercy, of Bendigo, who points out "It's not the train you expect that's dangerous: it's the one you don't expect"; and to Clerk P. Breheny, of Geelong. "It is better to be 20 seconds late in this world than 20 years too soon in the next."

To the other 70-odd entrants: thanks for your interest and better luck next time!

shunted to the electric crane siding at the Melbourne Goods Depot.

Having prior advice of the expected arrival time, the Company's cartage contractor has a fleet of road motor vehicles waiting. Immediately the loaded trucks reach the siding, his staff goes into action—getting the bodies ready for discharging.

The motor bodies, loaded in two tiers (each usually of three bodies and one cab), are bolted to sturdy frames which, in turn, are bolted to cross-bearers in the truck. This gives rigidity and prevents movement in transit.

As the motor bodies are unbolted from the truck cross-bearers, the crane moves forward, straddles the trucks, hoists the bodies one by one, and lowers them carefully to the road vehicles. Soon they are being sped to the Company's assembly plant at Fishermen's Bend. Busiest day so far was on September 6, when 56 motor bodies and 15 cabs were unloaded by the crane.

Since early in July, over 200 trucks have been received from Woodville, carrying a total of 1,700-odd motor bodies and cabs. As this traffic is expected to continue for a considerable time, the South Australian Railways plan to build larger (70 ft.) trucks, capable of carrying between 10-12 motor bodies.

## THREE POPULAR REFRESHMENT ROOM MANAGERS RETIRE

**H**AVING reached the retiring age this year, three of the best known and capable Refreshment Room Managers in the service—Messrs. E. W. Ingham, A. G. Clayton and A. Poyner—are now enjoying the luxury of freedom from the worries of food and staff shortages that beset them during recent years. Each came into the Department with wide experience in the catering business; each was immediately appointed a Manager.



Mr. Ingham

For the past 4½ years, Mr. Ingham was Manager of The Chalet, Mt. Buffalo National Park, where he made many lasting friends among the guests visiting that popular resort. His regret at retiring was succinctly expressed when he said: "I wish I were starting now, instead of finishing!"

Born in Scotland, Mr. Clayton was for some years a Steward on passenger liners that took him to many parts of the world. He is a veteran of two wars, serving in the Boer War as a member of a Scottish Regiment, and in the First World War as a Sergeant-Major in the A.I.F.

Mr. Poyner, who now lives at Queenscliff and was unavailable for a photograph, was a "crack" amateur jockey in his younger days. He won 29 races on a pony called Little Jack, 13 of the victories being in succession. While Manager at the Lilydale Refreshment Room, he rode with the hounds.

"I know," Mr. Ingham said, "that Mr. Clayton and Mr. Poyner will agree that our most hectic times as Managers were during the Second World War. We were in charge of main line Rooms, where many thousands of servicemen were fed as they passed through on troop trains.

"We have retained vivid memories of mountains of sausages, pies and sandwiches served to those boys, more often than not in the early hours of the morning.

"I know, too, that my two good friends will join me in a tribute to the wonderful help we received from our respective wives in the running of the Rooms we controlled."



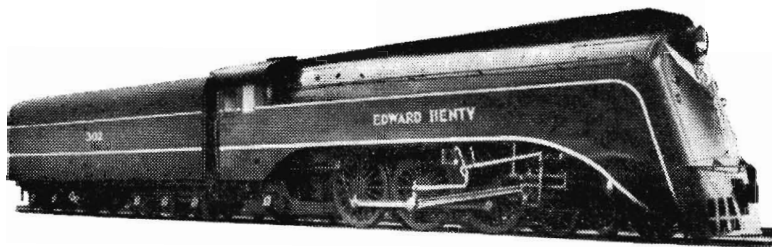
Mr. Clayton

## Newport Men's Social Club

**N**OW firmly established, the A.T.S. Social Club, representing the Accounting, Timekeeping and Stores Sections at Newport Workshops, last month arranged a most successful day trip to Park Orchards, near Ringwood. About 100 members, many accompanied by their wives and families, took part in the trip. Picnic lunch was followed by a football match, with dancing in the evening.

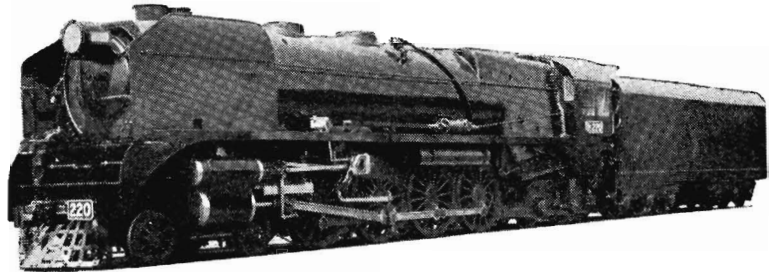
Secretary F. L. Killeen told "News Letter" that everyone had voted it a "great day"—the opportunity it gave for the various families to become acquainted was particularly appreciated. He said that the Committee has plans in hand for dances, picture nights and other functions to strengthen the friendly spirit already existing amongst the men concerned.





# “ S ” and “ H.220 ” LOCOMOTIVES’ SPLENDID WORK

**F**IGURES released last month show that the aggregate mileage of the four ‘S’ class locomotives is heading for the 5,000,000-mark. ‘H. 220,’ with a total mileage of nearly 500,000, also has a splendid record of service. All these locos were designed by V.R. Engineers and built at the Newport Workshops.



Details of the mileages up to July 24 last—the latest available—are :

Loco	Date Placed in Service	Mileage
S.300	Mar. 14, 1928	1,254,806
S.301	Feb. 2, 1929	1,147,408
S.302	Apr. 23, 1929	1,148,187
S.303	Nov. 15, 1930	1,139,978
		4,690,379
H.220	Feb. 7, 1941	478,414

Improvements on the Melbourne–Albury section of the intercapital express train service since the introduction of the “S” class locomotives include : later departure and earlier arrival times ; reduced overall travelling times ; longer non-stop running ; heavier loads ; and the elimination of costly double-heading. Regrettably, the exceptionally good timekeeping record has been marred at times in recent years by shortage of good-steaming Maitland coal.

A year after “S. 300” went into service, the Melbourne departure time of the “Sydney Limited” (now “Spirit of Progress”) was altered from 5 p.m. to 5.30 p.m. (It had stood at 5 p.m. for 21 years.) But it continued to be scheduled to arrive at Albury at 10.20 p.m. In 1935, the departure time was put back to 6 p.m. and two years afterwards to 6.30 p.m.

In brief, the “S” class locos have enabled the travelling times between Melbourne and Albury to be reduced by 89 minutes on the “Down” and 78 minutes on the “Up.”

### No Double-Heading Now

The authorized load on the “Sydney Limited” for a single locomotive was 330 tons. Frequently it was necessary to increase the load and to use two engines. When the “S” class went into running, the authorized load for a single locomotive was advanced : for “Spirit of Progress” —hailed by an “S” class—it is 547 tons. This is the heaviest and fastest passenger train to be hauled by one loco.

“H. 220,” familiarly known as “Heavy Harry,” is also continuing to fulfil the highest expectations. Since 1941 it has been in regular running on the Melbourne–Albury fast goods train service. It is hauling a load of 800 tons in both directions on five days a week. Previously a load of that kind needed two locos—either an “X” and “C,” or an “X” and “A2”—between Melbourne and Seymour. Beyond that point, an “X” class could haul 900 tons, but at lower speeds than attained by “H. 220.”

## V.R.I. Has Versatile Pianist

**F**AST approaching his 20th year as the most sought-after pianist for virtually any kind of show at the V.R.I., Roy Ogilvie, of the Transportation Branch, is never nonplussed by the variety of a programme in which he is to take part.

*Amongst those who know, he has the reputation of being one of Melbourne’s most versatile solo and accompanying pianists, switching deftly from Beethoven to ‘swing,’ and back to Chopin and finally ending up with an ultra-modern “Fats” Waller number.*

His flair for classical music is underlined by his performance in the Open Pianoforte Championship at the South Street Competitions in 1919, when he finished a close second against all-comers from all parts of the Commonwealth.



During the First and Second World Wars, Roy was actively engaged in shows arranged for patriotic purposes. While at Kingston as Stationmaster between 1916-20, he organized and played in many concert parties and minstrel shows, gathering hundreds of pounds for different funds.

Likewise, during the recent war, he never missed playing at one of the regular Sunday afternoon concerts at the V.R.I., where many thousands of servicemen and their friends were entertained.

To those who have been delighted by his skill on the piano, it will come as a surprise to know that, apart from three years teaching as a boy, Roy has had no professional tuition.

However, he received a valuable musical grounding as a member of a family orchestra, led by his father who was a playing member and Chairman of the Victorian Police Band for 20 years. In his early days in the Railways, he played the euphonium with various Bands.

The Ogilvie musical tradition is being consolidated by his daughter, Marion, who is a violinist in the Australian Broadcasting Commission’s orchestra.

“Hasn’t that fellow written a book?”

“Yes, and if you are not very, very careful, he’ll give you a copy.”

## Came Up Through Ranks

“ONE of the most experienced Transportation Officers in the history of the Department,” was an apt tribute paid to Mr. A. H. Game on his recent retirement. In his 47 years’ service, Mr. Game rose from Junior Clerk, through the grades of Stationmaster, Train Running Officer, Senior Train Controller and Assistant District Superintendent, to District Superintendent, Geelong.

In charge of the largest district in the State, he covered it tirelessly right up to the day of his retirement. His tall, lean frame might well have been built of steel springs. Even after being hit by a railway engine (not long since) he was back on the job, enthusiastic as ever, within a few days.

Farewell tributes from his staff took the form of an inscribed gold watch for himself, and an over-night bag for Mrs. Game. On behalf of railwaymen everywhere the “News Letter” wishes him a long and happy retirement.

## Time On His Hands

As Turner Bob McMillan displays his gold wristlet watch his face lights up with pride. It’s a very fine watch indeed, and a valuable one, but to Bob McMillan it represents a lot more than just a good watch. His work-mates



at Newport Workshops presented it to him before his retirement last month as a token of their esteem and a permanent reminder of the “chaps at the ‘Shops.” To Bob McMillan it conjures up memories of 38 years’ railway service, and a lot of fine fellows with whom he worked.

“Except for five years at Benalla, I’ve been at Newport Workshops for the whole of my service,” he said. “I know every inch of the place and I’m going to miss it—even though I am looking forward to this retirement. I followed my

father into the ‘Shops, and for some years I worked side by side with him.”

As Bob left the “News Letter” office, we noticed him having another look at the time.

## ANSWERS TO QUIZ

- (1) “Standing room” is the distance measured between points of minimum allowable clearance, or inside the catch points in the sidings.
- (2) A simple valve, known as an “air snifter,” fitted to certain groups of saturated loco cylinders. It is more generally known as the vacuum valve: the main function is to admit air to the cylinders when the steam is shut off while the loco is still moving. The term “snifter” is an officially accepted colloquialism, probably derived from the “sniffing” sound made as the air is sucked into the cylinders.
- (3) By rail-road-and-horse to Mt. Hotham: rail Melbourne to Wangaratta; road to Harrietteville; and riding hack, with use of pack horse, thence to Mt. Hotham.
- (4) A “petticoat” fits into—not around—the smoke box just beneath the chimney. It functions not so much as underwear as the transmitter of smoke from the boiler to the funnel. It has a feminine skirted appearance; the “hem” has a diameter of about two feet; and it weighs the best part of half-a-hundred-weight.

“May I have the piano key for an hour a day, the same as the other boarders in this house?”

“Certainly. Just choose the hour! When would you like it?”

“Between two and three in the afternoon when I have my nap.”

## Was Experienced S.M.

Another highly skilled Transportation Officer to have retired is Stationmaster Stan Phillips, in charge at Spencer Street. Forty-eight years ago, almost to the day, he became a railway-man. His first S.M.’s appointment was to Kernot “a little



one-horse place in those days, with no Departmental residence.” During his year there he lived in a tent! A transfer to Berrwilllock provided him with a house, but it (and the countryside for miles around) was soon over-run by a pestiferous mouse plague and a shift to Manor was most welcome. “We had a young baby at the time,” he reminisces, “so I bought a cow and learned to milk it, all in the one day.” Merrigum, Boort, Traffic Inspector at Bendigo, and Senior Metropolitan Traffic Inspector came each in turn, and then he was appointed to Spencer Street.

“I’ve enjoyed my railway career,” Stationmaster Phillips says earnestly. “I’ve always gone where I was sent, and done the job as best I was able. At each location my wife and I have endeavoured to identify ourselves with the local community and we’ve made a lot of fine friends. Now that I’m leaving, I’d like to express my appreciation of the teamwork my colleagues have always shown. Railway life can be very pleasant when your work-mates co-operate and I seem to have been particularly fortunate. Thanks!”

## ORIGINS OF STATION NAMES

- NHILL.** Native. “Nihill”, red clay. It is said that the name originally applied by the blacks was “Nyell”, meaning the abode of the spirits.
- BERRIWILLOCK.** Native. From a shrub which grew small fruit or berries, and was called “Berri.” A bird called “Wilok” came in large numbers to feed upon this fruit. The bird was of the parrot species, now known as “Cockatoo.”
- EUROBIN.** Called after a local creek and waterfall. Eurobin is a native name meaning “Big lagoon at foot of a mountain.”
- LAUNCHING PLACE.** When “packing” was a recognized industry, the River Yarra was largely used for transport, and this place was the terminus for the flat-bottomed boats used in the traffic. “Pack” horses carried the goods from the boats to Wood’s Point and other diggings.
- SANDRINGHAM.** Formerly “Gipsy Village,” a name given by Josiah Morris Holloway, about 1852. During the latter 80’s, Mr. C. H. James bought a large area of land adjoining “Gipsy Village” and called it “Sandringham,” after the residence of Edward, Prince of Wales—afterwards King Edward VII.
- MURTOA.** Named by Mr. Walter Madden, Lands Officer, Horsham, 1873. He obtained the name from a local aboriginal, who said it was the native name of the locality, and meant “home of the lizard.”

## Volunteer Railmen’s Re-union

VICTORIAN Railwaymen who were on loan to the Commonwealth Railways during the recent war are to hold a Re-union Dinner at the Melbourne Town Hall on Saturday, October 23. Further information can be obtained from Mr. V. F. Edgar (North Melbourne Loco Depot), who is President of the Victorian Branch of the Commonwealth Railways Volunteer League.

# PUBLICITY CAMPAIGN ON NOW

*Superphosphate*

**P**RESS, radio, posters and folders are being used in a publicity campaign to encourage superphosphate users to take as much as possible of their requirements during October, November and December.

HOW YOU  
CAN HELP  
SOLVE

*the*  
**DELIVERY  
PROBLEM**

This action follows a series of conferences between the Commissioners, and the Victorian Wheat & Wool Growers' Association, the Graziers' Association of Victoria, the Victorian Dairyfarmers' Association, the Australian Primary Producers' Union, the Victorian Department of Agriculture, the Commonwealth Department of Commerce and Agriculture, Commonwealth Fertilisers and Chemicals Ltd., the Phosphate Co-operative Company of Australia Ltd., and Cresco Fertilisers Ltd.

Fifty thousand copies of a folder—at top is a reproduction of the cover—are now being distributed.

During 1947/48, the Railways hauled approximately half a million tons of superphosphate, of which nearly 400,000 tons had to be railed during the six months January to June. This is the period when traffic is at its peak. It is then the harvest is being moved.

That is the reason why some users of superphosphate did not receive their supplies at the time they wanted them during the past season. The coming season's demand is expected to exceed last year's.

Railway activities continue to be affected by the shortage of coal and manpower, and delivery difficulties are likely to be repeated unless the appeal to spread the traffic is heeded.

All the parties to the conferences were agreed that the dispatch of much more superphosphate before Christmas was the most practicable means of meeting the situation. Assurances are given that pre-war quality 22% superphosphate made from Nauru and Ocean Island phosphate rock will be available.

*CONTINUED FROM PAGE 4.*

## SIGNALLING'S SO "SIMPLE!"

Most days bring peaks of great activity followed by troughs of watching and waiting. Showtime, Cup Day, football finals and similar occasions, however, are "all-peak days." "Fortunately they don't come round so often," Bill Baynes admitted philosophically, "but we're mighty busy people when they do. You can't possibly memorize the timetables for all the specials, and that means you're continually referring to the chart. Of course the outline of the timetable is committed to memory." A sudden thought struck him. "You know, when you come to think of it, a Signaller must have a fairly good memory. Apart from everything else, there are things like the Book of Rules and Regulations to be known thoroughly. It has over 400 pages. And its Appendix must be known equally well. From memory, it's 915 pages long.

*And on top of that . . . but I'm sorry! I'm making it all seem too complicated. It's really not as hard as it sounds. There's nothing at all mysterious about signalling . . . it's simply a matter of making a road, locking it, and giving the 'all-clear' signal."*

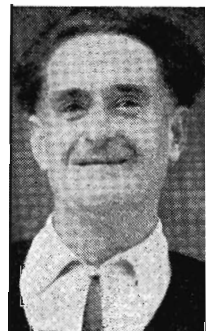
# Football Teams' Head Trainers Are Newport



Ernie Tomlinson

'Shops  
Men

*"Tot" was  
away indisposed  
when our  
Cameraman  
was at  
Newport.*



Fred Sutton

**A**LTHOUGH not making the sporting headlines, there are three "Newport" men who, as Head Trainers, are largely responsible for the fitness of footballers who were engaged in the 1948 final games. They are Boilermaker Les Miller (Essendon); Electrical Mechanic's Asst. Ernie Tomlinson (Footscray); and Maintenance Fitter Fred Sutton (Williamstown).

For 29 years (the last 10 as Head Trainer) Les (more popularly known as "Tot") has been pounding the muscles and attending to the injuries of 'Don players. His skill has brought him three trips with Victorian Interstate sides.

Some years ago, he assisted ex-Wrestler Billy Meeske (so well known to V.R. men) in rendering First-aid to Essendon players. If required, he also gave Billy a hand "in tossing anyone out of the Dressing Room who didn't know how to behave!"

A veteran of the Gallipoli landing in the First World War, "Tot" is a First-aid; a live unit in the Essendon District Corps and the Newport Workshops Ambulance Organization; and a voluntary worker at the Casualty Receiving Wards of the Royal Melbourne Hospital.

A professional runner in his younger days, "Tot" was linked up with those world-famous sprinters, Jack Donaldson and Arthur B. Postle, helping them on the training tracks.

## Runners' Trainers, Too

Like Les, both Ernie and Fred have graduated to the football training room *via* the running track. Now in his third year as Head Trainer at Footscray, Ernie was, not so long ago, a champion athlete.

During his 14 years on the track, he won many important races. These include the "Echuca" Gift twice, also the "Echuca" 220 and half-mile. The "Stawell" 600 came his way as well. In the summer months, he trains the younger generation in the finer points of running.

Confident that Williamstown would win the pennant this season, Fred has been Head Trainer for three years. Previously he was with Yarraville. "Older inhabitants" of the Newport Workshops will recall the "Byer's Cup" for which employees competed in sprint races. Fred got the highest number of points in three successive years—and the cup became his personal property.

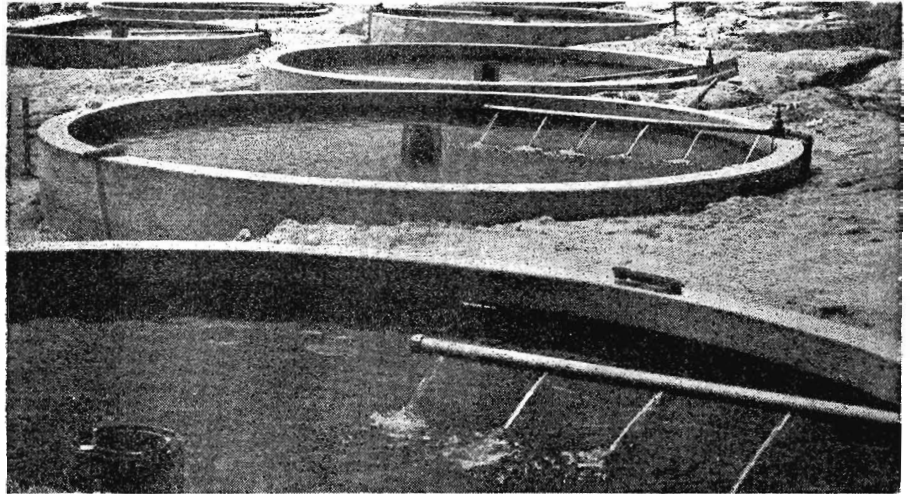
Once football is over, he resumes as a trainer of runners. His charges have had many successes throughout the State. Apart from his prowess as an athlete, he has unselfishly devoted much time to Ambulance work, and is a 10-year man in the V.R. First Aid organization.

# FORMER RAIL CLERK . . . NOW FISH HATCHERY MANAGER

**M**R. David S. Quayle (Clerk, Stores Branch, Head Office) was recently appointed Manager of the State Government Hatcheries at Snob's Creek, near Alexandra, destined to be the biggest in the Southern Hemisphere.

There are 40 of these breeding ponds—new to Australia—at the Snob's Creek Hatcheries.

(Photo "THE AGE," MELB.)



## LEADING WORLD AUTHORITY ON TROUT

From a Railway Clerkship to the Managership of a fish hatchery may appear to be a surprising change in occupations. But in the case of Mr. Quayle it is merely the sequel to a life-long association with fish, establishing him as one of the world's foremost authorities on the breeding and habits of trout.

