

The Victorian
Railways

News Letter

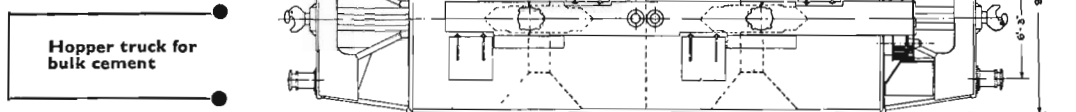
JANUARY 1950

Issue No. 232



"HEAVY HARRY"

KIEWA RAIL HEAD



Hopper truck for bulk cement

FREIGHT carrying plans on an extremely large scale for the State Electricity Commission's Kiewa Hydro-Electric scheme have been completed by the Victorian Railways.

Much material for the big power project has already been sent to the rail-head at Bandiana, near Wodonga, but it represents a mere trickle when compared with the flood of freighted goods that will be on the move in the peak loading period in 1951-54.

Bandiana was selected as the rail-head, as it was agreed by Railway and State Electricity Commission authorities that it was the only centre large enough for the length and number of sidings required and for the necessary buildings and storage space.

In six months of the Kiewa 1952-53 building programme, the Railways will be called upon to transport nearly 37,000 tons of goods to the Bandiana rail-head. It will be done at an average rate of about 1,420 tons a week or 280 tons a day. It is estimated that the peak will be about 1,900 tons a week, of which 1,200 tons will be cement.

Special trucks

One hundred and twenty thousand tons of cement required for the Kiewa project will be carried in bulk by the Railways from Fyansford, near Geelong, to Bandiana in specially designed 40-ton hopper trucks. Fifty are to be built at Newport Workshops at a cost of between £50,000 and £60,000. The trucks, designed by Victorian Railway engineers, will be readily convertible for briquette carrying.

The cement will be loaded into storage silos at Bandiana by means of an underground and conveyor system. The conveyors are capable of emptying a 40-ton truck in thirty minutes.

As construction at the high levels of the Kiewa scheme must be carried out almost exclusively between November and April, it will be necessary for the Railways to transport almost the whole of the cement tonnage required within six months.

Besides cement, the Railways will deliver at the rail-head large quantities of heavy materials, such as reinforcing steel, steel pipes, machinery of all kinds and steel work, building supplies, rails, sleepers and rations.

Oil and petrol will arrive in rail tank cars. It will be stored in a depot and later taken to Kiewa in road tank waggons. The Railways will also deliver explosives for blasting. It is probable that a separate rail-head or site will be needed for this freight. The big freight carrying plan is part of the Railway Department's planned service programme for the development of the State.

MORE STATION AMPLIFIERS

PUBLIC address systems on passenger platforms have proved a great convenience for the travelling public. The first experimental installation was made on Nos. 6 and 7 platforms at Flinders Street in 1936.

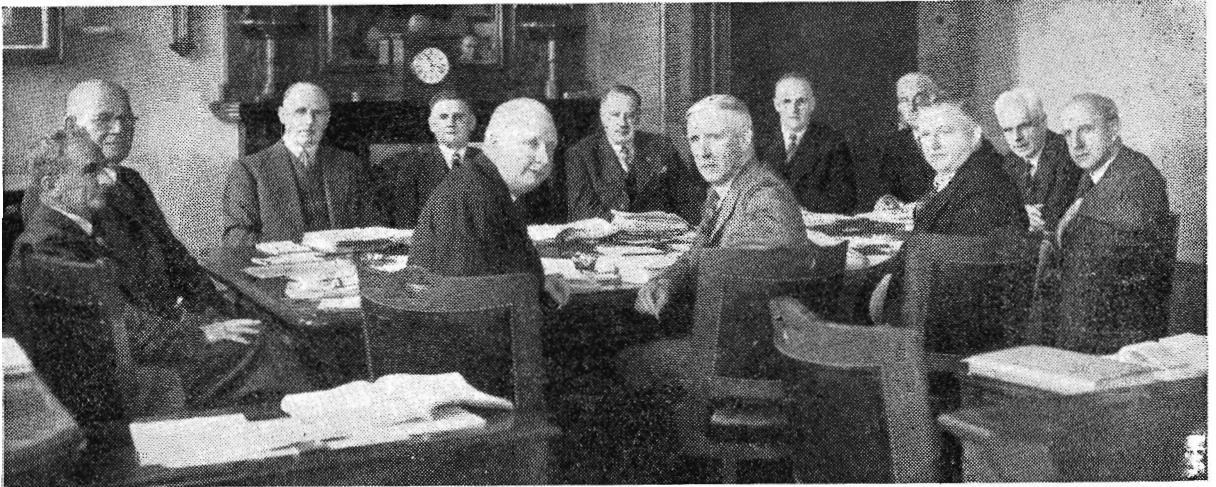
The systems have also been a great help to station staffs who have been able to dispatch trains and handle crowds much more efficiently and with less effort.

The benefits have been quickly realized and appreciated by both the public and station personnel and the number of amplifiers and loud speakers has steadily increased.

Twelve suburban and six country stations are now equipped with public address systems—a total of thirty-six separate platform installations. The Commissioners have now given approval for the following 22 additional stations to be so fitted:

Mordialloc, Moorabbin, Frankston, Camberwell, Footscray, South Yarra, Box Hill, Glenferrie, Ringwood, Clifton Hill, Heidelberg, Moonee Ponds, Lilydale, Wangaratta, Shepparton, Castlemaine, Woodend, Ouyen, Sale, Traralgon, Maryborough and Nyora.

1949 COMMISSIONERS' CONFERENCE



Pictured above are the commissioners of the various Australasian railways in conference in Melbourne recently. It was the first general conference here since 1934.

Seated around the table, reading from left to right, are Messrs. T. E. Maloney, Chairman (Commissioner for Railways, Queensland), F. C. Garside (Commissioner for Railways, N.S.W.), M. W. S. Wilson (Commissioner for Transport, Tasmania), R. H. Chapman (Commissioner, South Australian Railways), E. H. Langford (Assistant General Manager, New Zealand Govt. Railways), R. G. Wishart (Commissioner, Victorian Railways), N. C. Harris (Chairman of Commissioners, Victorian Railways), A. G. Fletcher (Commissioner, Victorian Railways), P. C. Raynor (Assistant Commissioner, Western Australian Railways), A. G. Hall (Commissioner of Railways, Western Australia) and P. J. Hannaberry (Commissioner, Commonwealth Railways). Mr. A. J. McAndrew, secretary of the conference, is on the right-hand side of the Chairman at the top of the table.

Wanted—V.R. Symbol

A SYMBOL or badge for the Victorian Railways is wanted, one that can be used on posters, pamphlets, letterheads, time-tables and in a variety of other ways. If possible it should immediately suggest the Victorian Railways or be capable of rapid association with the Railways in people's minds.

To promote interest and to obtain a wide selection of suggestions, a prize of twenty-five guineas is offered for the winning design. The competition is open to anyone interested.

The design must be simple—the simpler the better—stylized and modern. Any lettering must be limited to Victorian Railways. No more than two colours should be employed, and it should be suitable for use in one colour. As examples of the sort of thing wanted, we would cite British Overseas Airways Corporation's "Speedbird" symbol, London Transport's circle imposed on a rectangle, and even the Chevrolet car badge.

Entries, which should bear the name of the competitor and private address, will close on Monday, February 13, by which date they must be delivered to the Chairman, Public Relations and Betterment Board, Room 98, Head Office. Designs should be on suitable art board, about 20" x 15" in size. Judging will be done in the two following weeks, after which the winning design will be announced. The Commissioners' decision will be final.

HISTORIC RELIC

AN interesting and historic railway relic is pictured below. It is the seal of the Melbourne and Hobson's Bay Railway Co.

An entry in the Company's minute book, dated February 21, 1853, records the genesis of the seal: "Adoption of the seal decided upon.

Resolved that a locomotive engine should be the device thereon."

The Melbourne and Hobson's Bay Railway Co. was incorporated under an Act passed by the Legislative Council of Victoria on January 20, 1853. The authorized capital was £100,000, and the Company was to build a railway from Flinders Street, Melbourne, to the beach at Sandridge (now Port Melbourne).

The original line (the first railway in Australia) was officially opened on September 12, 1854. In May 1857, a branch line to St. Kilda was opened.

In 1865, the Company amalgamated with the Melbourne Railway Co. and the St. Kilda & Brighton Railway Co. under the title of Melbourne and Hobson's Bay United Railway Co. The new Company ran trains to Port Melbourne, St. Kilda, Brighton Beach and Hawthorn until July 1, 1878, when the complete undertaking was bought by the Government and incorporated in the Victorian Railways.



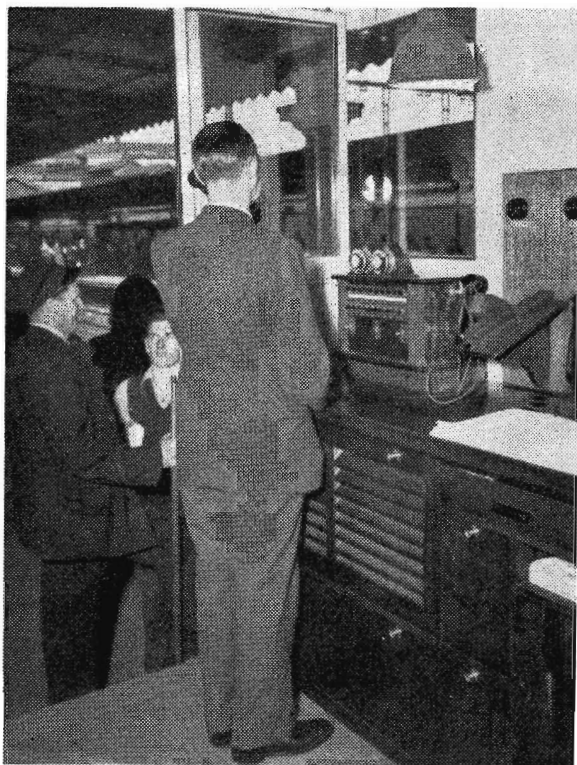
NEW PORTERS' CABIN

A new type of indicator porters' cabin is now in position at Nos. 6 and 7 Platforms, Flinders Street. Similar cabins will later be erected on the other platforms.

The cabin, which is raised above the platform level, has windows across the ends and corners.

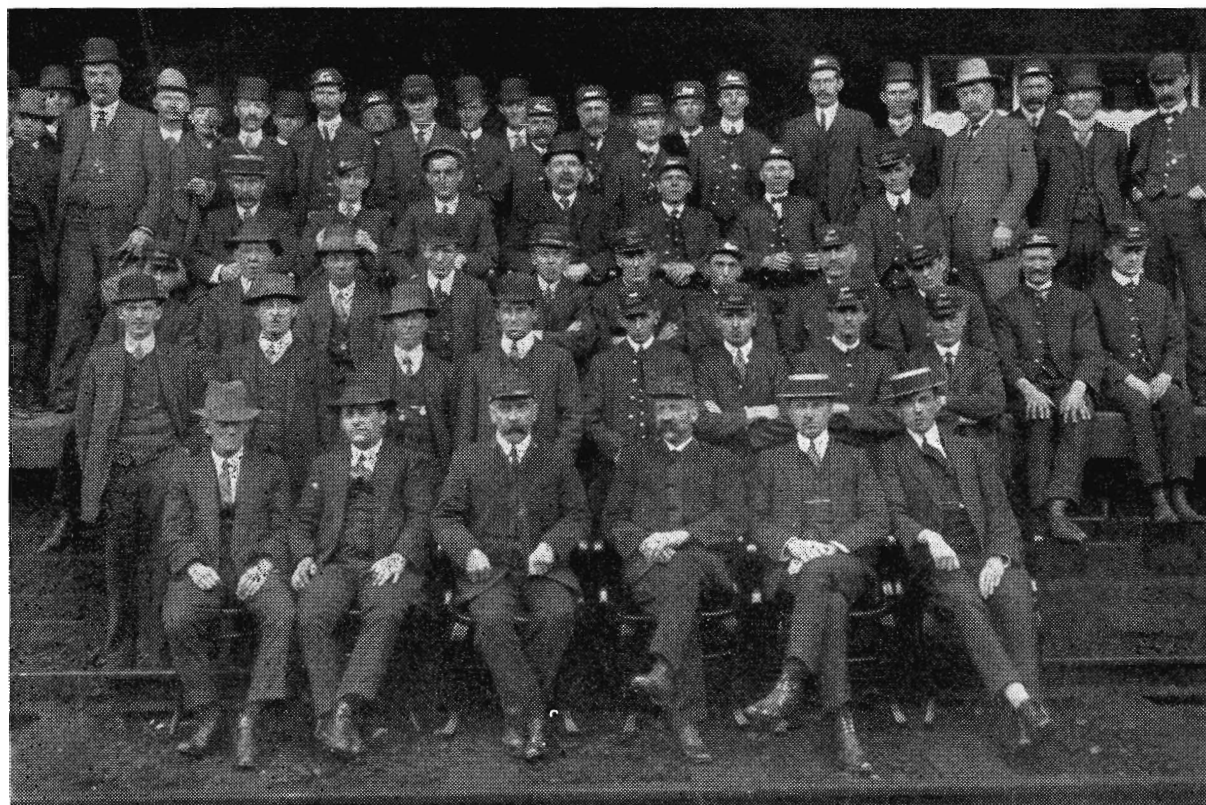
It is intended to provide, later on, repeater signals inside the cabin and starting signals for guards, so that the porter will not have to leave the cabin to signal train departures. Also, the indicator clocks on the platforms and those at the station entrances will eventually be controlled from the cabins.

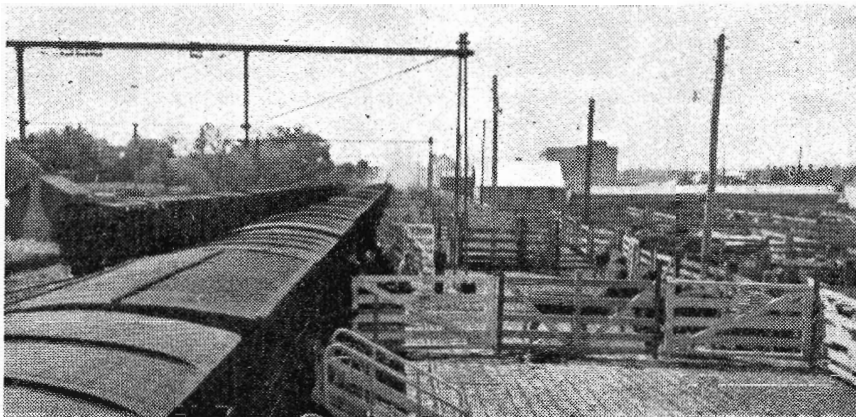
When the old cabin was being dismantled, a photograph showing the Flinders Street station staff in 1912 was discovered. The picture is reproduced below. Included in the group are: front row, extreme right, the late Mr. T. H. Moyes (former Secretary, Commonwealth Railways); next to him is Mr. Reg. Hunt (Metropolitan Superintendent's office); next, the late Stationmasters C. D. Hall and C. Stewart. Second row at extreme right, the late Mr. Geo. Dando—head porter and former Mayor of Richmond. Second back row, third from left, Mr. J. Keary (stationmaster, Spencer St.). Back row, twelfth from right, Mr. F. Campbell (chief clerk Refreshment Services Branch).



The new cabin

Flinders St. staff in 1912





Railway Stockmen

Newmarket
Cattle Siding

IF any proof is needed that the primary producer is dependent on the Railways for his prosperity it is to be found in the Department's live-stock figures for the year ended June 30, 1949.

In 12 months the Railways carried 9,631,318 sheep, 590,644 cattle, 319,362 pigs, 186,169 calves and 24,905 horses. Cattle and sheep for the market . . . meat to feed not only Victoria's population but for export, too. Meat for Britain.

There's no doubt about it, we live largely out of the humble cattle truck. But how few of us . . . apart from railwaymen . . . realize it.

The cattle and sheep arriving from the primary producing centres of the State underline the ramifications of the railway system. Ballarat, Bendigo, Geelong, Newmarket and various meat works sidings are the main untrucking centres. The live-stock traffic business is spread far and wide. There is a large volume of traffic from the border stations and from lines serving the big Riverina district in New South Wales. Live-stock also comes from South Australia, particularly from the Mt. Gambier-Wolseley districts. Isolated consignments are carried from Queensland and Western Australia.

Let's see what happens at the Newmarket live-stock siding. We find a continuous two-way traffic. Sheep and cattle are brought to the Newmarket saleyards, and when the sales are over, the buyers—graziers and country butchers—send the live-stock by rail to various parts of the State.

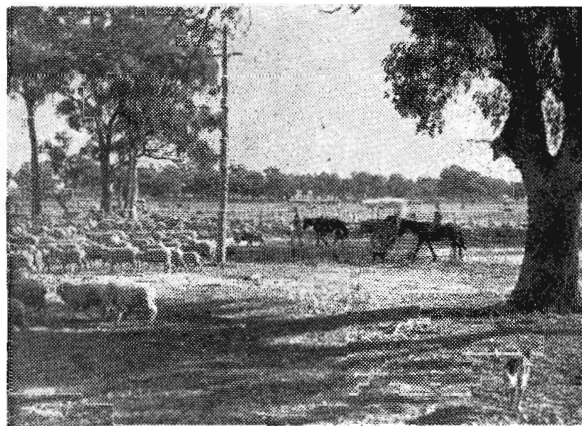
Newmarket is also a live-stock "refreshment station." Cattle and sheep coming long distances and obliged to pass through Melbourne to their destinations are de-trucked and fed and watered while they are waiting for connecting trains. It's a humane service. The weary live-stock get a new lease of life for the continuation of the journey.

Busiest day of the week for the railway live-stock men is Tuesday—sheep sales day. Wednesday is cattle day, Thursday sheep and cattle, and Friday more cattle.

It's always busy at Newmarket siding, but the traffic peak is reached between October and March. It is then that live-stock pours into Newmarket in a

steady stream. In one week 1,500 to 2,000 truck loads of live-stock were handled recently at Newmarket. After the sales it is not uncommon for the back loading of live-stock to be still in progress at midnight. The siding is open from 6 a.m. on Monday to 1 p.m. on Saturday. In the busy season it is also open on Sundays.

Trucks must be kept on the move. In one month recently 7,600 cattle trucks pulled into the Newmarket siding. They had to be discharged and put back into the pool as speedily as possible. The empty trucks are sent to the Melbourne Yard for dispatch to various points. They are made up into trains and off they go again on the job of bringing live-stock to the sidings. "Keep them rolling" is the slogan of the railway live-stock men.



Bringing sheep to the rail-head

Years of experience have taught the Newmarket staff all the tricks of the trade in handling live-stock. The whip or stick is never used. The live-stock men know the strange habits of cattle and sheep. It's skill, not brute force, that gets the best results and speeds up the discharging of trucks.

The railway stockmen are well known to race-horse owners, both local and interstate, as they are called upon at various times to load and unload some of Australia's best horseflesh. The brilliant Comic Court and other members of the "C"

(Continued overleaf)

BRIGHTER STATIONS

A few months ago the Commissioners decided to increase the value of prizes awarded in the annual competitions for tree planting and decoration of stations, depots, barracks and rest houses.

The Native Plants Preservation Group has now shown an interest in station decoration. Miss W. Waddell, the Chairman, has sent various suggestions which railwaymen will find helpful. These suggestions are primarily concerned with suitable stations and sections of line where the preservation or introduction of native flora could be adopted.

Among those mentioned are Stawell, Yallourn and others along the Gippsland line, Redcliffs, Mangalore, Longwood, Violet Town, Heathmont, Bayswater, Boronia, Lower Ferntree Gully, East Ringwood, Sunshine, St. Albans, Kooyong, Toorak, the line between Caulfield and Oakleigh, East-oakleigh and Oakleigh.

Members of the Native Plants Preservation Group have offered to give advice, and where possible to discuss native plant development on the station. In some instances the Group is prepared to supply plants where these are available.

Railwaymen who are interested should communicate with the Editor, "News Letter," Room 97, Head Office, Spencer Street, Melbourne.

Continued from page 5

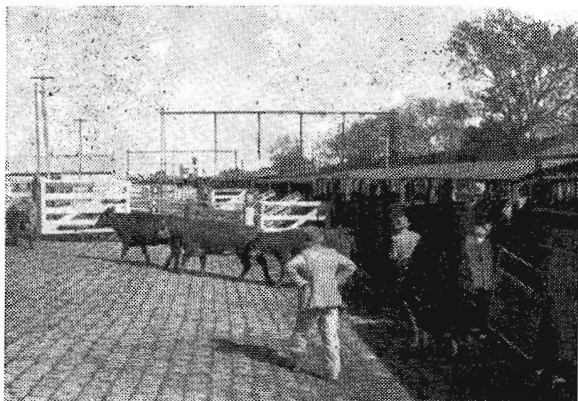
RAILWAY STOCKMEN

team from Adelaide are no strangers to them. They have also handled thousands of pounds worth of blue-blooded stud stock bound for the sales.

The live-stock men have got to be versatile. At times strange cargoes arrive at Newmarket . . . elephants, camels, ostriches and milking goats. But the railwaymen have always risen to the occasion.

The live-stock job is done in the best tradition of the railway service.

It's important work. It's in capable hands.

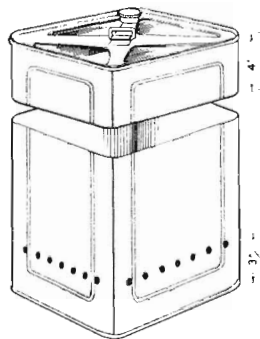


Unloading cattle at Newmarket

SAFETY BUSH COOKER

THE Save The Forests Campaign authorities are interested in an invention to reduce picnic fire risk, by Mr. R. M. Harvey, a Victorian Railways engineer, and is considering the preparation of a short film to give it publicity.

It is also intended to give demonstrations of it.



The invention is a simple, home-made cooker. It comprises a kerosene tin and two pieces of fencing wire. The tin is cut four inches from the end and acts as a tray. The edges are then turned or smoothed and a series of holes, about $\frac{1}{4}$ to $\frac{1}{2}$ inch in diameter, are punched all round it, about three inches from

the bottom. The fencing wire is passed through the holes to form a grate.

Paper, dry gum leaves and grass are satisfactory fuel, and only a little is needed. After use there is little ash left and no embers.

The advantages of Mr. Harvey's cooker are an absence of sparks, no smoke, no firewood and no danger; and there is quicker cooking that leaves the full flavour in the food. Tin, tray and wire can be packed away easily in the back of the car.

No. 1 CAT FEEDER

IF you're interested in cats—and if you're an early riser—pay a visit to the Melbourne Goods Sheds about 7 o'clock one morning.

Here you will see large cats, small cats, black, white and brindle cats, all waiting anxiously for their breakfast. "No. 1 Cat Feeder" (as he is known locally) is due any minute now, and the cats' appetites are at their peak.

This is the main body of Melbourne Goods cats: there are about 20 at the south end of the Grain Shed and nine at the east side (including a couple in the crane area). These are the particular proteges of "No. 1 Cat Feeder" who provides them with 7 o'clock breakfast and 4.20 p.m. tea.

Apart from the main body of cats, each Shed has its own little group and each Shed has its own "Cat Feeder."

Some of the cats are strays, some have been left by people anxious to get rid of them, and others have arrived in railway trucks from up the country; but all do a good railway job in keeping down destructive rats and mice in the sheds.

Throughout the sheds, the employees feed the cats at their own expense. They're fond of the animals and like to look after them.

The Egg and Us

DOWN at Noble Park, there's a poultry farm which houses eight thousand fowls. It's run by the Refreshment Services Branch, and ensures that there are always enough fresh eggs in the buffet cars and refreshment rooms and plenty of table birds for dining cars and the Mt. Buffalo Chalet, too.

Every year, fifteen hundred prime black cockerels are killed, and over a hundred table birds find their way every month to the Refreshment Services central store in Flinders Street. And that's apart from the monthly delivery of four thousand dozen eggs. So railway travellers can be sure of their morning egg.

Only Black Orpingtons and White Leghorns are kept at the Noble Park Farm. The Leghorns are the better layers, but the Orpingtons make a



Morning Egg Collection

great come-back in winter and are more profitable, especially as they are bigger, and have a higher value as a table bird.

There are no breeding facilities at the farm, and all the birds are bought, day old, from specially selected breeders. Annual purchases amount to 3,000 Orpingtons and 1,500 Leghorns, the blacks arriving in July and August and the whites a month later. The Leghorns are all sexed when they arrive and only females are purchased, but the Orpingtons are about equally matched, male and female. Only hens are kept. Turkeys and ducks are purchased, as required, from private sources for Mt. Buffalo Chalet and the dining car services.

Provisions reach Mt. Buffalo weekly, but Mt. Hotham is supplied with specially treated eggs to ensure adequate stocks through the winter months when transport cannot get through.

The Refreshment Services depot also preserves large quantities in summer to make sure there is no shortage during the following winter.

The Noble Park farm extends over eleven acres and is divided into four sections for laying, rearing, brooding and fattening.

Approximately 1,200 birds are being fattened at



White Leghorns

the one time. Prime cockerels are killed at four months or four and a half pounds live weight for the table. But the whites and table birds are kept until they have stopped laying, generally after about two years. Birds that no longer lay are culled every week.

From the time the day-old chickens arrive at the farm they are never outside the pens. Consequently the mortality rate is only about ten per cent. and takes place during the first five days or so of life.

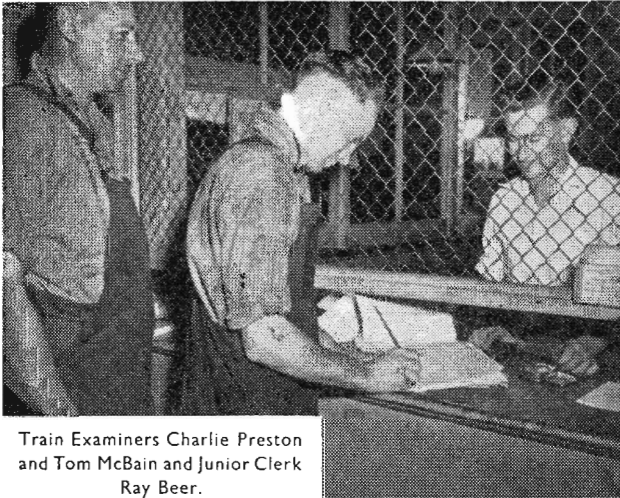
Eggs are collected twice a day and taken to the candling room where they are tested. Those that show the slightest imperfection are rejected. After testing they are packed in boxes of thirty dozen. From there they are forwarded to the Central Store in Flinders Street and thence to the various refreshment rooms and services throughout the State.

As a result of all this activity, passengers on the Victorian Railways can be sure of their breakfast egg and first-grade poultry on any and every day throughout the year. It's all part of the Railways' planned service.

ECHUCA



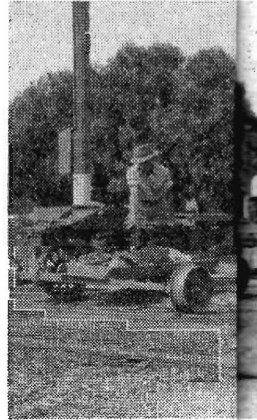
Dvr-in-charge Bill Payne and Fireman Jack Thomas



Train Examiners Charlie Preston and Tom McBain and Junior Clerk Ray Beer.



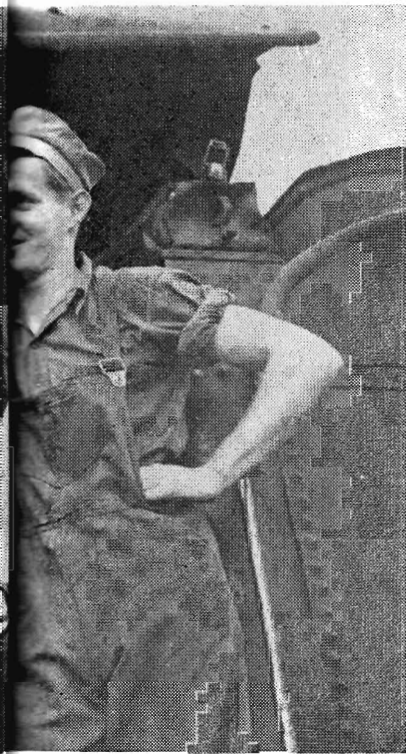
Goods Checker H. W. Bentley; Labourers M. McDonald and G. Davies, and Shedman F. O'Dea.