He was a member of the Advisory Board which scanned the State for a suitable location for the new Hatcheries, finally recommending Snob's Creek.

While located as a Clerk in the Ballarat Goods Sheds, Mr. Quayle was for nine years Honorary Secretary and Research Officer of the Ballarat Fish Acclimatization Society. He had his own experimental hatchery, and a fully-equipped laboratory.

As a result of his scientific investigations and experiments on the disappearance of rainbow trout in land-locked waters throughout the world, his findings gained him considerable prominence overseas.

In 1938, he undertook a unique health mission on behalf of the Commonwealth Serum Laboratories. For six weeks

he travelled through the south-western district of the State to obtain sperm from three-year-old male rainbow trout. "Three-year-old" is significant because he was the only person in Australia competent to determine accurately the age of trout by their scales. The serum was stripped or extracted from the fish and used in the preparation of insulin for the treatment of diabetes. The mission was entirely successful.

Mr. Quayle also carried out an important and most unusual investigation at Mt. Buffalo National Park. There had been a serious decline in the size and condition of the trout in Lake Catani. His first examination, in 1939, showed that the average weight of fish at 3½ years was only 8½ oz.

After preliminary investigations, Mr. Quayle and his associates arranged to neutralize the acidity of the lake water; establish aquatic plants and insects; and remove most of the existing fish from the lake until the food cycle had been completed and established.

The project, which was designed to increase the growth of trout from 12 oz. at five years to 3 lb. at three years, was successful. Several trout up to 4½ lb. at three years have been obtained.

## Patron Says : "I Was Saved Hundreds Of Pounds"

**R**ELIEVING Stationmaster Bernard Anderson has made another friend and added to railway prestige by his thoughtfulness towards the interests of a customer. The following appreciative letter was recently written to the Commissioners by Mr. G. McLaren Robinson, of Yea :

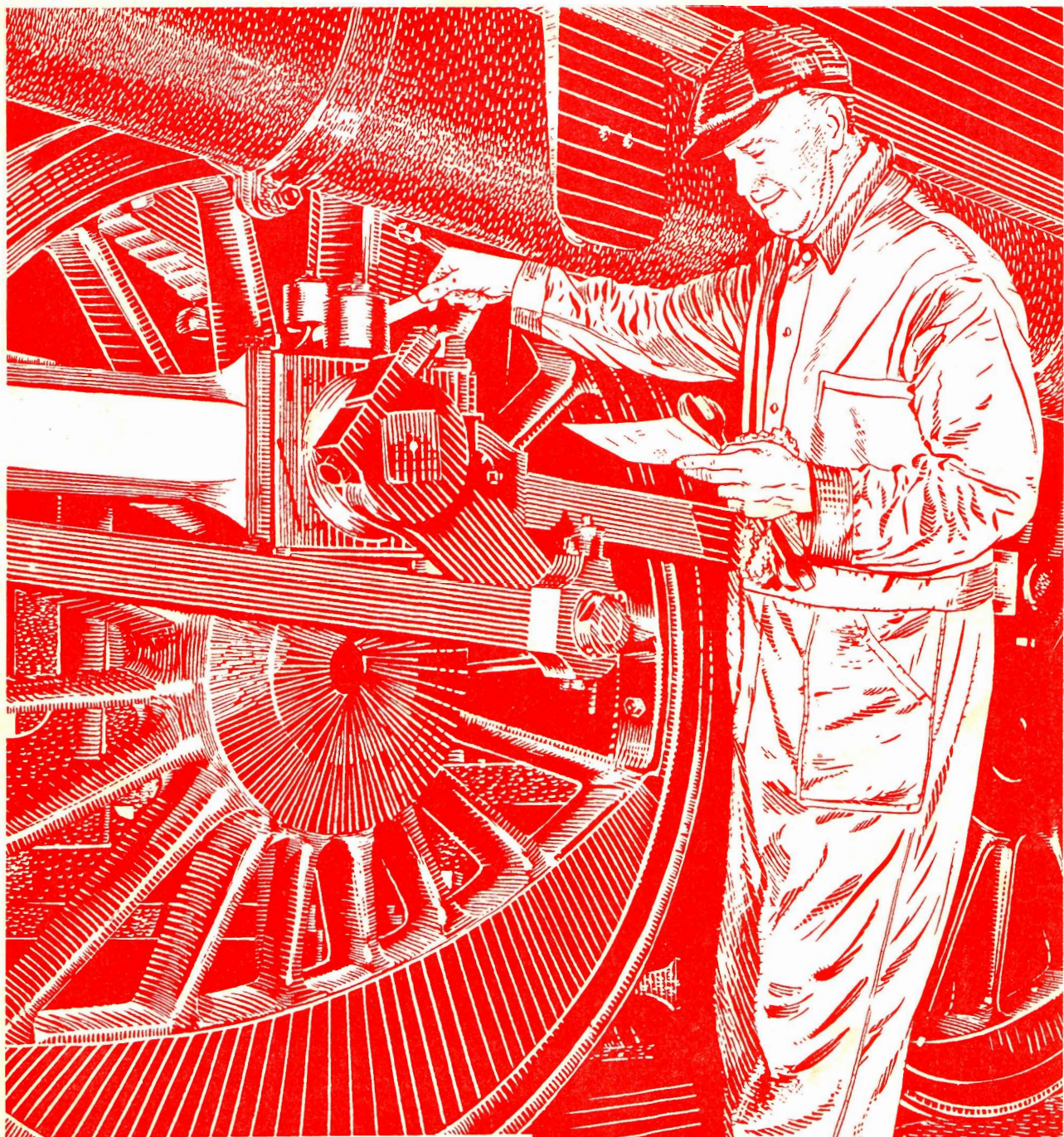
"I would like to say a word of appreciation for the wonderful attention and help I received from your Relieving Stationmaster at Seymour.

"Cattle consigned to me were showing bad effects of their travelling not, I think, due to any carelessness on the part of

the Railways, and he kindly rang me and gave me all the help possible.

"I had not been notified the cattle were on the way and could not have taken steps to care for them without his vigilance. I feel this saved me hundreds of pounds and can never be grateful enough to the Victorian Railways and their excellent officer."

Good service of this kind given by Mr. Anderson not only denotes a friendliness that is invariably reciprocated, it is also the best possible form of salesmanship.



*The Victorian  
Railways*

# NEWS LETTER

November 1948

Issue No. 218

## INTRODUCING FOUR VERSATILE LASSES

**T**HIS month we present four pretty lasses whose names, oddly enough, all begin with a "J": June Broughton, June Hobbins, Joyce Dooley and Jacqueline McMahon. They are the last to appear in this series. Railway women have now found their place in the "News Letter" pages, and there is no doubt they can hold it in the future by sheer merit, in open "competition" with the men.

The invitation we made previously is repeated—if you, Madam or Miss, have some claim to fame we would be very grateful to hear from you. Or, if anybody can send along a "news flash," we will make all the necessary inquiries. Information from country areas will be particularly welcome.

When you are told that June Broughton, of the Victorian Government Tourist Bureau, can play the mouth organ you will probably grin and say "So can I." But have you four silver cups for your prowess, or five medals, or a sheaf of certificates? Have you ever won the Australian Open Championship at South Street, or played over the air? June Broughton has achieved all these. She's so good, in fact, that she speaks of a mouth organ as a "mouth organ" and not a "harmonica."

Like most school children, June once invested in a six-penny mouth organ and taught herself a few simple airs. But at the stage when most kiddies swap their mouth organ for a top, June bought a bigger and better instrument and practised every day to become more proficient. After leaving school she joined the Melbourne Ladies' Mouth Organ Band, and studied solo work with Harold Collier.

She has always preferred a double reed to a chromatic mouth organ and has won many open championships (including South Street) against competition from the more generally favoured chromatics.

Radio performances have taken her as far afield as Launceston, and she has been heard over the air as recently as last month when she appeared on the "In Town Today" feature from 3KZ. During the War she was a member of several concert parties. And she goes to jail every six months—with a troupe of entertainers who put on a show at Pentridge.

### Hair-Do Model

Working side by side with June Broughton is another June—June Hobbins. You can tell from her photograph that she is an unusually lovely young lady, but no photo can do justice to her soft blue eyes or her mass of golden hair. You may have seen June's picture in the newspapers recently, for she was the model whose evening hair-do won first prize at the Victorian Hairdressers' Association Annual Competitions. Pat O'Dowd designed the prize-winning "orchid style."

June has been interested in hairdressing for several years, but this was her first appearance as a model. Miss O'Dowd experimented with June's tresses for weeks before deciding on the successful style.

Joyce Dooley, of the Accountancy Branch, has quite different interests—and basket ball is her favourite pastime.

Though a diminutive lass (about knee-high to a grass-hopper), Joyce managed to win the best and fairest player award for 1948 in her grade of the Victorian Catholic Women's Basketball Association pennant competition.



JUNE HOBBS



JACQUELINE McMAHON



JOYCE DOOLEY



JUNE BROUGHTON

From Joyce we learned that the Association numbers over 100 teams, divided into 15 different grades, and is spread throughout the whole of Victoria. Basket ball, it seems, has never been more popular than at present.

Comptometrist Jacqueline McMahon is a tiny lass, too! Ideal jockey-size if only she'd been a boy! She is the daughter of that well-known cross-country jockey who rode Nightlark, Trisco, Montargis, Musical David and Jupiter, and who has an Australian Hurdle to his credit.

Jacqueline is an unusually versatile girl. She has won both the A.L.C.M. and L.L.C.M. and passed the University Conservatorium Grade 2 examinations in pianoforte; she plays the accordion even more skilfully than the piano; she has many gold and silver medals for tap-dancing; and she has a cup nearly as big as herself for acrobatic dancing.

Yes, indeed, an unusually versatile girl! With all her capabilities, Jacqueline is as modest and unassuming as only an exceptionally talented person can be.

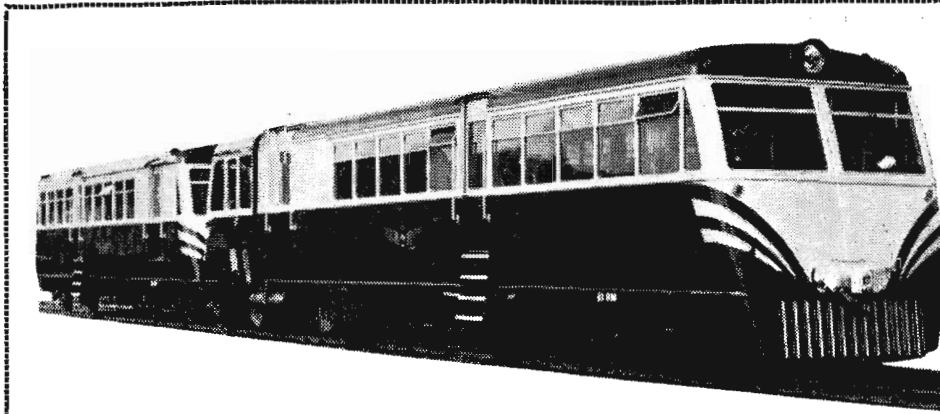
Her brother and sister are also gifted musicians and the trio (with piano, banjo mandolin, and accordion) make up a self-contained and accomplished concert party.

A doctor who was superintendent of the Sunday School asked one of the boys this question: "Willie, will you tell me what we must do in order to get to Heaven?"

"We must die," said Willie. "Very true," replied the doctor, "but tell me what we must do before we die."

"We must get sick and send for you."

Many a home is ruined by a husband backing horses; and many a garage by a wife backing cars. . . .



## Diesels Popular With Country Patrons

### JACK JORDAN A "HALF-TIMER"

*VIRILE, outspoken, Yorkshireman Jack Jordan, who recently retired as Acting Foreman Car Painter at Newport Workshops, once lost a job following a bitter debate in the House of Commons.*

**S** PONSORED by the local Member of Parliament, a Bill was introduced to ban the "half-time" system in textile mills under which school children were employed. They (including 11-year-old Jack) went to school in the mornings, and worked in the mills in the afternoons—for the "handsome" wage of 1/3d. a week.



When the system was abolished throughout Yorkshire, he lost his half-time job, but later was put on full time—56 hours a week—at double his previous pay . . . !

Seeing no future in that job, he transferred as an Apprentice Coach Painter with a leading Birmingham firm. Amongst the clients were many members of the English nobility—the owners of spanking broughams, carriages and phaetons. There he laid the foundation for his skill as a tradesman-painter.

After a couple of years in that job, he got the urge to travel and, at Liverpool, quietly boarded a

liner bound for Canada. But his indentures were water-tight.

After an adventurous six months in Canada, he was "obliged" to return to complete his time. Ultimately he rose to the post of Inspector of Motor Body Painting with Austin Motors Limited.

Restless once more, Jack became fascinated by the prospects of starting life anew in far-off Australia. Arriving here in 1911—accompanied by his newly-acquired wife—he soon joined the Department and, except for nine years at Bendigo, thereafter remained at Newport. One of his proudest moments was in 1937, when the newly-painted royal blue and gold "Spirit of Progress" moved out of Newport Workshops on its trial run.

Between 1936 and 1939, he was a Councillor of the City of Williamstown. Earlier, at Bendigo, he had started a branch of the Workers' Education Association. As Secretary of the Bendigo North Workshops' Committee, he took an active part in raising £400 towards a new V.R.I. building.

At the 'Shops last month, he was given a rousing farewell, and received a wallet of notes. Australia's outstanding quiz expert, Signwriter George Morris, "chaired" the function.

REDUCED travelling times, greater frequency of service, "through" running, where possible, to Melbourne, and smoother, quieter riding . . . those are some of the greatly improved travelling conditions which the modern diesel rail-cars will provide for country passengers in many parts of the State.

New diesel units are now in service between Heathcote and Wallan; Ararat and Hamilton; Girgarre and Rushworth; Ouyen and Pinnaroo; and Daylesford and Melbourne. Another 25 diesel rail-cars, ranging in capacity from 102 to 280 h.p., are to be placed in service as quickly as they become available. Some are for use on branch lines of light traffic; others for service on main and important branch lines.

Pictured above is one of the 153 h.p. type, with trailer. First and second-class seating accommodation is provided for 40 passengers in the car, and 38 in the trailer. Two van compartments are available for the carriage of four tons of luggage, parcels mails, etc.

Royal blue and silver are standard exterior colours. Lowered, recessed steps permit passengers to board and alight, where necessary, away from station platforms.

### COUNTRY-CITY V.R. MEN MEET

**T**O provide opportunities for an exchange of ideas between the Workshops' staff and Country Foremen who use the articles manufactured in the 'Shops' . . . That, said Mr. R. S. Miller (District Engineer, Geelong), was the primary object of the visit he recently arranged for a group of Geelong District Works and Road Foremen to the Spotswood Workshops.

"Everywhere today there is an acute shortage of materials," he said, "and there is a definite value in the men learning at first-hand about the supply problems at the 'Shops. There is much to be said, too, for the 'Shops men getting the angle of the men working in the field."

Mr. K. Wood (Manager, Spotswood Workshops) agreed that the exchange of ideas had been well worth while. "It was helpful," he said, "to meet fellow-railwaymen many of whom were merely 'telephone voices' to us, and to have a down-to-earth discussion with them about our respective problems.

"On our part, we benefited from their long and varied experience 'outside' on the job, where they are constantly using the articles made in the Workshops."



## FLINDERS STREET'S MAN-IN-GREY RETIRES . . .

# Colourful Career Of Harry Budge

**N**OW that Station Director Harry Budge has retired after 29 years' service, his friends seriously suggest that the story of his experiences in the Department could be a "best seller." At one extreme there would be reminiscences of his co-partnership in a skating rink at St. Arnaud . . . at the other, his mountain of human interest stories while ticket checking and as "The Man in Grey" at Flinders Street Station.

Our interview with Harry was punctuated with gales of laughter—and astonishment at the devices of some people who try to cheat the Department. He had about 17 years as one of the keenest Special Ticket Checkers on country and suburban trains. Here's one of the amusing incidents in his interesting career.

"When checking trains," he said, "I could somehow sense when someone was travelling irregularly. I remember once checking a race train to Ballarat. In one compartment everyone had a ticket. Still, I felt there was something wrong in there. I went back and re-checked the tickets. Even then I felt everything was not all right. So I went back once more. One man was nursing what seemed to me to be rather a big baby, huddled up beneath a tremendous rug.

"That's a big baby. What's his age," I asked. "Oh, just 14 months and 3 days" came back the prompt reply. But I noticed a hand protruding from those blankets. I flung them back—and there was a jockey! He had no ticket."

Born in St. Arnaud, Harry had six months in the Department in 1911, and then went back to his skating rink, working by day in the local flour mills. Soon after, he came down to Melbourne and was employed driving a double-decker bus along St. Kilda Road. In 1915 he enlisted in the First A.I.F. and had 3½ years' service overseas.

Back in mufti again, he re-joined the Department in 1919, as a Platform Porter at Flinders Street. He soon displayed an unusually keen aptitude for checking tickets and was transferred to the Special Ticket Checking Division. In 1936, the first 'Man in Grey' at Flinders Street retired, and Harry stepped into the famous grey uniform.

"I have left the railways," he said last month, "after thoroughly enjoying myself. The jobs I've had have been full of interest. I'd like to give this piece of advice: the man who is cheerful on the job will find that everything is made much easier." That's Harry's philosophy—and not a bad one, either.

He added: "Finally I want to say this . . . I've received unfeigned courtesy from all sections of the community and, on my part, I've tried to give the same courtesy in return."

**ROYAL CENTURY SHOW  
TRAFFIC-HANDLING PRAISED**

*TEAMWORK* by many hundreds of railwaymen in the planning and operating sections contributed to a splendid overall performance in handling the extra passenger, live-stock and goods traffic for the Royal Century Show in Melbourne.

*SERVICE* of this kind enhances railway reputation and adds to the prestige of every employee.

IT is a real pleasure for us to say: "THANK YOU ALL!"

*The Commissioners*

Besides the increased passenger traffic from all parts of the State, over 270,000 passengers were carried by special electric trains between the City and the Showgrounds on the nine days and eight nights of the Show, September 23—October 2. The heaviest traffic to and from the Showgrounds occurred on the first Saturday, when trains carried more than 61,000 passengers.

On the forward journey, the live-stock traffic to the Show was fairly evenly spread over a number of days. For the return, it was much more concentrated. None of the stock could be released by the Show Authorities until after 1 p.m. on Friday, October 1.

But due to good work on the part of the railway staff, the first of the live-stock special trains was ready to leave at about 3.30 p.m.

From then on until 10.30 p.m. that day, 157 trucks left at close intervals with pedigreed stock for all parts of the State, and beyond. The balance of the live-stock in 109 trucks was dealt with during the next few days. Arrangements had also to be made for the return goods traffic from the Showgrounds, consisting of exhibits and a great variety of machinery bought by country visitors.

## UNKNOWN WRITER HITS OUT AT "NEWS LETTER"

**A**N anonymous correspondent (whose printing is very good) has sent along the following letter: "Editor—How about something interesting for a change. Why, the only name suitable is 'Autobiography of Melbourne Employees.' I am like a lot more—never heard of any of them. What interest is it to the majority of employees if one can whistle 'I love you' in 'E' major flat, or what have you? "Why not interesting items on subjects that interest all? Magazine type. Even interesting things about other countries and their railways. (For instance the 5-mile tunnel in New Zealand—Otira to Arthur's Pass.) "There must be plenty of things like that which could be obtained from each Head Office or Tourist Bureau. Also

why not advertise Victoria with pictures of our beauty spots accessible by train. We are sick at looking at autobiographies and items which should be in Weekly Notice, not this book."

Criticism—especially constructive criticism—is most welcome at the "News Letter" office, and the anonymous correspondent is hereby sincerely thanked. Comments by other readers on his suggestions would be appreciated, as well as any further ideas for improving the publication.

We want to please our readers—but tastes differ, and we can't please all readers all the time. "News flashes," items of information and photographs are being sought—so, keep sending them along. "News Letter," Railway Offices, Spencer Street, Melbourne, is sufficient address.



# AUSTRALIA'S QUIZ KING

## IS V.R. SIGNWRITER GEORGE MORRIS



**S**IGNWRITER GEORGE MORRIS, of the Newport Workshops, has done it again . . . Last month, in competition with representatives from other States, he correctly answered eight out of nine questions, and easily gained one of the four places in Australia's National Quiz Team for 1948. To the first three questions put to him, listeners heard the assured and almost nonchalant George registering full marks. But, on the fourth, there was a sensation: he was bowled! After all, he is pretty much like Don Bradman who, in scoring less than a century, is almost a failure. However, George got all the rest—and Australia breathed comfortably once more.

Worthy of record, as revealing the wide range of the knowledgeable George Morris, are these five questions that he correctly answered:

(1) What is an oryx? (2) Who was known as General Tom Thumb? (3) The strongest and most secure part of a mediæval fortress or castle was often used as a residence during a siege. Sometimes it was called a 'donjon.' By what name was it better known in England? (4) Who first received the title of Poet Laureate? (5) In what Book of the Bible appears the following: "Put off thy shoes from thy feet for the place whereon thou standest is Holy ground?"\*

Since 1946, he has been outstanding in Loan quiz contests against fellow-Australians and other men of learning throughout the British Empire and in U.S.A. His successes have not gone to his head; a man of few words, he remains free of ego, and not the least inflated by all the personal publicity.

But at the 'Shops and, indeed, throughout the service, there is a feeling of great pride about a fellow-V.R. man—a State School Merit Certificate winner—who knows so much about an astonishing range of subjects.

On everybody's lips is the question: "How does he do it?" That query, put to the man himself, brought in reply four words that listeners rarely hear him utter: "I do not know."

And here's an inside story about the quiz last month. When he correctly answered Question No. 3, even the three judges gasped. "We really thought that George would be stumped by that one," confided a Commonwealth Loans Organization official to the "News Letter."

George joined the Department as an Apprentice Car Painter in 1915 and became a Signwriter in 1924. Among his most interesting jobs have been decorations for the Royal Trains in 1927 and 1934. The famous "V.R." monogram and the gold wings on "Spirit of Progress" locomotives are also the work of a railwayman who has brought credit to himself—and to the Department as a whole . . .

\* (1) An African antelope. (2) Charles Stratton, a famous dwarf 2' 6" high, who was exhibited in England in the middle of the 19th century. (3) A keep. (4) John Dryden in 1670. (5) Book of Exodus.

### ORIGINS OF STATION NAMES

**OAKLEIGH.** A large number of she-oak trees grew on the site of the town when settlement began. These suggested to an early settler the name "Oakleigh" which reminded him of a park near his home in Hertfordshire.

**LARPENT.** A number of the early settlers in this locality came to Australia in a ship called "Larpent."

**BUNGAREE.** Native. "Bungarie," hut or tent. Also native chief; the last of the chiefs of the Sydney tribe.

**TEDDYWADDY.** Native, signifying "dirty water."

**BRUNSWICK.** Named after Captain George Brunswick Smyth, 50th Regiment. He was in charge of the mounted military police in Port Phillip, 1839.

### Varied Sporting Items From V.R. Institute

**F**ORMATION of a V.R.I. Archery Club seems almost certain. Sports Secretary R. M. Kydd mentions that at a preliminary meeting two officials of the Victorian Archery Association had lectured and given practical demonstrations of indoor target shooting. All present were keen that Archery should be added to the Institute's varied sporting activities.

Early this month, the Archery Association will give a lunch-interval demonstration of outdoor target shooting at a location to be arranged. Afterwards a further meeting will be held with the idea of forming a club and electing office-bearers.

One interesting prediction is that Archery will be included in future Olympic Games.

Between November 8-12, the second annual V.R.I. Country Golf Week will be held in Melbourne. Teams and singles championships will be conducted at the following metropolitan links: Kingswood, Patterson River, Australasian, and Albert Park.

During the week, members of the Metropolitan V.R.I. Golf Association will combine in competitions for which both country and metropolitan golfers will be invited to compete. Country teams will probably come from the larger sub-branch centres, such as Ballarat, Bendigo, Geelong, Seymour and others.

Members of the V.R.I. who are not connected with any railway golf teams are eligible to compete in the singles and other events to be conducted during the carnival.

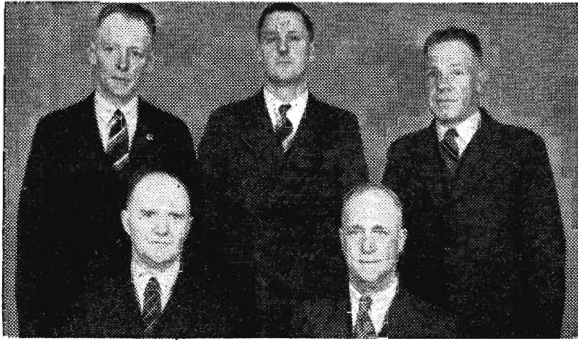
With the Interstate Railways Cricket Carnival to be held in Sydney in February next, cricketers in the V.R.I. Cricket Association are expected to show greater zest than ever during the 1948-49 competition for the Commissioners' Cup.

Teams taking part in the season which began last month are: North Melbourne Loco, Flinders Street, Melbourne Yard, Northern Lines and Spotswood Workshops.

Having held its annual meeting last month, the V.R.I. Tennis Association expects to begin its round of matches early in November. Prospects are that an increased number of teams will take part this year. Courts at Royal Park (close to the local railway station) will be available every fortnight.

As with cricket, tennis players have the added incentive this season of striving for selection in the Victorian side during the Interstate Carnival in Sydney in March next year. All V.R. men who are members of the Institute are eligible to gain places in the Interstate side.

# Maryborough No. 1 Corps Triumphs By 9 Points



WINNERS of the Senior Corps Events, Maryborough No. 1 will now represent Victoria at the Interstate Competitions in Sydney this month: Back row, from left—Clerk T. L. Humphris (Transpnt.); Fitter C. K. Kent (Rolling Stock); and Ldg. Porter G. H. Skene. Front row—Clerk J. C. Ross (Transpnt.) and Storeman C. L. Kuffer (Stores), Corps Supt. And at right, the Individual Champion in the Novice and Senior Sections—Signalman E. Willox, of Elsternwick.

**T**O the dismay of Ambulance Officer Bill Blackburn, the 1948 State Ambulance Competitions were conducted against a back-drop of torrential rain (varied with high winds and hail). The ground at the Blanche Mitchell Estate, Mt. Evelyn, was a muddy morass and the competitions might easily have been a miserable failure... were it not that first-aid men have stout hearts. Their wives have courage, too, and something like 40 of them braved the elements to watch husbands compete.

As usual, the Ambulance staff had done a wonderful job with the "tableaux." The victims of a car smash were slumped in a real car which had run through a real fence. A mine explosion took place in canvas tunnels—with blank cartridges making the "bang" and a blower filling the tunnels with acrid smoke.

The man run down by a train (transport event) was able to lie under a carriage of the train which had carried competitors and spectators to Mt. Evelyn. The Telegraph Linesman knocked from his perch by a falling tree lay at the foot of a tall pole, with a thirty-foot tree near him—felled by the busy "stage directors."

And the unfortunate Sawmiller, who met with a mishap at work, was stretched forlornly beside a still-revolving circular saw.

Bone, plasticine and painted plaques marked injuries. The whole lay-out bore the deft touch of authenticity.

The problems were a good test of competitors' ability, and interesting to spectators; event followed event with clock-like precision; the lunch provided was well prepared and served. Only the rain marred an otherwise perfect day.

The Dinner and Presentation of Awards was held at the Doric Hall, South Melbourne, giving first-aiders the opportunity to get together socially and to enjoy a fine repast. Acting Chief Mechanical Engineer Mr. E. H. Brownbill presided. Mr. Commissioner R. G. Wishart, who announced the winners and presented awards, paid a tribute to the enthusiasm and unselfish efforts of the men who had given up so much of their time to achieve proficiency.

Highlight of the competitions was the performance of Ted Willox, Signalman at Elsternwick, who won both Novice Individual and Senior Individual events.

**RESULTS:—**

Final Novice Corps Events:

	Points
1st Bendigo North Workshops No. 1 ... ..	392
2nd Newport No. 4 ... ..	374½
3rd Bendigo Loco ... ..	368½
4th Newport No. 1 ... ..	348
5th Ballarat North Workshops No. 1 ... ..	342
6th North Melbourne Loco No. 1 ... ..	333
7th Seymour No. 2 ... ..	304½

Final Novice Individual Event:

	Points
1st E. Willox, Signalman, Elsternwick ... ..	147
2nd P. C. Walker, Crane Floorman, Newport W.S. ... ..	138
3rd K. G. Stevenson, Car Builder, Newport W.S. ... ..	118

Final Senior Corps Events:

	Points
1st Maryborough No. 1. ... ..	443½
2nd North Melbourne Loco No. 3 ... ..	434½
3rd Newport No. 2 ... ..	420½
4th Ballarat North Workshops No. 2 ... ..	416
5th Ouyen No. 1. ... ..	407

Final Senior Individual Event:

	Points
Dux, E. Willox, Signalman, Elsternwick ... ..	163
2nd, P. Delmenico, Elec. Ftr.-in-Charge, Seymour ... ..	159
3rd, R. Klemke, Fitter, Nth. Melb. Loco ... ..	156
4th, W. Jackson, Fitter, Nth. Melb. Loco ... ..	144
5th, A. Jamieson, Labourer, Ararat Loco ... ..	143

Best Improvized Stretcher:

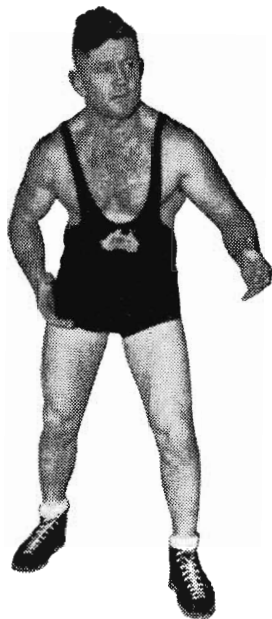
	Points
Ouyen No. 1 ... ..	47½

**LIBERALIZED FIRST-AID AWARDS**

**I**T was announced at the Ambulance Dinner by Mr. Commissioner Wishart that, to encourage first-aiders in their important work, the successful completion of the first year's studies would, in future, carry an award of £2.2.0. In addition, corps members of Permanent Corps would now receive 4/- for each fortnightly practice meeting and Superintendents, 5/-.

"It is indeed a matter for congratulation," said Mr. Wishart, "that at June 30, there were 5,305 railwaymen qualified in first-aid. The Commissioners note with pleasure that 634 men received awards during the year, including 361 awards for courses beyond third year."

(See foot of Page 11 for State Coal Mine Manager's tribute to first-aiders.)



# “Royal Family Meeting My Greatest Memory Of Tour”

**W**ITHIN a few days of his recent arrival back in Australia after conspicuously representing Australia in the Olympic Games in Britain, champion V.R.I. Wrestler Dick Garrard agreed to write this special story for the “News Letter.” “As a wrestler, I have seen many countries in the world,” he said, “and have met many prominent personalities. For those experiences I am very largely indebted to; the Victorian Railways Institute. Therefore, I feel privileged at being invited to let railwaymen share in some of my impressions.”  
Dick Garrard's record is unapproached in Australian wrestling.

**BY DICK GARRARD**

**N**ATURALLY, I had a feeling of great pride in having been selected to represent my country at the Olympic Games. And yet my outstanding experience of the three months' tour was away from the Games. My visit to Buckingham Palace, where I had the honour of shaking hands with every member of the Royal Family, will always remain most vividly in my memory.

Every nation at the Games had four members in the party chosen to visit the Palace. Of all those present, I was certainly the most disreputable-looking! The wrestling had been pretty tough, and my face was heavily scarred. Bits of skin were missing here and there.

When I shook hands with His Majesty, he immediately inquired about my face and later, reverted to it. In fact, he called the Queen over, and she expressed real womanly concern for my battered appearance.

It was all so easy and informal . . . homelike is the word. There were no “do's” and “don'ts.” The Princesses joined with their parents in inviting us to “make ourselves at home.” Perhaps I may mention, by way of contrast, that in 1936 I had the doubtful “honour,” at a very formal function, of shaking hands with the German Fuhrer, Adolf Hitler. I was then representing Australia at the Berlin Olympic Games.

Another wonderful experience on the recent tour was the visit we made to Windsor Castle. We were shown over by the former Governor-General of Australia, Lord Gowrie, who seemed to be very pleased to see the group of Australians.

During the Games, I had six contests, winning four and losing two. Opponents whom I beat were from Switzerland, Hungary, India and France. I split a points decision with an American. In the final, I met a representative from Turkey. He pinned me.

Still, I was satisfied to have got so close to being Olympic Champion. Incidentally, the Turks were easily the best wrestlers at the Games. They showed uncanny skill with their legs.

My sincere belief is that there is no Gymnasium in the world with a better record than the V.R.I. Gym., so far as the production of wrestling talent is concerned. Except for one “Olympic,” in 1932, our Gym. has been represented in every Australian team at either the British Empire or Olympic Games since 1928. That's a pretty good record.

Besides myself, the Gym. had Bruce Arthur (middle-weight) and Ted Purcell (heavy-weight) as representatives. Bruce won two and lost two. In my opinion, he is Victoria's future No. 1 wrestler. Another V.R.I. representative was light-heavyweight Spiro Defterers who, at the request of the Greek Government, represented Greece at the Games.

Before leaving wrestling, I want to mention former world's champion wrestler, George Hackenschmidt. He is nearly 80 years of age and still remarkably fit. I had the pleasure of meeting him in London and doing some light dumb-bell exercises with him.

After the Games, I made a trip to the Continent, visiting

## DICK'S REMARKABLE RECORD

**T**AKEN part in 456 contests (including 25 international matches) with only nine defeats. Lost six of his first seven bouts before 1930; since then undefeated in Australia.

Victorian and Australian Champion since 1930, holding nine Victorian and six Australian titles in the light and welter-weight divisions. Holds two British Empire titles and one Pan-Pacific.

First Australian wrestler to gain a place in the final at the Olympic Games. Officially rated as No. 2 amateur welter-weight wrestler in the world.

Represented Australia at Olympic Games 1936, (Berlin) and 1948, (Britain); two British Empire Games (1934 and 1938); and at the Pan-Pacific Games in Japan (1939). Captain and Coach, Australian Wrestling Team at 1948 Olympic Games.

Holland, Belgium, France and Switzerland. I also went to Northern Ireland, to see my brother's grave.

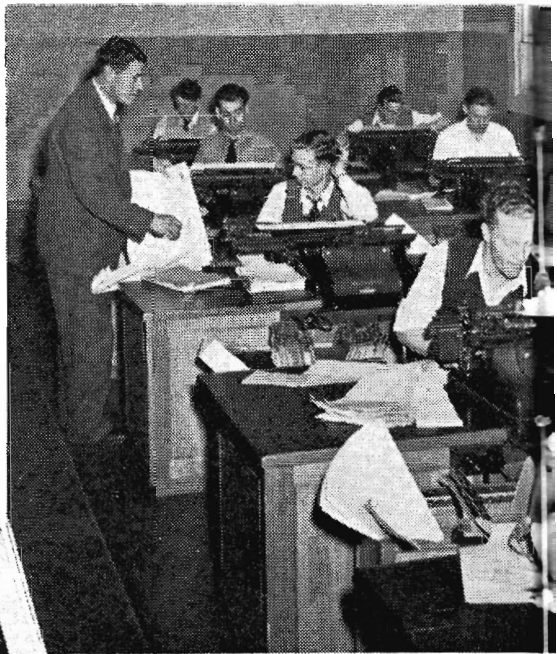
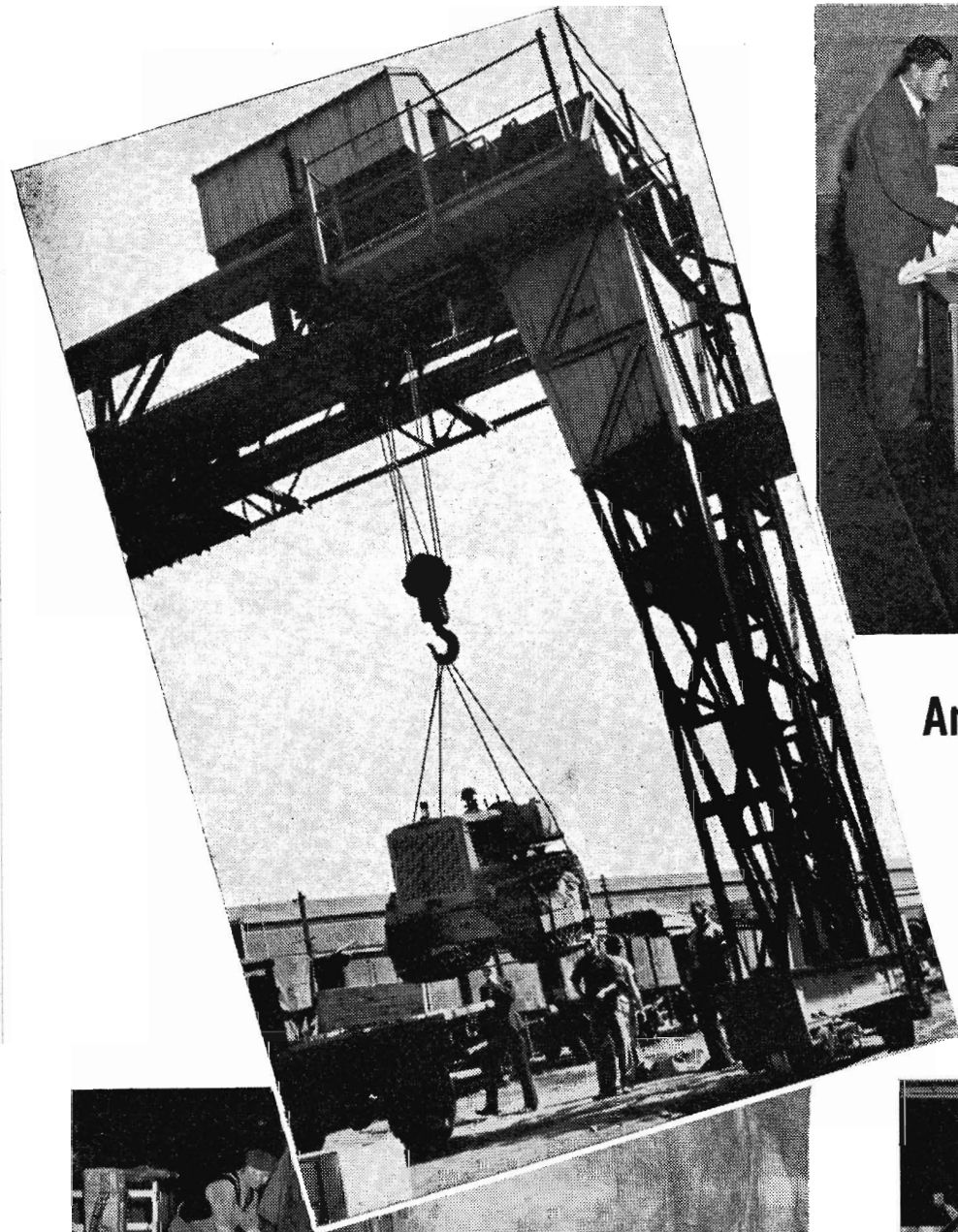
A member of the R.A.A.F. in the recent war, he was shot down there. In a little cemetery at a place called Irvinesville, 60 miles west of Belfast, I discovered 10 crosses, where the whole crew had been buried. It was a poignant experience.

On the way back from Northern Ireland, I travelled from Glasgow to London in the “Flying Scotsman.” It's a fine train, but nowhere have I found a train superior to our own “Spirit of Progress.” I mean that!

Australia met with many successes at the Games, and these will boost our morale for future world sporting competitions. I regard as a compliment to Australia the invitation extended to me by the Manager of the Indian Team to go to India next year for a couple of months as wrestling coach. I shall certainly consider it.

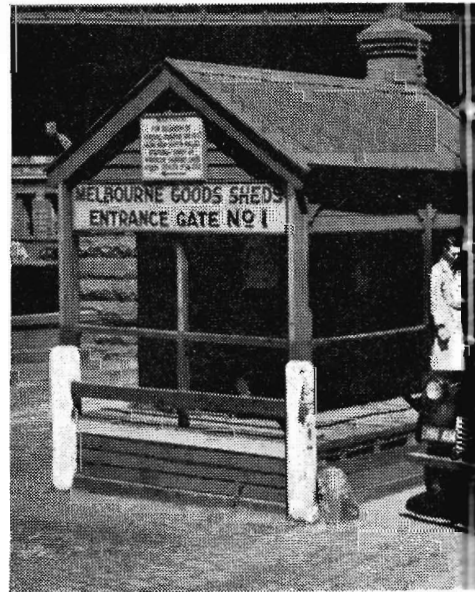
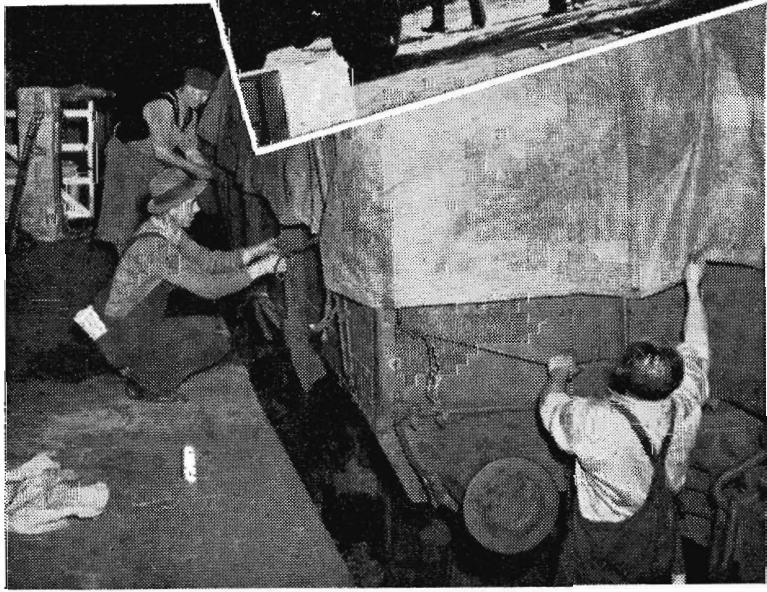
Fifty-two nations were represented at the Games. For the ceremonial opening and march past the King, the different countries were assembled in alphabetical order. Thus, we were second, behind Argentine.