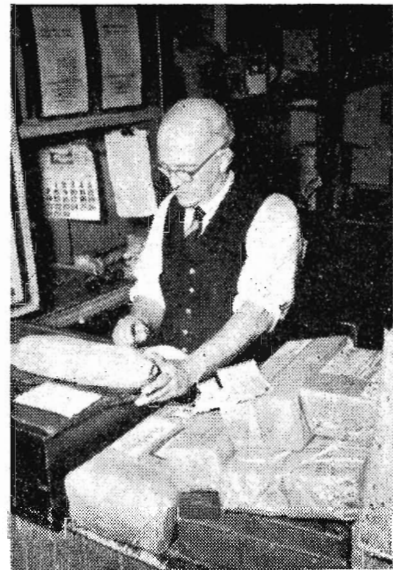
Repairers K. Rayner, Rep. Repairer J. M...



Mrs. D. ...



Relvg. Stationmaster R. R. Higgins.



Parcels Porter Vane Hadley.



Driver A. Anderson; Labourer D. Bush; and Ganger T. O'Connor.



Goods Clerk K. Guinea and Female Clerk A. Skerry.



Land Mrs. M. Henwood.

STAFF RECRUITING MISSION

AFTER an eight months' tour of England, Scotland and Wales, travelling several thousands of miles in search of suitable tradesmen, porters and labouring staff, including tradesmen's assistants, for the Victorian Railways, Messrs. P. Farnan (Staff Board) and S. T. Watson (Rolling Stock Branch) have returned to Head Office.

Wide publicity given to the manpower requirements of the Victorian Railways, throughout the British Isles, resulted in more than 25,000 applications. A considerable number of the selected men have railway experience.

On their staff recruiting mission, the two railway officers visited, among other places, Sheffield, Manchester, Liverpool, Birmingham, Newcastle-upon-Tyne, Glasgow, Aberdeen, Swansea and important railway centres, such as Crewe, Derby, Doncaster, Swindon and Reading. On Scottish journeys they travelled in the Flying Scotsman and the Aberdonian.

Mr. Farnan said that he and Mr. Watson had been impressed with the standard of British main line railway services. Riding qualities of the trains were good, cars were comfortable and high speeds were maintained. It was an interesting experience for a railwayman to watch London tube trains running at peak periods at about half-minute intervals.



At the invitation of Sir Stanley Rouse, Secretary of the British Football Association, Messrs. Farnan and Watson saw the England-Scotland and Wolverhampton-Leicester soccer cup final games at Wembley Stadium.

"It was a thrilling experience to see 100,000 enthusiastic soccer fans urging on their favourite teams at each of these games," said Mr. Farnan, who is well known in Victorian Football League circles as a South Melbourne delegate. "I missed the continuous roar of the crowd that is heard at the M.C.G. in the V.F.L. final series, but there were other aspects of the games that interested me. For example, the parade and inspiring music of the Grenadier Guards' and the Welsh Guards' bands were worth going miles to see and hear. Another attraction was the community singing by the huge audience. The leader, wearing an immaculate white uniform, conducted the singing from the centre of the ground."

Mr. Farnan and Mr. Watson had seats close to the Royal Box and obtained a good view of Princess Elizabeth, her husband the Duke of Edinburgh, the Duke of Gloucester, British Cabinet Ministers, Herbert Morrison and Ernest Bevin and Anthony Eden.

There were remarkable traffic scenes outside the stadium at the finish of the games, said Mr. Farnan. People lined up patiently in long queues waiting for trains. It was a long time before the streets were cleared.

Suggestor Traced to W.A.

THE NEWS LETTER" was indirectly responsible for tracing to Western Australia a former railwayman who had had a suggestion adopted by the Public Relations and Betterment Board.

As a springmaker at Newport Workshops, in 1945, he had suggested a simpler and cheaper way of forming the ends of springs for railway trucks. The method was given a thorough trial under service conditions, and was finally adopted. In the meantime the springmaker had resigned from the Railways and was believed to have left the State.

Inquiries were made at Newport Workshops, and the Western Australian address of the springmaker was obtained from an employee who regularly sent him the "News Letter." It was found that he had started a business in Perth in partnership with another man.

The Board then had pleasure in informing the springmaker that he had been awarded a substantial amount for his suggestion.

OLDEST LOCO



This "tram," as it is called, still runs on the 14-mile Kerang and Koondrook Tramway, which is owned and operated by the Shire of Kerang.

The locomotive is T 267, which was built at the Phoenix Foundry, Ballarat, in 1884. Known as "Bucking Kate," it is the oldest active 5' 3" gauge locomotive in Victoria. Although 60 years old, it still hauls loads of 30 or more trucks. The photograph was sent in by Don Potts, of Kerang.

"OFF AGIN, ON AGIN"

FIFTY years ago Gillilan lived in Richmond (U.S.A.), and was a fourteen dollar a week reporter on a local paper. One night at a meeting of the City Council, he sat waiting for something to happen. To pass the time he roughed out this poem. The homespun language and lively rhythm won for the poem immediate and wide acclaim. It was Gillilan's first step on the ladder of fame.

The Hayes Track Appliance Co., which republished the poem, had this comment to make about it: "It appeals to us because the City Hall where he wrote Finnigin is only a couple of blocks away; also because several of us have worked for railroads and have had experience in trying to tell briefly "how it happened."

FINNIGAN TO FLANNIGAN

by Strickland W. Gillilan

Superintindint wuz Flannigan;
Boss av th' siction wuz Finnigin.
Whiniver th' kyars got offen th' thrack
An' muddled up things t' th' divil an' back,
Finnigin writ it t' Flannigan,
Aftther th' wrick wuz all on agin;
That is, this Finnigin
Repoorted t' Flannigan.

Whin Finnigin furrst writ t' Flannigan,
He writed tin pa-ages, did Finnigin;
An' he tould jist how th' smash occurred—
Full, minny a tajus, bluntherin' wurred
Did Finnigin write t' Flannigan.
Aftther th' kyars had gone on agin—
That was how Finnigan
Repoorted t' Flannigan.

Now Flannigan knowed more than Finnigin—
He'd more idjucation, had Flannigan.
An' ut wore 'm clane an' completely out
T' tell what Finnigin writ about
In his writin' t' Murther Flannigan.
So he writed back to Finnigan:
"Don't do sich a sin agin;
Make 'em brief, Finnigin!"

Whin Finnigin got that frum Flannigan
He blushed rosy-rid, did Finnigin.
An' he said: "I'll gamble a whole month's pay
That ut'll be minny an' minny a day
Befure sup'rintindint—that's Flannigan—
Gits a whack at that very same sin agin.
Frum Finnigin to Flannigan
Repoorts won't be long agin."

Wan day on th' siction av Finnigan,
On th' road sup'rintinded be Flannigan,
A ra-aile give way on a bit av a curve
An' some kyars wint off as they made th' shwerve
"They's nobody hurrted," says Finnigin,
"But repoorts must be made t' Flannigan."
An' he winked at McCorrigan
As married a Finnigin.

He wuz shantyin' thin wuz Finnigin,
As minny a railroader's been agin,
An' 'is shmoky ol' lamp wuz burrain' bright
In Finnigin' shanty all that night—
Bilin' down his report, wuz Finnigin!
An' he writed like this: "Murther Flannigan
Off agin, on agin,
Gone agin.—Finnigin."

ORIGINS OF STATION NAMES

DAISY HILL: This was once an important mining centre. It was so named because of the flowers that grew plentifully thereon at the time of the first gold rush.

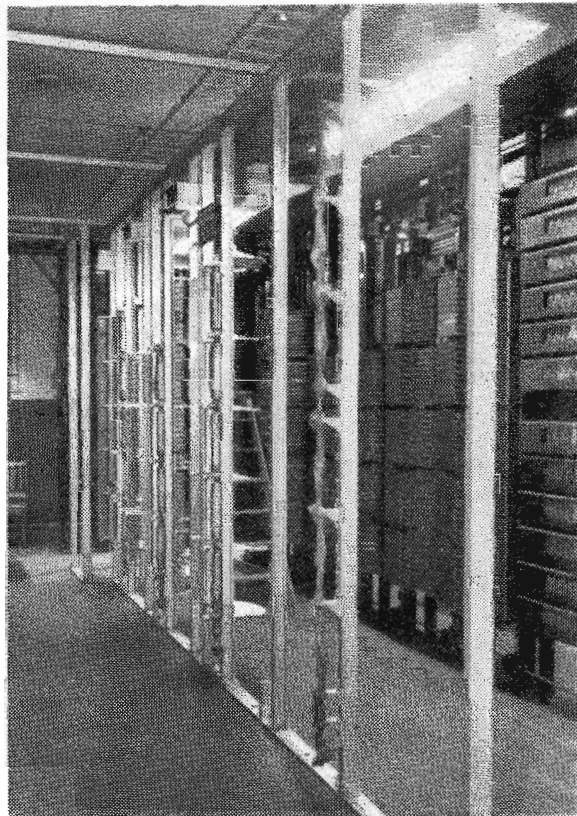
KOOYONG: Aboriginal for camp or resting-place.

MANGALORE: The locality after which the station was called was once part of a pastoral station taken up, in 1838, by Colonel Joseph Anderson for himself and his brother, Lieut.-General John Anderson. The name "Mangalore" was that of the military station in India at which the General was then serving.

'PHONE EXTENSIONS

THE departmental automatic telephone exchange, which at present has 1,000 lines, has been taxed to capacity for some years.

The exchange was made in Sweden and during the war it was very difficult to obtain parts for maintenance and quite impossible to get material for extensions.



This picture shows the iron framework of the new rack in position for the cabling, after which the switch mechanisms will be installed and tested.

However, after long delays, equipment is now available to increase the exchange capacity to 1,500 lines. Provision will be made for automatic inter-communication between these extensions, and public exchange lines (MY 210) will have access to all of them.

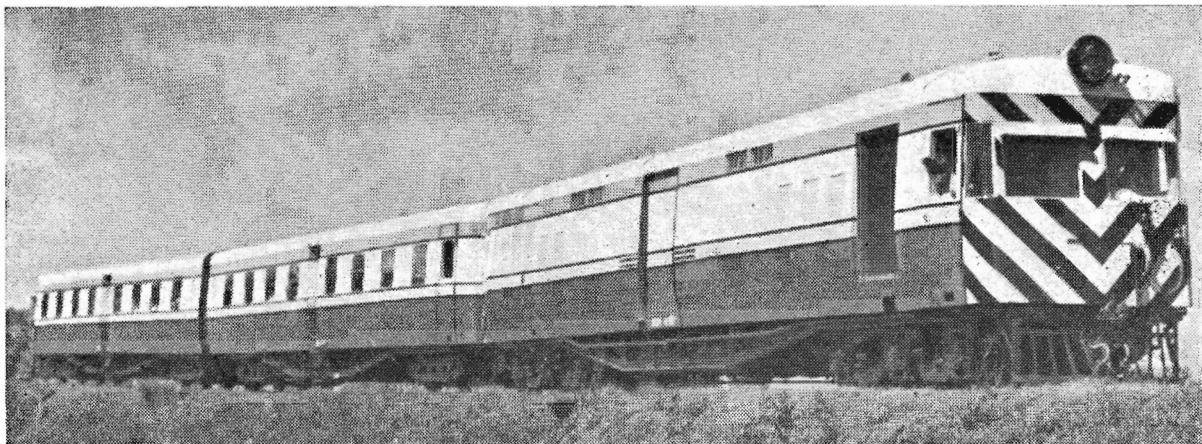
Each rack in the exchange is equipped for 500 lines, so that the new extension will need a third rack to supplement the existing racks one and two. The additional lines will be available this year.

SERVICE

I feel I should place on record an acknowledgment of the excellent attention I always receive on "Spirit of Progress" diner which I use frequently as being a season ticket holder I make many trips between Sydney and Melbourne. In particular I would like to draw attention to the courtesy and excellent fare one always receives under the stewardship of Mr. Waterhouse and his team of waiters. Recently I had an evening meal on the train that was a credit to the Department.

P. B. Sheather
Pioneer House,
117 York-st., Sydney.

LINES FROM OTHER LINES



THE "Boronia," Western Australia's first three-unit Diesel electric rail-car operates on the Perth-Albany service. It was designed and built at the Government Railways Workshop at Midland Junction. The post-war recovery plans of the W.A.G.R. provide for six of these cars of the "Wildflower" class.

Drinking water is provided at a chrome-plated font from an electric refrigerator carried beneath the car. Amenities include a large mirror, towel and brush racks. Tanks beneath each car carry 60 gallons of hot water and 120 gallons of cold which are raised by electric pumps to overhead tanks for reticulation to the compartments.

The car interior is finished in cream and the exterior colour scheme is the Department's standard cream and green. Colour reproductions of six Western Australian wildflowers have been selected for the interior decoration.

New Zealand

NEW, fast, limited expresses have been introduced between Christchurch and Invercargill in the South Island.

Covering the 367.2 miles in 11 hours 20 minutes (an improvement of 66 minutes on the best existing schedule and of 45 minutes on the fastest schedule ever operated on this route), the new trains will leave Christchurch at 8.35 a.m. and Invercargill at 8.0 a.m. on Mondays, Wednesdays and Fridays. This is on days alternate to the existing thrice-weekly through service which will continue as at present, subject to small adjustments in timing.

The new limiteds, with an average overall speed of 32.4 m.p.h., will be the fastest long distance steam trains in New Zealand. The service will be, over comparative distances, the fastest on a 3 ft. 6 in. gauge railway in Australasia.

Great Britain

TRAINS are already running over the new 109 lb. flat bottom rails adopted by the Railway Executive as a standard in January last. The first of these rails to go into service were laid on the East Coast Main Line on June 6.

On that day, 1,000 yards of bull-headed track were removed and replaced by the new flat bottom rails in 3¼ hours.

The new flat bottom rails are 59 per cent. stronger vertically, and 136 per cent. stronger laterally than the 95 lb. bull-headed type and, although the initial cost is higher, it is expected that they will prove more economical by virtue of longer life and simpler maintenance. Furthermore, they will afford greater safety with quieter and smoother running.

Each line on British Railways is being classified into one of four categories, according to speed and intensity of traffic, and all lines in the two higher categories will be relaid with 109 lb. flat bottom rails when renewals are being done. A lighter rail—98 lb.—has also been designed and adopted for use on lines in the third category, while the tracks in the lowest class will be renewed with serviceable materials recovered from higher classified lines.

* * *

What did Paul Revere say at the end of his famous ride?
"Whoa!"

U.S.A.

RAILROADS in the U.S.A. are asked frequently to give locomotive bells to churches, states the Baltimore and Ohio Magazine. One of the B. and O's. old-timers was presented by the late Vice-President C. W. Galloway to West Baltimore Church, Baltimore. Mr. Galloway lived close enough to it to hear its call to worship on Sunday mornings. This bell had come from the B. and O. shops at Martinsburg, where it was formerly used to call the men to work.

Left or Right?

IN many countries the rule of the railroad is "keep to the left," and in others "keep to the right." Although the rule of the road applying to the main highways profoundly influenced the local rule of the railroad, road and railroad rules are not always identical.

In the majority of cases, this is explained by the fact that English engineers pioneered railway construction for a century or more, and introduced English methods irrespective of local road regulations.

There is no clear-cut information available on the introduction of traffic rules. Some think that the idea of "keep to the left (or right)" was introduced by the Pontifical authorities at the time of the Crusades, when intense traffic was established between the countries of Eastern Europe and the Holy Land.

Others are of the opinion that, centuries earlier, the Romans had introduced traffic laws. However that may be, every country now has its rules of road and railroad.

Countries in which railways keep to the left are England, Ireland, China, Egypt, Japan, Austria, Belgium, France, Hungary, Italy, Portugal, Sweden, Switzerland, and northern Spain. Traffic on the right holds sway in U.S.A., Canada, U.S.S.R., Turkey, Denmark, Finland, Germany, Holland, Norway and on the Spanish Madrid-Zaragone-Alicante Railway.

Exceptions to the rules are interesting. All countries of the British Empire keep to the left, except Canada and British possessions in South America. In U.S.A., the Chicago and North Western Railway runs to the left, an anomaly which rose from the line's having been financed by British capital! —From "Notre Metier," France.

INFANT----- -----WELFARE



DURING the past fifty years, the infant mortality rate has fallen in Victoria from 88 per thousand in 1900 to 23.9 in 1948, the lowest world figure ever recorded for a population of two million.

The fall is due in part to better standards of living, of education and of sanitation in its widest sense. But the primary cause was the establishment of the infant welfare movement in 1917.

The movement was begun by voluntary effort, but has now been recognized as a national responsibility shared by local authority. The foundation, rise and development of the movement was due largely to the initiative of Dr. Scantlebury-Brown who went to Canada, the United States and New Zealand to study child welfare methods and, later, at the request of the State Government, reported on maternal and child welfare in Victoria and New Zealand. By

1925, sixty-seven infant welfare centres had been established. The Government had recognized their need and voted £8,000 towards their cost. In the following year, Dr. Scantlebury-Brown was appointed the first Director of Infant Welfare, a position which she held until her death in 1946. Two years later, there were 377 centres throughout the State, and the grant had risen to £47,250.

The infant welfare movement is firmly established today. The sisters attached to a centre are notified of the registration of any births in their district by the municipal clerk. Parents within a specific radius are visited, and those outside it are

invited to attend the centre weekly for weighing the baby and getting advice about its progress and general development. If medical treatment is necessary, the mother is helped in carrying out her own doctor's instructions. Feeding also receives careful attention. Test feedings of breast-fed babies are given and, if the amount of milk is insufficient, the mother is advised how it may be increased and, if necessary, regulated and augmented by artificial feeding. Homes are also visited so that advice on general mothercraft problems may be given in home surroundings. The importance of ante-natal care is also particularly emphasized.



The centres officially advise on the care of children from birth to six years of age, although the majority of attendances have been for infants in their first year for weekly weighing.



The primary object of infant and child welfare is to ensure the best development of infants and smaller children by parent education. It involves development in all phases, physical, intellectual, social, emotional and spiritual—and the inter-relation of these aspects in child development as a whole.

The rural extension of infant welfare work is being achieved by the formation of new country centres; by motor transport for visiting sisters;

(Continued overleaf)

INFANT WELFARE

and by mobile services. The latter includes a travelling motor centre, staffed by two nurses, which travels between country towns in certain shires. The shires contribute to its maintenance. There are also travelling



one-nurse services on circuit. These were established at the instigation of the Country Women's Association and operate in some of the more isolated areas of Victoria. Finally, a correspondence scheme functions from the Maternal and Child Hygiene Branch of the Department of Health in pre-natal, infant welfare and pre-school care.

The movement has also received every assistance from other government departments. Before the war, the Victorian Railways attached to the Better Farming Train a travelling baby health centre under the supervision of Sister Peck, Dr. Scantlebury-Brown's closest assistant.

Yet, the infant welfare centre, as such, is only part of the movement. The Department of Health makes building grants up to £1,000 per unit on a pound-for-pound basis, and gives maintenance subsidies to free kindergartens, play centres, creches and day nurseries. But no grants or subsidies are paid unless the centre is of satisfactory standard.

One of the greatest handicaps to the extension of the pre-school services is the shortage of trained staff. To try to overcome this, the government provides an annual subsidy to the Kindergarten Training College, and offers a number of scholarships covering training costs and living allowances for the three years' course.

NEW BRANCH TITLES

AS from January 1, the title, Chief Traffic Manager, replaces that of General Superintendent of Transportation, and Chief Commercial Manager, that of General Passenger and Freight Agent. The former Transportation Branch is to be known as the Traffic Branch, and the former Traffic Branch as the Commercial Branch.

Ambulance Men Congratulated

Mr. W. J. Blackburn,
Ambulance Officer.

Dear Mr. Blackburn,

I should like to express to you and the members of your organization my sincere congratulations and thanks for the splendid way in which the recent Interstate Competitions were conducted.

We are all very proud of the successful Victorian team. Their performance—and, in fact, that of all the competitors I was able to observe—reflected great credit on themselves and their instructors.

As I will not have another opportunity of being with you officially at future competitions, may I say once again how much I have admired and valued the work, not only of those closely associated with the Ambulance Division administration, but also of the many hundreds of railwaymen whose first aid qualifications could be so valuable in an emergency. I would like to leave with the hope that many more will join them as time goes on.

Again many thanks for the very fine medallion which you so kindly gave me and my very best wishes for the continued success of the Division,

Yours sincerely,
N. C. Harris
Chairman.

The Chairman,
Victorian Railways Commissioners.

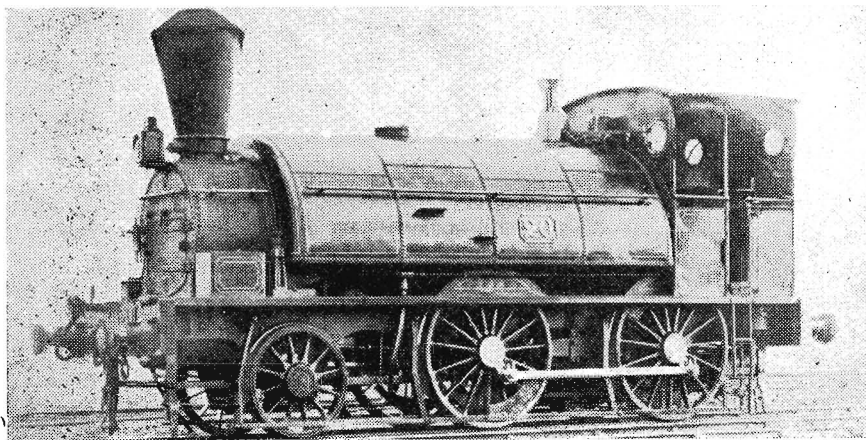
Dear Sir,

I am directed to convey the congratulations of the Council of the St. John Ambulance Association, Victoria Centre, on the success of the Victorian Railways team in the recent interstate first aid competitions.

The result indicates the high standard of efficiency of the team and reflects credit on the Victorian Railways Ambulance Corps generally

Yours faithfully,
A. Christie
Secretary.

EARLY V.R. LOCOMOTIVES



4. Passenger, 2 — 4 — 0
saddle tank type.

Nos. 14, 16, 18, 20, 22, 24, 26.
Built in 1860 by George England & Co., London.
Placed in service in 1860.

Nos. 28, 30, 32.
Built in 1860 by Slaughter Gruning, Bristol, England.
Placed in service in 1861.

Later known as "L" class.
These were the only saddle tank locos used by the Department.

The last of them (No. 18) was scrapped in November 1905.

AMONG OURSELVES

A social gathering to farewell Mr. W. J. Clark (S.M., Coburg), who retired recently, after 48 years' service. The Coburg line staff and Coburg business people presented him with two lounge chairs.

* * *



A retired railwayman who has seen more changes in the Victorian Railways than most is Joseph McCarthy of Rowan Street, Wangaratta, who not long ago celebrated his 87th birthday.

Mr. McCarthy joined the department as a repairer at Longwood on October 24, 1890, and after serving at Cheltenham, Dookie and Wangaratta, retired in 1927.

While at Dookie, Mr. McCarthy won second prize in the Best Kept Length competition and later at Wangaratta, had two of his inventions accepted by the Victorian and Tasmanian Railways. One was to destroy weeds on the track and the other to cut a fire break along the fences. Both, however, have now been replaced by more modern methods.

Writing to the "News Letter," Mr. McCarthy says: "To any young man about to choose a career, I say join the railways. Take an old man's advice; you will never go short of a loaf of bread or a stitch of clothing if you do your duty." His own family has acted on his experience. His son, Mr. J. H. McCarthy, is stationmaster at Middle Brighton, and his grandson, Roy, is now an electric train driver.

* * *

DRIVER-IN-CHARGE Oscar Pieper, who upon his retirement recently was farewelled by the Swan Hill station staff, had not missed a day's duty because of illness in his 41 years' railway service.

He joined the service in 1908 as a cleaner at Swan Hill and passed for driving in 1920 (promotion was much slower in those days than it is today). Mr. Pieper claims to have run the first train from Swan Hill to Piangil; and when the line was extended to Kooloonong and later to Yungera, he was in the first trains over these two sections.

Oscar can tell many amusing stories of his engine-driving days. He was on a special train which hauled 14 cattle trucks of ostriches from Lake Charm to Strathallan when the ostrich farm was transferred from the Kerang district. Mr. Pieper was a very keen cricketer and tennis player and loved his game of bowls. He played senior cricket in Bendigo when he was 15 years of age and represented Bendigo and Swan Hill in Country Cricket Week in Melbourne. He also took part in Country Tennis Week at Royal Park. He is an active member of the Swan Hill tennis, bowling and golf clubs, and while stationed at Dimboola won several rifle shooting trophies.

Before he settles into retirement at Swan Hill, Oscar will have a holiday in Sydney and Perth.



THE Department of Agriculture is interested in a unique breed of fig recently grown by Mr. R. N. Jones, clerk in the Live Stock Agent's Office. The Department is experimenting with cuttings in the warm climate of Mildura, and experts are awaiting the results with keen interest.

Mr. Jones has called the fig, Preston Prolific. The breed, he states, is remarkable for its size, some of the leaves measuring 15 inches from top to bottom and 13 inches across. The cross section of one fig measured was 3 x 2 inches.

Although fruit growing has always been Mr. Jones's hobby, he did not become interested in fig trees until 1929. At that time little was known of fig breeding in Australia. He obtained the advice of American horticulturists and orchardists. Preston Prolific bears heavily and is very good for jam making.

* * *

MISS Joyce Shelton, tracer in the drawing office of the Rolling Stock Branch at head office, was married last month to Sgt. Herbert George Ricketts, of Melbourne Road, Newport. On behalf of members of the branch, Mr. A. Hughes, rolling stock engineer, presented Miss Shelton with a standard lamp.



Mr. & Mrs. Ricketts

* * *

Another member of the railway staff to be married last month was Miss Shirley Aylott, of the Advising Section, Spotswood General Storehouse. Miss Aylott was married to Mr. Les Gardner, of Williamstown, at the Electra Street Methodist Church. She was presented with a chiming clock by members of the Stores Branch and given best wishes for a happy and prosperous married life.

MANY of Maffra's leading citizens attended a gathering recently at St. Mary's Hall to wish Mr. Allan Colwell success on his transfer and promotion to stationmaster at Tongala. Cr. Ashton, in making a presentation to Mr. Colwell, said that it was pleasing to have such efficiency at the Maffra station.

Mr. Colwell is succeeded at Maffra by Mr. Arnold Powell who has been A.S.M. at Sale for fifteen years.

Railway Travel : 1829

"Today we have had a lark of a very high order. Lady Wilton sent over yesterday from Knowsley to say that the Loco Motive machine was to be upon the railway at such a place at 12 o'clock for the Knowsley party to ride in if they liked, and inviting this house to be of the party. So of course we were at our post in three carriages and some horse-men at the hour appointed. I had the satisfaction, for I can't call it pleasure, of taking a trip of five miles in it, which we did in just a quarter of an hour—that is, 20 miles per hour. As accuracy upon this subject was my great object, I held my watch in my hand at starting, and all the time; and as it has a second hand, I knew I could not be deceived; and it so turned out there was not the difference of a second between the coachee or conductor and myself. But observe, during these five miles, the machine was occasionally made to put itself out or go it; and then we went at the rate of 23 miles an hour, and just with the same ease as to motion or absence of friction as the other reduced pace. But the quickest motion is to me frightful: it is really flying, and it is impossible to divest yourself of the notion of instant death to all upon the least accident happening. It gave me a headache which has not left me yet. Sefton is convinced that some damnable thing must come of it; but he and I seem more struck with such apprehension than others. . . . The smoke is very inconsiderable indeed, but sparks of fire are abroad in some quantity: one burnt Miss de Ros's cheek, another a hole in Lady Maria's silk pelisse, and a third a hole in some one else's gown. Altogether I am extremely glad indeed to have seen this miracle, and to have travelled in it. Had I thought worse of it than I do, I should have had the curiosity to try it; but, having done so, I am quite satisfied with my first achievement being my last."