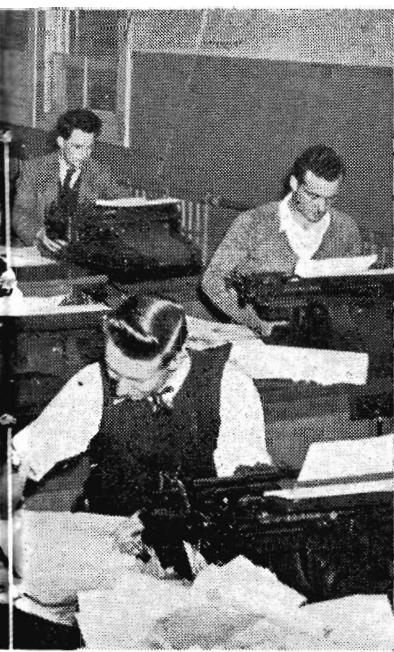
Many people who saw the march have told me it was the spectacle of a lifetime. As a participant, I remember thinking at the time how tragic it was that these 52 nations and all the others in the world could not get together in a similar friendly fashion to solve their difficulties.



## Around MELBOURNE

AT Melbourne Goods, on an average of 15 consignments for every coming stop work: something is happening. One of the 15-ton gantry cranes at Seymour Dockery, Joe Trzeciakiewicz, Arthur Gadsby, Arthur Johnstone and wheels boxes of butter from a lorry. S.I.O Harold Blair checks a vehicle "Hopeless", two of the many Depot



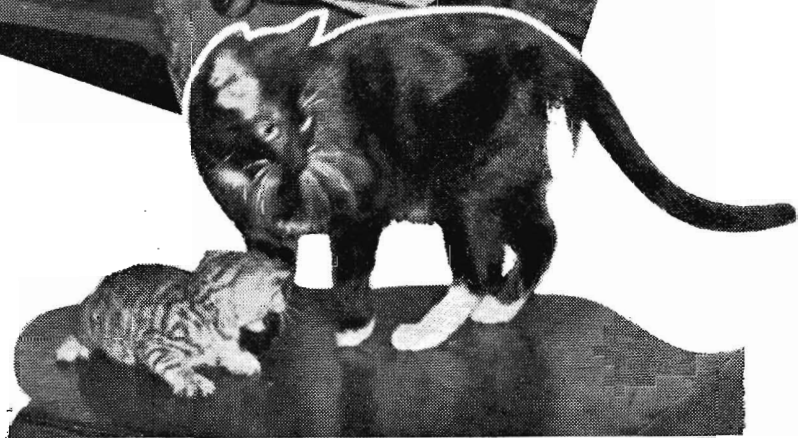
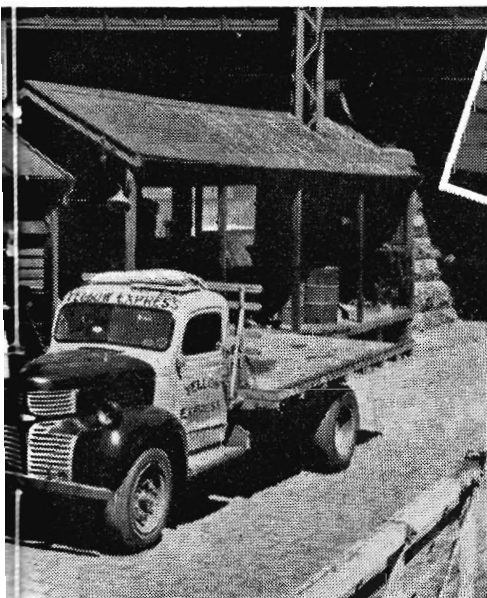


# PERISHABLE GOODS DEPOT . .

On average, 500 trucks arrive daily; and 500 leave with their load of the State, and beyond. The sheds never close, opening 24 hours a day. Photographer John Hiron has captured some typical activity.

Top (left to right): John Hiron at work; a section of the Bookkeeper's Office; and John Kernaghan unload wool; and Gus Brucher and Sam Manenti in the Perishable Shed.

Lower (left to right): John Hiron and Sam Manenti lash an outwards truck; John Hiron at the main entrance; and "Helpless" and "Cats," the cats, feel doubtful about being photographed.





Alex Cobham

## TENNIS LEADERS TALK ON PROSPECTS

**S**HOULD we send away a Davis Cup team next year? And if we do, who should comprise the squad? Those are probably the most controversial questions which have faced the sporting world for a long time. When we were lucky enough to meet Assistant to the Claims Agent, Alex Cobham, (a Committeeman of the Lawn Tennis Association of Victoria) talking to world champion Jack Kramer last month we promptly asked: "What do you think?"



Jack Kramer

We found that both had decided ideas.

"By all means send a team," said Alex Cobham, "and give youth its chance! America is far too good for us at the moment, but with experience our younger players will be in top world class within two or three seasons. I'd say the ideal team to play in the next challenge round would be Bromwich, Sidwell, Sedgman and—for experience—McGregor."

"McGregor may be your top tennis man in Australia one day," broke in Kramer. "He's young, hits freely, and if he plays an attacking game he'll set new standards here . . . just as Bromwich has done. Incidentally, John Bromwich is still capable of beating any player in the world."

"We're making a big mistake in Australia by being too keen on winning interstate matches," went on Alex Cobham. "I anticipate that the Victorian team, to be selected soon, will probably include four players aged about 30 or more. But the team I'd like to see representing the State is Sedgman, Molloy,

McGregor, Rose, and possibly Brophy or Tregonning, with an experienced captain.

"It's not a combination to beat New South Wales—yet, but the experience gained by the youngsters would really be for the good of Australian tennis. You'll notice that America is quick to discard its older players.

"Already Parker, Mulloy, and Talbert seem to be making way for the younger fellows, such as Gonzales. But we still pin our hopes on men too old to become world beaters."

"By the way," said Jack Kramer, "although Gonzales has just won the American National Singles title I'd say we've got four players who will beat him as often as he beats them. They're 23-year-old Victor Sciax, 25-year-olds Harry Likas and Earl Cochell, and Herbert Flam, who is just 21. Before long I think our juniors will be maturing as early as 16 years of age."

"Youth *must* be given its chance," repeated Alex Cobham earnestly. "Every year we hesitate is a year wasted. Let the young chaps have match practice and we'll be admiring the Davis Cup in Australia within the next few years."

### IT'S HAPPENING IN VICTORIA

## TOWN AND COUNTRY PLANNING NOW IN INFANCY BUT—

**I**N March 1946, a Town and Country Planning Board was set up in Victoria under the Chairmanship of Mr. J. S. Gawler. Its functions are to advise the Minister for Public Works on the development of any area in the State; to prepare modern planning schemes; and to make available reports, bulletins, and maps relating to planning.

There is nothing new about town and country planning: in April 1837, Robert Hoddle began the idea here when he drew up a simple grid plan for Melbourne. But, unfortunately, much of our development has been on the "sprawl" system, with factories, houses and shops thrown together almost indiscriminately, and with insufficient attention paid to provision of parks and gardens.

The green belt Hoddle planned 111 years ago is now one of our worst slum areas.

The new move for up-to-date planning methods aims at developing our State so that land will be used for the benefit of the greatest number of people.

This means that residential areas should be properly located in relation to community facilities and shopping centres; that workers' homes should be situated reasonably close, without being too close, to the factories in which they work; and that heavy and noisy industry should be placed in special areas, separated from main roads and the residential and business areas by green belts of parkways and open spaces.

Planning determines the provision of a proper road system, and differentiates between arterial roads, business streets

and private or residential streets. It provides for a proper park system for every town, as well as adequate space for recreation for both young and old.

A proper town plan would also provide for a civic centre, educational centres, the beautification of land along rivers and streams, the location of show grounds and sale yards, and, in general, all facilities which go to make up the corporate life of any growing city or town.

One of the most serious defects noticed by members of the Board when visiting our country towns is the absence of any thought on the question of zoning. Zoning, in general, reserves land for its most appropriate use. Zoning for industry, for example, is based upon the principle that factories and homes should be separated in order to safeguard public health and make living conditions more attractive.

The Board has been encouraged in its activities by the desire of country municipal councils to take stock of their areas and to prepare plans for the guidance of future development.

Metropolitan councils are also showing interest, and a move has been made towards drawing up an overall city and suburban development plan, with "green fingers" stretching to the junction of the urban and rural areas.

Town and country planning is virtually in its infancy here—but we are certain to hear a lot more of it in the years ahead.

"Isn't that the new member over there?" asked the golfer of his caddy.

"Yeah," replied the lad. "He swore himself in yesterday."

Writer: "Do you think, Mr. Editor, that I should put more fire into my poetry?" Editor: "No, quite the reverse."

*Lolling lazily in the sun at the beach . . . figuratively sipping energizing mountain air . . . or perhaps filling in time painting "the house." Those are more or less conventional ways for railwaymen to spend their annual leave.*

## TED BRUCE KNOWS HIS CATTLE . . .

(PHOTO COURTESY  
"THE AGE")



**B**UT Ganger Ted Bruce, of Grassdale, has different and, to him, very satisfying ideas, every September. His "holiday" consists of supervising the loading of prize beef cattle; sleeping in the same rail truck with the stock on the way to Melbourne; grooming and feeding them at the Royal Show; parading them before the Judges—and then "seeing them home."

Look at the picture. He is proudly leading one of the champions at the recent Royal Melbourne Century Show. It is *Heather Brae Crusader*, the aristocrat amongst the three-year-old bulls. Asked what payment he received for all this work, Ted showed a dignified astonishment. "Man," he retorted, "it is all honorary. If I took one penny all the pleasure would go out of a hobby that has been a life-time interest to me."

He is recognized as one of the best judges of beef cattle in Australia. Had he been a breeder, he would have been judging at the Royal Show. Basis for that knowledge goes all the way back to Forfarshire, on the east coast of Scotland, where he was born in 1892. His father was an Overseer at one of Scotland's leading stud farms. So far as Scottish shorthorns are concerned, Ted to this day is the Commonwealth's unrivalled authority on pedigrees.

He came to Australia early in 1914, joining the Department at Toora in 1916. A member of the Royal Agricultural Society since 1918, he has missed only one Show in 30 years. He has seen every Adelaide Show since 1930. At most of the Western District Shows, he is in demand as a judge. Lecturing to Young Farmers' Clubs absorbs his time, too.

Ted has been a Ganger at Grassdale for 21 years, his wife the Caretaker for the same period. He's not a bad gardener, either. Grassdale has won nine first prizes in the station garden competition.

All the care and attention of a nurse is bestowed on the cattle he handles. Probably that is because he qualified as a Male Nurse in a Glasgow Public Hospital. Yes, 16-stone, ruddy-complexioned Ganger Ted Bruce is a very versatile—and extremely likeable—railway-cattleman.

## V.R. Man Writes Song "Hit"

**I**F, towards the end of this month, your radio announcer says: ". . . and now, here is a recorded programme of Australian Song Compositions," listen for a new, tuneful ballad, *When Love Comes Stealing My Heart*. It is the work of Assistant Station-master J. Carter Hogan, of the St. Albans Group.



This programme is a departure in radio entertainment. It is perhaps the first positive move to encourage Australian song-composing talent. And Carter is justifiably proud that, from among the many entries, one of his numbers was chosen.

Song-composing is "easy"—so he says. Maybe that's true for he has over 100 ballads, waltzes and fox-trots to his credit. Not all have been published, of course. Still, he has had some winners. Such lilting numbers as *Underneath a Harvest Moon*, *Memories of Love*, *Land of Dreamy Nights*, were popular a few years ago. He also wrote an *Ave Maria* for world-famous tenor Richard Crooks, who took it back to U.S.A. for publication.

## STATE COAL MINE MANAGER'S TRIBUTE TO FIRST-AIDERS

**M**R. H. T. JOHNSTON, General Manager of the State Coal Mine, attended the State Ambulance Competitions at Mt. Evelyn and was impressed by all that he saw. In a letter to the Secretary for Railways, he comments:—

"The first thing that impressed me was the friendliness and the enthusiasm of everyone. On arrival I walked to the nearest competition and met a host of warm-hearted people—men and women—'Had I seen this' or 'that'—'No'—'Well let me show it to you.'

"The various Corps were equally enthusiastic and by their sportsmanship and friendliness forced on one the impression that we should all be proud to be railwaymen.

"At the dinner at night I was pleased to be sitting alongside the winning Novice Corps—Bendigo North Workshops. They were elated at their win, but more impressive still were the congratulations they received from their rivals.

"Again the Captain of the winning Senior team spoke on behalf of all the winners. He said he was proud to represent,

for the first time, Victoria in the coming interstate competitions. 'But,' he said, 'I have been in these competitions for 34 years, so keep on trying, I nearly gave it up last year.'

"The Department should be proud of these men who so unselfishly devote their time and efforts in this public service.

"I would be pleased if you would convey to Dr. Rees, Mr. Blackburn and his staff, my congratulations. The realistic way in which the tasks were staged speaks volumes for their organization and ability. It was, undoubtedly, one of the most educational and enjoyable days I have ever spent.

"I only hope that next year I may be able to bring down a few chaps from Wonthaggi and they will catch some of the spirit which was so abundantly evident yesterday. I certainly will endeavour to encourage the fine teams' spirit displayed."

## COMPETITION: "Why I Like Being a Railwayman"

THE little man in the corner settled back comfortably. His dinner in the Dining Car had been excellent, the service good, the coffee perfect. He felt at peace with the world and all set for a yarn. "Off on leave?" he suggested. His fellow-traveller shook his head. "No.....duty. Change of location." "Commercial traveller I suppose? I'm with Doe and Company—cosmetics." "I'm with the Railways."

The little man beamed delightedly. "Well, may be you can tell me when the Sunday excursions are going to be put back. And what about.....?"

The railwayman grinned and held up his hand. "Hold on," he protested good-humouredly, "I don't own the Railways—I only work there. But don't forget we're still down to a 75 per cent. passenger service." "Yes, I know, I was only kidding. You fellows are doing a pretty good job, taking everything into consideration. Been with the Railways long?" "Twenty-five years. Marvellous how the time flies. Only seems like yesterday that I got my first uniform and reckoned I was the hope of the service."

"I know what you mean. I felt like that when I'd made my first sale—thirty bob's worth of cold cream. I was certain I'd be a Director in five years." He chuckled. "I'm still not a Director, but Sales is a good job when you get used to it. Ever think of taking it on?"

"No, I wasn't cut out for that sort of work. My father was a railwayman and I just naturally followed him into the service. I've got a lad now who wants to become an Apprentice at Newport next year."

The little man was interested. "That'll make three generations. I'll bet that's a record."

"No.. no.. not at all. You'd be surprised at the number of three-generation families in the Railways. Even four generations. I'm told that a large percentage of the new railwaymen joining today have relatives already in the Department."

"That's news to me. Must be something in the job!" "Yes.. it gets into your blood. You're not long in the service before you become conscious of the railway tradition that has been built up over the years... you know: father and son, service to the public, keeping to the timetable and all that sort of thing. Bit hard to put into words."

"Is that why you like being a railwayman?" "It's one of the reasons, I suppose. There are others too... the fellows I work with, security for my family, and things like that. I've never really stopped to think about it before."

The little man nodded sympathetically. "We take a lot of important things for granted," he said thoughtfully.

\* \* \*

Have you ever been in a similar conversation? If you had to answer the question "Why I like being a Railwayman" in anything from 50 to 500 words what would you say? Think it over. Jot down your thoughts.

Then send them along to the Editor, "News Letter," Railway Offices, Spencer Street. It's what you have to say, and not how you say it, that is important. ("Railwayman," by the way, includes "railway woman.")

For the three best entries received prizes will be awarded of £2/2/-, £1/1/- and 10/6. Closing date for the competition is January 7, and winners will be announced in the February issue.

### CHAMPION DAHLIA GROWER

DOWN at the Newport Workshops one meets V.R. men who are prominent in civic affairs, leaders in many different sporting spheres, and experts in several branches of horticulture. Into the latter category Fitter Jack Muir, of the New Erecting Shop, fits very snugly indeed.

There are few, if any, better-known or more successful dahlia cultivator-exhibitors in the State. Several blue ribbands and a glittering array of cups, crystalware and cutlery confirm his reputation.



Definitely, dahlias are Jack's hobby... and a pretty exacting one, too. This year in his expansive Surrey Hills backyard there will be between 300-400 dahlia plants that will devour most of his leisure time.

By about the middle of March next you can be certain that, as in past years, passers-by will not be able to resist the temptation to peep over the fence.

If you have any miniature pink dahlias named "Mergie" and "Nestor," then you have met two members of the Muir family.

Jack raised those dahlias himself, naming them respectively after his wife and daughter. He is an Executive Committeeman of the Dahlia Section of the Royal Horticultural Society, and is a Judge at Flower Shows.

*Just as a sideline (so he says), he cultivates orchids, too...*

### C.M.E. Goes Overseas

MR. A. C. AHLSTON, Chief Mechanical Engineer, accompanied by Mr. S. F. Keane (Assistant Engineer) left Sydney by flying boat on October 3 on a Departmental mission. They will visit the U.S.A., Great Britain, and possibly France and Switzerland, with a limited range of objectives.

Amongst these are preliminary arrangements as to manufacture of 50 locomotives in Great Britain, details of control and performance of Diesel-electric locomotives for main line use; car design for electrified suburban services; locomotive test plants; and new developments of interest to railways, such as the Gas Turbine.

### THIS IS A CHIN-STROKING PROBLEM FOR ALL

HERE is a real teaser... and please don't think that there is not a logical answer. We will give you one month to work it out, and in the December issue the solution will appear, step by step.

It appears that three men of the crew of a train were called Jones, Robinson and Smith. One was the Driver, one the Guard, and the other the Conductor, but not respectively. On the train were three passengers, Mr. J., Mr. S., and Mr. R.

Mr. R. lived in Melbourne. The Conductor lived half-way between Melbourne and Bendigo. Jones earned some hundreds of pounds a year. The Conductor's nearest neighbour, a passenger, earned exactly three times as much as the Conductor.

The Conductor's namesake lived in Bendigo. Smith beat the Guard at billiards.

WHAT WAS THE DRIVER'S NAME?



# NO JOB TOO BIG, TOO SMALL FOR SPENCER STREET ELECTRICAL WORKSHOPS

**N**EVER seen, and probably never heard of, outside railway circles are the Electrical Workshops, Spencer Street, where a versatile organization is ready, willing and able, at a moment's notice, to fix a 200 h.p. motor or an electric hair clipper, a 30-ton Rotary Converter or an engraving pencil. There's no job too big and none too small for the Electrical Workshops men and the "gadget" will be as good as new—maybe even better—after they have repaired it.

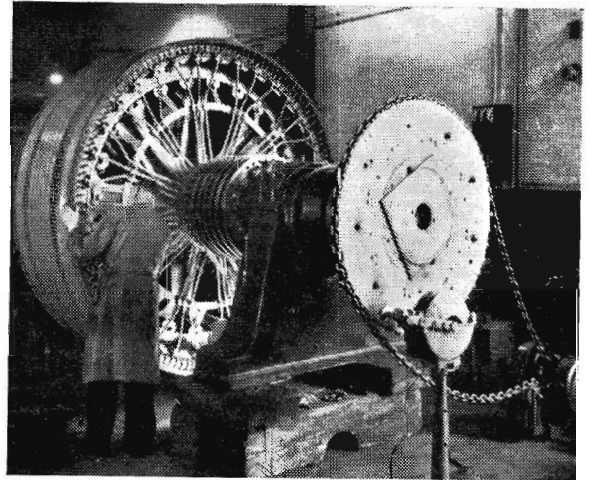
"They did a wonderful job," says Distribution Engineer W. de Steiger, enthusiastically. "We hear a lot these days about shortcomings of staff and lowered workmanship standards, but I've got nothing but praise for these girls. They're conscientious, careful, and keenly aware of the need for flawless work.

"In fact the whole workshops outfit is carrying out a first-class job all the time. Precision is the keynote of the establishment—you can't have any such thing as 'good enough' when you're making or mending electrical appliances."

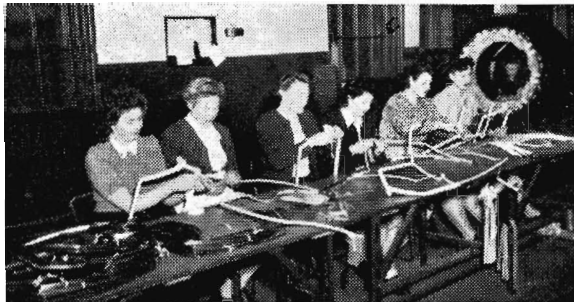
Under Foreman Curry and Sub-Foreman Lawrence there is a permanent staff of about 75 railway men and women at the 'Shops. In addition there are 30 Apprentices, some of whom spend only part-time there.

"We can mend anything electrical," is the Workshops' boast . . . and certainly the diversity of articles scattered over the various benches makes the claim good. It would be difficult to name any electrical article not represented. Transformers, motors and switches, and turbine rotors weighing 18 tons rub shoulders with fans and kettles and

They are very confident of their own capabilities at the Electrical Workshops. Take, for example, their latest major project: an entire re-wind of many machines and transformers which have been running for 25 years. A 14-ton Rotary Converter Armature from Newport Sub-Station is the first equipment to have been reconditioned under the scheme. 576 half-coils were built up for it by the nimble fingers of the 14 female Process Workers on the Workshops staff.



A 1,500 k.w. Rotary Converter Armature that has been totally re-wound in the 'Shops for the Middle Brighton Sub-station.



Insulating formed copper coils for 1,500 k.w. Rotary Converter Armature re-winds for sub-stations.

electric radiators. A 90-horse power pony motor lies beside the armature of an electric train. An element from an electric toaster, and another from a kettle, are together on a bench.

During the war years aircraft looms were manufactured at the Workshops, seventy women being employed on the important defence project. After VJ-Day many of them were transferred to construction of Tie Station panels, and more than 100 complete panels were built. Another job was the assembly of over 400 petrol-electric sets.

An outstanding virtue of the Electrical Workshops' folk is patience. It would be easier to thread four-ply wool through a sewing needle than to carry out some of the complicated and minutely detailed work required of Electrical Fitters. A coil no bigger than your closed fist may have as many as ten thousand turns in its construction.

Electricity has an uncanny knack of finding any weakness in equipment, so everything made or mended must be a real craftsman's job. A small fault might put a train out of running, or plunge a goods yard into darkness.

## Striking Farewell To Essendon's S.M.

**K**EYNOTE of the "Essendon Gazette's" two-column report of 14 speeches at the farewell to Stationmaster M. P. Heffernan on his recent retirement, after 47 years' service, was the help he had always given the younger generation of V.R. men. Head Office, signal box, track maintenance, portering . . . representatives of these and other sections each left the proud veteran in little doubt as to the esteem in which he was held.

In his response, Mr. Heffernan was characteristically frank on one point. "I had a strong objection," he said, "to the introduction of female employees into the railways, and was astounded when two were appointed to my charge at Essendon.

"However, they have taken the 'wind out of my sails,' completely removing my prejudice against them. In Mrs. O'Brien and Miss Hodson, I have had assistants whom my successor will find absolutely satisfactory."

Mr. Heffernan had wide practical experience, having been Stationmaster at Mildura, Warragul, Seymour, Swan Hill and many other stations before settling in at Essendon 16 years ago.

Accepting the parting gifts of a chiming, inscribed clock, standard lamp, and smoker's companion, he remarked with a chuckle: "I will now be able to get even with the clock in the mornings. When 5 a.m. comes, I will treat the clock with all my accumulated scorn and turn over for the luxury of another nap. What a prospect!"

# NAMES OF SHIPS AND TRAINS



Dave Little

MR. DAVE LITTLE, of the Secretary's Branch, is something of an authority on a wide variety of subjects: history, the theatre, late 19th Century literature, political evolution, ships. In this particular reminiscence he talks about ships and trains, and the names men have bestowed upon them.

The naming of trains in Victoria has never achieved English popularity, but nevertheless many of our trains have official or colloquial titles. As a small boy I well remember a quaint "U" class engine with six wheels, a long boiler, and stove pipe funnel, which drew rakes of trucks from the pier at Geelong: this engine was known to us as the "Buzz-winker"—derivation unknown. It is a long step from this funny little Disney-like contraption to "Spirit of Progress."

In England we find the "Flying Scotsman" and "Golden Arrow," noble and suggestive names, but our own "Overland" has a "dinkum Aussie" touch—the very name echoes wide open spaces. The "Geelong Flier" is yet another apt title.

On the job, out in the yards among the good fellows who make the trains go, we find the "Milkie," the "Fish Pilot," the "Peanut," and the "Darkie."

The "Rabbit" used to run from Seymour to Benalla, and was noted for once having had a driver who, when asked by an Examining Officer where a home signal was fixed, said: "In the ground, of course." The "Switch-back" ran from Essendon to Broadmeadows and occasionally to Wallan.

But railwaymen don't seem to have the inspiration for names that the mariners had. I have by me a volume of reports of the Melbourne and Hobson's Bay Railway Co., incorporated in 1853, which contains lists of the ships that berthed at their pier.

Read these names and immediately the romance of the sea will come to you—"True Briton," "Royal Saxon,"



HERE, standing in front of "B" Box, are the Signalmen of Benalla who got together last month to farewell Signalman Dick Macklan on his retirement after 37 years' service, all in the north-east. From left: F. Cook, A. Boyle, Dick Macklan, P. Roberts, T. McDonald and H. S. Williams. Dick was a very popular member of the staff. Now holidaying in Queensland, he will later spend his retirement in Benalla. His main hobby—gardening—will provide a nice, restful contrast with his V.R. days.

"Red Jacket," "Blue Jacket," "Lightning," and "Marco Polo." This last little ship transported thousands of people here. She was about the size of the bay steamer "Edina" and often carried 1,000 passengers safely from Liverpool.

All manner of ships from ports of the seven seas found their way to the pier. The "White Star" and "Morning Light," of over 2,300 tons each (leviathans of those days), the "Joachim Hendrich," "Dominiquez Hermanos," and "Le Piot." You may contrast "Straat Svaad Von Ewyck" with the "Bonnie Dundee," "Hannah Nicholson" and "Caroline Chisholm." And don't forget the "Electric Venus" and "Seaman's Bride."

There were other fascinating names: "Champion of the Seas," "Screamer"—surely a Yankee! — "Land o' Cakes," "Sirocco," "Dawn of Hope." The "Greyhound," "Wild Deer" and "Antelope" gave promise of speed—a promise not always fulfilled. The diggings brought forth the "Eldorada," "Eureka," "Gold Finder," "Gold Seeker" and "Golden Era." The little barque "Sapphire" came to the pier once. She took home the first cargo of Australian gold.

There were even ships with queer names like "Mechanic's Own," "Trade's Increase," "Bride of the Bay" and "Wandering Jew." I could go on almost indefinitely. The mariner certainly had something on the railwayman in the matter of nomenclature.

## TOOMEY'S SAY STILL HOLD V.R. FAMILY RECORD?

RESPONDING to "News Letter's" request for particulars of any railway family now more heavily represented on the payrolls than the Toomeys, Mr. R. J. Attrill, of the Newport Workshops, wrote:

"Re the record of the Toomey family in the July issue of the 'News Letter.' I think I can give you one better in the name of Gooding—my wife's brothers, uncles and cousins."

It will be recalled that, in the case of the Toomeys (July "News Letter") there are six sons, the wives of two of them and Mrs. Toomey, Senr., at present employed in the Department. The father and another son had also been in the service.

Ten of the Goodings are in the Department, while four were previously employed. However, only four of those now in the service are brothers—there are six Toomeys.

The remainder are cousins and sisters-in-law. So, from a strictly family viewpoint, the Toomeys will no doubt insist that they still hold pride of place in this friendly competition.

Here are brief details of the Goodings. BROTHERS . . . Sydney (Fencer, Dimboola); Gordon (Labourer, Kaniva); Roy (Repairer, Rainbow); and Fred (Repairer, Jeparit); Owen (Repairer, Yanac), is deceased, while Edwin (Repairer, Dimboola), has been superannuated; the latter's wife is a Gatekeeper at Dimboola. COUSINS . . . Reg (Repairer, Gerang Gerung); Ron (Repairer, Myamyn, with his wife as Caretaker); Les (Repairer, Dimboola); and Tom (Repairer, Murtoa). UNCLES . . . Laurie (Ganger, Kiata) and William (Ganger, Gerang Gerung), both retired.

One interesting angle revealed in a comparison between the two families is that practically all of the various members are or have been employed in the Way and Works Branch.

# "ALL THE BEST" TO THESE RETIRED VETERANS

## Will Miss His Mates

THE last of "Mathieson's Boys" finished his railway career last month when Driver-in-Charge Dick Grenfell, of Lilydale, retired after 49 years' service. Back in 1899, twenty-four Ballarat lads became the envy of the town when they were appointed Boy Cleaners with the Victorian Railways Department. "Mathieson's Boys" they were christened (after Mr. Commissioner Mathieson) and the name stuck throughout their service.

Seidel, Mathieson, Jenkins and Lobb (all of whom have been mentioned in the "News Letter") belonged to the select little group of which Dick Grenfell was the last to leave.

Dick began firing in 1903, and in 1909 he was sent to the State Coal Mine area. He lived in a tent at Wonthaggi, and he counts his period there as the most amusing of his whole career.

After firing on the "Sydney Limited," he was promoted Driver, and the years ahead saw him driving all over the State. He graduated to the Adelaide Express. After appointment as Driver-in-Charge at Koo-wee-rup and Healesville, Dick was stationed at Lilydale.

"You forget all the things you wanted to say when the time really comes to leave," he told us on the eve of his retirement, shifting his massive 6 feet 4 inches uneasily. "But I would like to say 'thanks' to the fellows I've worked with for so long.

"I don't suppose a man should be sorry to have the leisure that comes with retirement, but . . . believe me . . . I'd rather not think about the fact that I won't be seeing so much of the chaps in future.

"They become part of your life, and you get interested in them and their families and in what their kids are up to. And . . . well, just say 'thanks'," said Dick Grenfell . . . another grand old-timer whose sterling service has been a credit to himself and to the Department.



## One Of Best-Known S.M.'s.

LILYDALE was the headquarters of a fine railwayman—Stationmaster W. B. Abraham, who has been obliged to retire through ill-health. During his career, extending over 42 years, he was located at Pura Pura (where he became S.M. in 1914), Blackburn, Minyip, Kilmore, Morwell, Kerang, Box Hill, Upper Ferntree Gully, Camberwell, Yallourn, Frankston, Traralgon and finally Lilydale.

He was also on the relieving staff for a time, and was a Traffic Inspector in the Ballarat District. Stationmaster Abraham certainly knew all about Victoria!

A Stationmaster-colleague writes that "he was best-known as the Stationmasters' representative on the Stations Classification Committee where he gave excellent service for about 15 years.

"Stationmasters owe Mr. Abraham a debt of gratitude for the work he performed on this Committee, and in recognition of his efforts in this regard he was presented with a Gift Cheque which was obtained from subscriptions from S.M.'s. throughout the State."



## Should Please Harry's Wife

LAST month representatives of the various Branches at Geelong gathered to say farewell to Ganger Harry Dye on his 65th birthday.

Harry, during his 38 years' service with the Way and Works Branch, had been stationed at Hamilton, Heywood, Ararat and, for the last 20 years, at Geelong. Greetings from those centres were conveyed to him by Mr. C. Walsh, Roadmaster, who presided over the meeting. Testimony of his good qualities as a workmate were given by several of his colleagues.

A presentation of a wallet of notes was made by Mr. R. S. Miller, District Engineer, who wished Harry and his wife many happy years in their retirement.

In expressing his thanks, Harry said: "I am only sorry that my wife is not present to hear all the good things that have been said about me!"

He also expressed appreciation of the good teamwork by other members of the track force during the 38 years he had been associated with them.

## Smoke Dreams For Bob

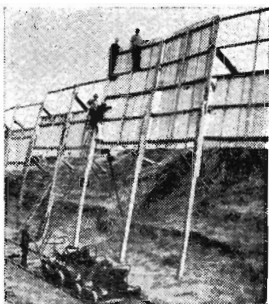
THE best boss anyone could hope to have," was the description of Despatch Officer Bob Graham given by the Telegraph Messengers at Head Office when Bob retired recently after 40 years' service. The Telegraph Staff presented him with a gold watch and a set of pipes as a memento of their association—with best wishes for a long and happy retirement.

Chief Telegraph Officer Sheehan paid a tribute to Bob's sterling worth, and Mr. Bill Wallace made the presentation, "hoping that Bob will have plenty of time on his hands for pleasant smoke dreams in the garden of his Mitcham home."

## BICYCLE STORAGE PROBLEM



THE number of bicycles being offered for daily storage at suburban stations, especially in the outer-areas, is creating a problem of accommodation. Here are some typical examples of the daily average number being stored at: Oakleigh, 120; Sandringham, 115; Ringwood, 110; and Dandenong, 100. During the war, the bicycle storage business was heavy and, although expected to decrease afterwards, it has expanded. To some extent the influx of bicycles at outer-suburban stations reflects the movement of people into new residential areas further away from the city. Above is the packed bicycle storage room at Middle Brighton, with Junior Porter Turner on the job.

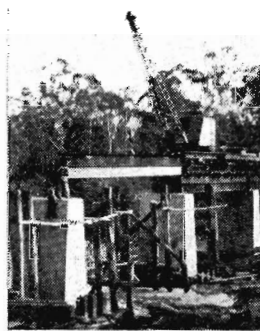


# SNAPS and JOTTINGS ALONG THE LINE . . .

**B**EGINNING this month we hope that, with the co-operation of readers, we can make this a regular feature. If you have a photo of any aspect of railway operation or, say, a group of your mates which you feel is of interest . . . then please send it along — now! In this way, the "News Letter" can be made much more representative of what is happening, even in the far-distant parts of the service. Meanwhile, our thanks go to the V.R. men responsible for sending the following pictures and jottings.

This photo might be puzzling to many of our readers. Sent in by Repairer R. Anlezark, of Chinkapook, it shows members of Gangs 6 and 7 repairing a lofty wind-chute fence between Chinkapook and Cocamba away up on the Robinvale line. On some of our northern lines the drift of sand on to the tracks has caused lengthy and costly train delays. To minimize this nuisance, wind-chute fences have, for a number of years, been erected at various locations, with very satisfactory results.

Old sleepers and unserviceable timber or corrugated iron are used in the construction of the fences. They are spaced about eight feet from the track centre, sloping away from the line on the westward side. Air currents striking the fence are deflected and, gathering the sand, carry it through the openings in the fence at an accelerated speed across the rails to the other side of the track.



with 45 ft. spans, is replacing an old timber pile bridge.

All the way from the lovely Ovens Valley in North-eastern Victoria came this picture taken by Bill Spinks, of the Special Works Division, now working at Bright. It is one of a series he sent showing various stages in the construction of the new railway bridge over the Ovens River. In this picture, the girders are being placed and set into position. The new bridge, which is of steel-girder and concrete pillar construction,

## C.8 Dwarfs Them



From nearer home, Engine Cleaner Frank Lilley, of the North Melbourne Loco Depot, sent us this snap of a few workmates, taken during a recent lunch-break. Here they are, dwarfed by the giant C.8 loco, from left to right: Boilermaker T. Portwine (the veteran Boilermaker at the Depot), and Hostlers T. Ward, D. Duncan, M. Liddy and F. Griffin.

## Mordialloc's Social Club

**I**NTRODUCING you, Mr. Editor, to the Mordialloc Railway Social Club" was the way Electric Suburban Guard Harold Berlowitz (Secretary) began his breezy notes on the newly-formed Club. It comprises V.R. men in all grades between Glenhantly and Frankston.

Two social functions have been held already. At the first, the opportunity was taken to farewell two popular members (Yard Porter Kevin Gould and Female Porter Pat Hillas), on the eve of their marriage.

About 120 people enjoyed dancing and a variety programme at the second "evening" in September. It was a real "railway night," for V.R. men and their families contributed most of the items: Suburban Guard Jimmy Smith (Magician); Graeme Dowell (Soloist), whose father is a Guard; Janice Berlowitz (Recitation), Harold's daughter; the Pertzels Sisters (Harmonizers), daughters of Guard Jack Pertzels; while the daughter of Aspendale Asst. Stationmaster Mick Melan excelled at Highland Dancing. The band was conducted by Saxophonist Jimmy Barnard, a Booking Clerk at Mentone.

During supper, a travelling rug was presented to the highly esteemed Electric Train Driver Bill Lobb, who was retiring after 50 years' service.

Plans are in hand for another function in December when the feature will probably be a Christmas Tree for members' children.

## Loco Men at Play

Loco men at Ararat, Geelong and Ballarat Depots have formed Social Clubs with the commendable object of exchanging visits, and thus getting to know one another



better. All this helps to promote teamwork, the basis of the Department's operations.

Recently, the Ballarat Loco Social Club visited Ararat and played a football match at Moyston in a very picturesque setting near The Grampians. Ballarat won by a couple

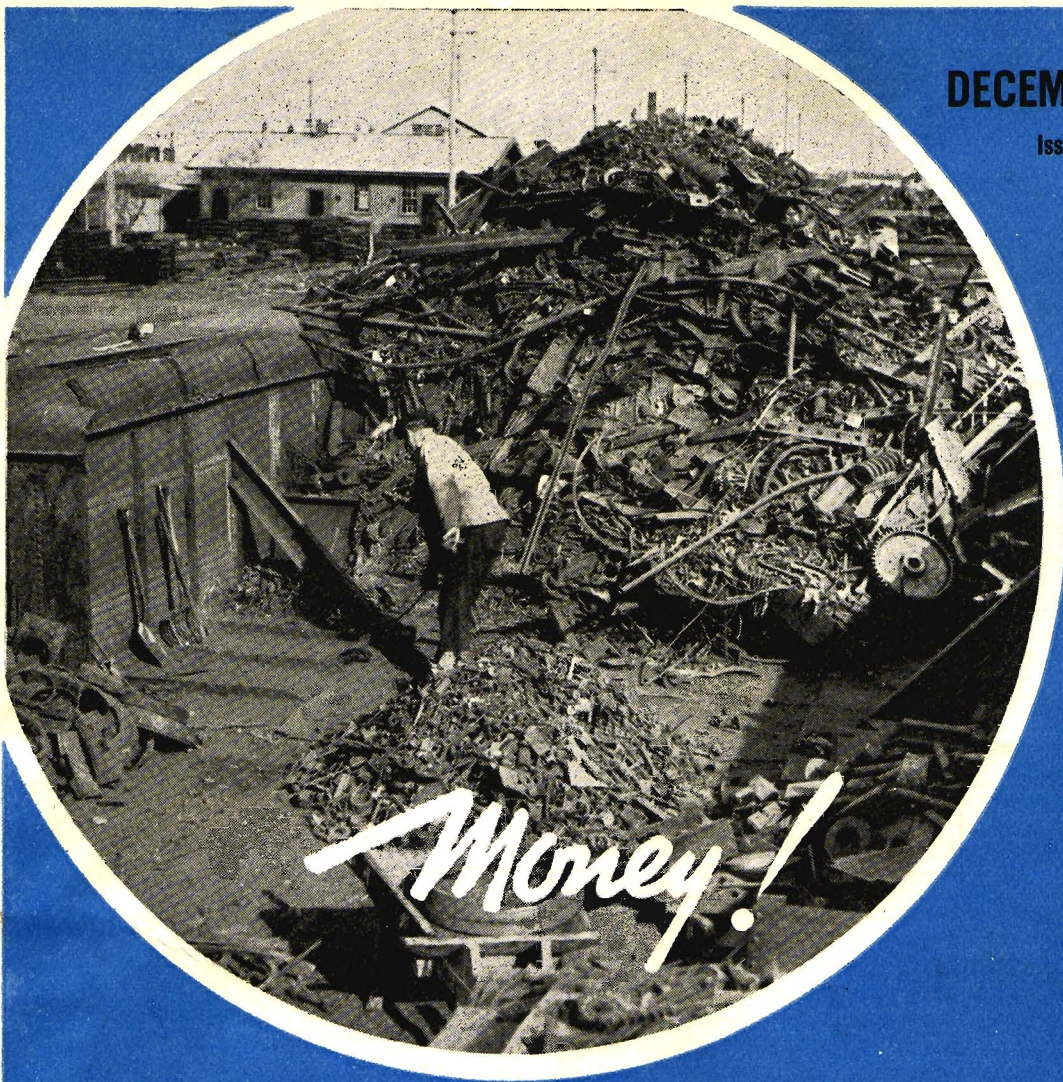


of goals. A little later the Geelong boys went up to Ballarat and the home side again proved victorious.

Both Messrs. R. Falla, of Ararat, and B. Jackson, of Geelong, who wrote to us about these outings, stressed the splendid hospitality all the visitors had received from their mates. The accompanying snaps show the Geelong (top) and Ballarat teams.

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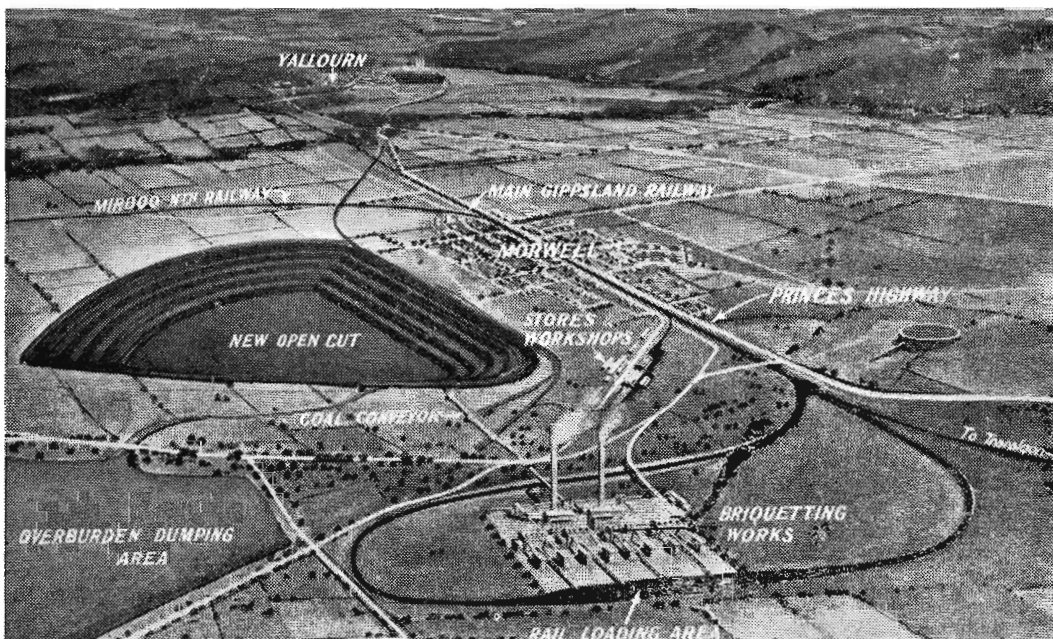


*Money!*

*The*  
V I C T O R I A N  
R A I L W A Y S

*New Letter*

# RAILWAYS' PART IN HUGE MORWELL DEVELOPMENTAL PLAN



PRESENTING SOME IDEA OF THE IMMENSITY OF THE NEW SCHEME

**P**LANS are in course of development for the production of a greatly increased tonnage of briquettes by the State Electricity Commission in a new area in the vicinity of Morwell. The project comprises a new Open Cut south of Morwell, with two Briquette Factories, south-east of that town.