From "Creedy," by John Gore.



This is a reproduction of a New Year's card which was issued to the staff by the District Superintendent, Ballarat, in 1906. One of the original cards is in the possession of Mr. A. C. Embling, District R.S. Superintendent, Ballarat.

"HEAVIEST HARRY"

LEN TALLENT, a schoolboy of Lismore, had a friendly argument recently with a schoolmate about the H 220 locomotive ("Heavy Harry").

Len was convinced that "Heavy Harry" was not only the heaviest locomotive in Victoria, but in Australia, too. His friend wouldn't believe it, so to settle the matter Len wrote to the "News Letter."

[Len wins the argument. "Heavy Harry" (260 tons) is the heaviest locomotive in Australia. We'll even go further than that and claim for "Heavy Harry" the heavy-weight loco title of the Southern hemisphere.

Ed. "News Letter."]

SPORT HONOURS FOR V.R. OFFICIALS

TWO well-known members of the Victorian Railways who are prominent in amateur sport administration have received well-deserved recognition in official quarters. They are Mr. Bill Uren, engineer in the Way and Works Branch, and Miss Lillian Neville, of the office staff of the V.R.I.

Mr. Uren, who was formerly bridge inspecting engineer in the North-eastern and Geelong districts, has been appointed with Sir Frank Beaurepaire and Sir George Wales to investigate sites for the Olympic Games in Melbourne, in 1956, and submit a report and recommendation.

Miss Neville has been appointed manageress of the women's athletic section of the Victorian team to represent Australia at the Empire Games in Auckland, New Zealand, in February. Miss Neville has been connected with women's athletics in Victoria for the past twenty years. She has been Secretary of the Victorian Women's Amateur Athletic Association for nine years and for nineteen years has been Secretary of the V.R.I. Women's Amateur Athletic Club.



Miss Neville

Popular Lillian Neville is well equipped for the important position to which she has been appointed. She managed the Victorian team of women athletes who took part in the Australian championships in Sydney two years ago, and has managed many teams which have visited country centres.

managed many teams which have visited country centres.

ALL States and the Commonwealth Railways will take part in the Interstate Railways Institutes' Cricket Carnival in Perth from February 21 to March 5. It will be the first time that representatives of all the railway systems of the Commonwealth have taken part in a purely sporting event. The contest will be for the Mick Simmons Cup, which is at present held by New South Wales.

The following have been selected to represent Victoria—Messrs. A. R. Sawyer, North Loco, Captain (boilermaker); L. Datson, North Loco (fireman); W. Peterson, Spotswood 'Shops, Vice Captain (sign-writer); B. Murray, Spotswood 'Shops (electrical fitter); J. Fairchild, Spotswood 'Shops (fitter); A. Moore, Newport Power Station (clerk); F. Schultz, Middle Brighton (signalman); W. Clanchy, Ripponlea (signalman); M. Nolan, Stores Branch (clerk); K. Carleton, Melbourne Yard (shunter); T. Daly, Wangaratta (porter); C. Hovey, Geelong (shunter); S. Booley, Geelong (clerk); J. Burton, Bendigo (linesman); V. Kenny, Wangaratta (porter). Mr. W. J. Crowe, suburban guard, has been appointed manager of the party.

* * *

The V.R.I. Social Bowling Club is looking forward to another very successful season. An extensive programme of social games, covering both electric light and week-end matches, has been arranged.

Victoria holds the Dennis Cup, and even though the contest will be held in Sydney in March, the club is hopeful that it will retain the trophy. It will be no easy task as in the five previous contests the home State has been the winner.

The Comptroller of Accounts (Mr. L. J. Williamson) has been re-elected president of the club. The vice-presidents are Messrs. A. B. Reitman and H. Watts, the hon. treasurer (Mr. G. H. Bennett), the hon. secretary (Mr. W. E. Elliott) and the committee comprises Messrs. H. T. Gale, J. E. Galvin, W. B. Johnson, W. H. Sherriff and W. Stewart. The committee will be enlarged to include representatives of the country centres with the three largest memberships.

The Victorian
Railways

New Letter

FEBRUARY 1950

Issue No. 233



COUNTRY WHEAT SILOS

MOVING THE WHEAT

THE movement of wheat from silos and storages presents the Victorian Railways with one of its most vital yearly tasks and one which, because of the limited number of trucks available, puts an exceptional strain on rolling stock.

In view of this shortage, no less than that of manpower, the clearance of bulk wheat can only be completed satisfactorily by full co-operation of the various branches concerned. To this end and to ensure that the heads of those branches and their senior staff were aware of the position, a Wheat Season Joint Conference was held.

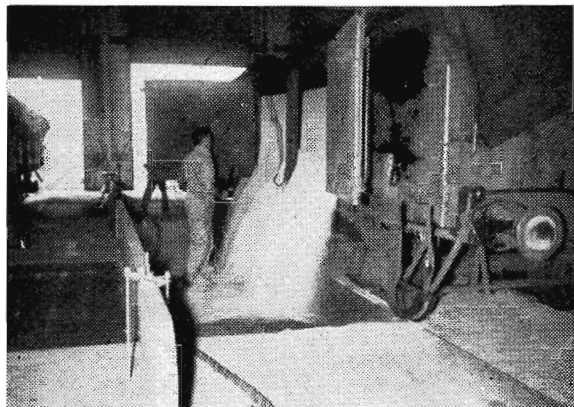
The intake of wheat at the silos and storages this year constitutes a near record—some 43,600,000 bushels compared with 38,448,000 last season. Obviously if all the necessary trains were routed through normal channels, a bottle-neck would develop at various points along the line. This was a point which the conference had very much in mind. This year, therefore, it is intended to concentrate on movement into the storage centres during the receiving period and to forward direct to Geelong through the Newport loop from both sides of the State. This will keep conditions in the Melbourne yards as fluid as possible while bulk wheat is offering.

In this respect the new marshalling yards at Seymour could be used to the maximum advantage whenever sufficient shunting was available. The Rolling Stock Branch staff position is, in some respects, better than it was last year, but difficulties remain at a few depots although every effort is being made to supply the full numbers of engine crews needed without creating bottle-necks elsewhere.

Housing, as conference recognized, is a primary difficulty but with co-operation and the transfer of staff to depots where they had family ties, the problem would be considerably eased. Unfortunately, staff recruited from the United Kingdom will not arrive in time to help during the peak period, but they will prove invaluable later in the year.

Conference gave much thought to the strain on the available truck supply. The department has to meet increased traffic for the transport of brown coal, briquettes and timber while facing a record or near-record harvest; and this in addition to a short supply of three or four hundred trucks a day.

To alleviate the position, standard trucks will have to be used in some districts and a supply of aprons has been distributed to meet requirements. The truck shortage can also be relieved by speeding up the turn round of trucks, and, if



Unloading wheat at Geelong Terminal Elevator

loading is banking up, by running Sunday trains to the inland storage centres which, indeed, is now being done for the first time in Victorian Railway history.

New trucks now being delivered from New South Wales will also facilitate the clearance of wheat, although only a few have so far arrived.

The main solution, as conference agreed, lies in the full co-operation of all branches concerned, and as this has been established, there is every reason to expect that the whole season's wheat will be cleared within twelve weeks.

Before the conference closed Mr. N. C. Harris expressed his sincere regret at leaving the service and those friends who had meant so much to him. He thanked superintendents and senior officers present for their splendid service, particularly during the war years, and wished them success in their future tasks.

OUR FRONT COVER

EVERY available engine and truck is being used to transport this season's near-record wheat harvest—the railways most spectacular transportation job of the year. It involves much careful planning and needs the whole-hearted co-operation of the staff. To clear the silos, wheat trains were run on some Sundays, and the Grain Elevators Board is using the bulkheads throughout the State to their fullest extent.

That everything is so far going according to plan and records continue to be broken is a tribute to railway efficiency and the ability of railwaymen to rise to a big occasion.

HAIL — AND FAREWELL!



Mr. Wishart

AFTER 38 years' service, during the last 10 years of which he was Chairman of Commissioners, Mr. N. C. Harris has retired and has been succeeded by Mr. R. G. Wishart.

As "father" of the railway family, Norman Harris earned the respect and admiration of every member of the department—from the highest executives to the worker on the track. His great railroading ability, his capacity for leadership, his modesty, and what is perhaps even more important than all of these things, his human qualities made him a lovable character and endeared him to every railway worker throughout the State.



Mr. Harris

IN taking over the Chairmanship of Commissioners, I am deeply conscious of the great task which confronts me.

In Mr. N. C. Harris, and his predecessor—Sir Harold Clapp—we have had leaders with integrity, capacity, imagination and wisdom, and the tradition of efficiency and service that has been built up is a very high one.

I feel that the years immediately ahead will be very important ones—if not the most momentous in our history. Despite manpower and material shortages, our huge rehabilitation plan ("Operation Phoenix"), which has been designed to overtake the war period arrears of renewals and improvements and to meet the industrial development that has been planned throughout the State, is steadily taking shape.

Some new equipment is already in service, and by the middle of this year we should be receiving new engines, trucks and other rolling stock in steadily increasing volume.

This will enable us all, by enthusiastic team-work, to show that the Victorian Railways can and will retain their proper place in the transport life of this State.

I have the utmost confidence that every member of the railway team will co-operate to the fullest possible extent in ensuring that this will be done.

R. G. Wishart

IT is with keen personal regret that, on reaching the end of my appointment as Chairman of Commissioners, I am obliged to face the severance of many personal associations that have been very precious to me. This, of course, is inevitable; but I venture to hope that the friendships will remain.

I have much to be thankful for, and could not have reached my present position without good health, a fair measure of luck, and a great deal of help from my associates outside as well as within the head office.

Whatever understanding of railroading I may possess has been built up largely by observation of and discussions with the men on the job, and I am most grateful for their co-operation.

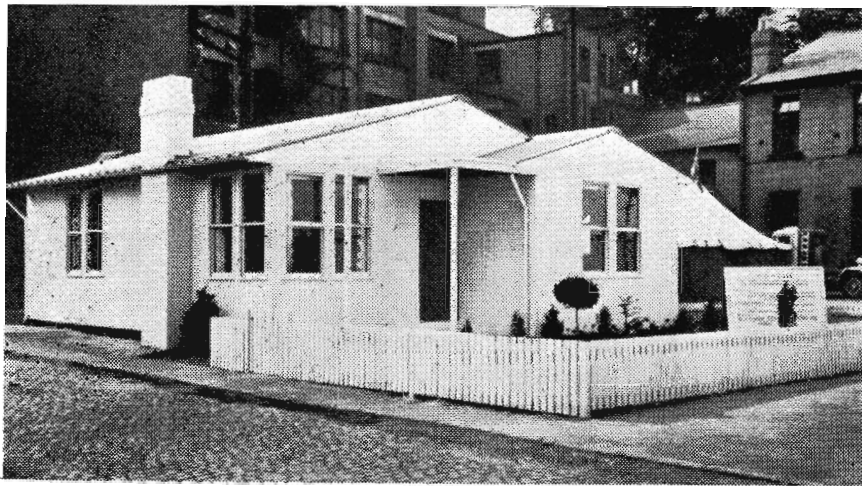
I leave you with unbounded faith in your wish and ability to give full and cheerful service to the public of this State.

Present material obstacles to good service will not last for ever. In fact, there are already signs that some are diminishing. New engines and other equipment are on the way, and other improvements are planned to start when labour and materials become available.

But neither planning nor ingenuity will achieve much without solid backing by every member of the staff. Team-work and courtesy are priceless assets.

Finally—
Goodbye and good luck.

N. C. Harris



“Operation Snail”

Pre-cut house on exhibition

ONE of the outstanding attractions of the Nottingham Fair, England, last year was an attractively furnished pre-cut house. It was the prototype of a thousand others ordered by the Victorian Railways to house British migrants recruited by the Department's officers, Messrs. P. Farnan and S. T. Watson, on their recent staff mission to the British Isles.

The pre-cut was erected in the grounds of the fair, and was formally opened by the Victorian Agent-General (Sir Norman Martin) in the presence of civic officials, prominent Nottingham citizens and Mr. A. E. Turner, the Department's Inspecting Engineer in England.

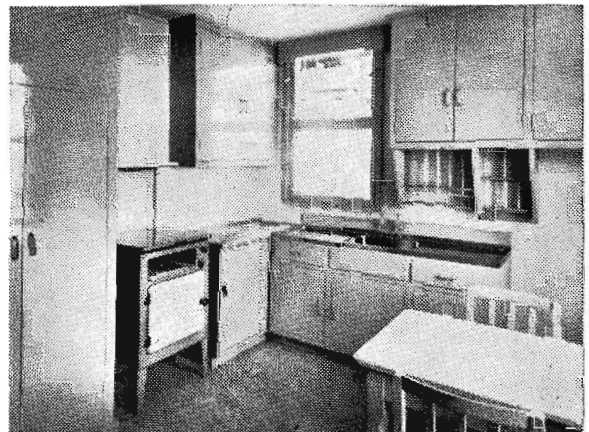
Many of the British migrants, who were selected for jobs on the Victorian Railways' system, made a special trip to Nottingham with their families to see the type of house they will occupy when they come to Victoria. The wives are said to have been thrilled with the modern kitchen and the general lay-out.

This particular pre-cut house was designed by Yuncken, Freeman Bros., Griffiths and Simpson, Baxter Cox and Associates, architects, of Melbourne. The manufacturers were Simms Sons and Cooke Ltd., England.

The components of the first thirty-two of the thousand pre-cut houses for the Victorian Railways arrived in Melbourne recently. They were the first of their kind to be imported into Australia.

The Commissioners have arranged for 750 of these homes to be erected on Departmental land in the Sunshine, Albion and Newport areas, and the remaining 250 will go to country centres and be occupied by present members of the staff. Altogether, 1,750 of these pre-cut dwellings will come from England. Besides the 1,000 for the Railways, 450 will go to the State Electricity Commission and 300 to the State Rivers and Water Supply Commission.

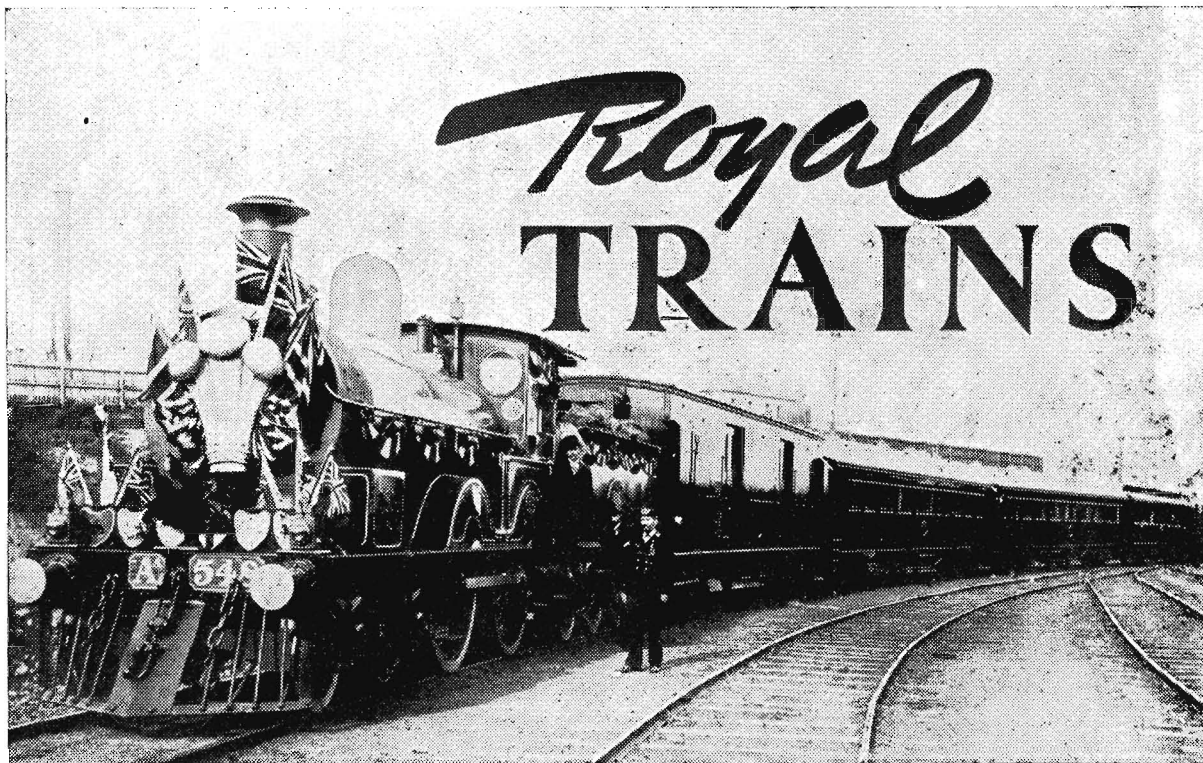
The houses, which are two, three, and four bedroom types, are made of Baltic timber with Trafford asbestos cement-tiled roofs. Each house has a stainless steel sink, gas or electric stove (gas in the metropolitan area and electric in the country), dish drying racks, a ventilated kitchen cupboard, space for a refrigerator and a modern bathroom. A hot water service (gas or electric) is standard equipment. A contract has been let for the foun-



Modern kitchen

dition work for the first 120 homes. Some of the foundations have already been completed.

As is generally known, the decision to import pre-cut homes was made after a visit to England by the former Victorian Minister for Transport (Mr. Kent Hughes), a little more than a year ago. He dubbed the scheme “Operation Snail,” since the British migrants would be “bringing their homes on their backs,” if not literally, at least metaphorically.



PLEASANT memories of visits by Royalty to Victoria over the years are recalled in the pages of the rolling stock records.

The first Royal train in 1867 was prepared for the visit of the Duke of Edinburgh, the younger son of Queen Victoria, who predeceased his distinguished mother. The Duke travelled to Australia in the wooden ship of the line, H.M.S. "Galatea." A special train was made up for the occasion, and the Duke travelled in it to provincial towns, including Bendigo, Geelong and Ballarat.

In those days the railway system extended only from Melbourne to Echuca, and from Melbourne to Ballarat, via Geelong. Consequently, the Duke had to complete his country itinerary by horse coach.

The next Royal visit was in 1881, when the Dukes of Clarence and York, sons of the Prince of Wales (later Edward VII) arrived in Australia in H.M.S. "Bacchante." Then followed visits by the Duke and Duchess of York (1901) in H.M.S. "Ophir," which was an Orient line mail steamer converted for the trip. They opened the first Federal Parliament in Melbourne in the Exhibition Building. The Duke of York later became King George V. and the Duchess, Queen Mary.

Edward, Prince of Wales (later Edward VIII) was here in 1920, and the Duke and Duchess of York (the present King and Queen) in 1927. They came to Australia on an historic mission to open the first Federal Parliament at the new seat of government in Canberra. In 1934 the Duke of Gloucester was in Victoria for the State's centenary celebrations.

But for his unfortunate illness, the King, accompanied by the Queen and Princess Margaret, would have been in Australia last year. The car they would have used on their Victorian train tour will, however, be used on appropriate occasions by the State Governor (Sir Dallas Brooks) and Lady Brooks.

The partition work on the new car is now in progress. The interior veneer panelling work has been done in walnut, silk wood and silver ash. The car will be painted Victoria red, the standard colour for Victorian Railways' country rolling stock.

Most of the cars used by Royalty on visits to Victoria were either Ministerial or Vice-Regal cars. No. 1 State car was originally built as Enterprise at Newport Workshops in 1890. It was altered and became No. 1 State car in 1900. It is now parked in the Shelter Shed at North Melbourne.

Number 2 State car (Edward) and No. 3 car (Alexandra) were built in 1901. Edward was subsequently renamed Carey and Alexandra was altered in 1919 and renamed Melville. One of the car builders who worked on No.'s 2 and 3 State cars was Mr. P. Hambridge, father of Mr. W. Hambridge, the present officer-in-charge of the car section of the Rolling Stock Branch drawing offices.

Carey is now parked in the Shelter Shed and Melville is stored in the paint shop at Newport. At one time the old Alexandra was used as a mobile broadcasting station for 3 YB in the days when there were no provincial broadcasting stations.



Railway shops at Footscray

THE RAILWAY LANDLORD

MUCH interesting railway history is preserved in the records of the Estate Office, where files and plans cover the development of the Department since 1856.

Under the control of the Estate Officer (Mr. F. R. Pritchard), a staff of 28 (14 professional and 14 clerical) functions in all matters relating to land.

The Estate Office acquires all lands required for railway works, and arranges the leasing and rentals of Departmental shops and buildings and lands used for business, storage sites, grazing and agriculture. The use of railway lands by municipal councils for drainage, roads, footpaths, beautification, playgrounds and sporting purposes is also dealt with by the Estate Office. It sells for removal any buildings which have to be demolished to make room for additions and it disposes of lands no longer required by the Railways.

The surveys necessary for the acquisition, leasing and sale of land, together with the plans required, are made by the Estate Office staff. They prepare reports as to the obligations of the Department, particularly on the maintenance of various facilities, the construction of private sidings, and they prepare many documents relating to the leasing or use of railway land. One of their latest jobs is the acquisition of suitable land for the pre-cut houses that are being imported from England.

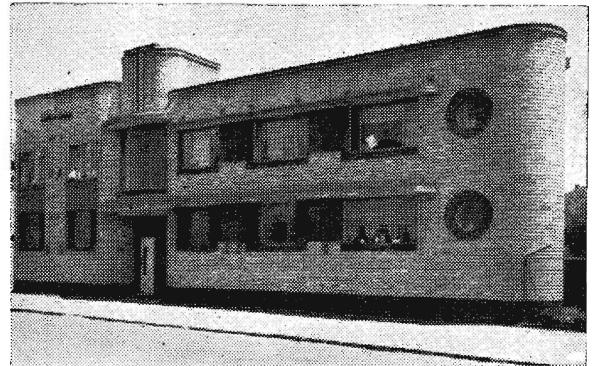
During the year ended June 30, 1949, the total revenue earned by the activities of the Estate Office was £182,874, and the total number of tenants at that date was 19,957. Railway revenue benefits in no small way from the use of railway land for commercial purposes.

Complete records and plans of all these activities are kept in the Estate Office, and some of them have unusual stories to tell.

For instance, there is one plan which deals with the reclaiming, towards the end of last century, of land for the construction of the Williamstown Pier goods yard. The land required was the site of the old Williamstown Cemetery—said by many

historians to be the first cemetery in Victoria. A note on the plan states, baldly and with the matter-of-factness found only in official documents, that 947 bodies were removed to the North Williamstown general cemetery. Rumour has it that, on examination, one leaden coffin contained not the mortal remains of an unlucky immigrant, but rum. The tale is incomplete, as the fate of the rum is not recorded.

Another plan shows the line from Flinders Street to Spencer Street in the days before the



Flats on leased land

present viaduct was built. Just imagine the little train puffing along Flinders Street at street level preceded by a man waving a flag and ringing a bell to clear the way of loitering pedestrians and horse-drawn vehicles. Under the conditions of the Railways Act of the time (based on the early British Act) the locomotive was supposed to emit no smoke and show no flame.

Probably the most unusual acquisition was at Wonthaggi where an area of 13 acres, 100 feet below the surface, was taken for mining work. It is one of the few places over which Departmental officers cannot stroll to see that everything is in order.

(Continued on page 12)



THE OVERLAND " is destined to become one of the crack trains of the Commonwealth. Not only will it include single and two berth de-luxe roomettes in its make-up, but, ultimately it will be hauled by one of the new diesel-electric locomotives. Equipment for it is now being built in England for subsequent assembly at the Islington Workshops in South Australia.

New "sitting-up" cars with reclining seats, which can be adjusted to give maximum comfort to both first and second class passengers, are also being built for those who do not wish to travel by sleeper. The new "Overland" when fully completed will be air-conditioned and will have a buffet or dining car attached. These plans for "The Overland" of the near future are outlined in an attractively coloured illustrated booklet which has been issued by the Victorian and South Australian Railways Commissioners.

"Allambi," the first of the roomettes to go into service, was praised by press and public when it was thrown open for inspection in December last year. The car is air-conditioned, the beds

are pre-made and there is no necessity for the passenger to leave the compartment during the journey unless he or she wishes to do so. A large window of the landscape type gives a full view of the passing countryside. Ample wardrobe space is provided, with a full-length mirror.

Luggage may be placed on the overhead rack or under the seat. The combolet unit, especially designed for railroad use, provides hot and cold water and toilet facilities. Other features include iced drinking water in a vacuum flask, ash tray, slot for used razor blades and a power point for electric razor.

When ready for bed, the traveller draws the curtains by means of a zipp-fastener, secures the door after undressing, and lowers the berth. The bed, which has a four-inch sponge rubber mattress of ample width, folds during the day into a recess in the wall at the back of the seat.

Shoes to be cleaned are placed in a small cupboard, to which the conductor has access from the corridor. The fluorescent reading lamp can be switched off from a reclining position. A bell-push will summon the conductor at any time, and in the morning he will bring the newspaper and a cup of tea. There is a portable table in the cabin for day use, and a shower alcove at the end of the car.

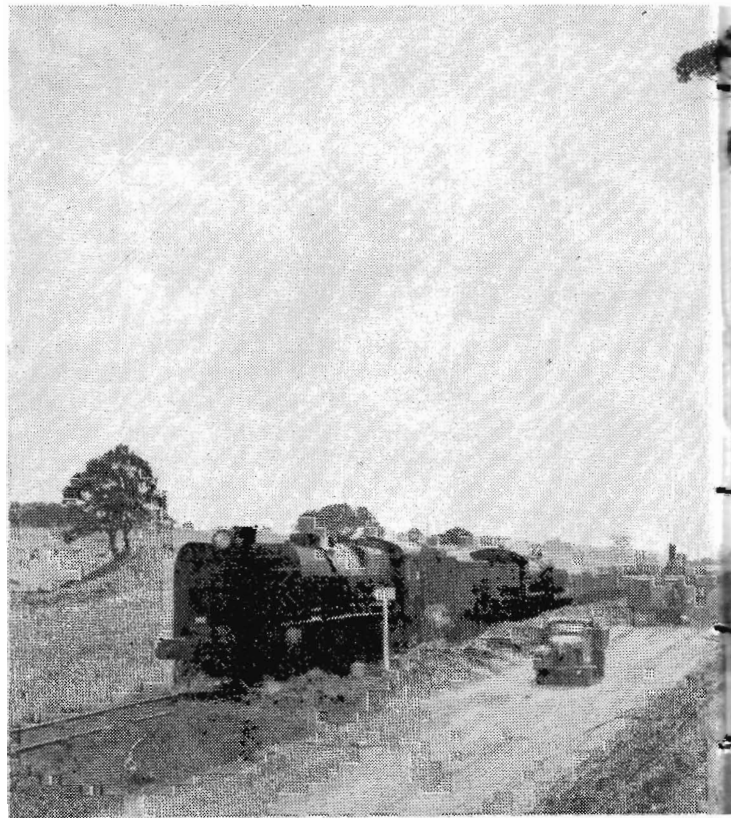
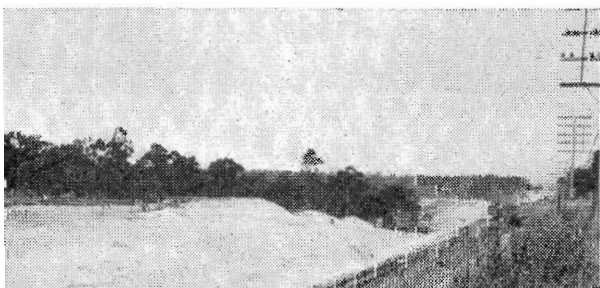
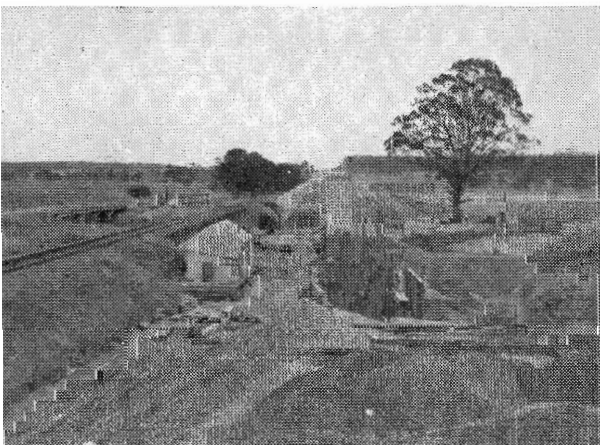
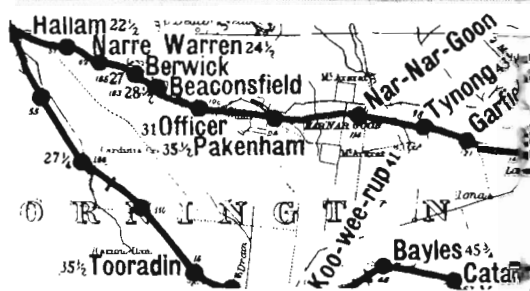
A picture of the two-berth compartment shows a man shaving with his electric razor, while his wife reclines in the comfortable bed sipping her cup of tea and reading the morning newspaper.



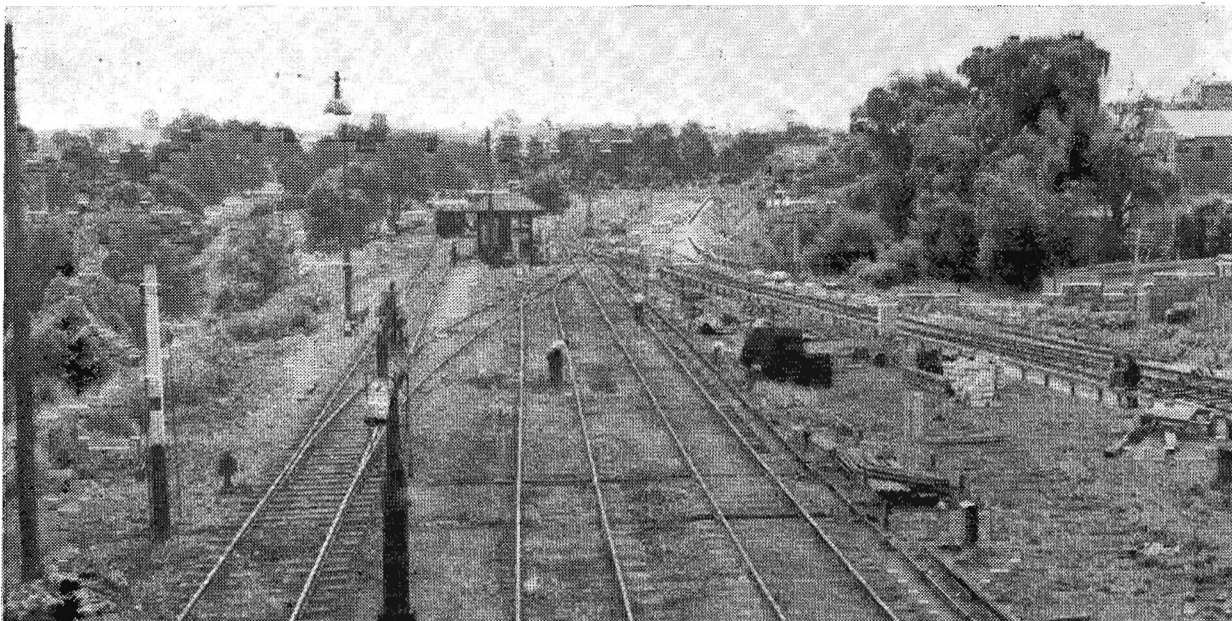
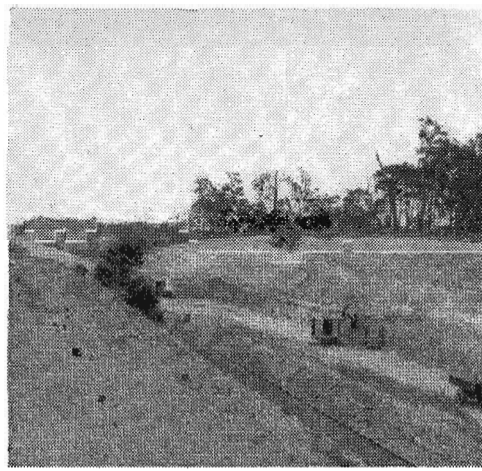
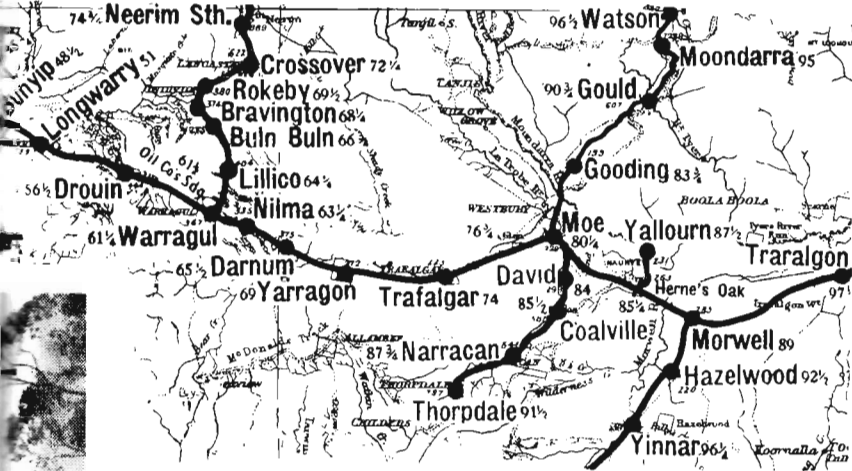
Interior of Roomette

The Victorian and South Australian Railway Commissioners predict that the new "Overland" will compare favourably with the best of its kind in any other part of the world. Already the new roomette car has set a new standard in luxury rail travel.

YARRAGON — TRARALGOON



LGON DUPLICATION



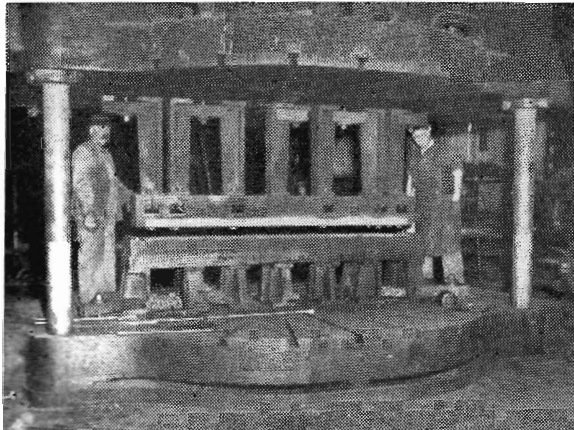
BIRTH OF A BOILER

IF the visitor be swayed by first impulse, it is unlikely that, on arrival at the Newport Boiler Shops, he will venture beyond the door. There is frightening power in the man-made force which these shops house, and the layman instinctively retracts from it.

At first sight the Boiler Shops—they cover over seventy thousand square feet—vaguely resemble a huge metal-dealer's yard surrounded by a series of furnaces. And over all there is a huge noise, a noise so great that one, literally, cannot hear oneself speak—or shout.

But as one looks, seeming disorder takes orderly shape. One realizes that what appeared to be an iron mass, an automobile "graveyard," is in fact a series of tidy stacks, carefully registered and designated, each corresponding with duties it will later perform.

These, with the three hundred and fifty ton presses, take up one end of the building. In the middle the guillotine in sadistic expectancy, licks its ten foot six blade. There, too, are the welding machines, the metal plates, carefully planed and cut, ready for the next step towards becoming an engine boiler. And there at the far end lie, sit and stand boilers in various postures and in a variety of stages of completion, looking like ashamed and denuded locomotives, distended meccano models.

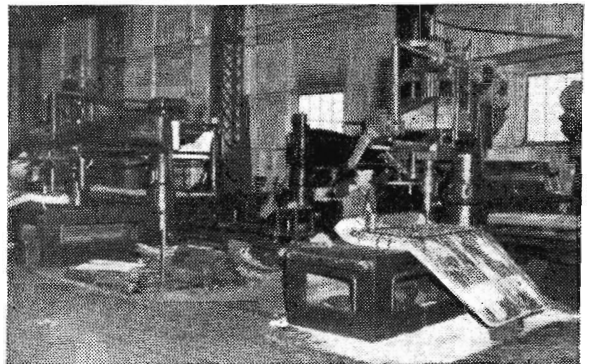


A 350-ton hydraulic press

Above all the five overhead cranes move on their way with dignified deliberation holding, suspended, some unwieldy metallic monster which sways ponderously in its progress. All the while, the hammering, the heavy clatter of iron against iron continues. And the incessant din adds to the nervous tension of a thousand lesser sounds that, if singly insignificant, are collectively, a penetrating force.

Apart from every type of engine, steam crane boilers and crane and pumping plant vertical boilers are also made in the Newport Shops.

A straightforward A2 boiler takes approximately twelve to fourteen weeks to make, six weeks being spent on preparatory work and a further six on assembly.



Asquith radial drilling machine

The materials come to the yards, generally from the Broken Hill Company, and are stacked by sizes. After testing they are cut into shape by oxy-acetylene process. These plates are then heated in an oil furnace and flanged on a three hundred and fifty ton hydraulic press.

Barrel casings and fire-box plates are passed through levelling rollers and then in batches of five to the Asquith radial drilling machine, the plates being held on movable trollies. Regular shapes are next sheared by guillotine, the knife of which can be altered to suit the thickness of the plate; irregular shapes, however, are profiled by oxy-acetylene. The edges are then planed and ground for caulking.

When the boiler is ready for assembly, the first step is to couple the various sections, either two or three, and apply the butt straps. The back and throat plates are then assembled on the foundation ring, the corners closed and the casing bolted to the flange plates.

After that the entire casing is put on a turntable and rivet and stay holes, previously omitted, near bends are drilled by the Asquith radial portable drilling machine. The "Asquith portable" is the finest of its type in the world, and has amazing value. It can reach the most awkward corner or the most inaccessible angle. When the Asquith has done its work the casing is removed so that the edges can be cleaned. The casing is then put back and closed.

STAFF FAREWELLS

MR. HARRIS

IN the week before his retirement, Mr. Harris's work as front-line soldier, engineer and administrator was highly praised by the metropolitan press. He was the guest of honour at functions arranged by heads and sub-heads of branches at Head Office and there was a constant stream of visitors—many of them ex-railwaymen—to his office to shake him by the hand and wish him good health and happiness in well earned retirement.

Mr. Harris would have liked to have said a personal good-bye to every man and woman in the service. That, of course, was impossible, but he was with each in spirit. As he told members of the Secretary's Branch at a farewell gathering, the roots of his life were planted deep in railway soil, and it was not easy to leave railroading which he loved so dearly.

When Mr. Harris left his office for the last time on Wednesday afternoon, January 18, he received one of the most remarkable and spontaneous ovations ever accorded to a Chairman of Commissioners in the long and eventful history of the Victorian Railways. Hundreds of men and women railway workers packed the corridors and steps leading to the central entrance of Head Office. As Mr. Harris, escorted by the new Chairman (Mr. Wishart) and Mr. Commissioner A. G. Fletcher walked along the corridor, the retired Chairman was warmly applauded and given three resounding cheers.



Leaving office for last time

As he reached the centre entrance doorway, he turned, smiled and waving his hand to his many well-wishers, said: "I'm deeply grateful to you all."

Norman Harris has left us with, as he said, unbounded faith in our ability to continue to serve the public faithfully and well. His faith in us is the incentive for even better work in the years to come.

Mr. Harris left a special message for every railway man and woman. It is printed on page 3.

(Continued from opposite page)

BIRTH OF A BOILER

The complete boiler is then attached, lined-up and checked before being placed on a jig which represents the engine frame. Final adjustments are made, the barrel is taken out, cleaned and reapplied, the dome lined-up, drilled and attached. Rivet holes are reamed and the boiler is ready for the hydraulic rivetter. The fire-box is assembled and steel fire-boxes are arc welded and applied to the boiler which is then turned on its back and the foundation ring rivetted. The boiler is now fitted with its stays and is ready to be drilled for stud holes, mountings and to be fitted with its internal pipes. Once that is done the tubing operation is complete.

After a hydrostatic test, which is twenty-five per cent. above maximum working pressure, the boiler goes through a steam test. Flue and other small tubes at the fire-box end are then sealed by arc

welding and a second and final steam test is carried out. All this applies to straightforward boiler manufacture. But on super-heater boilers the heater has then to be fitted with the necessary elements before the smoke-box is attached.

With the finish of these operations, the job of the boiler shop is done and the completed boiler, mounted on a flat top truck, sets off for further mechanical fields to find and become attached to its parent engine frame.

Such is the work that goes on every day in the Newport Boiler Shops. When new boilers are not being made, old boilers are being repaired. Twenty are at present being built and another 20 repaired. And this year it is expected that a further 70 will be constructed in the shops.

So the work goes on, never catching up but always striving, an essential entity in the rehabilitation programme of the Victorian Railways.

SIGNAL ENGINEERS MEET

TWENTY-THREE interstate railway signal engineers recently visited Melbourne to attend the annual meeting of the Institution of Railway Signal Engineers (Aust.). Among the delegates were signal and telegraph engineers from Victoria, New South Wales, Queensland and Western Australia.

While in Melbourne, the visitors were entertained at lunch by the Professional Officers' Association. Later, they were shown over the workshops of McKenzie and Holland (Aust.) Pty. Ltd., Engineers, of Newport, whose guests they were at dinner.

After the meeting of the institution, films were shown on centralized traffic control.

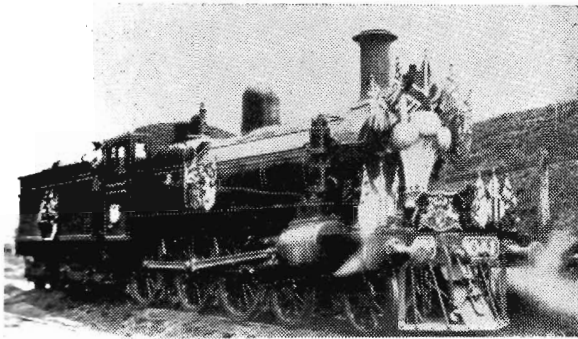
(Continued from page 5)

ROYAL TRAINS

The cedar lined State car, which was so much admired by Victoria's popular new Governor (Sir Dallas Brooks), is No. 4 in the records.

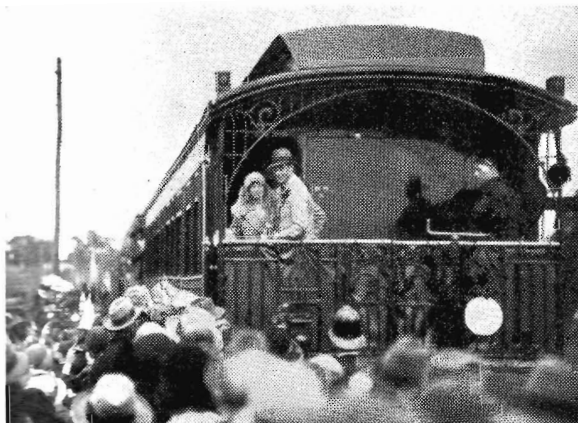
The new car, which would have been used last year by the King but for the cancellation of the Royal visit, is Car No. 5.

It is a very fine example of the car builder's art, and is a credit to the skilled craftsmen who produced it at Newport Workshops.



Prince of Wales visit, 1920

Duke and Duchess of York, 1927



APPRECIATION

THE Commissioners recently received a letter from H. V. McKay, Massey Harris Pty. Ltd., Sunshine Harvester Works, expressing appreciation for excellent railway service.

After explaining that a special appeal was made to the Commissioners for trucks to send harvesting machines throughout Victoria, at a time when the railways were extremely hard pressed, the letter continues: "Although the request we made seemed to be a heavy one . . . we are now pleased to advise you that no farmer received his machine late for harvesting. You will realize that whenever a harvesting machine is late, a farmer's loss may be very substantial indeed.

"Our company is grateful for this excellent service given to the farmer and to us."

* * *

Another letter, received from Mr. J. H. Frey, of the State Savings Bank, expresses his appreciation for the courteous service he has received from the railway staff at Murrumbidgee and Carnegie, "so I thought I would tell you," he writes, "that down there you have a staff who, one and all, maintain the highest traditions of railway service."

THIS MONTH'S ANNIVERSARY

ON February 1, 1884, the Victorian Railways were placed under the control of three Commissioners. Previously, they had been controlled by the Board of Land and Works.

The first Commissioners were Richard Speight (Chairman), Alfred John Agg (who died in office on October 17, 1886, and was succeeded by William Henry Greene) and Richard Ford. They held office until March 17, 1892.

(Continued from page 6)

THE RAILWAY LANDLORD

The most romantic episode in the Estate Office's history concerns the search for buried treasure at Queenscliff. For many years there was a legend that railway land near the Queenscliff station held an immense hoard of treasure stolen from Peru about 130 years ago. The Estate Office received several applications for licenses to excavate for it, and, in 1934, the Commissioners gave permission to a syndicate to attempt to find it. However, the whereabouts of the treasure remained a mystery and, notwithstanding subsequent activities by people—all with infallible clues known only to themselves—the treasure is still undiscovered.

*Friendly
Service*

"Spirit of Progress"
Stewardess



THE Railways are often called upon, sometimes at short notice, to provide that extra little bit of service to travellers; service that wins friends for the department and increases the popularity of rail travel.

Here are a few examples of the friendly service that has earned for the railways the reputation of being the faithful servant of the public:

(1) The department was told recently that two girls, aged ten and twelve, proposed travelling from Hamilton to Melbourne. Special arrangements were made for their welfare on the trip. The Hamilton stationmaster, who was asked to look after them, got their tickets and made sure they were comfortable in a ladies' compartment. Then he got in touch with the S.M. at Ararat and told him the numbers of the seats occupied by the girls so they could be easily found. They were met on arrival at Ararat and were transferred with their luggage to a Melbourne-bound train.

(2) Once every six months for seven years, the mother of a little country girl, an infantile paralysis victim, brought her child to Melbourne for treatment. At one stage of her illness, the girl was a cripple and could not sit up. Permission was given for the mother and child to travel in the guard's van.

The girl responded to medical treatment and gradually regained the use of her limbs. Railwaymen showed a personal interest in the little patient, and there were always reserved seats for both her and her mother on the train trip from Bendigo to Melbourne.

The mother deeply appreciated all that was done for them. In a letter to the Department, she wrote: "I would like to pay tribute to the un-

failing courtesy and cheerful help I have always received from railwaymen."

(3) On another occasion two young girls, who were travelling from Adelaide to Albury, were met at Spencer Street by railway officials. Arrangements were made for them to be cared for by representatives of the Travellers' Aid Society until it was time for them to continue their journey on "Spirit of Progress."

The Railways Department has always been the friend of the family man. Judging by the letters of appreciation received by the Traffic Branch from grateful parents, the friendly service policy has built up much goodwill.

"Spirit of Progress" stewardess has helped nursing mothers and women with young children. Milk for babies has been placed in an ice box.

All these thoughtful acts are part and parcel of the Railways' planned service. They certainly bring more business; but they also make the traveller appreciate the fact that the railwayman is not only the man who collects their tickets at the barrier gates or gives the signal for the train to leave the station, but is there to befriend them and look after their comfort.

AXLE LUBRICATION

In the early days of the Victorian Railways, the axles of the rolling stock were lubricated with tallow. Somewhere about the early 'seventies (I think), an employee of the Department stationed at Bendigo invented the present box using oil as a lubricant applied by means of woollen pads and springs.

At that time the carrying capacity of goods trucks was approximately five tons: passenger cars were referred to as "dog boxes" and all doors were locked when running.

Could you let me know the actual date of the coming into use of the present lubrication system, and the inventor's name?

J. Davey
Retired S.M.

(Can any reader answer this one? — Editor.)

N.S.W's RIVERINA EXPRESS

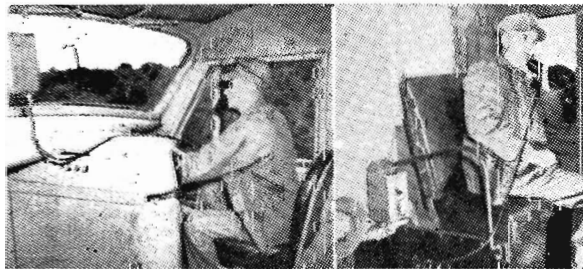


The Riverina Express (pictured above) is the first of eight trains specially designed to provide modern daylight services between Sydney and distant country districts. It consists of six saloon-type cars (two first class and four second class), one buffet-diner and a combined power and brake van. The New South Wales Railway Department's fast and powerful Pacific type ("C" 38 class) locomotive is used to haul the train which, externally, is painted tuscan red and russet relieved with chrome yellow bands.

U.S.A.

ONE of the most comprehensive installations of train radio communication is now in service on the Erie Railroad. By means of the four-way train radio system, crews of Erie freight and passenger trains are in constant and direct touch with train dispatchers and wayside stations as well as with other trains in the radio-equipped area. Also, the engineer and the train conductor can readily communicate with one another.

The original installation on the 360 mile section between Marion, Ohio, and Salamanca, New York, is limited to Diesel-electric locomotives and vans. Steam locomotives may be equipped in the future.



The engineer (left) in an Erie Diesel-electric locomotive and the train conductor (right) in the van.

Ready communication between the conductor in the van and the locomotive engineer at the front end is expected materially to reduce train delays and broken drawbars resulting from emergency stops. By means of the radio, the conductor and engineer can together decide what action

to take. The engineer can bring the train to a halt by applying the brakes from the front end and thus avoid a separation. Trains are frequently broken when the conductor, unable to get into touch with his engineer, applies the brake at the rear while the locomotive is still pulling forward. (Brotherhood of Locomotive Firemen and Enginemen's Magazine.)

* * *

Statistics given in "Diesel Railway Traction" (June 1949) afford striking evidence of the extent of streamline passenger enterprise in the United States. By the end of 1948, there were 253 trains of this description running on American railways. They covered 176,718 miles daily, from one end of the country to the other.

Combined with luxurious light-weight rolling stock, Diesel-electric locomotives (with their reliability and capacity for high-sustained speed) have proved a major factor in the success of these streamline trains, many of which are filled to capacity. About 85 per cent. of the trains are hauled by Diesel power.

On many routes, times have been cut to such an extent that hitherto necessary overnight journeys are now made by day in trains composed of reclining-chair cars for which much lower fares are charged.

The result has been not merely to arrest the decline in passenger revenue on many routes, but also to create traffic. Some of the American streamline trains have paid for their construction by the profits from a single year's working.

**YOU MIGHT AS WELL HIT A MAN OVER
THE HEAD AS LEAVE TOOLS WHERE
THEY WILL FALL ON HIM.**

MR. JOHN ELLIOT'S NEW POST

VICTORIAN railwaymen will be interested to learn that Mr. John Elliot has been appointed Chief Regional Officer of the London Midland Region, British Railways, with headquarters at Euston, London. Mr. Elliot was Chief Southern Officer, Southern Region, British Railways, when he visited Australia last year to report on transport in Victoria.

The London Midland is the largest of the six regions of the British Railways. Mr. Elliot took up his new post on January 1.

OLDEST FIREMAN DIES

Fireman Gabriel Horgan, of Ballarat Loco, who was the oldest fireman working on the foot-plate, died recently. He was due for retirement next May.

Mr. Horgan and his five sons were keen rifle shots, and his daughter Nance (Mrs. Bernard) captained an interstate softball team against all-Australia in Brisbane last year.

Letter to the Editor

LOCO PICTURES

In my mother's home there are photos of engines numbered 72,74, 25, 307, 84, 505, 213, 76 and 197. Names of train crews mentioned are Tom McNamara, Jack Weller, George Johnson, Bob Baumann, Jack Wasley and C. Norman. The latter is wearing white trousers and others are bewhiskered and wearing bowler hats. C. Norman was the father of W. "Cocky" Norman, of Ararat, whose two sons, Alf and Perce, were also drivers. When I last heard of him Perce was driving the "sparks" on the Lilydale run. Alf was a driver at Seymour, Echuca, Toolamba and Bendigo. He was my father.
Train Examiner D. B. Norman, Bendigo Loco.



Porteress Jean Butler, of Mordialloc, and Porter Les Bowles, of Dandenong, whose engagement has been announced. Jean has been employed by the Railways for nearly seven years, five years at Edithvale and eighteen months at Mordialloc. She is a very popular girl, not only with the staff but with the public, too.

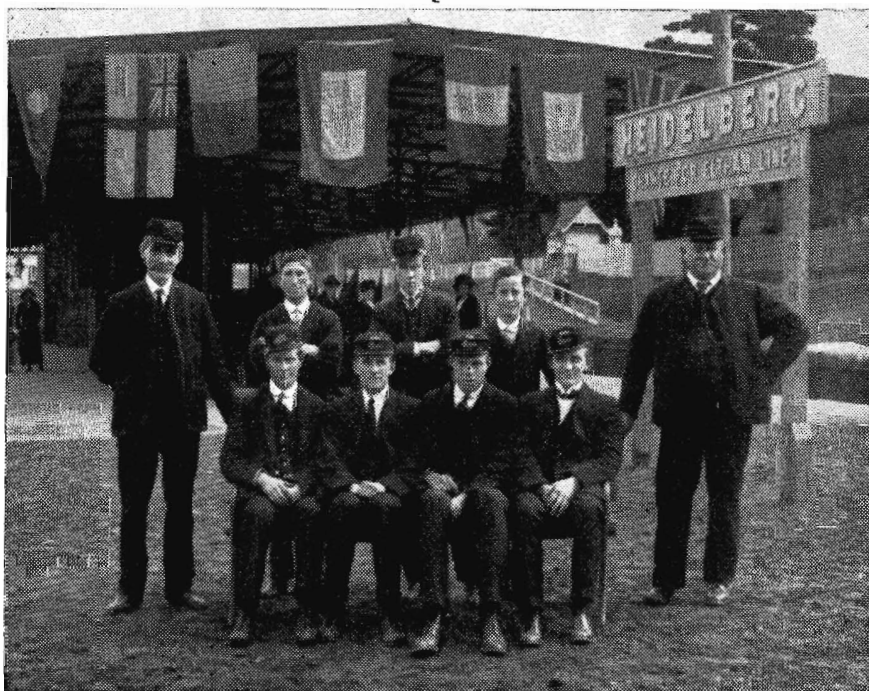
"ALL JOBS WELL DONE"

IN a typical smith's shop atmosphere, to the thump of the steam hammer and the dull roar of the oil-fired furnace, Mr. J. Payne, who retired recently, received a presentation from the Newport Workshops Manager (Mr. R. H. Y. Roach).

Mr. Payne, who was a former employee of the old London, Brighton and South Coast Railway in England, joined the Victorian Railways in June 1925. Four months later he became a sub-foreman. During the Second World War he was responsible for all major forgings for machine gun carriers, tanks, torpedoes, 25-pounder guns and mines. His work on the production of 300,000 surgical instruments for the Australian Army Medical Services evoked high praise from the defence authorities.

Mr. Payne was also one of the original team that founded and placed on a sound financial basis the Community Hospital at Altona.

Perhaps the best tribute that was paid to Mr. Payne at his farewell was the remark of one of his colleagues: "Our thanks Joe for all jobs well done."



HEIDELBERG IN 1913

THE accompanying picture, sent in by Mr. J. C. Burton (Signal & Telegraph Division, Head Office), was taken at the opening of the new Heidelberg station in September 1913. The old-style uniform caps and coats add to the historic atmosphere of the picture.

Unfortunately, we have not been able to identify all the members of the staff: perhaps some of our readers can help us.