The two factories operating on a six-day per week basis will have a combined production of about 1,300,000 tons of briquettes per annum—an output sufficient to fill a 16-ton railway truck approximately every five minutes throughout the 24 hours daily.

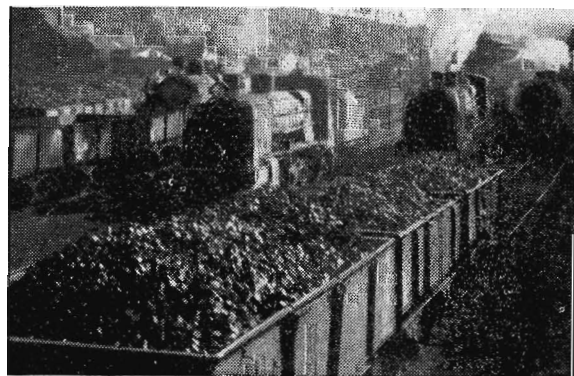
It is anticipated that these factories will be in full production by 1957-58. In the meantime, in order to meet industrial demands, brown coal must be produced in greater quantities from Yallourn North, and it is estimated by the State Coal Committee that 1,000,000 tons will be produced in 1949/50.

The Railways' approach to the matter is divided between short and long range planning in order to meet as early as possible this big production programme.

In addition to the development of the brown coal resources, the Australian Paper Manufacturers Ltd. at Maryvale and other industries served by the Gippsland railway expect sustained expansion during the forthcoming years. There are indications, too, of development in the sawn timber industry in the area beyond Bairnsdale with continuity of operation on a considerable scale over a period of 20 years.

A substantial increase in the population of Gippsland will inevitably result from these undertakings, and the railway plans envisage augmented passenger services between Melbourne and Morwell.

The Eastern district beyond Dandenong is served by a single line of railway. There are long stretches of 1 in 50 grades which, in the "Up" direction where the density of traffic applies, involve double-heading of all trains conveying briquette and brown coal traffic. The use of banking engines with consequent light running and delays in attaching and detaching limits the capacity of the single line and results in heavy standing time, with lessened efficiency in operation.



Trains loading up with b. iquettes in Yallourn Yard

The short range authorized programme to handle the traffic efficiently in the years immediately ahead is to regrade and duplicate the line between Yarragon and Longwarry at an estimated cost of £760,000.

Concurrently with these works, it is intended, in order to obtain the maximum benefit from them, to extend the Dandenong yard and provide side-tracking facilities at Spring Vale, at an estimated cost of £18,000.

# Pulverized Brown Coal Firing Tests On Locos To Begin Next Year

**C**ONVERSION of two locomotives for extended trials with pulverized brown coal firing was brought nearer last month, when two sets of modern equipment arrived at Newport Workshops from Germany. They were manufactured by Henschel & Son, a firm world-renowned for locomotive building before the war. The orders were placed in the middle of last year following extensive investigations overseas by two Rolling Stock Engineers.

Drawings are now being prepared by the Department to cover the work of adapting an "X" and an "N" class locomotive for the installation of these equipments. A special type of enclosed truck to transport supplies of pulverized brown coal dust from Yallourn to fuelling points is also being designed.

Conversion work will be given high priority. If the tests are successful, the Department will be another step farther from dependance upon black coal supplies from New South Wales.

The equipments will be installed as illustrated in the sectional view below. The normal grate and ashpan will be replaced by a brick-lined furnace with two burners installed in the rear wall.

## Coal Bunkers Replaced

The pulverized fuel will be carried in a sealed container with sloping sides which will replace the coal bunker of the normal tender. To the bottom of this container will be attached a cast-iron trough housing the two feed screws, and the fuel, falling by gravity on to these screws, will be carried along to the air-fuel mixing chambers. It will then be blown to the burners by the air blast from fans.

Less, however, than 50 per cent. of the total air requirements will be supplied by the fans, and this will pass along the ducts below the feed screws until it meets and combines with the pulverized coal at the mixing chambers. The rest of the air will be induced into the furnace at the points indicated by the action of the steam exhaust in the same manner as air is drawn through the dampers of grate-fired engines.

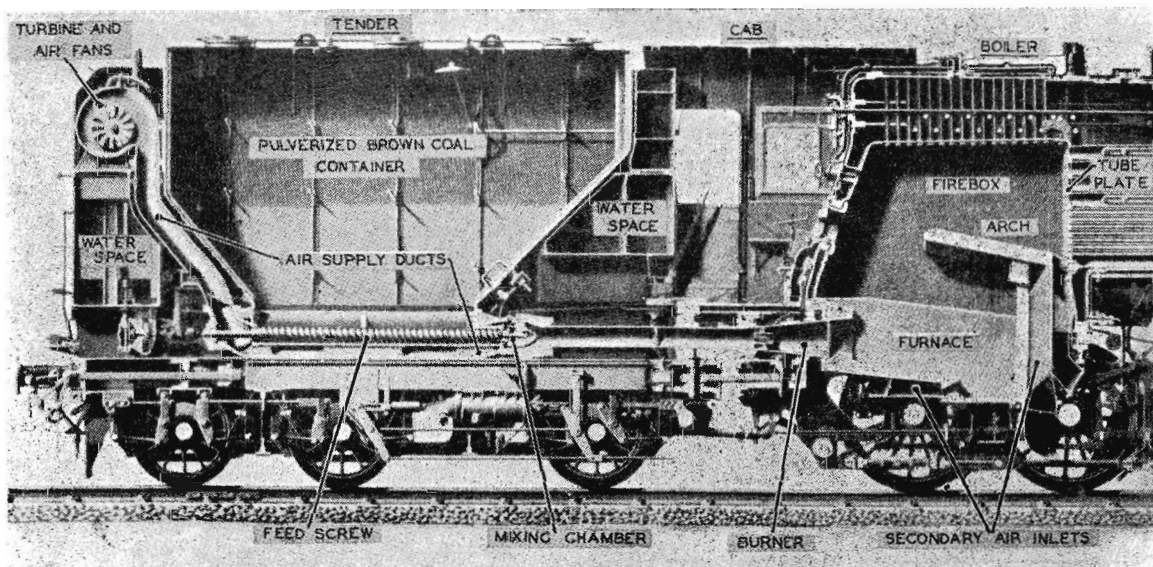
The fans and feed screws will be driven by a steam turbine mounted over the rear of the water tank.

### OUR FRONT COVER

**A**LL the details of railway operation, large and small, figure somewhere in the Annual Report. (The 1947-48 Report is summarized in Pages 5 to 12 of this issue.) The mileage travelled, passengers carried, goods transported, tickets sold . . . all these and countless other aspects of railroading find their way on to some statistical summary. Even rusty metal strips and old scraps of machinery have value—and a place in the Annual Report. Our front cover picture was taken at the Reclamation Depot, Spotswood, where—last year—heaps of junk were converted to £130,143 worth of serviceable railway stores.

## £600 For V.R. UNAC Appeal

**A**LTHOUGH all the subscription lists had not been returned at the time of going to press, the sum of £613/10/3d. has been collected as a result of the recent appeal throughout the service on behalf of the United Nations' Appeal for Children.



LATEST SYSTEM SHOWN ON TENDER AND FIREBOX OF THIS GERMAN LOCOMOTIVE

## PRIZES TO BE WON

# “Why I Like Being A Railwayman”

IF you pick up the telephone directory and glance through the pink pages you will get some idea of the trades and professions you could have adopted—ranging from Abattoirs Slaughterman or an Actuary to a Yarn Spinner or Zinc Metal Worker. But with a choice of so many different occupations you decided to become a railwayman . . . one of the 27,000 in this State. It is a natural assumption that you like being a railwayman (or railway woman).

Maybe you have never put into words your reasons for liking railway life. This is your opportunity to do so—and to be rewarded for your effort. Ask yourself: “Why do I like being a railwayman?”

Marshal your ideas and then send them along to the Editor, “News Letter,” Railway Offices, Spencer Street. For the most interesting accounts received (not necessarily the best expressed), there will be prizes of £2.2.0; £1.1.0; and 10/6d. Closing date for the competition is January 7, and winners will be announced in the February issue.

## YOUR RAILWAY QUIZ

**P**LAINITIVE pleas for easier questions followed the problem (“What Was The Driver’s Name?”) that we offered in the November issue. We admit it was a tough one; so we hurriedly revert to the type of quiz that has been intriguing readers.

If, before turning to Page 15, you can register full marks in three of the following posers, then your general knowledge of the system is pretty good.

- (1) Let’s begin on an historical note. The Railways Administrative Offices at Spencer Street, Melbourne, have long been a conspicuous land-mark. Some say for 40 years; others, for nearly 60 years. We would like you to be more precise.
- (2) Every self-respecting V.R. man has heard of the “S,” “H220,” “X,” “C” and other classes of locomotives running on our system. Now, there is to be an addition to the family; drawings are being prepared for the . . . class, as announced in the February issue. How’s your memory—for locos?
- (3) This one is just too easy, provided that you happen to be in the know. After all, the answer is either “Yes” or “No” . . . perhaps. The question is: Are rails laid flat or inclined?
- (4) On the suburban electrified system we have 602 sliding-door and 276 swing-door type carriages. That, of course, is informative, but it won’t help you to say how many trains are in running during the evening peak period.
- (5) Albury is not the only station through which rail passengers from Victoria can enter New South Wales. Without consulting a railway map, can you name the others?
- (6) This is being written on Monday . . . the traditional domestic washing day. And that reminds us that if the Departmental Laundry put all its washing . . . table cloths, towels, sheets, etc. . . out to dry, it would need a long, long line because the number of articles passing through the Laundry each month reaches a staggering total. Have three guesses.

## World-Traveller Speaks

**I**n a letter to the Chief Booking Clerk, Spencer Street, a world traveller comments: “My family and I made the train trip from Perth to Melbourne recently and we were agreeably surprised with the standard of service rendered. We have had experience in several countries and on a variety of railways. All things considered, we have found none better than in Australia.”

Letters of this type are gratifying. It is human nature to send along a complaint when some grievance, real or imaginary, is sustained. But it takes first-class service to inspire such a congratulatory message. Good work!

“I am losing my memory. What can I do?” “Borrow as much money as you can.”

## E.E. Branch Chief Clerk Former Football Star

**M**ENTION Clyde Donaldson’s name and inevitably the talk will revert to football. Although it is 20 years since he starred with Essendon, not-so-old followers of the game still name him as one of the “best-ever” in the back-pocket position. At the moment, however, we are more concerned with congratulating him on his appointment last month as Chief Clerk, Electrical Engineering Branch.

He joined the railways in 1911 and originally was in the Transportation Branch, but transferred to the Electrical Engineering Branch in July, 1919, shortly after the first suburban electric train ran. During the past 18 months he has been Staff Clerk of his Branch. For some time he was Secretary of the Professional Officers’ Classification Committee.

Mr. Donaldson was one of the 1914-enlistments in the First A.I.F. sailing from Australia in the first contingent. He had a Departmental First Aid Certificate, and was drafted into the 2nd Field Ambulance as a Stretcher Bearer. Twice wounded . . . once on Gallipoli and again at Ypres . . . he returned to the railways in 1919.

Football must again come into the story. He first played for the ‘Dons in 1913, becoming second rover to “Butcher” Ogden when the “Prince of Rovers,” the late Ernie Cameron (also a V.R. man), was injured. For Essendon, Mr. Donaldson played in almost every position, his back-pocket brilliance bringing selection in three Victorian teams.

While overseas with the A.I.F., he played with the “Rest of the A.I.F. in England” v. the 3rd Division. This was the first big Australian Rules game ever publicly staged in the Old Country.

He played in that match as a follower, and it will be enough to start tongues wagging to recall that the opposing ruck was Hughie James (Richmond), Jack Brake (University) and, as rover, the late Bruce Sloss (South Melbourne) . . .



Mr. Donaldson

## Queensland’s £15m Rail Plan

**B**ETWEEN £15M—16M is to be expended on major railway works in Queensland, if the Government approves a recommendation by the Commissioner for Railways (Mr. T. E. Maloney). The proposed works include track duplication, quadruplication and strengthening; signalling, etc., and new workshops, station buildings and bridges (Apart from this plan, there is a big locomotive replacement programme. Ninety-four locos are on order, and tenders for 10 more have been invited.)

Referring to this matter in his recently-presented Annual Report, Mr. Maloney stated that Queensland, with its vast coal resources and substantial mining, pastoral and sugar industries . . . as well as the possibility of greater development in primary industries . . . is bound to progress.

Improvements to the railways are, therefore essential . . . not only to meet future demands, but also to more economically handle present-day requirements. Moreover, it is necessary, he added, to make the Queensland Railways comparable with other systems and to meet growing competition from other forms of transport.

Bill: “Hullo, Jack. What’s the matter. Your eye is very black.”

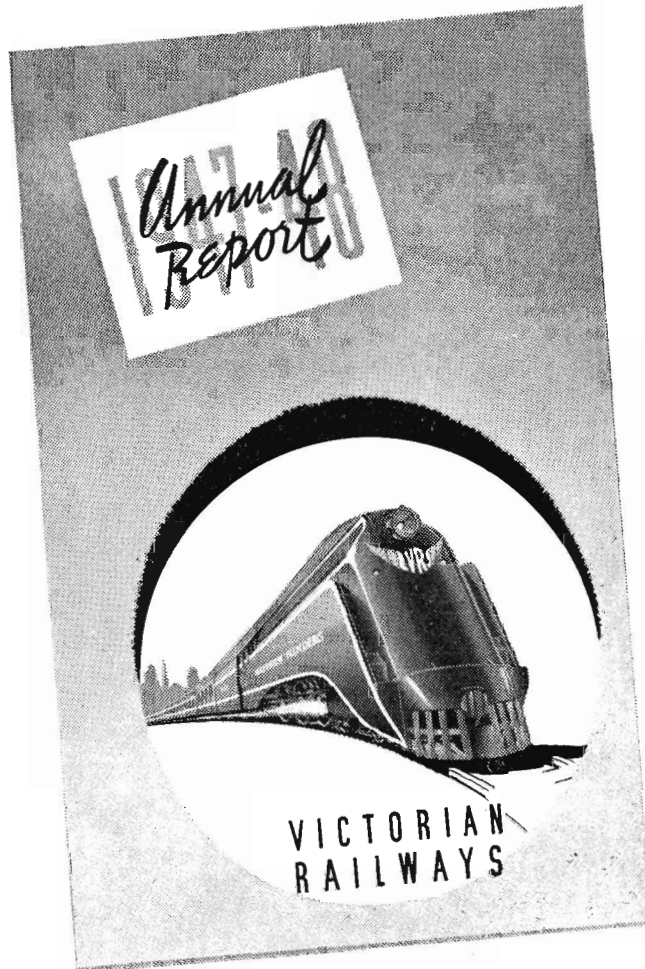
Jack: “Yes. My doctor told me to go for a tramp, but I found the chap could fight better than I.”



# HIGHLIGHTS

*from the Commissioners'*

## ANNUAL REPORT, 1947-48



**T**he Commissioners' Annual Report for 1947-48, which with appendices comprises over 160 pages, contains much information of absorbing interest. It reveals a story of outstanding achievement under difficult conditions, and of efficient operation that has benefited railway users as a whole by offsetting, to some extent, the adverse effects of prevailing coal and labour shortages. The details on the following pages have been extracted or summarized from the Report for the information of all railwaymen.

# SHORTAGES HAMPER RETURN TO NORMAL OPERATION

**A**LTHOUGH nearly three years have passed since the conclusion of the war," opens the Report, "a return to relatively normal conditions has not yet been indicated. The railways, in common with other major industries but, we believe, to a greater extent than most, have continued constantly to be handicapped by acute shortages of labour, coal, and other essential materials. Indeed, towards the end of the year under review a situation had developed in regard to coal supplies which was so grave as to constitute a real threat to the continuance of more than merely skeleton railway services."

**Essential  
Requirements  
Met**

"In such circumstances, our constant concern has been how best to meet the most essential requirements of the community with the limited resources available to us. Drastic interference with services normally provided has been involved, and it has been impossible to make precise forward commitments. Inevitably this has adversely affected railway reputation, although we gratefully acknowledge the tolerance and understanding widely shown both by representative bodies and by individuals whose interests have been affected.

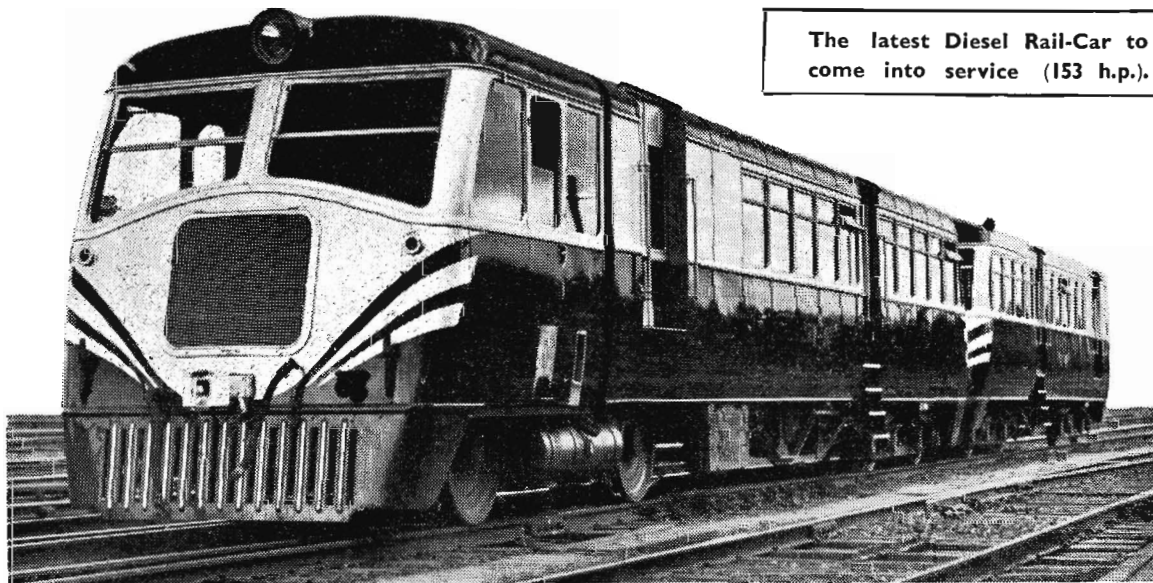
"Normal operation necessarily implies to some degree a compromise between public convenience and commercial efficiency. When, however, we are forced to apply restrictions for some reason, such as shortage of coal, it becomes essential that the train mileage which can be run must be utilized on routes where it will give the maximum of service, *i.e.*, where both trucks and trains will be as nearly as possible fully loaded in both directions.

"Since business and industry and, indeed, the physical well-being of the community are dependent upon the availability of commodities for which railways are the only feasible means of transport, we have taken the view that essential freight traffic must be the last to suffer serious interference, even where the only alternative is to restrict passenger services.