The photograph shows: standing (left to right) Mr. G. Woodman, A.S.M. (deceased), Mr. W. Wilson, signalman (retired), Mr. Roy Stanistreet (now clerk at Dimboola), Mr. J. Dynan (now clerk, Accountancy Branch), Mr. J. C. Russell, S.M. (deceased); sitting (left to right) Mr. W. Foley (later block and signal inspector—deceased),—, Mr. L. Moylan, and—.

SPORT HIGHLIGHTS

WET weather at the beginning of the cricket season caused the abandonment of a number of games in the competition for the Commissioners' Cup. Present leaders are Spotswood 'Shops. The team to represent Victoria in the contest for the Mick Simmons Cup will leave for Perth on February 17. The games will begin on February 23.

The annual cricket match between the Police and Railway teams resulted in a win for the Police by 96 runs. Top scorer for Railways was Bruce Murray, of Spotswood 'Shops, who scored a bright 50. Another Spotswood 'Shops player, W. Peterson, took the bowling honours.

The success of Roy Howard, dashing South Melbourne batsman, in the Sheffield Shield game against New South Wales and his selection in the team to tour New Zealand, was particularly pleasing to railwaymen as Roy is an electrical fitter at Jolimont Workshops. Incidentally the foreman there is Bert Reitman, former Collingwood and interstate footballer, and now Vice-President of the V.R.I. Bowling Club. At one time Roy Howard played in the V.R.I. competition for the Commissioners' Cup. Railwaymen will follow his future with a great deal of interest. Roy, who is captain of South Melbourne cricket pennant team in the absence of Lindsay Hassett, Australia's Test captain on the South African tour, may prove to be one of the most brilliant batsmen Victoria has produced since the war. If he continues to show the marked improvement that has been so noticeable in his batting this season, Test cricket honours may not be beyond him.

* * *

And talking about South Melbourne, congratulations to another railwayman, Keith McLellan, Melbourne Goods clerk, who was recently appointed secretary of the Southerner's League football club. It is interesting to recall that Keith, who is a former league umpire, is the second Melbourne Goods clerk to become secretary of the South Melbourne Football Club. Dick Mullaly, who was secretary of the club for many years, came from the same branch of the service. Another former railwayman, who was not only secretary of the Southerners but also non-playing coach for the team, was Joe Kelly. He is now secretary of the Amateur Sports Club. Apparently railwaymen are in great demand for executive posts down South.

* * *

Forty-five members of the V.R.I. Golf Club had an enjoyable day's sport at Rye recently. The trophy, donated by the President, Mr. Frank Findlay, of Ballarat North Workshops, was won by Kevin Anderson, of the Electrical Workshops, Spencer Street—three up.

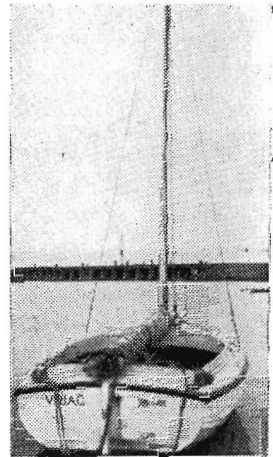
For those who are fond of fishing, there is great opportunity to fish at some of the best spots on the Bay by joining the V.R.I. Angling Club. The club has a very fine boat which is moored at Williamstown. The honorary secretary of the club is Mr. W. J. Crowe, Suburban Guards' Depot, Jolimont.

* * *

Applications for inclusion in the tennis team to represent Victoria at the interstate carnival in Brisbane on April 24-28 close on February 4, with the honorary secretary of the V.R.I. Tennis Association (Mr. Ken McIver), Accountancy Branch, Head office.

Metropolitan and country tennis players are asked to give recent performances and the competitions in which they played. The interstate tennis teams will play for the Blanch Cup, at present held by New South Wales. The McAndrew Cup will also be contested.

Several teams are level on progressive points in the Association's A and B grade competitions for the Dunkling Shield and Pimm's Cup, respectively. The singles championship was won by J. Trevena (Stores) from R. Milne (Stores). Winners of the doubles were J. Conboy (Accounts) - J. Bolger (North 'Shops). Runners-up were E. Grant (Spotswood 'Shops) and K. McIver (Accounts).



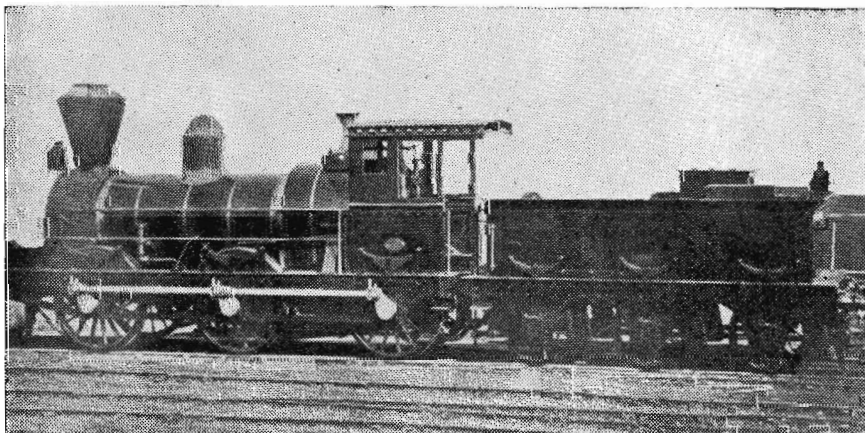
HEAVY WEIGHT CHALLENGE

THE Overhead Depot, Batman Avenue, has accepted the challenge of the Newport station staff to produce five railwaymen whose combined weight exceeds Newport's 72 stone 5 lb.

Overhead Depot's heavyweight team comprises Assistant Linesmen Jerry Power (17 st. 13 lb.), Bill Fletcher (15-12), George Cottell (15-7) and High Tension Linesmen Alf Wignell (16-4) and Harry Howell (15-12). Their combined weight is 81 stone 6 lb.!

(Room 10, Head Office, has some heavyweights, we believe. How about a challenge from there?—Editor.)

EARLY V.R. LOCOMOTIVES



5. ~~Goods, 50-16-10~~ type.

Nos. 23 to 33 (odd numbers), built by Slaughter Gruning, Bristol, 1861.

Nos. 35 to 57 (odd numbers), built by Robert Stephenson, Newcastle, Eng., 1862.

Nos. 19, 21, and 59 to 69 (odd numbers), built by Beyer Peacock, Manchester, 1866.

Nos. 71 to 81 (odd numbers), built by Yorkshire Engine Co., Leeds, 1870.

Nos. 127 and 129, built by Victorian Railways, Williamstown 'Shops, 1879.

Nos. 131 to 143 (odd numbers), built by Phoenix Foundry Co., Ballarat, 1879.

Nos. 145 to 149 (odd numbers), built by Beyer Peacock, Manchester, 1877.

Later known as 'O' class.

The last of them (No. 79) was scrapped in April 1921.

The Victorian
Railways

New Letter

MARCH 1950

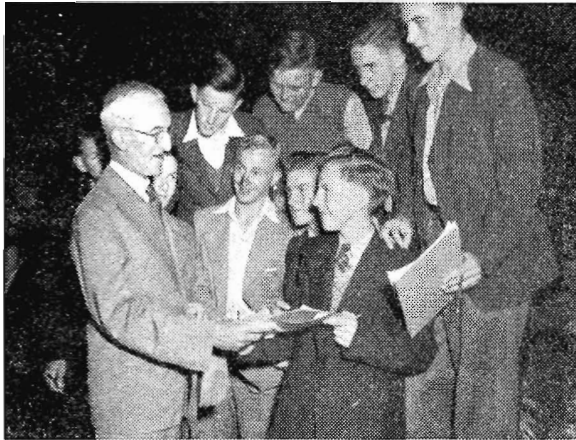
Issue No. 234



CLEARING THE SILOS

THEY CHOSE A RAILWAY CAREER

One hundred and fifty eight apprentices who chose a Railway career in preference to initially tempting dead-end jobs were welcomed into the Railway family recently by the Chairman of Commissioners (Mr. R. G. Wishart). At a happy little gathering in the concert hall of the Institute, Mr. Wishart reminded the boys that they were starting on a grand adventure.



The Chairman makes the boys feel at home

"You will need to work hard, but you will get results for it and I feel sure you will never regret the step you have taken," said Mr. Wishart in a friendly talk to the lads. He told them that there were many older members of the Railway family who would only be too glad to help them with their problems and they should not hesitate to seek that advice.

Mr. Wishart obviously had in mind the proverb about all work and no play when he told them to keep body as well as mind clean and healthy. "Keep up your sport and take some form of regular exercise; it will prove of great advantage to you throughout your life," he said. He also told them he would watch their progress in the workshops with a great deal of interest.

The Supervisor of Apprentices (Mr. Roy Curtis), who is known as the apprentices "big brother," told the lads that in joining the railway service they had made a wise decision. "Today there are plenty of tempting offers for boys to take jobs offering more money than an apprentice receives, but the prospects of permanency are not nearly so good," said Mr. Curtis, "you will have to make sacrifices in the coming years and devote some of your leisure time to study, but I can assure you it will be well worth while." Mr. Curtis added that most of the important executive positions in the department had been filled by men who began their careers as apprentices.

"The opportunities for advancement in the service are better today than ever before," he said. He pointed out that the boys had the ball at their feet and on the way they worked and studied would depend their progress in the next ten or fifteen years.

The Principal of the Railways Technical College at Newport (Mr. H. W. Tran) said that the highest positions in the service were available to apprentices, but to get them they would have to study hard to gain the necessary qualifications. Boys attending the college would be put on the right track and nobody would be overlooked. "There will be a little home work to be done, but it will not be killing," added Mr. Tran.

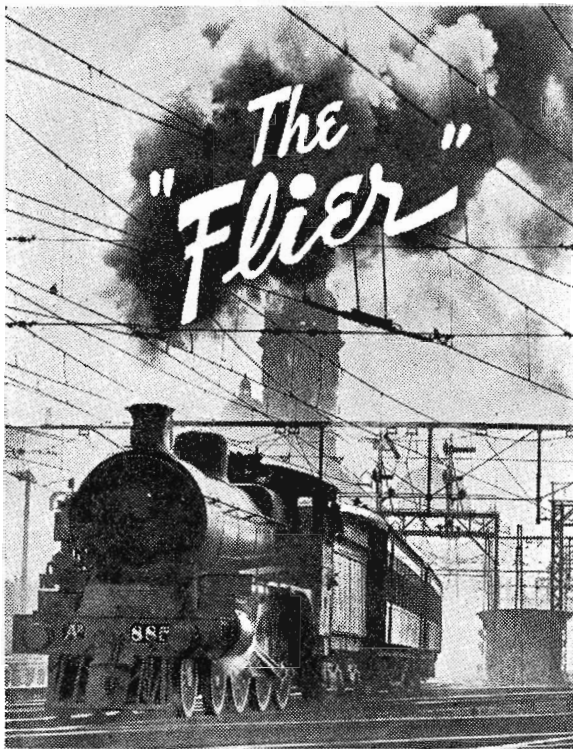
Perhaps none of the speakers was better equipped to encourage the apprentices than the Secretary of the Railways Institute (Mr. W. E. Elliott) who started as an apprentice and was the first Supervisor of Apprentices.

Mr. Elliott told the boys how important it was to start off on the right leg by doing their first job as nearly perfectly as possible. He went on to tell them of the sporting and recreational facilities that the Institute provided for its members and of records V.R.I. men and women had made in the field of sport. He recalled that in 1936 four V.R.I. members were in the Australian Olympic team that went to Berlin; that every member of the successful wrestling team that scooped the pool at the 1938 Pan-Pacific Games was a V.R.I. representative; and that four members of the Institute had been chosen for the 1948 Olympic games in London. In addition, he said five V.R.I. representatives were in the Australian athletic team that took part in the Empire Games in New Zealand, last month.

OUR COVER PICTURE

shows a wheat train leaving Wycheproof.

All wheat surplus to the capacity of the silos has now been cleared. During the season, which lasted $8\frac{1}{2}$ weeks, the record number of 30,603 trucks (22,952,250 bushels) were cleared from country silos. Last year the season extended over 11 weeks and 24,453 trucks (18,339,750 bushels) were handled.



Steaming out of Flinders Street on its inaugural trip

“THE FLIER,” one of the few specially named trains of the Victorian Railways, first spread its wings on May 3, 1926, when it made its inaugural run to Geelong.

“The Flier” originally left from No. 1 platform at Flinders Street. It was a non-stop train, and it was kept to a tight schedule. It was the Railways answer to the threat of road competition, and train running staffs were impressed with the necessity to establish a good on-time reputation for this express.

Referring to its introduction, the annual report of the Commissioners for the year ended June 30, 1926, stated: “An express train between Melbourne and Geelong was decided upon as a result of the growing importance of Geelong as an industrial centre and in order to provide a fast service which would enable business men and others to leave Melbourne at a convenient hour in the morning and return in time for the evening meal.

70-minute schedule

“Under the existing schedule ‘The Flier’ leaves Flinders Street at 9 a.m. and returns from Geelong at 4 p.m., the journey occupying 70 minutes in each direction, but arrangements are being made which should enable the trip to be completed in an hour. The results to date have been quite satisfactory, and in addition to meeting a public demand, the inauguration of this service

is an important factor in combating passenger transport by road.”

The trip was ultimately completed within the hour following the installation of automatic staff exchangers between Newport South and North Geelong.

The “Geelong Flier” became “The Flier” in 1927 when the Western District was brought one and a half hours nearer by rail to Melbourne. “The Flier” left Spencer Street at 8.20 a.m. and on the trip to Port Fairy stopped only at Geelong, Birregurra, Colac and Camperdown, and then at all stations. On the return journey the train left Camperdown at 2.20 p.m. daily, stopping at Colac, Birregurra and all stations to Geelong and then ran express to Melbourne.

Reporting the first run of “The Flier” on October 17, 1927, the Victorian Railways Magazine had this to say about it: “Fed on speed the ‘Geelong Flier’s’ appetite has increased. It has chafed at the shortness of its swoop to Geelong. It sweeps through Geelong and soars further along the line to Camperdown and ultimately to Port Fairy. It covers the whole journey in six hours thirty four minutes.”

Extension of “The Flier” service to the Western District was not an easy matter. In fact it provided the then Transportation Branch with a series of time-table problems. For example, it was discovered that no fewer than thirty-three separate electric trains would be affected by “The Flier’s” new schedule. In some cases only a matter of sixty seconds were involved.

Service extended

It will be noted that “The Flier’s” original schedule of 70 minutes was reduced by ten minutes and, when it left Spencer Street on the extended service, the time from Melbourne to Geelong was 63 minutes. This is explained by the heavier loading that followed the extension of the service to the Western District. The improved A2 engine hauling “The Flier” has since enabled the Department to maintain the improved service beyond Geelong and to cut the travelling time from Melbourne to Geelong to fifty-five minutes, the average speed for the journey is 49.1 m.p.h.

The Department has recommended electrification between Newport South and Geelong, and also duplication of the Newport South-Werribee and North Geelong-North Shore sections at an estimated cost of £1,188,000, when even greater speed and increased frequency of passenger services may be expected. The plans provide for electric locomotives of general utility type with a speed range of up to 70 m.p.h. These improvements would make it possible to provide a considerable increase in the number of passenger trains each way.

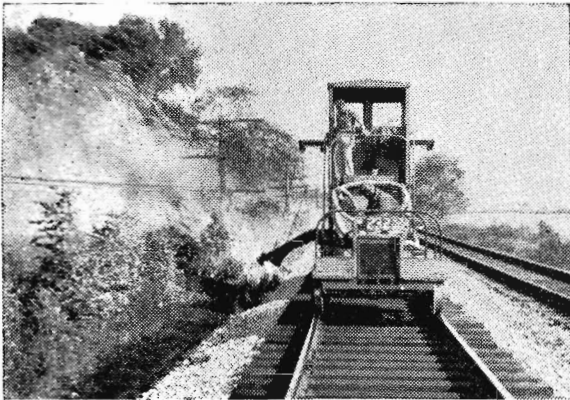
THE WAR AGAINST WEEDS

WEEDS, as every back-weary gardener knows, are useless plants that grow anywhere and everywhere and positively thrive in the driest and most inhospitable soil.

Naturally they are abundant on the permanent way, where they interfere with the drainage, increase sleeper decay and also constitute a fire hazard. As a result, the Railways are in a state of continual warfare with them.

Track gangs, in the course of their normal duties, destroy weeds with picks, etc., but massed attacks on the enemy are made by chemical means.

Chemicals have the advantage of avoiding both disturbance of the ballast and damage to sleepers. Calcium chlorate, and arsenite of soda are the main weapons on this front. Where the latter is used it causes a temporary sterilization of the soil which retards the growth of new weeds after the old have been destroyed.



Weed burner on Erie Railroad
(Erie photo)

Bulk application of the chemicals is effected by means of power operated machines. The machine is mounted on a trolley with a solution of the chemical carried in a 400-gallon tank. When in use, the solution is forced out by a motor-driven pump through atomising sprays at the rear of the trolley. The outfit is hauled by specially geared motors, and, of course, its movements are governed by the principles of safe working. The Department possesses a number of these machines, all using calcium chlorate. Arsenite of soda is applied



Motor-driven weed poisoning plant

by similar bulk methods, although sprays are not used; instead, the track is drenched with the solution by gravity feed. Each district has several machines for this purpose.

The question of equipping a train for transporting and spraying chemical killers is at present under consideration.

In addition to controlling weeds on the permanent way, the Railways have also to deal with noxious weeds alongside the tracks. Blackberry, one of the worst, is attacked with calcium chlorate at certain definite periods when spraying will have most effect. Usually two or three sprayings a year are given.

In parts of the U.S.A., side weeds are destroyed by flame. A motor drawn burner is used which kills the plants on the first trip and returning a few days later, finishes them off. Burning has been tried in Victoria, but, so far, it has not been completely satisfactory.

The plant hormone method has recently been developed. Hormones are chemicals that stimulate the growth of plants to such a degree that the stems and leaves twist and split, and finally wither up and rot. Hormones have a selective action; they kill some varieties of weeds but are harmless to others. This line of attack is being developed.

Weed killing is an unobtrusive but indispensable part of railway activity; it keeps under control those relentless green enemies that would, if left unchecked, cause serious damage to the permanent way.

OVERSEAS CORRESPONDENTS

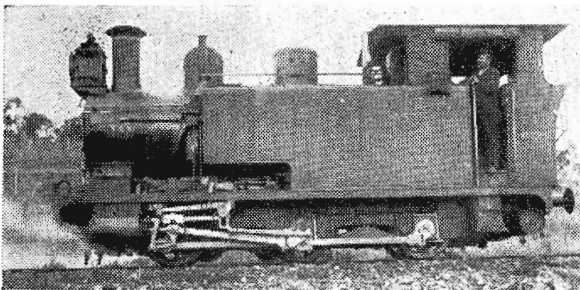
ARE you interested in corresponding with railway enthusiasts overseas, particularly in the United States? If so, you should get in touch with the editor of "Railways in Australia," a monthly magazine published in Melbourne. He will supply names and addresses on receipt of a stamped addressed envelope. Write to The Editor, "Railways in Australia," 29 Seymour Grove, Brighton Beach, S.5.

QUEENSLAND'S RACK RAILWAY ON THE WAY OUT

THERE are limits to the climbing power of the conventional type of locomotive for, when the gradient becomes too steep, the adhesion is insufficient to move the train and the wheels merely spin idly on the rails.

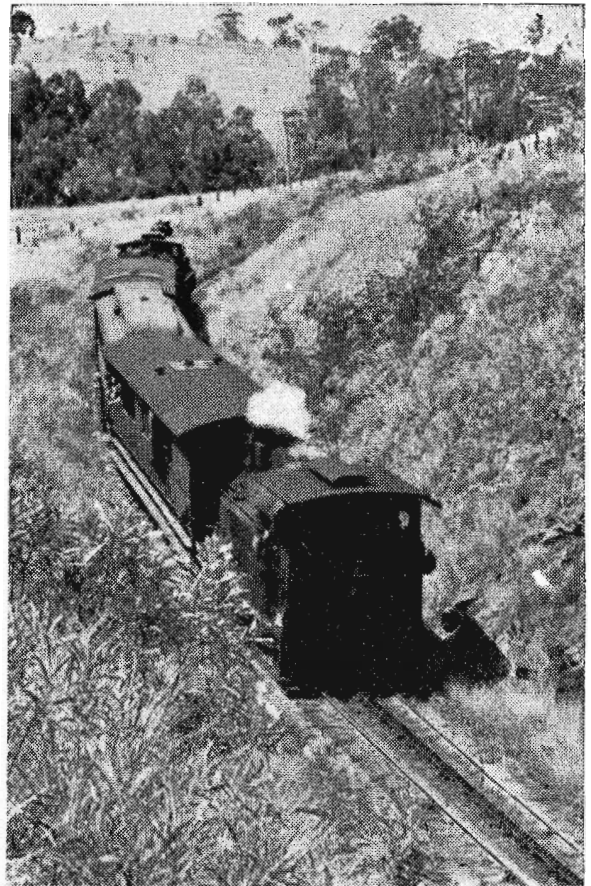
The most common form of mountain climbing device used to overcome this disability is the rack railway—a rack or toothed-rail which engages with a power-driven pinion wheel on the locomotive. It was first patented in 1811 by John Blenkinsop and used for hauling trucks up the steep inclines at collieries. Since then many improvements and variations have been patented.

In 1882, R. Abt patented an improved form of rack in which the teeth were cut in the edges of narrow rectangular bars. These bars were placed in pairs, teeth uppermost, on chairs bolted to the sleepers. The teeth of the rack-bars were arranged so that they were “out of step”—the teeth of one rack being in line with the indents on the other rack. A pair of stepped pinions on the locomotive engaged with the double rack and so smoothness of action was ensured.



Queensland's Abt system loco — the pinions can be seen between the first two pairs of driving wheels

The first line to use the Abt system was built in 1884 at Blankensberg in the Harz Mountains (Germany). In 1894-96 a rack railway on this principle was built on Mt. Snowdon in Wales. The Abt system is used extensively in Switzerland where the grades are exceptionally steep.



“Push and Pull” on the rack

In Queensland there is a rack section, using the Abt system, between Moonmera and Moongan on the Mount Morgan line. However, a deviation is now under construction which will eliminate it. This has been made necessary by the heavy traffic expected from the opening up of the Callide Valley coalfields, the agricultural possibilities of the Dawson and Callide Valleys, and the expected development of pyrites production from Mount Morgan mine.

With the lowering of the line in two places between Goovigen and Jooro (on the Callide line) a load of 450 tons can be hauled from Biloela to Mount Morgan by a ‘C17’ locomotive. Although the load of 275 tons between Mount Morgan and Moongan will remain, this is over only a short distance of $2\frac{1}{2}$ miles. A “down” load of 650 tons will be taken from Moongan to Rockhampton.

The “down” load over the rack section from Moongan to Moonmera is now limited to 100 tons with two engines, and the “up” load to 125 tons, also with two engines. But over the deviation 275 tons on the “up” journey and 650 tons on the “down” will be hauled by one engine. The length of the deviation will be 6 miles $44\frac{1}{2}$ chains.

“VICTORIA’S TRAINS ROLL CAPABLY,” SAYS U. S. MAGAZINE

“OUR friends on the other side of the world seem to be rolling their trains quite capably in a country almost as big as ours.”

Such was the comment in a recent illustrated article in the Erie Railroad Magazine (U.S.A.) in which an interesting comparison was made between the railroading methods of the Erie and the Victorian systems.

A centre spread of pictures in the “News Letter” of railwaymen at Healesville prompted the Editor of the Erie Magazine to write to the Department and ask for photographs and captions. As nearly comparable pictures as possible were taken on the Erie system and presented side by side with those from Victoria.

The Americans were particularly interested in the Victorian train staff system.

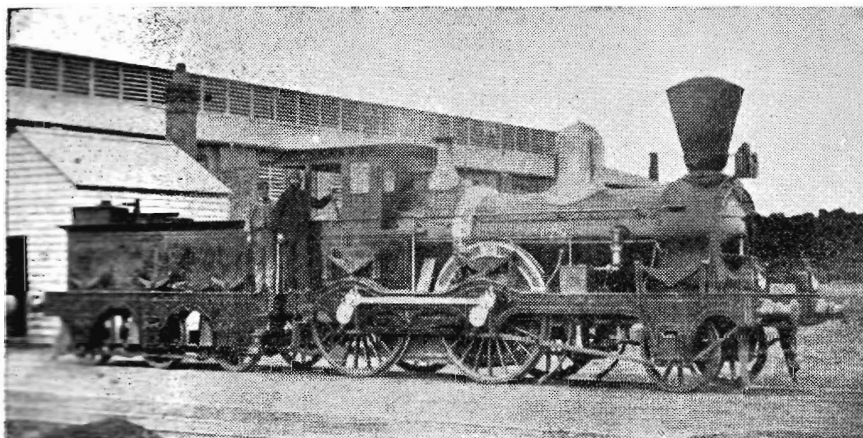
The Erie Magazine’s comments in comparing the two sets of pictures are interesting. They direct the attention of their readers to the fact that, whereas the driver (engineer, as Americans call him) of the Victorian locomotive sits at the left hand side, the engineer of the 4,500 h.p. diesel (shown opposite) sits on the right. Assistant Stationmaster Groves, of Healesville, is shown withdrawing the electric staff to let a train through to Yarra Glen. The opposite picture shows a train dispatcher moving trains on the River Line by the remote action of the Erie code control system.

Erie tells its readers that Charlie Anderson (Healesville) shown coupling up a loco, “wears the V.R. emblem and fedora (felt hat) worn by many of the railwaymen on the Victorian Railways.” Again in the matter of dress, Erie comments that “what Yankees call overalls are worn most infrequently on the antipodes lines.” The magazine was obviously impressed with the picture of Stationmaster H. W. Pithie (Healesville). “On his collar is embroidered the King’s imperial crown,” is the comment. “The alphabetically lettered rack seems much like those in American railroad stations,” states Erie in republishing the picture of Lad Porter Frank Kupke (Healesville) sorting a batch of parcels.

“If some of the Australian operations shown here seem strange to you, remember that ours seem just as odd to the Aussies. You never think of yourself as a foreigner, but to every Frenchman, every Italian, every Spaniard, etc., you ARE a foreigner. It all comes under the head of transportation.” So concludes the Erie Railroad Magazine article which is headed: “HERE’S HOW WE DO IT.”

A copy of the Erie Railroad Magazine was sent by the Public Relations and Betterment Board to Stationmaster H. W. Pithie, Healesville. Writing to the “News Letter,” he said: “The staff and I are very thrilled to have our activities published in the Erie Magazine. I believe it is the first occasion that such pictures have appeared in an American publication.”

EARLY V.R. LOCOMOTIVES



6. Passenger, 2 - 4 - 0 type.

Nos. 46 to 70 (even numbers)
built by Beyer Peacock, Manchester, 1862.

Nos. 72 to 96 (even numbers)
built by R. & W. Hawthorn, Newcastle, England, 1862.

Nos. 102 to 112 (even numbers)
built by Beyer Peacock, Manchester, 1871.

Nos. 186 and 188 built by
Phoenix Foundry Co., Ballarat, 1880.

They were later known as “B” class.

The last of them (No. 76) was scrapped in June 1917.

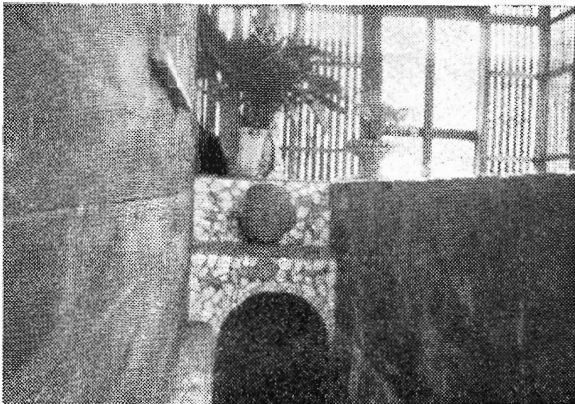
Artistry in Junk

By A. K. LOBLEY
(Signalman, Benalla)

RAILWAY men and women, when off the job, have taken up many and varied hobbies. Take Signalman Frank Cook, of Benalla, for instance. Frank is a keen gardener and most of his spare time is put into his rather extensive garden—most of his spare time, but not all of it. Some of it is spent in devising odd garden ornaments, bird baths and fountains out of cement, and decorating them with broken china and porcelain.