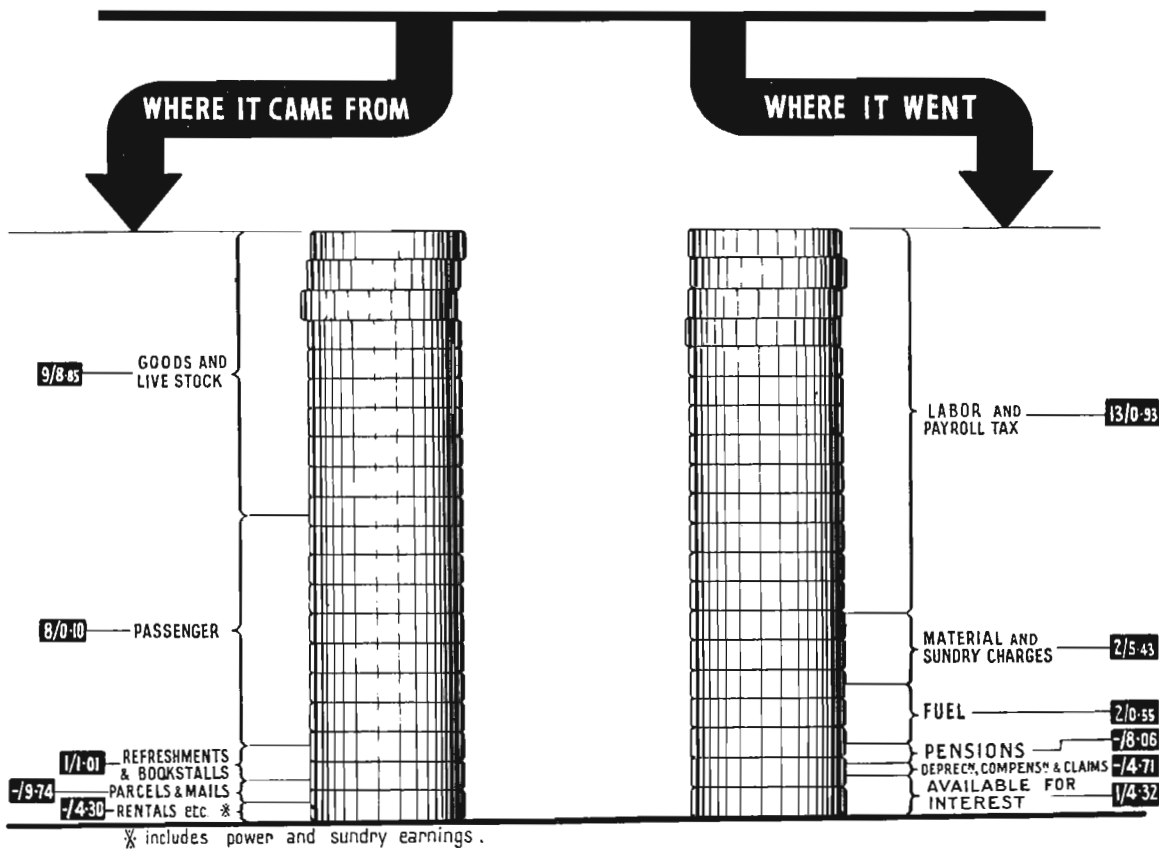
"The brunt of train reductions therefore has regrettably fallen most heavily upon country passengers. Within the suburban electrified area, passengers have been subjected to relatively little inconvenience, because supplies of "small" coal used for generating electricity at Newport "A" Power Station—but unsuitable for locomotives—continued to be made available, and also we were able from time to time to obtain from the State Electricity Commission supplementary power via the frequency changer plant, through which reciprocal assistance is possible in emergencies.

"Thanks to the conversion of eighty-one locomotives for oil-burning—a costly expedient which this system so far has been the only one in Australia to adopt at all extensively—it has been possible to continue many country trains, both passenger and goods, that otherwise could not have been run; and our programme for the introduction of 30 modern diesel rail-cars, of which by the end of the year two of the smaller units had already been put in commission and three were nearing completion, will further lessen dependence upon the uncertain supplies of coal from New South Wales and enable us to improve service for country travellers."

**The latest Diesel Rail-Car to  
come into service (153 h.p.).**



# THE VICTORIAN RAILWAY POUND



## REVENUE AND WORKING EXPENSES RISE Coal Overlanding Costly

THE year's operations resulted in a deficit of £1,074,366, which is less by £407,802 than that of the previous year. Due largely to the increase in freights and fares in force from October 1, 1947, and partly to the bountiful harvest and the high level of exports, revenue was greater by £2,758,211. On the other hand, Working Expenses reached the unprecedented total of £15,335,060, and exceeded those of 1946-47 by £2,327,388. Higher salaries and wages and con-

cessions in working conditions, including the 40-hour week, were responsible for approximately £1½ million. Additional payments for superannuation, payroll tax, etc., accounted for about £164,000, and the higher cost of coal and fuel oil for £252,000.

As in former recent years, overlanding of coal from New South Wales continued to inflate the costs of operation—to the extent of £230,000 in the year under review. The use of fuel oil in lieu of coal added a further £285,000 to costs.

# PRESENT FREIGHTS AND FARES INADEQUATE

AS was foreseen at the time when the question was discussed with the Government, the additional revenue from the higher freights and fares introduced in October 1947 was quite inadequate to meet the greatly increased costs of operation. In view of the substantial increases which have since occurred in wage costs, it is clear that a further considerable rise in freights and fares is inevitable if a greater retrogression in railway finance is to be avoided.

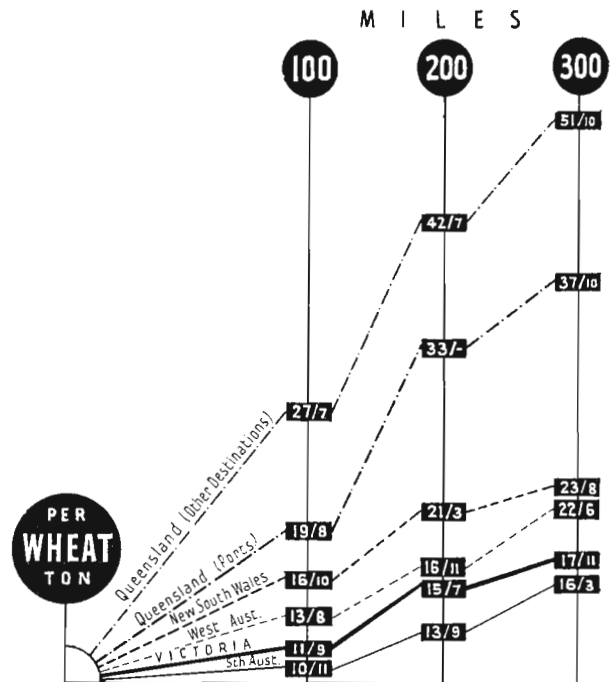
## Primary Products Rates Low

The average railway rate for all classes of goods carried, viz., 1.65d. per ton mile, is far lower than the cost of any other form of land transport. The railway rates for primary products generally, and for superphosphates, are much less than the average rate. If the latter rate had been charged for those particular commodities, railway revenue would have been greater by approximately £1½ million.

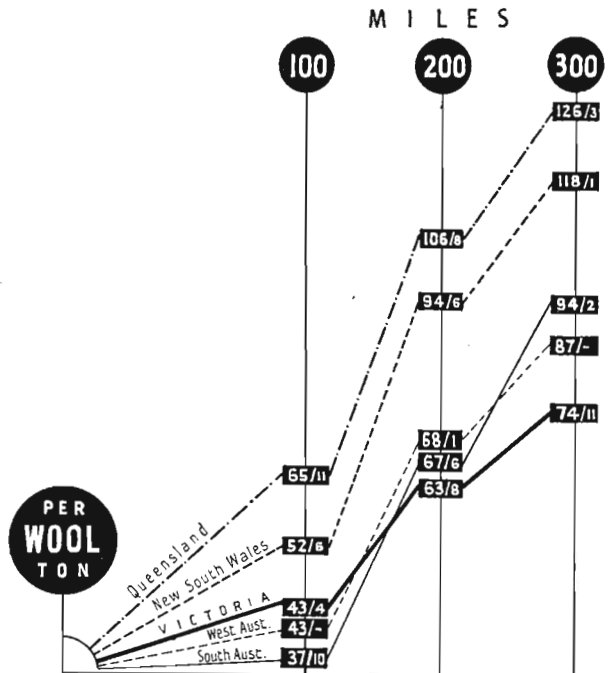
If, however, as a matter of policy, the Government should decide that rail users are to continue to obtain benefits at the cost of the general community—particularly in the case of low-grade traffic—it would be logical to charge an approximation of the amount involved against the State's General Account and credit it to railway revenue. This would enable the result of railway operation to be shown in a more equitable light and would not increase the amount to be found by the Treasury so far as the railway finances are concerned.

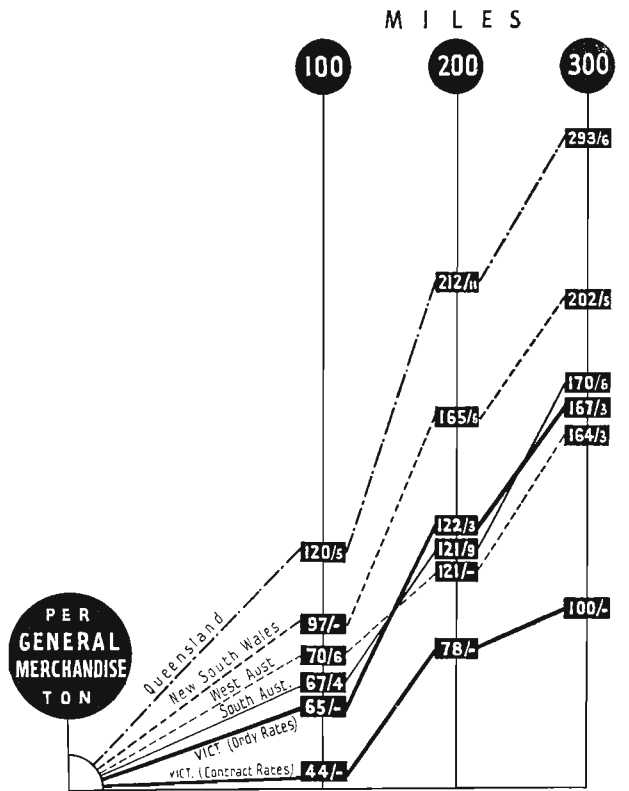
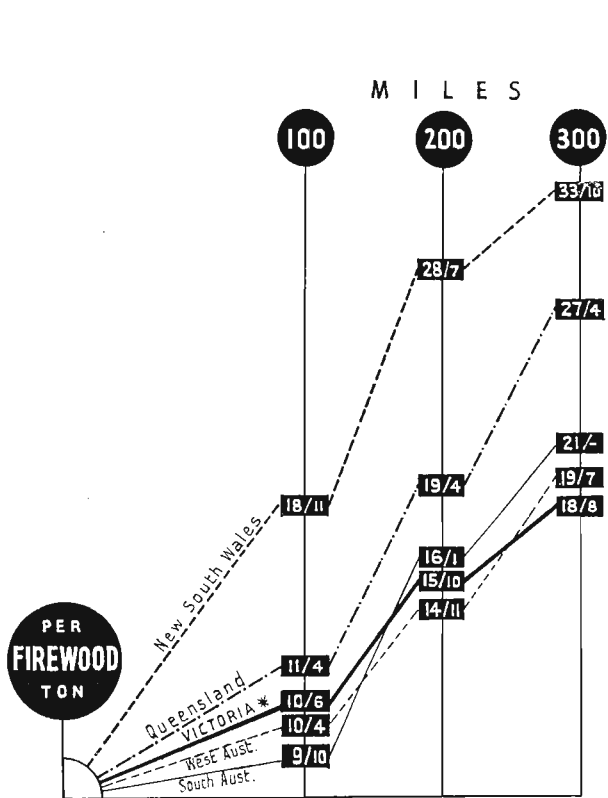
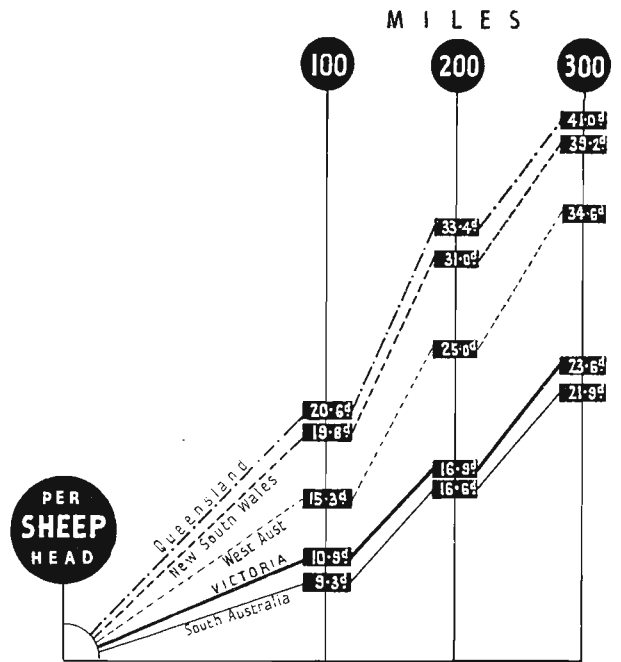
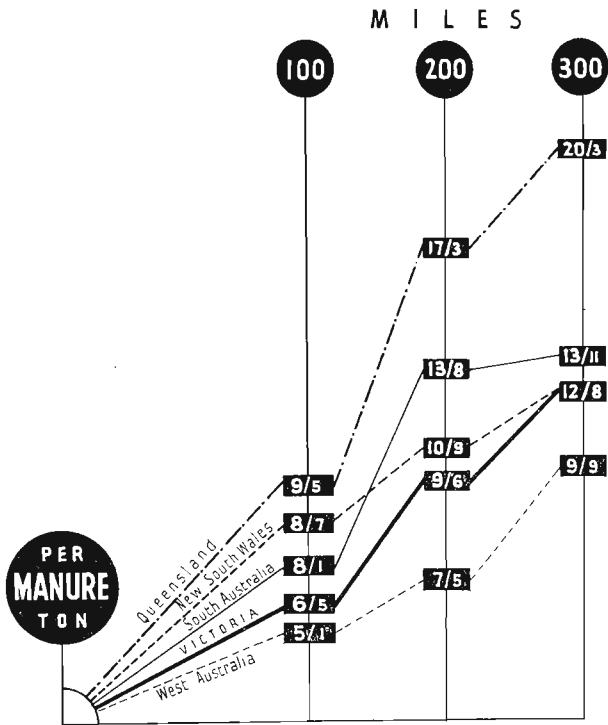
## GRAPHS SHOW COMPARISONS WITH OTHER STATES

In the accompanying graphs, a comparison is shown of the freight charges for principal commodities on other railway systems. The charges in all the States, except South Australia—where no increase in freights has recently been made—are generally, and in many cases very substantially, higher than in Victoria.



The West Australian figures are for bagged wheat. The rate for bulk wheat is 9d a ton higher for each of the distances shown.





\* Including Briquettes.

# COUNTRY & SUBURBAN PASSENGER JOURNEYS UP

## First Class Travel Popular

COMPARED with 1938-39, suburban passenger journeys in 1947-48 were greater by 26 per cent., and country journeys by 70 per cent. The latter result is largely attributable to the increase in travel between the metropolis and stations outside the suburban radius on electrified lines.

A marked swing has occurred from Second to First-class travel, as shown hereunder :

	% to Total Journeys	
	1938-39	1947-48
Country passengers ...	17.6	33.5
Suburban passengers ...	33.6	45.0

The average journey by suburban passengers increased from 6.65 to 7.24 miles.

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### GENERAL

#### Power Station Transfer

*During the year, the Government decided upon the transfer of the Newport "A" Power Station from this Department to the State Electricity Commission, which already owns and operates the adjoining "B," and "C" stations. Discussions are proceeding to fix the conditions of the change.*

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#### Tourist Services

THE Department's policy of providing a comprehensive tourist and travel service—comprising information and bookings for all forms of travel, as well as hotel and guest-house accommodation—was maintained at the Victorian Government Tourist Bureau and its Branches.

The revenue taken was the greatest on record, amounting to £1,096,181. This includes commission of £20,791 earned from booking of services other than rail.

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#### Educational Classes

Railway educational classes, conducted at both Melbourne and country centres of the Victorian Railways Institute, held sustained interest. The number of new students, viz., 3,705, exceeded by more than 300 the enrolments in the previous year. Examination results for the year were again satisfactory. A gratifying feature was the number of students who qualified in specialised railway subjects, and the high percentage of passes by those who sat for examinations in other useful subjects, such as shorthand, typewriting, bookkeeping and accountancy.

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#### Ambulance Interest

The interest of the staff in ambulance work was maintained, as evidenced by the number of employees, totalling 634, who passed first-aid examinations during the year. More than 5,300 employees are now qualified in First Aid.

### CONSTRUCTION

#### NEW ROLLING STOCK BUILT

SHORTAGE of labour and materials has impeded the progressive programme for rehabilitation and improvement that had been planned, and desirable works have been further slowed down by the introduction of the 40-hour week.

Nevertheless, since the war nearly 800 goods trucks and 13 locomotives have been built; construction of modern all-steel, air-conditioned passenger carriages for use on main line country trains is well advanced; and, by arrangement with the South Australian Railways, new sleeping cars, four of which will be of the "roomette" type, are being built for the Melbourne-Adelaide express trains. For suburban traffic, four complete trains have been built, and more are under construction.

Tenders were invited for 28 diesel electric locomotives (18 for main line goods work and 10 for shunting and allied services), and also for the construction of 50 "N" class locomotives. Tenders were also invited for 500 goods trucks, but with disappointing result. Designs have been prepared for an improved type of locomotive for country passenger work, and orders placed for major components.

In many other respects, particularly in improvements to tracks, bridges, and culverts, much necessary rehabilitation work has been carried out.

### COMMITTEES

THROUGHOUT the year the Department continued to be represented on Committees of the following interests :

- Grain Elevators Board
- Motor Omnibus Advisory Committee
- Electricity Supply Association of Australia
- Standards Association of Australia
- National Safety Council of Australia
- Made-in-Australia Council
- State Relief Committee
- Young Farmers' Club Association
- Tourist Resorts Committee
- Mount Buffalo National Park Board of Management
- Buchan Caves Committee
- Wilson's Promontory National Park Committee
- Australian National Film Board
- State Advisory Film Committee
- Emily McPherson College of Domestic Economy
- Wm. Angliss Food Trades School
- Lord Mayor's Fund

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*During the year, the Trustees of the Victorian Railways Patriotic Fund made a further and final distribution of moneys held. A final audited statement of accounts was forwarded to the Patriotic Funds Council of Victoria which congratulated railwaymen on raising the substantial sum of £70,000 since the fund was opened early in the War.*

# • MARKED IMPROVEMENT IN OPERATING EFFICIENCY •

**C**omparisons with railway performance in the last pre-war year (1938-39) show a large increase in traffic in 1947-48 and also marked improvement in efficiency of operation.

- † Goods and live-stock tonnage was 58 per cent. greater, and the average length of haul increased from 127.26 to 136.81 miles ;
- † Goods and live-stock net ton mileage was 52 per cent. greater ;
- † Net tonnage per loaded truck rose from 8.25 to 10.43 tons.
- † Ton miles per truck per day increased from 144.31 to 219.8.
- † Gross ton miles per engine hour increased from 4,056 to 4,114. Contents load per goods train mile increased from 159 to 218 tons.

Greater efficiency is particularly evidenced by the improvements in the average gross and contents ton miles per engine hour, the gross and contents load per goods train mile and the average truck miles per day—the increase in the latter having been achieved in spite of serious delays to trucks largely caused, as a result of the widespread adoption of a 5-day week, by a falling off in the unloading and loading of trucks on Saturdays.

## Traffic Brings Revenue

A result of the improved efficiency was that increases of 58 per cent. in goods and live-stock tonnage and 52 per cent. in net ton miles entailed an increase of only about 7½ per cent. in goods train mileage.

The report contains a further interesting comparison with the results of 1936-37. It is shown that the increase in revenue in 1947-48—attributable entirely to additional traffic, that is, after deduction of the estimated amount due to higher freights and fares—was nearly £4½ million.

This emphasizes what the Commissioners have frequently stressed, namely, that increase in volume of traffic is the best means of improving the financial returns, since additional business rarely entails a proportionate increase in costs.

## GOODS

### FREIGHT CARRIAGE SETS RECORDS

Records were established by the cartage of—

- \* 508,650 tons of superphosphates (more than 80 per cent. of this had to be handled during the latter six months of the year).
- \* 700,000 tons of briquettes and brown coal.
- \* 253,000 tons of export flour.
- \* 210,000 tons of oats and barley.

And, at the peak of the season, 486,000 tons of wheat were moved in a period of 10 weeks, simultaneously with thousands of tons of other export traffic.

Figures of this kind illustrate the invaluable service—which could not be given by any other means—that the railways, despite existing disabilities, are continuing to provide as a matter of almost every-day routine. They do not, however, represent by any means the full extent of railway service to the community generally and, most particularly, to the primary industries.

The railways do not take advantage of the fact that they are indispensable. On the contrary, their resources are available to primary industries at charges which, judged by ordinary commercial standards, are disproportionately low and almost certainly unremunerative. Thus, primary production is in effect heavily subsidized by railway rating policy.

This was strikingly demonstrated last year when, during the temporary stoppage of railway service due to industrial troubles, road transport was used to a limited extent to carry superphosphates. The road charges were so high relative to railway rates that the Government considered it necessary to grant a subsidy to users. The amount granted, while not covering the full road charges, was four times as much as the average railway rate for this commodity.

# ROAD COMPETITION COSTLY

**L**ONG distance competitive road transport obtained much traffic that could have been efficiently carried by the railways. The competition was particularly active between Melbourne and Geelong, where no difficulty would have been experienced in carrying by rail all the traffic offering, and more.

Interstate road operations, which had received encouragement by interruptions to railway service in recent years, were also maintained on a far more substantial scale than was justified by any deficiencies on the part of the railways.

The number of road vehicles licensed to carry live-stock and perishable commodities continued to increase, and the same tendency was noticeable in the case of vehicles used "in the course of trade."

In the suburban area, the extension of competitive omnibus services, notably those closely paralleling the railway between Footscray and Williamstown, was responsible for substantial losses of railway passengers and revenue.