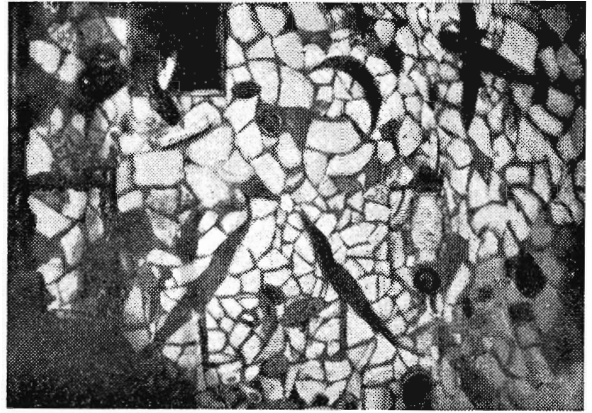
Frank is one of those rarities among men, in that he can turn his hand to almost any trade. The job that he is most proud of, however, is his well. No tradesman could have done a better job.

This is how Signalman Cook came to make his now famous well. Some years ago there were successive dry seasons, and water restrictions were imposed in Benalla. Frank Cook knew what effect this would have on his garden, so he decided



Entrance to the well

to bore for an underground water supply. He intended then, that the proposed well should be of the orthodox type. However, his drill went down thirty feet before he struck a flow and he considered that it would be too deep to get a good pressure of water. Getting a pencil and paper he worked out that, by constructing a room twenty feet below the surface to house the pump, he would get twice the pressure of water pumped from ground level. And so he set about it, working single handed in between shifts in the signal box.



A corner of the underground room

Frank is quite modest about his achievement. He certainly surmounted a lot of difficulties before the job was completed. Today his well is one of the show places of Benalla. A latticed fernery covers the well entrance. On the right hand wall of the fernery and extending on to the next is a model of the Sydney Harbour Bridge, which is also Frank's handiwork. It is nearly fifteen feet long and has been exhibited locally; it has raised considerable money for charity.

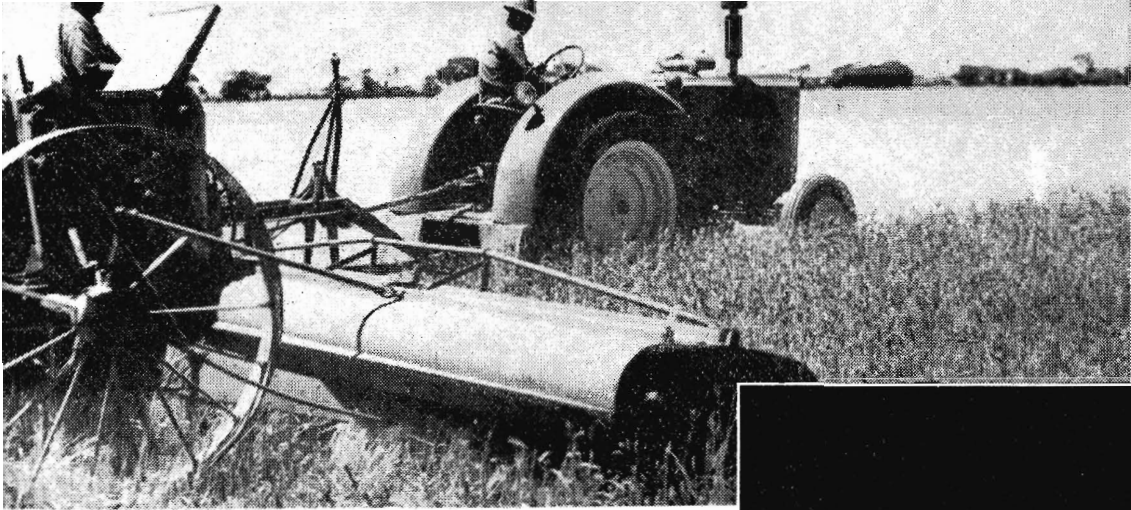
Guarding the steps down to the well is a low wall with maiden-hair ferns growing in a shallow trough along the top. The wall is surmounted at each end by a decorated urn also containing ferns. The walls and ceiling of the tunnel leading down to the well are cement faced with broken china in all sorts of crazy designs.

The underground room housing the pump is immediately above the well proper. It is lit by electricity which also works the pump. A tall man would have to stoop slightly in the room which is about six feet long by five feet wide. Embedded in the walls and ceiling are the yields from a hundred junk heaps. The bits of broken crockery and ornaments, however, have taken on a new dignity in the skilful way they have been arranged.

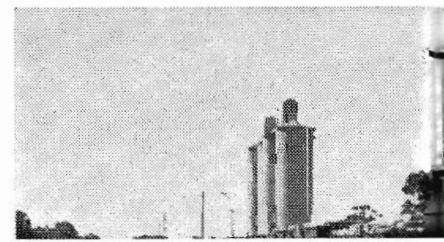
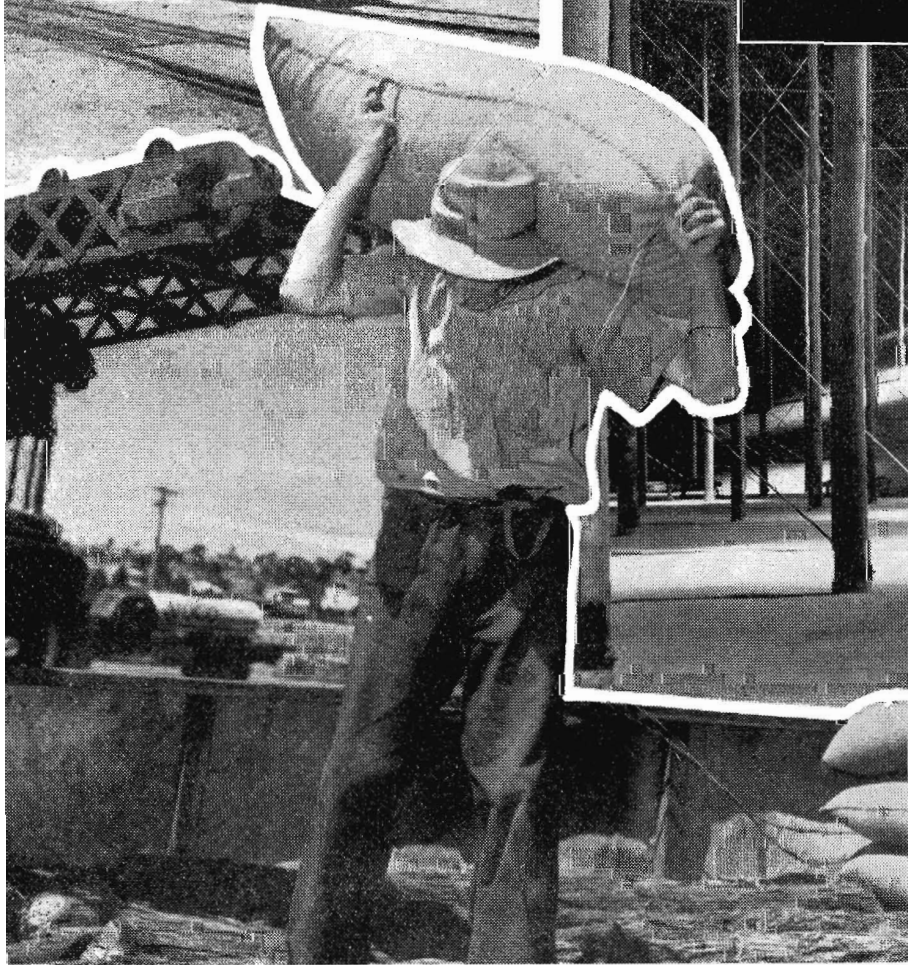
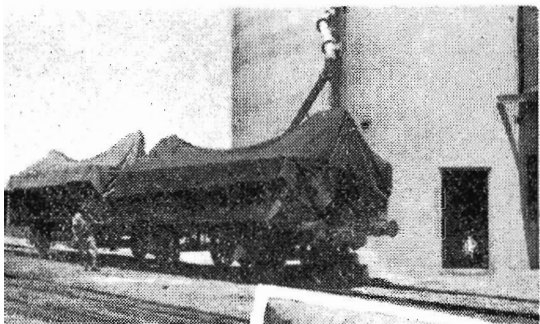
Frank himself would deny having any artistic leanings, but his well proves the opposite. With painstaking thoroughness he has arranged the broken china so that everything is pleasing to the eye. In a corner sits a realistic frog. There are small statuettes, bits of broken mirrors and brightly coloured pieces of glass. Even discarded radio parts do not seem out of place. Here and there, the cement outlines the forms of kangaroos, emus and lizards, suggestive of aboriginal cave drawings. All in all, one has the impression that the room was lifted out of a fairy tale. Oddly enough, the electric motor and pump do not seem incongruous. They could be the equipment of an industrious gnome with modern ideas.

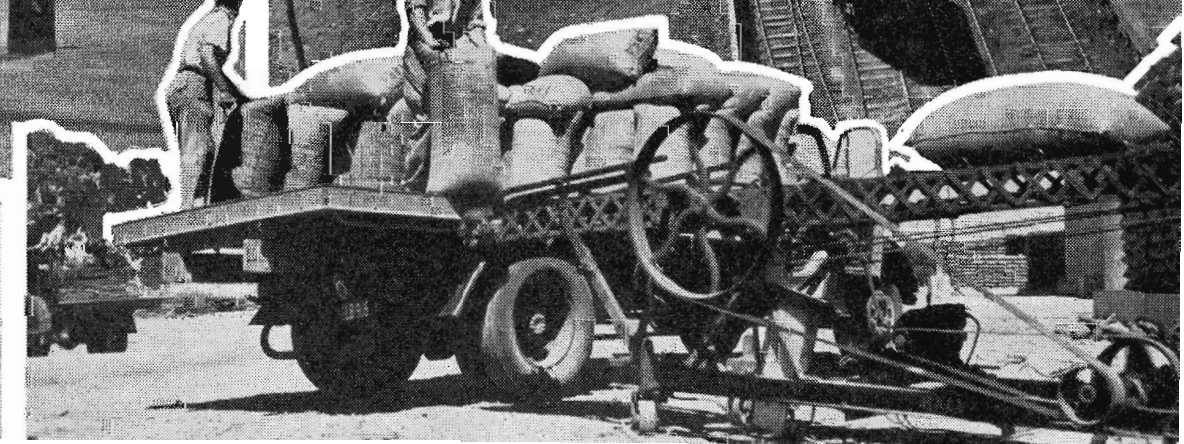
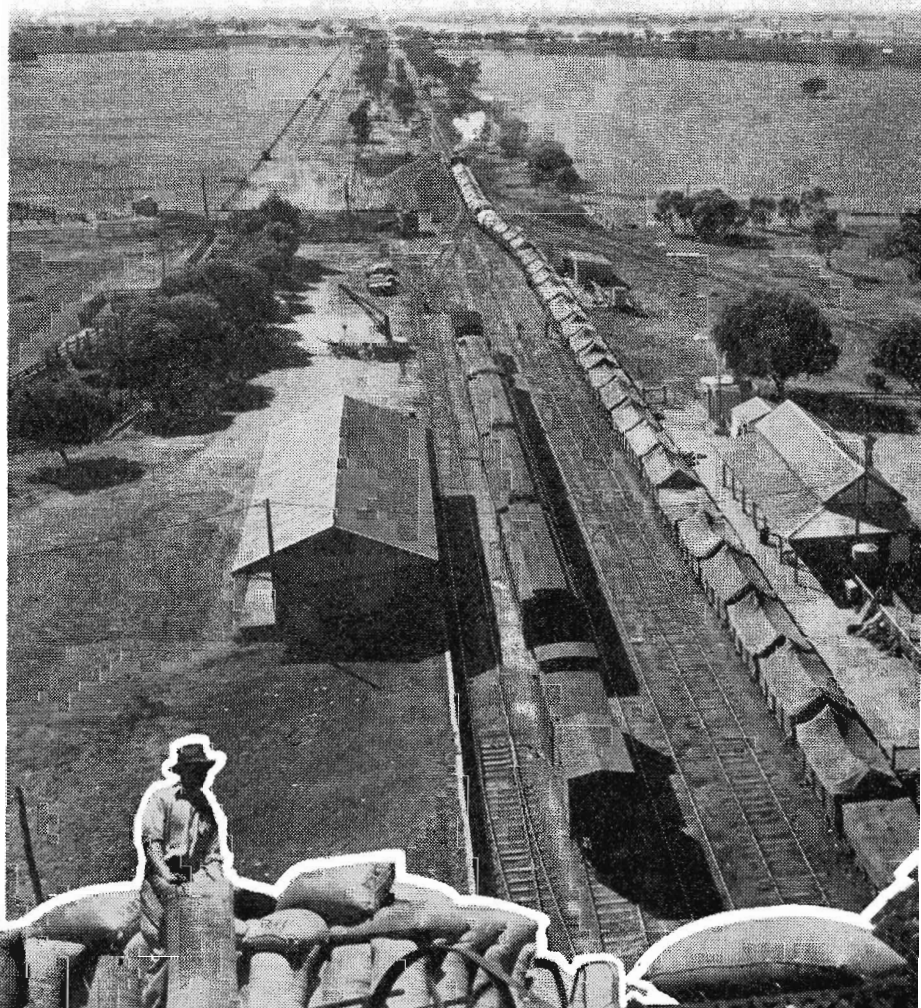
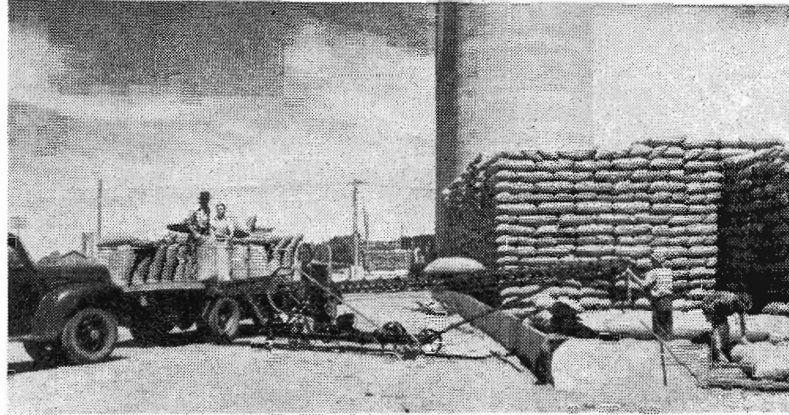
Besides the well, there are other examples of Signalman Cook's handiwork around the garden.

(Continued on page 12)



**HANDLING
THE
HARVEST**





RAILWAY SLANG

MOST trades and professions have made their contribution to that vivid and expressive underworld of language known as slang. Among others, the army, navy, air-force, legal and medical professions have their own special variety of slang; and there is the slang of the turf and of the circus.

Railwaymen have also contributed their quota to the treasury of slang. Below are given some words and phrases current in the operating branches:

- Big wheel driver : driver of a passenger train
Peg : a train staff
Snatching the peg : exchanging staffs
Setting the trap : erecting the automatic staff exchange apparatus
Flag and whistle king : a suburban guard
Rip and tearer : rhyming slang for a repairer
Dropping the anchor : dropping the hand brake on a truck
Blocko : Block and Signal Inspector
Red light in front : signifies that a senior officer is travelling in the cab of an electric train
Free wheeling : express runs of electric trains
Crackers : detonators for fog signalling
They're punching her all the way : a difficult trip on an engine pulling a heavy load under adverse conditions

This is not an exhaustive list—possibly there are words which have not come under News Letter's notice. Perhaps other branches of the service have also a slang of their own.

If so, send in a list to the Editor.

WHY CALL THEM DIESELS ?

The compression-ignition heavy oil engine so widely used is more often than not confused with the Diesel engine which came into existence at least seven years after it.

Herbert Akroyd Stuart of Bletchley, Bucks., England, was the inventor. He discovered that the compressed air in the heavy oil engine is at a sufficiently high temperature towards the end of the suction stroke to ignite the charge when it is introduced into it in a fine spray. The principle was fully developed in 1890 in which year Stuart took out a patent for the engine. Distinctive features of his engine were the separate combustion chamber united to the cylinder by a bottle neck, and the cooling of the combustion chamber by a water jacket.

In 1891 Stuart granted a license to Richard Hornsby & Sons for the manufacture of the engine. Dr. Rudolf Diesel patented his engine in 1892, but it did not assume a really practicable form until 1897. Diesel's main idea was to inject the oil by a jet of compressed air instead of by a pump.

When the last of Stuart's master patents had run out in 1906, a number of engine builders took up his airless injection principle.

It was Stuart and not Diesel who was the true inventor and the engine should bear his name.

Incidentally, Stuart emigrated to Australia in 1900 and died at Claremont W.A., in 1927.

acobite."

PRAISE FOR RAILWAY TEAMWORK

The Sun
NEWS - PICTORIAL

THURSDAY, DECEMBER 29, 1949

Railways Fine teamwork has been done over the year by the staff of the State's senior transport service—the railways. Where would the community be but for railwaymen and women? Why not extend to them through The Sun appreciation, seasonal greetings and good wishes? — **ONE OF THEM** (Horsham).

⊛ This is a timely reminder of constant service and efficiency and The Sun is happy to express its readers' and its own cordial appreciation of the splendid round-the-clock work by a great service-giving body of men and women, and to wish them a happy, prosperous New Year.

The editorial footnote was greatly appreciated by the Department.

In a letter of thanks to the Editor of the "Sun News-Pictorial" (Mr. J. C. Waters), the then Chairman (Mr. N. C. Harris) wrote: "The Railways get their share of criticism (what public service does not?) and the occasional shortcomings of human frailty are, we know, always more newsy than the solid, unspectacular performance of the daily duty that is taken for granted. Such a generous tribute from a leading metropolitan newspaper to the service that we railway men and women are trying so earnestly to give is, therefore, very heartening. With best wishes for 1950 to the "Sun" and its able and helpful staff."

ORIGINS OF STATION NAMES

ADELAIDE LEAD: The name was given on the discovery of the "Lead" by a party of miners from Adelaide, S.A.

CHILLINGOLLAH: A corruption of "Chillianwalla," the name of a town in India, memorable as the scene of a battle in 1849.

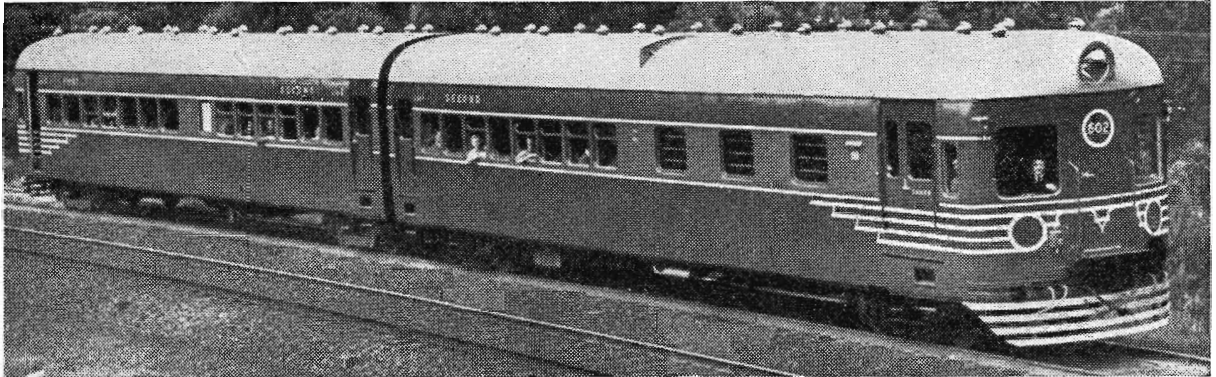
LAH: Aboriginal for a stone.

PICOLA: From "Bigola," an aboriginal word meaning whirling, rushing waters.

ROCKBANK: So called because of the rocky slopes nearby.

WINCHELSEA: Named in honour of the Earl of Winchelsea.

TWO-CAR DIESEL TRAINS IN N.S.W.



SIX of these two-car Diesel rail motor trains are now in regular service on country branch lines in New South Wales, and four others will be available shortly. The power car has two General Motors Diesel engines which develop 165 h.p. each, and the test showed that a speed of 62 m.p.h. at approximately 1,800 r.p.m. can be maintained.

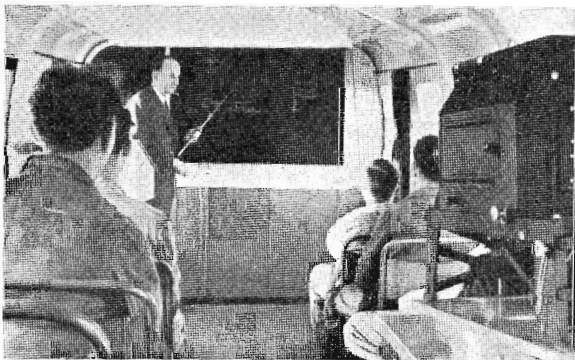
Total carrying capacity is 84 passengers and eight tons of luggage. Provision is made for removable bodyside tables, ashtrays are fitted, and iced drinking water and paper cups are provided. The seats are of the turnover type, each seating two passengers.

The interior colour scheme is green for first-class and brown for second-class. From sill to cornice height the finish is warm cream enamel, and the ceilings are in matt finish broken white enamel. The exteriors are standard tuscan and russet relieved with chrome yellow lines.

The car bodies are of the lightweight type, built principally of aluminium by employees trained in Beaufort aircraft manufacture during the war years.

Great Britain.

AN instruction train for the staff of the Rolling Stock Division of the Chief Mechanical Engineer (Railways) is to be run by London Transport shortly. In the past, knowledge of the rolling stock and its equipment was obtained only by experience during normal duties, but it will now be possible to supplement experience by instruction on the train. The train, which will travel to the various depots, will be in charge of an instructor who will arrange courses at each.



Lecture Hall on Wheels
. . . Staff Instruction Train

The train consists of five cars converted from tube-type trailers dating from 1919, which had been withdrawn for scrapping. The interior of each car has been entirely reconstructed for instructional purposes.

One car is fitted out as a lecture room with blackboard, tiered seating for twelve students, and an epidiascope: the office is also in this car. The other four contain various

items of equipment, including three complete sets of traction control equipment, each of a different type in common use, Westinghouse and electro-pneumatic brake apparatus of various types, the latest automatic coupler, and a pair of pneumatically operated doors.

Additional teaching aids are provided by cutaway items of equipment placed on benches, and wiring and other diagrams throughout the train. Perspex has been used to a great extent for the covers of equipment. Included in the train is a standard compressor, providing air for the pneumatically operated equipment, together with a motor generator which supplies current for some of the electrical equipment and for the fluorescent lighting installed in three of the cars.

* * *

MANY of the pre-amalgamation railway companies made use of the handbell system to denote that the official time for the departure of a train had arrived. In this atomic age bells have been replaced by golden voiced (and not-so-golden-voiced) announcers, but old customs die hard, and though many of the bells are silent, they stand as a constant reminder of less hurried times. One station where the practice still holds good is Westcliff-on-Sea, where for upwards of fifty years, the station bell has been rung regularly.

The Westcliff bell has strayed on two occasions, once in 1922 and again in 1945. On the first occasion a suspicion that its sudden disappearance might have some connexion with an away Cup Tie match was confirmed when it was distinctly heard giving full moral support to the Southend team. On the second occasion it seems it was acquired by and accompanied a draft of sailors going overseas, but happily it was recovered at the embarkation point and restored to Westcliff station.

It avoided the fate of the Tilbury station bell, which, it is understood, departed surreptitiously many years ago on a journey to South Africa from which it has not yet returned. ("British Railways Magazine.")

FREIGHT INQUIRY BOARD

THE State Government has appointed a board of inquiry to investigate:

- (1) The effect of road and rail freight structures and freight rates on the progress and development of industry in areas outside the metropolitan area.
- (2) The effect on country industries of the present method of subsidies paid from the Decentralization Fund.
- (3) Any other matters on freight charges and subsidies which are considered advisable to assist the decentralization of industry on a sound economic basis.

The members of the Board are Messrs. L. A. Schumer (General Manager, Yellow Express Carriers Ltd., and Hon. Secretary of the Victorian Division of the Institute of Transport), M. J. Canny (former Railway Commissioner) and K. T. Dahlsen (of Bairnsdale, representing country interests). Mr. Schumer is chairman and Mr. J. Brown (Traffic Branch, V.R.) is the Secretary.

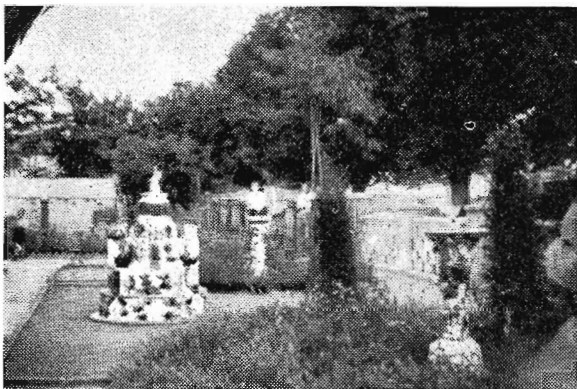
(Continued from page 7)

ARTISTRY IN JUNK

At the front of the house there are two fountains, and in between them is a tiered structure, the dominating features of which are teapots of all shapes and sizes. This large ornament, faced with coloured tiles and the inevitable broken china, is so unusual that it never fails to attract the attention of passers-by.

Frank says there is much to be done yet, and no doubt when he retires in three years' time, he will find a place for all the pieces of broken china and potteryware that are stored in his workshop.

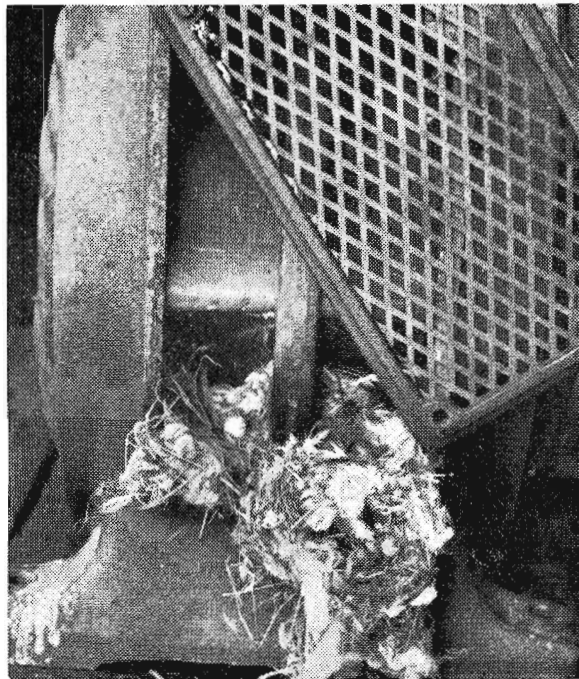
Good luck to you, Frank. May you live long to enjoy your retirement and your hobby which is a monument to your own imagination, patience and industry.



Garden ornaments

HOUSING SHORTAGE HITS SPARROWS

WHEN the motor of the gantry crane at Dynon Road Goods Yards was opened for repairs recently, it was found to contain sparrows' nests in the two compartments of the ventilating duct. Very comfortable homes had, in fact, been set up. They were private, had separate entrances through the bottom between the core and frame, which led into the bedrooms, complete with eggs. On the opposite side were the roosting or sitting rooms.



Close-up of the bedrooms

The furnishing was good and comfortable, consisting primarily of pigeon feathers in plenty, wool, cotton waste, tea tree and stringy bark. But it is understood from the Railways Estate Office that no rental was charged.

JANUARY COVER PICTURE

SEVERAL of our readers have phoned the "News Letter" office about the photo of "Heavy Harry" which appeared in the January issue. They thought that the photo had been faked because the train was on the right-hand track.

The picture, however, is quite correct. It was taken near the "down" end at Violet Town and shows an "up" train on No. 2 Road. No. 2 is the through road. The train is just crossing the points leading into No. 1 road (the platform road). The signals applicable to the junction are obscured by the engine.—Ed. "News Letter."

V.R. MUTUAL BENEFIT SOCIETY

THE Victorian Railways Mutual Benefit Society, which is now in its 83rd year, has provided substantial financial aid to thousands of members who were unable to continue their usual duties because of sickness or serious accident. Sick benefits paid total £360,000, including £400 to one member. Funeral benefits up to £40 are obtainable. Members can obtain the benefits in addition to sick pay from the Department or those paid under Government social services.

Senior railway officers have always taken a sympathetic interest in the work of the Society, and for more than sixty years it has had the guidance of a Railway Commissioner as President. Mr. M. J. Canny was President for 12 years, until his retirement. This year the Chairman of Commissioners (Mr. R. G. Wishart) will be President. The Society believes that, given more settled industrial conditions and an augmented staff, a new era of success is in sight.

With the prospect of a gradual return to normal train services, the Society is looking forward to the time when it will be possible again to hold railway picnics which were so popular in the past. Profits obtained from them were devoted entirely to augmenting the benefits paid to sick members. Full details of the work of the Society may be obtained from stewards in all parts of the State, or the Secretary, Mr. R. E. Hodge, 623 Collins Street, Melbourne.



Mass radiography of men at the larger metropolitan workshops began last month at Newport. This picture shows the Health Department's X-ray Unit at Newport Workshops. Examination is entirely voluntary, but a great majority of the men, fully realizing the benefits, decided to have their radiograph taken. Good staff work ensured a smooth flow of men through the Unit.



MR. JOHN ELLIOT LECTURES ON VICTORIA

AN interesting and informative talk, accompanied by a film, was given recently by Mr. John Elliot to the British Railways (Southern Region) Lecture and Debating Society. He spoke about his visit to Victoria.

The film consisted principally of shots taken by Mr. Elliot and Mr. A. C. Payne while in Australia, and gave a good impression of transport conditions. In his commentary, Mr. Elliot drew particular attention to the difficulties arising from the multiplicity of gauges in Australia and the handicaps that have been encountered for some years by the various systems in effecting maintenance and renewals on a proper scale.

Mr. Elliot is now in control of the London Midland Region of British Railways. As the London, Midland and Scottish Railway of pre-nationalization days, the system produced such famous trains as the "Royal Scot" and the "Mancunian," trains that, like Victoria's "Spirit of Progress," are still acknowledged among the world's best.

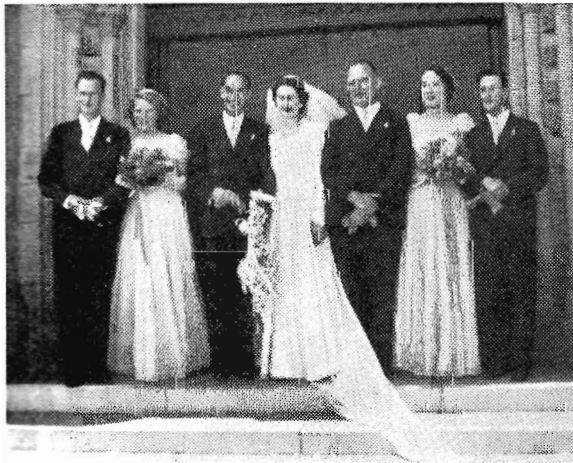
SCOTCH COLLEGE REGISTER

THE Editor of the "Scotch College Register" recently noticed that two boys called Charles Norman attended Scotch College about the years 1864 and 1865. One of these Old Boys joined the Victorian Railways and, like Mr. N. C. Harris (the recently retired Chairman), rose from Engineer to Commissioner. He finally became Chairman of Commissioners in 1915. The similarity of careers has its counterpart in the similarity of names and school.

But in the case of the two Charles Normans (although one was an engineer and the other a music teacher) it is a remarkable coincidence that two boys with the same name and at Scotch College at the same time, both died in the same year.

To avoid any confusion in the College Register, the Editor is anxious that all Old Boys in the Railways should send him their fathers' full names, their own full names, dates of birth and their years at Scotch. This information should be sent to Mr. N. H. Rashleigh, Room 219, Secretary's Branch, Railway Offices (Phone 1841).

TRAFFIC BRANCH WEDDING



MISS THERESE COOK, typiste at the Central Parcels Office, Spencer Street, was married recently to Mr. Kevin Woodruff.

Therese started with the Accountancy Branch (Cashier's Office) and transferred to the Traffic Branch in 1946. She comes of a railway family: her father is Mr. G. A. Cook of the Superannuation Office, Spencer Street, and her grandfather—the late Mr. Truman Cook—was a stationmaster for many years.

SCHOOLBOY HOWLERS

They gave William IV a lovely funeral. It took six men to carry the beer.

Where was the Declaration of Independence signed?
At the bottom.

HE COVERS THE WORLD BY RADIO

RADIO is the hobby of Mr. A. L. H. Kissick, of the Traffic Branch staff at Head Office.

An amateur radio enthusiast for twenty five years, his call sign VX3KB has been picked up as far south as Heard Island in the Antarctic and in the icy wastes of Franz Joseph Land.



Radio station card

In exchanging signal reports and conditions with other amateur radio station operators, of whom there are about 1,200 in Australia (compared, for instance with 80,000 in the U.S.A.), Mr. Kissick has encircled the globe many times. The language difficulty is seldom encountered as the great majority of the operators speak English. Of all the foreigners he has contacted, Mr. Kissick finds that the Russians know least about our language. Their call cards, however, are most elaborate and have obviously been designed for propaganda purposes.

There is no free exchange of amateur radio station cards in Russia. They are distributed through an official bureau.

Recently Mr. Kissick received an illuminating letter from a Japanese, Yukio Komiya, who enclosed his Japanese short-wave listener's report card. Komiya obtained Mr. Kissick's name and address from the international call book.

Wrote Komiya: "Dear My Radio Friend,

Call sign JA is now Japan, but on the air is now admitted for allied forces only and forbidden to us Japanese. I am looking forward to the day on which the air will be permitted for use Japanese by your favour. I am just 22 year old man. I have taken part in the world war since I joined the Japanese Navy as a radio operator in April 1942. The first sea battle in which I took part was off Midway and we lost the war. Since then the Japanese Navy compelled us to take part in the extremely dangerous sea battle for the purpose of cloaking the real fact that we lost the war. We took an active part in the several sea battles in the north Pacific ocean severely cold or the south Pacific where many horrible sharks are swimming. I was obliged to leave ship by repetition of sinking of our ships. In April 1945, I was obliged to enter a landing party with a view to protect Japan proper. Every day we were trained to throw ourselves with a bomb in hand under the tanks landing in the face of our lines. It is not too much to say that the military authorities think nothing of man's life. I am now employed in a post office by day as a lower official of government. By night I am always receiving foreign amateur communicating with the receiver of my own making. It is no exaggeration to say that my lowest life is barely supported by my salary of fifteen dollars a month and I cannot get even a vacuum-tube. We shall be obliged to live such a lowest and miserable life in Japan. Considering my life in future, I am driven away into the bottom of disappointment. If on the air was soon permitted for us Japanese we shall have a more pleasant time than today. I wish you good luck. How about swapping photo or stamps?"

Yes, being an amateur radio fan is full of interest and fun.

GIPPSLAND DUPLICATION

OUR readers will have noticed that, in the February issue, a wrong title crept into the centrespread. The pictures, of course, show some of the work of the Longwarry-Yarragon duplication.

SOME RECENT RETIREMENTS

FOREMAN HAROLD TEATHER of the Train Lighting Depot retired last month after 51 years in the Railways. Shortly after joining the department he was apprenticed to lamp making; he was later transferred to the Rolling Stock Branch as a gas fitter. Ultimately he became a foreman, a position which he held until his retirement. During his long service he saw the progress of carriage illumination from kerosene lamps through acetylene gas and Pintsch gas to modern electric lighting.



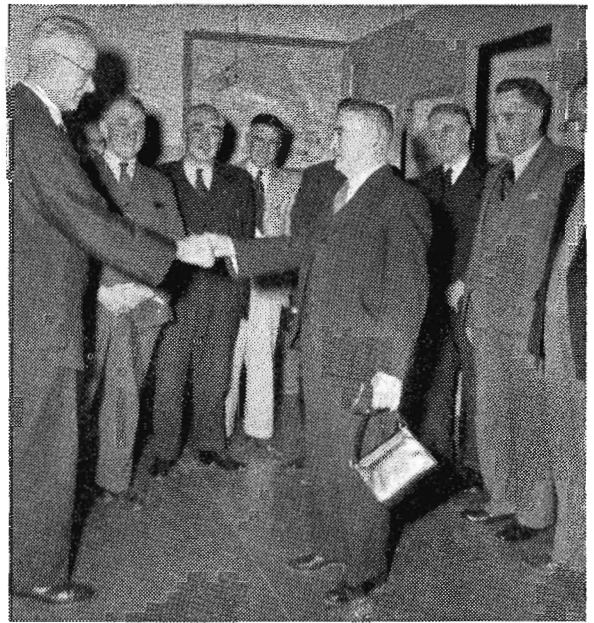
In his younger days, Mr. Teather was a well-known player with the Essendon Football Club. Among others, he played with such football "giants" of the past as Bert Bushbridge, Len Bowe, Allan Belcher, Mark Shea and Bill Davis. He was also a prominent cricketer in the Essendon Association, and in the V.R. competition was captain of the Spencer Street and Telegraph side which won the Commissioners' Cup six times.

During the running of Royal Tours, Reso, and Better Farming Trains of pre-war years, Mr. Teather travelled as officer-in-charge of lighting units.

* *

MR. W. HAMMOND (Group A.S.M., Kensington), who retired recently because of ill-health, was presented by the staff of the stations in his group with a smokers stand.

He joined the service in December 1912 and served as a porter, operating porter and assistant stationmaster at Leongatha and suburban stations.



MR. CYRIL RUNGE, who for more than 30 of his 40 years' railway service was a relieving signalman in the suburbs, retired recently. He was farewelled by the Assistant Metropolitan Superintendent (Mr. W. J. Russell), the Senior Block and Signal Inspector (Mr. C. K. Saunders) and other officers of the Department.

Mr. Runge was presented with a wallet of notes and a handbag for his wife. He intends to live in retirement at Selby.

OBITUARY

THE Department suffered a severe loss by the death last month of Mr. Norman Martin, District Superintendent at Seymour. A brilliant and capable officer, he was held in high esteem by the Commissioners and by railwaymen of all ranks.

Mr. Martin joined the service as an apprentice fitter and turner in 1908, and seven years later was appointed an acting draughtsman. In 1916, he was granted leave to go to England to do munitions work. Three years after his return to Australia, he became Assistant Engineer.

In 1936, he was appointed District Rolling Stock Superintendent at Bendigo and later occupied a similar position at Geelong and Seymour. A temporary transfer to the Staff Office of the Transportation Branch followed in 1940, and in 1943 his appointment as District Superintendent at Seymour was made.

After spending five years at Seymour he transferred to Geelong, but returned to Seymour in December 1949.

* * *

THE Traffic Branch lost another member of their staff in the recent death of Signalman Albert John Jones of Kyneton at the age of fifty-five.

Mr. Jones joined the department at Bendigo in November 1921. In the following year he was transferred to Kyneton as a porter before being promoted to signalman in 1926. He served with the Australian army overseas.

Albert Jones, who died from a heart attack on his way to duty, leaves a widow



Gang tool shop at Moutajup (Ararat-Hamilton line) showing—left to right—Repairer R. M. Arkell, Repairer G. A. Clarke, Labourer P. Riddle, Repairer J. L. Brown, Ganger J. Goss and Repairer G. Murrell. The picture was sent in by Ganger Goss.

SPORT SIDELIGHTS

THE home and home cricket matches for the Commissioners' Cup were completed last month. The final four comprises Spotswood Shops, Flinders Street, Loco and Northern Lines. The first and second semi-finals will be played on the Royal Park turf wickets at 10 a.m. on Tuesday, March 14, and the final on Tuesday, March 21.

At least eight teams will take part in the V.R.I. country cricket week competition for the "D.S.J." Shield, which is at present held by Geelong. The games will begin at Royal Park on March 27 and end three days later.

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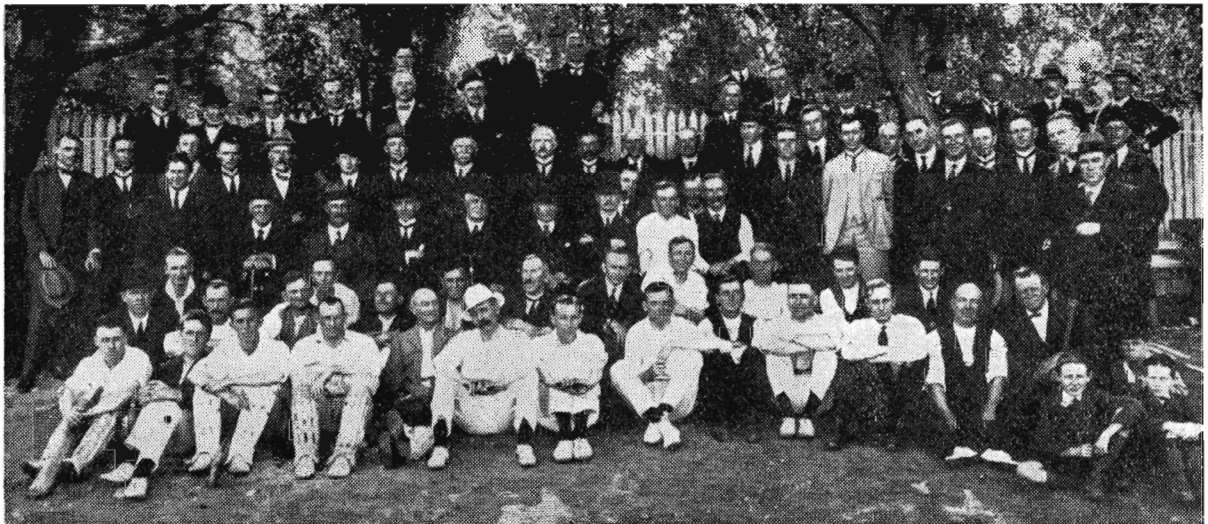
The Denniss Cup bowls carnival will be held in Sydney from March 12-23. It will be the first time that six States have entered teams for the cup which is held by Victoria. Five test matches will be necessary to decide the winners. The following have been selected to represent Victoria: Messrs. L. J. Williamson (Comptroller of Accounts), J. Baird (Chairman of Classification Committees), C. Allen (office asst., W. & W., H.O.), H. Joliffe (sub-foreman, Spotswood 'Shops), G. W. Brady (Ballarat), W. Burland (Bonding Supervisor's staff), G. Dowling (Works Foreman, Seymour), E. Forbes (Bonding Supervisor's staff), R. E. Fuller (Circuit Engineer, Signal and Telegraph), H. T. Gale (Inspector of Accounts), W. K. Jarvie (Signal and Telegraph foreman, Flinders Street), W. B. Johnson (A.S.M., Burnley), L. Lehman (fitter, North Loco), J. F. McLean (retired, Surrey Hills), A. G. Polson (Ballarat), R. Quail (Wodonga), A. Reitman (foreman, Jolimont 'Shops), G. Rowe, (elec. fitter, Jolimont 'Shops), E. Woolcock (mec. fitter, Jolimont 'Shops), H. Watts (Bonding Supervisor), Emergencies: R. Emerson (Bendigo), A. W. Foster (Ballarat), J. E. Galvin (Chief Clerk, Construction Branch, Head Office), E. J. Green (signalman).



Ballarat East Loco Social Club's Committee. The picture was taken at Como Park, Geelong, during the Club's recent annual picnic. In the front row is Driver Mick Williams, holding his trophy for the "Loco Handicap."

TWO Ballarat railwaymen, Reg Mayberry, clerk to the District Engineer, and Rex Williams, of the Telegraph Office, were recent winners of important sporting events. Reg and his brother, Tom, who is Clerk of Courts, won the doubles championship at the Ballarat Lawn Tennis Club's courts. The brothers also fought out the final of the men's singles, Reg defeating Tom 6-4, 6-2. The brothers were selected in the A grade team that represented Ballarat in Country Tennis Week last month.

Rex Williams won the final of the T. A. Williams memorial bowls championship conducted by the Ballarat and District Bowling Association at the Wendouree green. Rex has won the title three times and on another occasion was runner-up.



Transportation Head Office versus Transportation Relieving Staff—picture was taken in 1920 at the old East Melbourne Cricket Ground, which was on the site of the present Princes Bridge Car Storage Sidings.

Readily identifiable are:

Front row: 4th and 5th from left, W. Fancett (clerk, Head Office), and J. M. Coles (then Supt. of Station Services); 4th from right: A. E. Rains (Asst. Train Running Supt., Flinders Street), and next to him is W. C. Bassett (S.M., Hamilton).
Second row: 8th and 9th from left, D. Healy (then R.S.M., and L. McArthur (clerk, Traffic Staff Office).

Third row (sitting), from left: O. Borsum (then Chief Insp. Special Inq. Divn.), J. Southam (then Claims Agent), M. J. Canny (then Outdoor Supt.), C. Miscamble (then Commissioner), J. Conlon (then Supt. Goods Train Services), B. Fitzpatrick (then Live Stock Agent), D. J. Buckley (S. M., Caulfield), J. G. Lee (then Dist. Supt., Dandenong).

Fourth row (extreme left): W. Robert (Live Stock Agent), 5th from left: P. T. Mearns (then Asst. Staff Officer), 9th from left: R. McLelland (then Staff Officer), 3rd from right: G. Rogers (Actg. Asst. to Chief Traffic Manager)—who sent in the photo.



The Victorian
Railways

News Letter

APRIL 1950

Issue No. 235

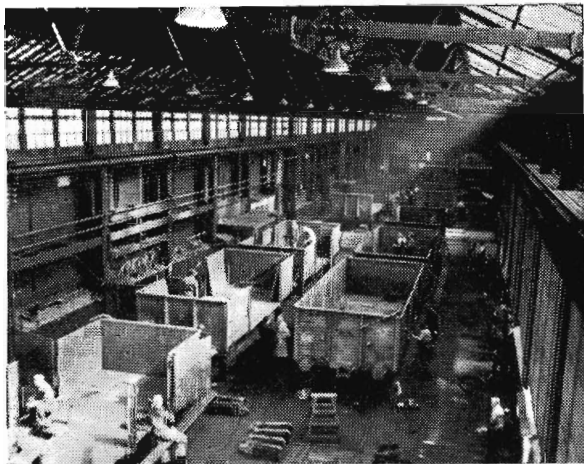
Roll Out The Trucks

BETWEEN the prosperity of Victoria and the steel construction shop at Newport, with its din of rivetting and flash of welding arcs, there is a link. It is the railway truck.

Mass produced at Newport, and providing the cheapest means of land transport, the truck is vital to the wealth of the State. Without its capacity to move great quantities of goods cheaply and quickly, large rural areas, now prosperous, would soon be impoverished.

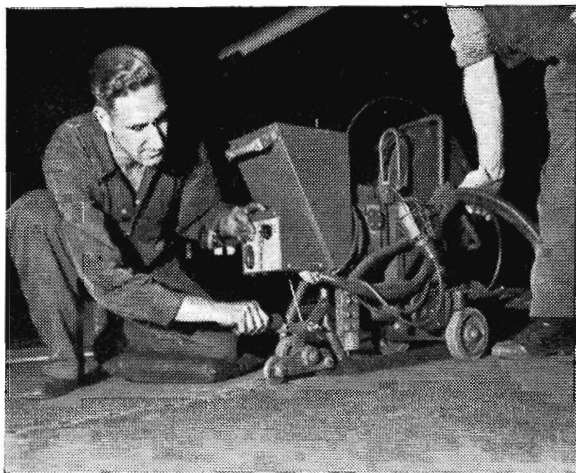
With business booming, the demand is for more and more trucks—to replace those worn out and to cope with increased traffic. Within the limits of the available men and materials, the steel construction shop is organized to meet part of that demand. About 300 trucks a year are made. Still more are required, however, and contracts have been let to get them from outside sources.

Truck making by the railways has been decentralized as far as practicable. The principal type now being built is a standard 16–22 tons open vehicle. Certain of its major parts are built at Bendigo and Ballarat Workshops, and then sent to Newport. There, in the steel construction shop, the work is carried out in ten stages.



Building trucks

After each stage the partly built truck is lifted by crane further along the shop to where the next part of the work is done. The first stage is the assembly of under-frame parts; the next is the welding of the under-frame; the floor and door angles are next fitted, and the welding of sides and floor follows. The final stage is the fixing of the wheels, springs, and automatic couplers. The completed truck is then spray painted. Incidentally, there are over 1,000 parts in a truck.



Automatic welder

Steel plates forming the bottom, sides and other parts of a truck are arc-welded together. The electric current melts both a rod of metal and the steel plates to which it is applied and forms a strong bond.

It is not, perhaps, generally known that the Victorian Railways were the pioneers of this method of truck construction. The first entirely arc-welded railway truck in the world was built at Newport Workshops in 1931. It was an experimental 27 ton open truck of the "IZ" type. Welding gives a relatively light truck with low maintenance costs, and one that can easily be adapted for carrying wheat, cement and similar freight. Rivetting is used only for certain parts that need removal for maintenance purposes.

Modern automatic and semi-automatic welders are used. The automatic welder, one of the few in Australia, moves under its own power across the steel plates to be joined and welds as it goes. Its speed is about six times that of hand-welding.

To the layman, who remembers what a job he had soldering the tin kettle, the ease with which this machine joins two heavy steel plates in the bonds of metallic matrimony, savours almost of black magic.

An interesting feature is that the arc is completely hidden from sight by black granules of flux which pour on the work from a hopper on the machine. This flux plays an important part in ensuring a sound weld, and has the additional advantage of obviating the need for special goggles to protect operators from dangerous glare.

The Newport made truck is good. Its sound principles of construction, and the careful workmanship put into it, give it a long life. On its sturdy axles it can carry the commerce of the State for about fifty years, before it is scrapped.

Its durability, and its light weight in proportion to load, are two of the factors that help to make the railway still the most efficient and cheapest means of land transport.

GIPPSLAND LINE IMPROVEMENTS

STIRRING scenes reminiscent of the pioneering days of Victoria when railway tracks were laid to open up virgin country for the early settlers are vividly recalled by the sight of plate-layers, stripped to the waist, and working in the broiling sun on the regrading and duplication of the eighteen-mile stretch of line between Longwarry and Yarragon.

There is one important difference, however. Bulldozers, graders, scoops, shovels, tractors, motor trucks and other mechanical earth-moving equipment have replaced pick and shovel, horse-drawn drays and bullock teams.

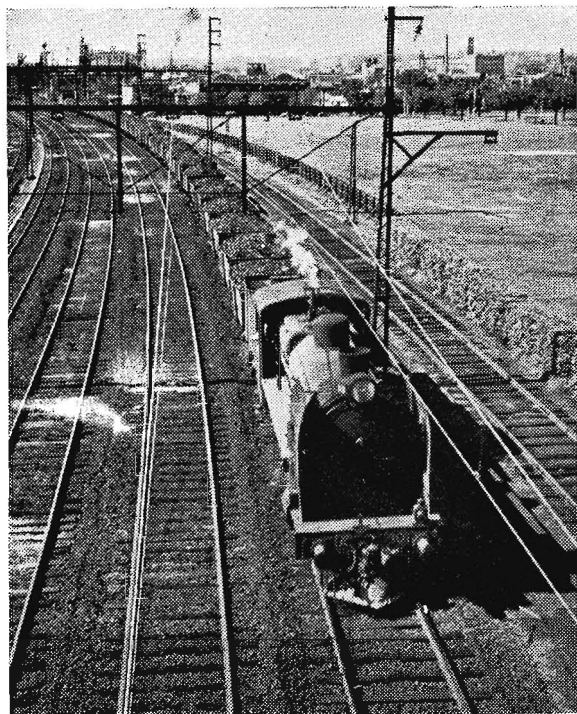
The work has been going on since November 1948. It is a reminder that once again the railways have been cast in a vital role for the development of one of the State's most valuable assets—the rich brown coal deposits in the Latrobe Valley. The Longwarry-Yarragon project forms an integral part of one of the biggest national works that has been undertaken in Victoria in the post-war years.



Modern equipment speeds work

The production of raw brown coal and briquettes is to be considerably expanded with the object of making Victoria less dependent upon New South Wales for black coal. New open cut brown coal mines are to be exploited to obtain more fuel for power house and industrial use. Briquette production will be stepped up following the establishment of two more factories in the Morwell brown coal area. When the complete scheme is functioning, four factories may be in production.

A greatly increased output of brown coal and



Fuel for industries

briquettes is, therefore, expected within the next few years, and it will be the railways' responsibility to get them to consumers as quickly as possible. The duplication and regrading of the Longwarry-Yarragon line, the construction of a new spur line from Moe to link up with the marshalling yards at Yallourn, and other train running improvements on the Gippsland line should enable the railways to cope with this vastly expanded traffic.

The first stage of improving the carrying capacity of the Gippsland line has been completed with the duplication and regrading of the Drouin-Warragul section (4½ miles), which was opened for traffic on March 5. On an average, nine trains a day had to be double-headed on this section. The easier grade of the new track (1 in 110, compared with 1 in 50 on the old line) will eliminate double heading between Warragul and Drouin and save much engine mileage and coal.

Railway engineers have given some parts of the line an amazing "face-lift." On the Drouin-Warragul section, trains on the new "up" line run through cuttings, some between 40 and 50 feet deep. The existing "down" line is to be reconditioned to carry the fast and dense traffic that will follow the development of the Latrobe Valley area.

The Drouin-Warragul project alone involved the removal of more than 400,000 cubic yards of earth. By the time the complete job is finished, it is estimated that about one million cubic yards of earth will have been scooped away.

(Continued overleaf)

Bridges and culverts have had to be built and plans prepared for three new stations; Darnum, Drouin and Yallourn. One of the biggest undertakings is a new stretch of track from Moe to connect with the marshalling yards at Yallourn.



In the bullock team days

Restricted use of the new yards was made by the Department in February, but the full benefits will not be obtained until the spur line from Moe is finished.

When this line is ready for use it will no longer be necessary for trains hauling brown coal and briquettes to travel from Yallourn to Herne's Oak and climb the 1 in 50 Haunted Hills stretch to Moe. The more direct route will not only save engine running time by reducing the distance between Yallourn and Moe, but will eliminate double heading, as well.

In addition, the improved facilities at Yallourn, which include modern marshalling yards, will greatly help to assemble loading for the prompt dispatch of outgoing trains.

An interesting feature of the Drouin - Warragul section is the steel and concrete bridge that spans the railway line at Patterson's Summit. It is an occupation crossing for a dairyman, who incidentally is a former railwayman.

Perhaps the most important railway developments are taking place in the Yallourn and Morwell areas. Three lines of 1 in 100 tracks have been built to replace the existing single line at Yallourn, which, together with the present station, will ultimately be scrapped. The situation now is that trucks, after being loaded with briquettes, travel some distance to a weighbridge, where each is weighed separately.

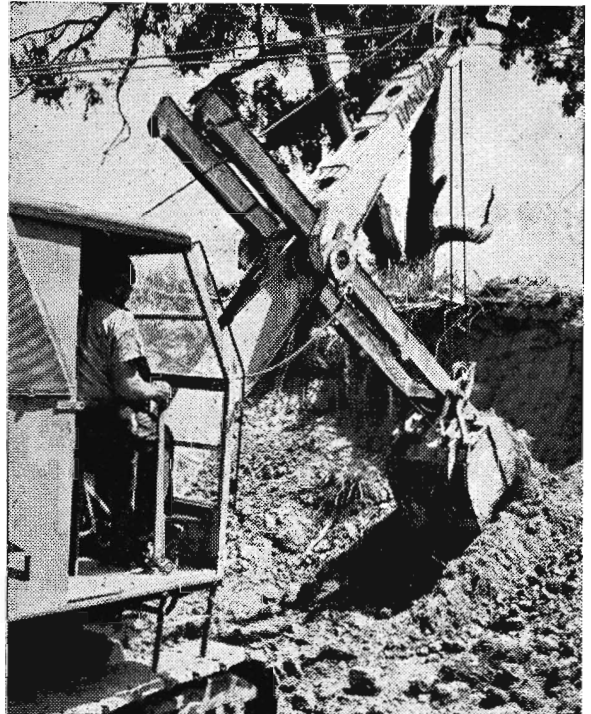
When the new track lay-out is operating, four trucks will be weighed automatically as the briquettes are poured into them. The trucks of raw brown coal from the old open cut will move

along the existing line to the marshalling yards, where they will be made up into train loads.