The Commissioners state that after long and costly experience they are convinced that there should be a new approach to the co-ordination of transport in this State. It is considered that the first step to be taken should be amendment of the Transport Regulation Act to introduce the clear-cut and entirely logical method of control adopted by New South Wales where road services are not directly prohibited, but any that operate in competition with the railways are subject to a special tax on a passenger mile or a ton-mile basis (as the case may be).

The view is also stressed that it is highly desirable that the Treasury should be represented on any investigatory or administrative body in connexion with the control and co-ordination of transport.

## STORES

# PRICES SOAR FOR STORES AND MATERIALS

**T**HE value of stocks (excluding those of the Railway Construction Branch of the Board of Land and Works and of the Refreshment Services Branch) held at June 30 was £2,149,949, an increase of £146,628 by comparison with the previous year. This was largely due to the rising costs of materials extending over practically the whole range of items used by the Department.

Issues of stocks amounted to £4,558,053, or £572,934 more than in 1946-47.

The quantities of coal received during the year were 340,361 tons of "large" coal and 167,060 tons of "small" coal, a total of 507,421 tons. Of 353,923 tons obtained from N.S.W., only 119,212 tons of "large" coal and 48,660 tons of "small" coal were seaborne. The balance had to be brought overland by rail, involving the increased cost already mentioned.

The average rates paid for coal during the year was 42/7.69d. per ton and 38/5.5d. per ton.

The statement hereunder shows the steep increases that have occurred since 1936-37 in the prices of the principal materials used on the System:

	Percentage Increased Price 1947-48 over 1936-37
Coal ... ..	114
Sleepers ... ..	79
Steel ... ..	45
Steel Rails ... ..	46
Lubricating Oils ... ..	75
Timber ... ..	105
Tarpaulin Canvas ... ..	211
Steel Tires ... ..	65
Steel Castings ... ..	90
Boiler Tubes ... ..	125

## STAFF

# GOOD STAFF WORK UNDER DIFFICULTIES

## COMMISSIONERS' TRIBUTE

**T**HE permanent and supernumerary staff at the commencement of the year totalled 26,464.

Despite a vigorous recruiting campaign, the number at the end of the year had slightly declined.

In thanking the staff for good work done throughout the year, the Commissioners state:

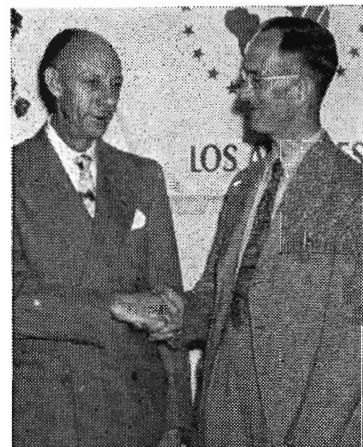
"Operating and other difficulties mentioned in this Report have necessitated extra calls upon many sections of the service, and the response received provides gratifying evidence that the great majority of the staff have the interests of the Department at heart, and, individually, are ready to co-operate loyally and willingly in the efforts to provide satisfactory public service."



# V.R. MAN'S IMPRESSIONS OF 23,000-MILE TRIP TO U.S.A.

BACK from a 23,000-mile trip by train and 'plane to U.S.A., Mr. Cyril Henshaw (Clerk, Stores Branch) here gives the highlights of a "memorable experience." As Empire Regional Director of the Australasian Region of Y's Men Clubs, he attended an International Convention at California. These Clubs are part of the Y.M.C.A. organization, concentrating mainly on physical and character building amongst boys and young men.

(By CYRIL HENSHAW)



While in U.S.A., Mr. Henshaw (right) delivered many speeches. Here, as the guest speaker at a Civic Luncheon, he is being greeted by the Mayor of Southgate (California).

**M**Y arrival in U.S.A. was, to say the least, disconcerting. For many years my work inside and outside the Y.M.C.A. has been largely directed to the prevention of crime amongst boys and youths. Imagine my feelings, therefore, when I found myself the victim of a robbery . . . My luggage was stolen from the lobby of the Convention hotel at Long Beach, California. At 10.30 p.m. two Detectives were on the job and at 2.30 a.m. they roused me to identify the property. It was untouched, and the culprits had escaped. Incidentally, you can forget the muscular, gum-chewing, nasal type of American Detectives seen on the films. These two could have stepped right out of America's finest University.

That temporary anxiety over, the trip became a series of wonderful experiences. The Convention itself was a success. With 400 delegates from nine countries, language difficulties naturally arose. Surprisingly, I caused the most trouble. The Americans especially were puzzled by my Australian pronunciation. For instance, mention of "paper" evoked roars of laughter; apparently they heard it as "piper." At various places I was credited with having a Cockney accent, an Irish brogue and even a Scotch burr . . .

When the Convention ended, I travelled for five weeks through California, Oregon, Washington, Idaho, Utah, Nevada and Arizona, addressing 40 audiences, totalling about 3,000 people. These speeches dealt with Y.M.C.A. work and Australia generally.

## Australia Widely Publicised

A 16 m.m. film "Australia To-Day" (lent to me by the Department of Information) created widespread interest. I was also interviewed over the radio in Arizona and California, the latter being in the "Celebrities in Town" Session! Press interviews and photos further helped to publicise Australia.

In general, Americans know much less about Australia than we do about America.

I was interested to hear the opinion expressed in more than one quarter, that in 10 years steam locomotives would be virtually non-existent in U.S.A. On main lines, diesels are hauling some magnificent trains, replete with every luxury. The railways are meeting with severe competition, but they are intent on improving their service and, from my observations, they are getting their share of traffic.

Remembering our own desperate shortage of manpower, I found it remarkable that neither the press nor station premises carried any staff advertising. Materials, too, seemed to be plentiful.

Duplication and, in some cases, triplication of effort, property and equipment is rife among the railroads. The three long stretches of track and big bridges leading into Spokane was an instance. However, jointly-owned "depots, called "Union Stations," exist in the larger cities. The structure in Los Angeles is a cathedral-like edifice.

Wages in U.S.A. are high, but so is the cost of living. I was told that for a family of four the food bill alone would be about £5 a week. Housing is short, mainly because of exorbitant building costs.

## Mildura Link In America

Apart from Y.M.C.A. work, my principal impression of America was the vastness of the Californian irrigation systems and their effect upon the soil's productivity. I know Mildura fairly well and it was, therefore, a real occasion for me to speak in Ontario (Calif.) where the Chaffey Brothers, founders of Mildura, had done pioneering work.

Slot machines play quite an important part in American life. Insert the appropriate coins and out come all manner of things: from blocks of ice—yes the usual domestic size—to tooth brushes. For soft-drink customers, there are slot machines to quench all thirsts.

Those all-too-short weeks in America were memorable. My notes on the trip are now being assembled in preparation for an 80,000-word book in which I hope to set down my general impressions.

## Driver's Name Problem Elucidated

**S**OMEWHAT carelessly tossed in towards the end of the problem in last month's "News Letter," the reference to "Smith beating the guard at billiards" appeared to be a ponderous attempt at humour. Actually, however, Smith's billiards' victory was a well-concealed starting point in unravelling this teaser. We know the problem aroused much argument, some even maintaining that there was no logical solution. That's not so, for here is the elucidation that, we can now reveal, appeared in the "News Letter" 16 years ago . . .

Smith beat the Guard at billiards. So, Smith is either the Driver or Conductor. Mr. R. lives in Melbourne and the Conductor's namesake lives at Bendigo. In other words, Mr. R. is not the conductor's namesake. So the Conductor is either Jones or Smith.

Therefore, the Conductor is not Robinson, and the Guard is not Smith. Therefore, again, Smith is either

Driver or Conductor. Guard is either Jones or Robinson, Conductor is either Jones or Smith.

Suppose Jones is the Driver; then Robinson is Guard and Smith is the Conductor. But this conflicts with "not respectively."

Therefore: Jones must be the Conductor, Smith the Driver and Robinson the Guard.

# "HEAVY HARRY" WAS PRIDE OF WALTER BATTYE

**A**FTER 37 years' association with all classes of locos, Driver Wally Battye, who retired last month, should know a good engine. Asked to name the best, he unhesitatingly replied: "Heavy Harry — she's a beaut!" He had been driving "him" or "her" on the Melbourne-Albury fast goods service for six years and knew every inch of "it"—as we soon discovered. We had echoed his fine opinion of the loco, remarking that it was "92 feet of mighty power." He flashed back: "You're wrong; 92 feet 5½ inches."

"And for all her 260 tons 1 cwt, she's as frisky as a pup. Her maximum permissible speed on a goods train is 40 m.p.h., but, man, she'll sneak over that, if you don't watch her. With proper feed, she'll never let the schedule down." He was, of course, referring to the Department's difficulty in getting adequate supplies of good-steaming Maitland coal.

Except for 15 months' firing at Swan Hill, Wally was a North Loco man throughout his career. From his store of reminiscences he relates an experience that occurred while he was driving a troop "special" to Ballarat. The train was speeding along when, from over the tender, two American servicemen calmly dropped into the cab! They had taken all the risks of getting somehow from the leading carriage on to the tender. Rebuked sternly for their dangerous and unorthodox behaviour, they meekly replied: "Aw, don't get sore, Mr. Engineer. Back home we're railroad enginemen ourselves, and you know how it is!"

*Wally was one of the Senior Drivers of the service—and one of the best. He leaves the job still feeling fit for anything. He will miss "Heavy Harry," and those who believe that locomotives have a living personality think that "Heavy Harry" will miss him, too.*



## Glad He Was V. R. Man

"**J**OINING the Railways was the best day's work I ever did," said Road Foreman Bill Mountford at his retirement presentation last month. "If I had my time over, I'd do the same again. Believe me, I've no hesitation in recommending a railway career to any young man today. Now that my time has come, I'm really sorry to be leaving so many fine friends. It has been a privilege to work with you all."

The office of the Road Foreman, Flinders Street, was packed with Mr. Mountford's friends and well-wishers, and on their behalf Metro. Roadmaster Cardell made a presentation of a chiming clock and a silver tea set.

During his 38 years' service, Road Foreman Mountford was stationed at Crowlands, Linga, Korong Vale, Korumburra, Oakleigh and Flinders Street.

## Ned Christie's Mementos



**D**RIVER-IN-CHARGE Ned Christie, of Korong Vale, has made his last trip in the cab. After 41 years' service he, too, has become a retired railwayman . . . a veteran with authority to button-hole any member of the younger generation and tell him tales of North Loco back in '07, or of driving on the Crowes line, the State Mine, or Wycheproof in the "old days." Ned is such an extraordinarily healthy chap that he will probably be telling the same tales to the grand-children of the current listeners. A popular railwayman, Ned Christie will be

greatly missed at Korong Vale. He takes a handsome Gladstone bag and a tobacco pouch with him as a memento of his workmates' esteem.

## "Tele." Veterans Retire

**W**HEN the Telegraphists say "goodbye" to their railway colleagues they make it a truly memorable occasion. Take, for example, the recent gathering to farewell Messrs. W. T. Roberts, H. Willis, and R. Graham, all of Spencer Street. Hiring a hall at the V.R.I., and securing the services of Pianist Ogilvie, Saxophonist Nunn, Vocalists Black and Jones, and Juggler O'Brien (with his almost human dog), they put on a great show.

Mr. Roberts was presented with a gold watch, Mr. Willis with an easy chair, and Mr. Graham with a tobacco pouch and a set of pipes.

# Helped Make Deniliquin Efficient Rail Outpost



## RETIREMENT OF BILL MURRELLS

**S**HEDMAN Bill Murrells, of Deniliquin, has reached the retiring age. He will be missed by the Department, and also by railway customers in that important Riverina town. Formerly with the Deniliquin and Moama Railway Company for 17 years, Bill became a Victorian Railwayman when the line was taken over by the Department in 1923.

Since then he has continuously occupied the responsible position of Shedman, and in that capacity was a worthy ambassador of the Department.

He leaves the service with an enviable reputation for courtesy and tact, and for his helpful attitude towards any matters affecting the interests of the Department or its patrons. Typical of the many tributes to him is this one from his Stationmaster, Mr. L. T. Knight.

"Nothing was ever a trouble to Bill," he said. "Always mindful of the Department's interests, he was equally alive to assuring customers the best possible service. He had a remarkable memory. It was invaluable when the sheds were congested, for Bill always seemed to know the whereabouts of even the smallest consignment."

Mr. Knight said that one of Bill's most important duties was to receive and arrange for the loading of wool. It was fitting, he added, that during his last year, Bill should be associated with Deniliquin's all-time wool-traffic record.

The "News Letter" salutes veteran Shedman Bill Murrells, who has contributed so much to making Deniliquin a railway outpost of efficient service.

The orchestra was doing its worst, and a man in the audience taxed his brain for the title of the piece. At last he turned to his neighbour and asked: "What's this piece out of?"

"Tune," came the scornful reply.

## “50 AND OVER”



TIYPIFYING the happy atmosphere at the re-union, this picture shows (from left): J. Hawken (Sub-Foreman Car Builder, Nth. Melb. Workshops); H. Best (Sub-Foreman, Newport Workshops Erecting Shop); R. Powell (Sub-Foreman Carpenter, Spotswood Workshops); J. Keily (Sub-Foreman Car Builder, Newport Workshops); N. Isherwood (Car Builder, Nth. Melb. Workshops); W. James (Foreman Boilermaker Newport Workshops); K. F. Wood—almost hidden—(Spotswood Workshops Manager); C. Robson (L.H. Car Builder, Spencer Street Car Sheds); F. Carter (Production Assistant, Newport Workshops); and C. E. Wohlfahrt (Engineer Rolling Stock Drawing Office).

**F**OLLOWING soon after the recent re-union of Apprentices who started in the Department 25 years ago, 75 of a somewhat older 'brigade' who joined way back in 1913, sat down recently to an excellent dinner, variety programme and—best of all—an exchange of reminiscences. These former Apprentices came from metropolitan and country districts, and included several now employed outside the service.

Welcoming his "playmates of long, long ago" the President of the Re-union Committee (Foreman Boilermaker W. James, of Newport Workshops) solemnly reminded them that they had now all qualified for the "50 and over class," and most of them had acquired the dignity that comes with grand-fatherhood.

Many had risen to important Departmental positions. These included Messrs. K. Wood (Manager, Spotswood Workshops), A. M. Hughes (Rolling Stock Engineer), H. V. Lethlean (Plant Engineer, Newport Workshops), C. Embling (District Rolling Stock Superintendent, Ballarat), M. W. Noonan (Chief Foreman, North Melbourne Loco Depot), and G. Eltringham (Depot Foreman, Geelong),

In addition, professional officers from the 1913 group of Apprentices included one Engineer and five Assistant Engineers. Many had become Foremen and Sub-Foreman in their respective trades.

Secretary of the Committee was Harry Best (Sub-Foreman, Newport Workshops).

## 48 YEARS IN HEAD OFFICE

**T**HE many friends of Mr. W. J. Burton (Officer-in-Charge, Goods Audit, Accounts Branch) will be glad to learn that, although he has been obliged to retire because of ill-health, his condition has shown marked improvement since he had to go on sick leave nearly two years ago.

Last month he was the centre of a group of well-wishers at a farewell, when Mr. L. J. Williamson (Comptroller of Accounts) presented him with a mantel radio and, for his wife, a handsome silver tea pot. Speeches underlined the value of Mr. Burton's 48 years of splendid service to the Department.

He joined the Auditor of Receipts' Branch in 1900 and remained in the Head Office throughout his career. Mr. J. C. Burton (Chief Clerk, Signal & Telegraph Division, Way and Works Branch) is a brother. He, too, has been continuously in the Head Office since he joined the Department 43 years ago.

## BENDIGONIAN GOLFERS

**T**wenty-five railwaymen from different branches and grades in the Bendigo District recently staged a "get together" golf tournament at Neangar Park—and it was a "tremendous success." Organizers, Clerk J. Collis and Enginemen's Instructor R. Cornall were warmly thanked for their good work.

District Rolling Stock Supt. J. Smyth presented trophies to Blacksmith T. Ryan and District Engineer W. Fox, each of whom returned a net 65 in his respective grade, whilst Workshops Manager P. Dance handed a novice trophy to Clerk W. McAuliffe.

As our Bendigo correspondent said: "We are all looking forward to next year's outing—and to the handicappers 'doing the right thing' with those trophy-winners!"

## Fine Tribute To Warragul Loco Man

**J**UDGMENT, common sense and integrity were the outstanding features of Loco Driver Andrew Guthrie, who recently retired at Warragul. It is no mere platitude to say that he stood high in the esteem of his fellow-railwaymen."

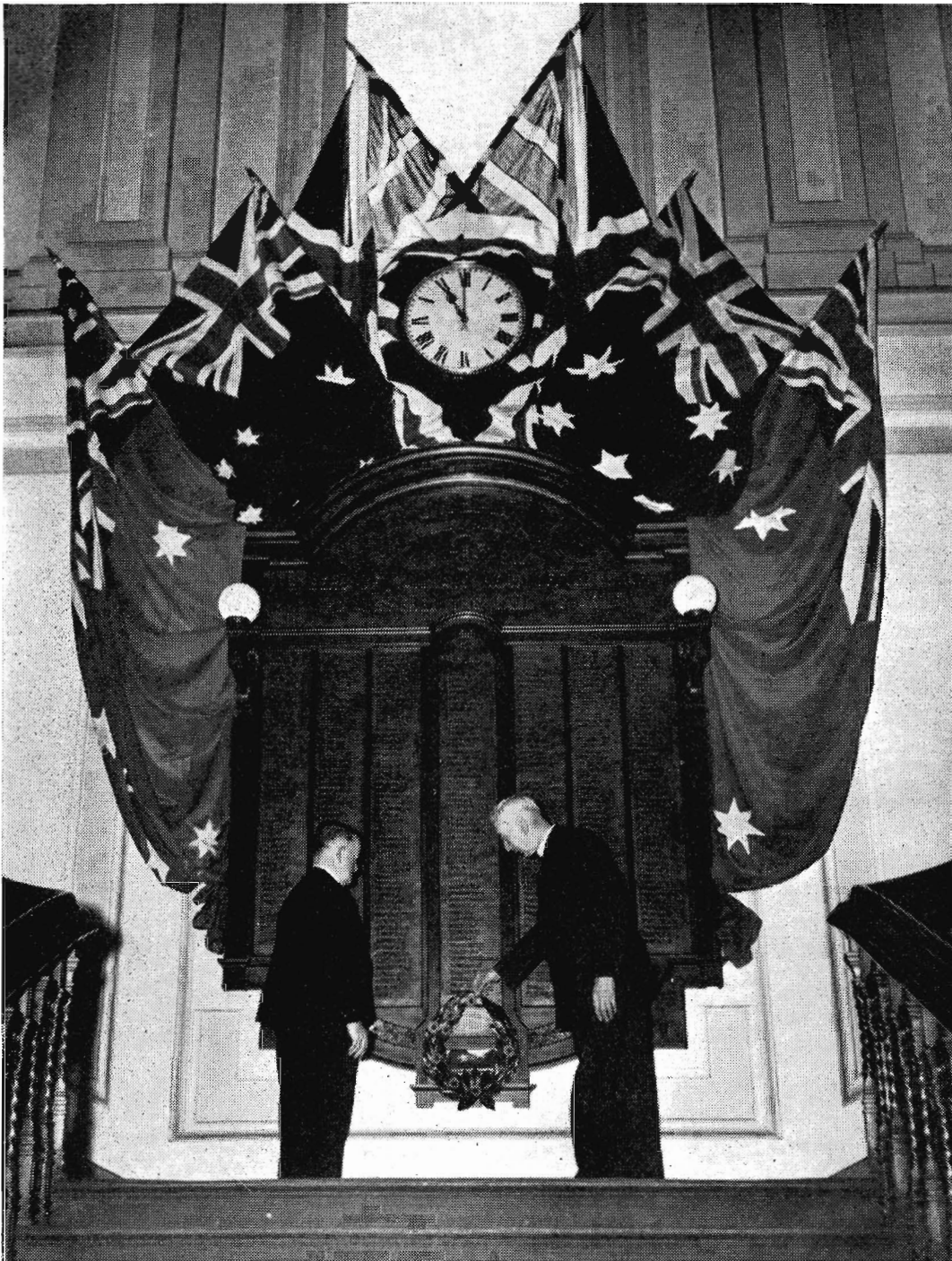
After such a glowing tribute by a senior officer, there is little more to be said about this extremely well-known Warragul identity. Nothing—beyond the fact that colleagues travelled many miles to be present at his farewell. It took the form of a P.S.A. at the local V.R.I. when Andrew was presented with a gold pocket watch.

Before going to Warragul as a Driver in 1938, Andrew had 20 years' service, first as a Repairer, and later in various parts of the Rolling Stock Branch. He qualified as a Driver in 1919, and afterwards manned locos operating from Maryborough, Woomelang, Ouyen, Dimboola, Ararat and Portland Depots.



## Answers To Rail Quiz

(1) 56 years. (2) "R" class. (3) All main line rails are inclined 1-in-20, with the exception of those in the vicinity of crossovers and turnouts. These, together with the rails in sidings, are laid vertically. (4) 112. (5) Yarrawonga, Tocumwal, Echuca, Murra-bit and Robinvale. (6) 120,000.



*Eleventh hour of the eleventh day of the eleventh month. In memory of railwaymen fallen in two world wars, Mr. M. J. Canny, Commissioner, and Mr. F. Costello (President, Railway Auxiliary, Returned Servicemen's League) lay a wreath on the Honor Roll at the Administrative Offices.*