At Yallourn provision is also being made for a two-storey building to house railway and S. E. C. staffs. This will become the nerve centre for the brown coal and briquette traffic. In addition, the usual facilities will be provided for servicing locomotives, such as ash pit, coal stage, water tanks and a train examiner's road. There will also be a goods shed and a siding in this centralized railway area.

The railways are also co-operating with the S.E.C. in the establishment of the briquetting factories in the Morwell area. The whole of the output of the new factories will be carried by rail. A new loop line will be built and the flow of traffic will be clock-wise around the factory area.

Among the men who are doing the heavy track work and bridge building on the Longwarry-Yarragon section are New Australians who have been temporarily accommodated in huts and converted railway cars at Drouin, Warragul, Moe, Longwarry and Yarragon. At Yarragon, eight old cars, which at one time were in service on the Gembrook narrow gauge line, provide comfortable living quarters for them.



Dragline excavator

The newcomers have teamed well with experienced railwaymen, and despite last year's abnormally wet weather in Gippsland—there were 187 wet days—excellent progress has been made.

THE CLOCK WATCHERS

GENERALLY, clock watchers are regarded as a menace to good work, but at Head Office there are two men who are actually paid to watch the clock. They are Timekeeper Ted Lynch and his assistant, Albert Dunstan.

Day in and day out they watch the clock, seeing that correct records of the Head Office staffs' hours of duty are maintained. Ted has been on the job since the inception of the system in 1930. Albert has been there since 1942.

On his return from a visit overseas, Mr. V. F. Letcher (then Chief Clerk of the Secretary's Branch) introduced the new timekeeping system. It was a combination of two systems which he had seen abroad—one a clocking system and the other a card timekeeping system—suitably adapted to local conditions.

January 20, 1930, saw the beginning of the new scheme when the Way and Works Branch Head Office timekeeping was taken over. By June 8, 1930, the other branches were brought under the scheme. There were then just under 1,400 cards in use: today there are 1,600.

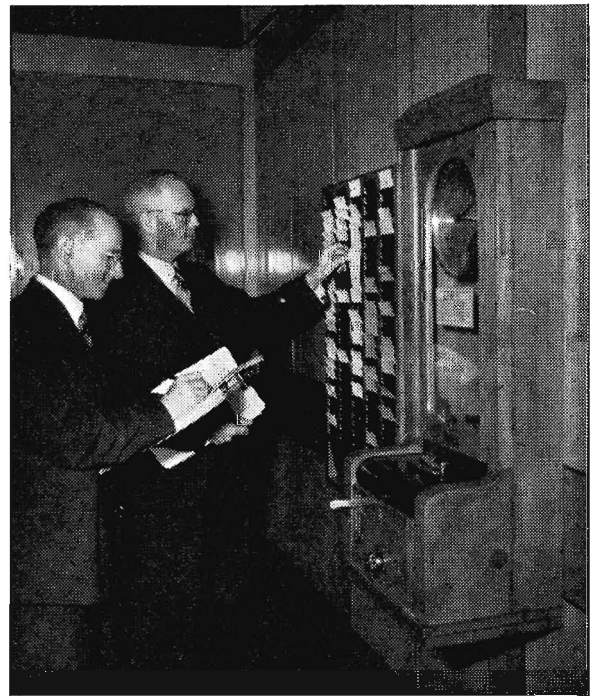
In addition to timekeeping for the staff at Head Office, the Central Timekeeping Bureau also controls that of the Flinders Street Caretaker's staff, the railwaymen in the Crown Solicitor's office, and the Ambulance, Medical and Lost Property offices at Spencer Street. The only people at Head Office who do not come under the system are the Commissioners, the Railway Construction Branch and the State Coal Mines.

The clock system did away with the old sign-on books and time-sheets kept by each individual branch.

Now, 14 clocks record the time on cards, and the timekeepers calculate the payments involved. Ordinary time, overtime, penalty time, relieving in higher positions, shift allowances, travelling and incidental expenses, superannuation and tax deductions are all set out on the backs of the cards. The cards are then used by the typistes to prepare the payrolls.

An idea often expressed that Head Office is populated only by clerks and engineers is shattered by the hard fact that 115 different grades are represented there. The various awards and regular quarterly adjustments to the basic wage keep the timekeepers on their toes all the time.

One of the gremlins of the job is the inquirer who thinks that the Central Timekeeping Bureau



Ted Lynch (right) and Albert Dunstan keeping an eye on the clock

is synonymous with the Time of Day section of the P.M.G.'s department. It's not uncommon for Albert to pick up the phone to hear: "Is that the Timekeeping Bureau? Can you tell me the right time, please?"

Ted recalls that, of the many ups and downs he has experienced, the worst was during the depression years when awards were suspended, the 10% cut operated, and booking off applied throughout the service. That was a nightmare period which still makes Ted shudder.

That the system is an excellent one is evident from a request—back in 1932—by a large industrial organization to allow its investigator to study our system. The investigator, who was a prominent cost accountant, reported that it was better than anything he had seen anywhere else.

Needless to say, somewhat similar work is carried out at offices, depots and workshops throughout the system. Next time that you collect your fortnightly pay, then, just remember what the other fellow did to work it all out for you.

OUR FRONT COVER

FORGING a locomotive side rod on the 5 ton steam hammer at Newport Workshops.

The picture shows Forge Furnaceman Tom Hill, Forgeman Jack Clark and Door-boy Wally Dern, at work.

INSTITUTE OF TRANSPORT

MEMBERSHIP FEES AND QUALIFICATIONS

AS was recorded in the November issue of "News Letter," the Victorian section of the Institute of Transport was formed early in August, last year.

The Commissioners believe that the Institute can be of special value as an adjunct to practical experience in training promising officers for more responsible positions. Apart from making donations they have agreed to:

- (i) the payment of 75% of the subscription of students and of entrance fees and subscriptions of graduates who join the section before January 1, 1951, and the payment of 50% of these amounts thereafter.
- (ii) the remission of subscription for the year in which any graduate or new entrant qualifies by examination for Associate Membership.

It is expected that the Institute will have a special value to railwaymen by reason of the opportunities given to them of meeting men in other fields of transport, and also by the right that membership gives to attend and participate in discussions and organized tutorial facilities.

Qualifications for election to the various classes of membership are as follows:

Members: Persons of eminence in transport; **Associate Members** of long standing holding positions of solid responsibility; or

Associate Members of at least five years' standing who have qualified by examination and have held for a few years a position of good responsibility.

Associate Members: Generally, examination and five years' transport experience. Exemption from examinations sometimes granted in case of men of, say, 45-50 years of age and over holding positions of solid responsibility for a good period. Graduates over 35 can qualify by thesis instead of by examination.

Graduates: Examination and three years' transport experience. Must be at least 21.

Students: Good education (i.e. must be able to tackle Institute examinations with reasonable prospect of success) and engaged or intending to be engaged in transport. Must be at least 17.

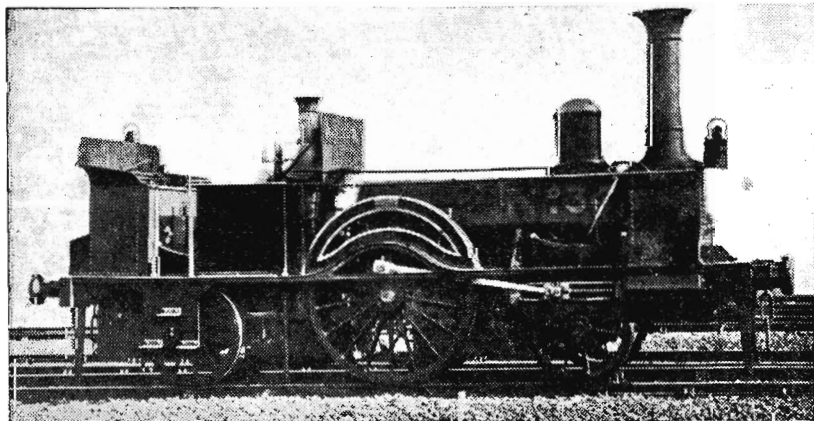
The following are the fees for the various classes of membership:

| | Entrance fees | Annual fees | |
|-------------------------|---------------|-------------|---------|
| | | London | Local |
| Member | £3.3.0 | £1.11.6 | £1. 0.0 |
| Associate Member | £2.2.0 | £1. 1.0 | 15.0 |
| Graduate | £1.1.0 | 10.6 | 10.0 |
| Student | — | 10.6 | 10.0 |

Exchange is payable on entrance fees and on the amount shown as London fees. Members living outside a radius of 35 miles of Melbourne pay half local fees.

Applications for membership are available from the Secretary for Railways, Room 225, Head Office.

EARLY V.R. LOCOMOTIVES



Passenger 2 - 2 - 2 tank type.

Nos. 34 (Titania) and 36 (Oberon) built by Robert Stephenson, Newcastle, England, 1855.

Nos. 38 (Typhoon) and 40 (Sirocco) built by Stothert & Slaughter, Bristol, England, 1855.

Nos. 42 (Hurricane) and 44 (Cyclone) built by R. & W. Hawthorn, Newcastle, England, 1855.

These engines were taken over from the Geelong & Melbourne Railway Co. in 1860.

The names were changed to numbers when they were taken over.

The last of them (Nos. 34 and 36) were sold in 1889.

He Solved His Housing Problem



FACED with the urgency of getting either a house or a suitable builder, Acting Clerk Arthur Smalley, of the Accountancy Branch, decided to do what some other enterprising home seekers have done. He built it himself. He worked on the job and got sub-contractors to help him where necessary.

Experience gained in helping to build a friend's house gave him confidence. He drew the plan, a modified version of one published in a newspaper, and had it approved by the municipal authority.



The Builder

A start was made on the stump holes on January 26, 1948. Then came the first of many troubles. He had planned for a weatherboard house, but his locality had been declared a brick area. So he changed to brick veneer construction.

Then began what is, perhaps, the most difficult part of post-war building—getting the materials. On his motorcycle he visited most of the metropolitan timber yards and a number of country ones. These foraging expeditions extended as far as Castlemaine, Trentham and Kinglake. Eight months elapsed before he had collected sufficient material. Another trouble was the theft of timber stored on the site. Further thefts were prevented by nailing each scantling to the one beneath it in the stack.

By September, the timber frame was erected and the concrete poured for the foundations. Sub-contractors finished the bricklaying in the following month, and Cup Day saw the beginning of that important phase of house building—the roof tiling. That was finished in a few days.

The next two months were occupied in fitting flooring boards and window sashes. A shortage of fibro-plaster sheeting then caused a delay of four months. During this period, however, sub-contractors were able to install gas, water and electricity. Other shortages of material were overcome by substitutes. The plaster sheeting arrived and was fixed in June. Occupation Day, when Arthur and his family moved into their new home, was July 1, the first day of the financial year and, doubtless, the most appropriate for a member of the Accountancy Branch. After the upheaval of Occupation Day had subsided, he fitted the skirtings, architraves and other interior woodwork.

Excluding the value of the land and his own labour, the cost of the brick veneer villa of twelve "squares" was, he says, about £1,200. It has five rooms, a hot water service, and other modern kitchen equipment. Besides its occupant, the house has other railway associations, as the lintels for all openings were cut from scrap truck sills bought from the Department. Arthur also says he is indebted to several railwaymen for valuable technical advice and assistance.

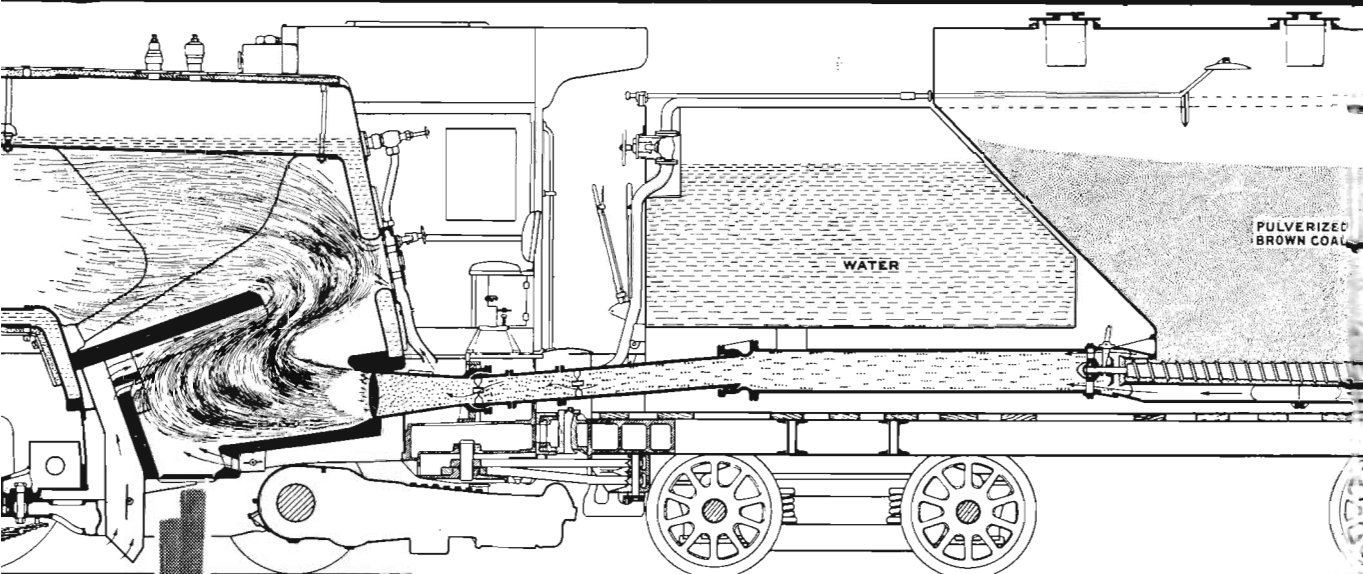
THIS WAS COURTESY

AS a passenger by train recently on a holiday, I was much struck with the very courteous manner of each of four Railway employees that I had occasion to contact, including a portress at Flinders Street station. They seemed to go out of their way to help me, and there was certainly no suggestion of their expecting tips for what they did. It made me start my journey in an unusually happy frame of mind and I am now carrying out a resolve to write to you of my thanks and appreciation. I have also written a letter to "The Sun" in praise of your railway service. I am just an ordinary middle-aged woman who believes in giving

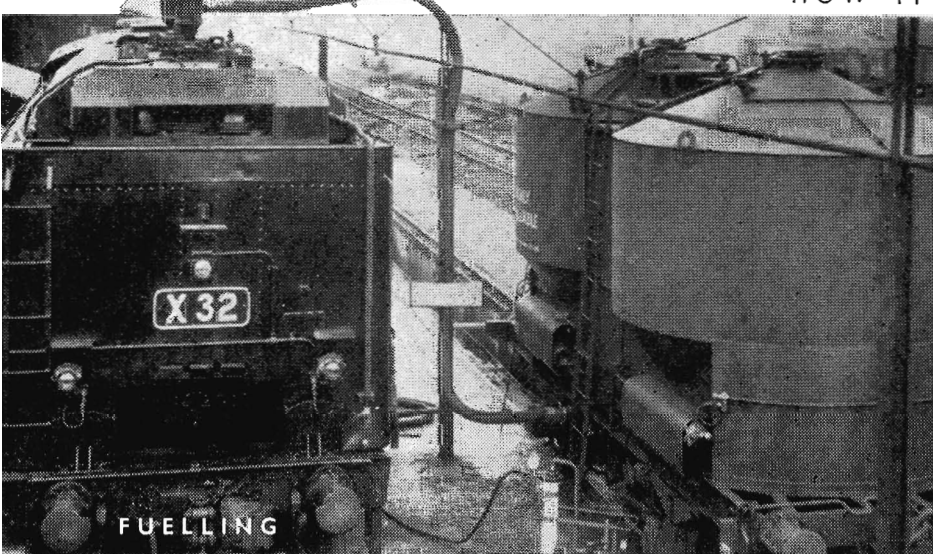
"Honour to whom honour is due."

Letter to the Commissioners.

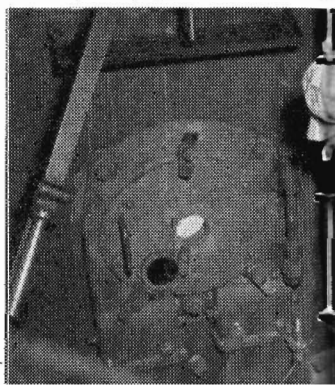
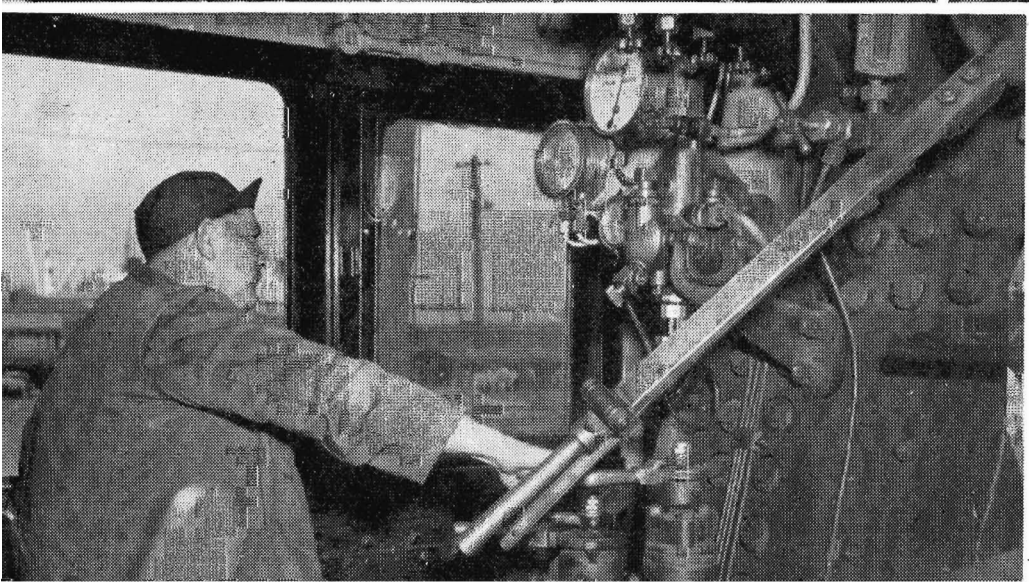
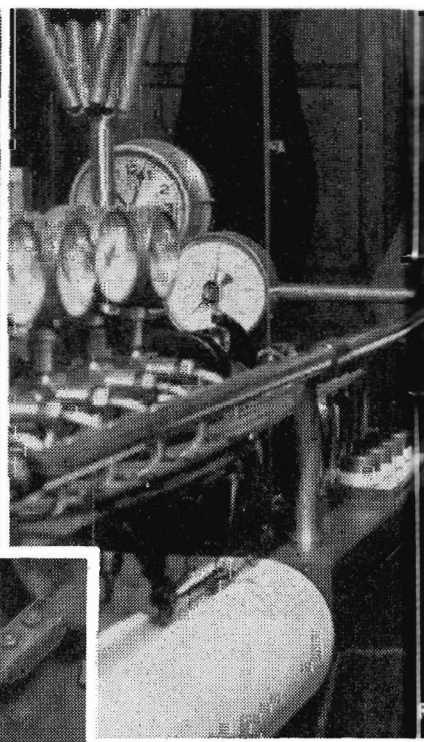
PULVERIZED BROWN COAL

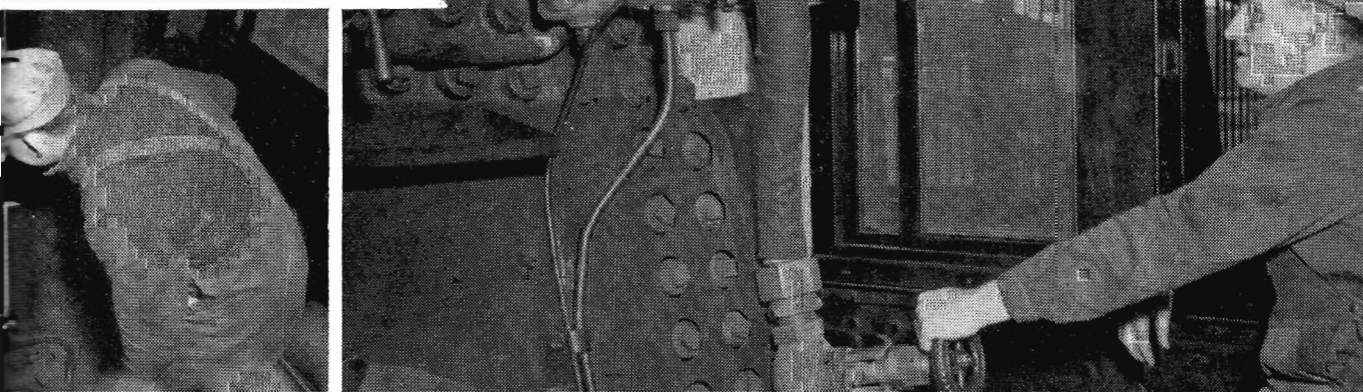
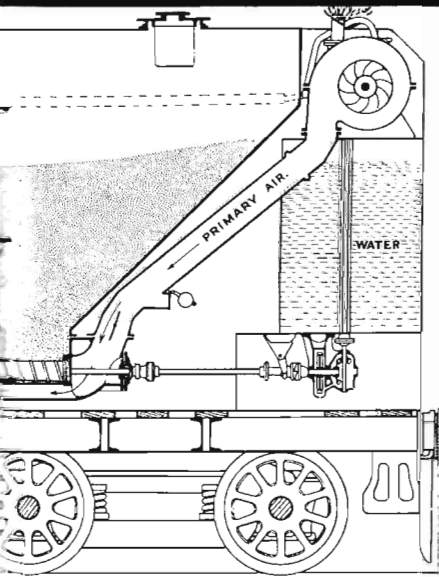


HOW IT WORKS



FUELLING





Team Work !

OWING to a derailment on the New South Wales Railways on February 26, "Spirit of Progress" arrived at Spencer Street six hours late. Actually the train pulled into the station fifty-two minutes before the scheduled time for the return journey to Albury!

It was an awkward situation; one to test fully the initiative and resource of railway staffs. A plan was evolved to reduce the time lag as much as possible. Staffs were on their toes and, working as one big team, they threw every ounce of energy into the big job of getting "The Spirit" ready for the return run, with the minimum of delay.

The staffs concerned had the passengers and their luggage discharged in five minutes, the cars looped, serviced and provisioned and the van re-loaded with luggage, parcels and mails in one hour seventeen minutes.

"Spirit" finally steamed out of the station only twenty-five minutes late!

The times taken to reverse and place the train at the car sheds and return it to the platform, serviced and provisioned, tell their own story:

- 5.38 p.m. "Spirit" arrived Spencer Street.
- 5.40 p.m. Pilot engine on.
- 5.43 p.m. Cars left to be reversed round the loop.
- 6.1 p.m. Cars arrived in yard.
- 6.8 p.m. Cars in servicing sheds.
- 6.37 p.m. Servicing finished.
- 6.40 p.m. Docked at platform.
- 6.42 p.m. Engine on.
- 6.55 p.m. Train left for Albury.

Interested spectators of this first-class piece of transportation work were the Governor of Queensland (Sir John Lavarack), who was returning home after a visit to Victoria, and the Governor of Victoria (Sir Dallas Brooks), who was at Spencer Street to farewell him. Sir John told a Railway Officer that the staff had worked with "military precision" in turning round "The Spirit."

In a commendatory note to the Metropolitan Superintendent and the Superintendent of Melbourne Yards, the Chief Traffic Manager (Mr. M. A. Remfry) expressed his appreciation of the fine effort of all concerned. He added that an examination of the time taken for each of the many movements involved in getting the train ready for the return journey showed that the staffs had responded well to ensure the success of a plan carried out successfully in emergency.

PRESENTATION TO MR. HARRIS

THE former Chairman of Commissioners, Mr. N. C. Harris, was presented with an illuminated address and a set of pipes by the Railways Sub-section of the R.S.L. recently. The presentation was made by Mr. Ken Donald who was supported by Mr. Frank Carey. Mr. Harris thanked the members of the Sub-section, and said he hoped to devote most of his spare time to his duties as President of the Legacy Club.

Apprentices Welcomed

THE sky is the limit as far as your advancement in the railways is concerned," said Mr. Commissioner Meyer in welcoming twenty-four apprentices into the railway family at the Victorian Railways Institute last month.

The lads have qualified as apprentices to do a course of training in such trades as blacksmithing, boilermaking, car painting, electro-plating, moulding, painting and tinsmithing.

Mr. Meyer reminded the apprentices that they did not reach the end of their careers in the service when they finished their apprenticeship. If they were prepared to study, the way would be open to higher appointments.

Other speakers were the Supervisor of Apprentices (Mr. R. Curtis), the Principal of the Newport Technical College (Mr. H. Tran) and the Secretary of the V.R.I. (Mr. W. Elliott).

OLDEST EX-RAILWAYMAN

MR. J. R. PEACOCK, who was 94 on February 5, is the oldest living Victorian railwayman. He joined the service in



1882 as a repairer on the line between Baddaginnie and Benalla. He was promoted to ganger and took charge of the Violet Town to Euroa section, until his retirement in 1916.

Originally a native of Seymour, he built a house at Violet Town and went there 57 years ago . . . and is still there.

Mr. Peacock has a family of six sons and four daughters. Nine of them are living. His wife, who lived to 79, died 11 years ago. They have 77 living descendants.

A grand-daughter is the wife of Mr. G. H. Peers of Eastmalvern station staff.

ORIGINS OF STATION NAMES

- ANGLESIDE**: Took its name from that of a farm nearby. The farm was so called because it was three-cornered, or angle-sided.
- BENALLA**: From the aboriginal word "Benalta," meaning big water-holes.
- DOBIE**: Named after William Dobie, who settled in that locality in 1848, took up land, and became a wealthy grazier. He died in the early 'fifties, and was buried on his estate.
- MONT ALBERT**: Took its name from Mont Albert Road. The road was probably named in honour of Prince Albert.
- SUNBURY**: Named by William Jackson after a village on the Thames. The Jackson brothers and George Evans were the first settlers in that locality.
- WANGARATTA**: Aboriginal. Nesting place of the cormorants.
- YAUGHER**: Aboriginal name meaning land of dreams.

GOROKE LIKES ITS DIESEL

GOROKE and Natimuk residents are keen to get an appropriate name for the 102 h.p. Diesel rail-car which went into service on the Horsham-Goroke line in February.

Because of its yellow and black stripes the old rail motor was known locally as "Tiger." According to the "Kowree Advocate" some residents have suggested "Bluebird" or "Blue Baby" for the new Diesel. The paper suggests that some sort of a Gallup poll could be conducted along the line to obtain a suitable name for what it describes as a "spanking new streamline English Diesel motor train, the acme of comfort."

The Goroke and Natimuk Progress Associations are delighted that the Chairman (Mr. R.G. Wishart) fulfilled his promise of last year that a modern Diesel would be run on the line.

(The Department is already considering a proposal to give the Diesel rail-car fleet appropriate names.—Ed. "News Letter.")



Up to the end of February this year nearly 32,000 meals were served by the railways to New Australians at Seymour, Benalla and Ballarat refreshment rooms. Most of the meals were provided at Seymour and Benalla to migrants travelling to Bonegilla reception camp.

Above picture shows some New Australians enjoying their first meal on Australian soil at Seymour Refreshment Rooms.



THE share certificate here reproduced, was issued in November 1859, by The Melbourne and Suburban Railway Company.

The company opened the first portion of its system on February 8, 1859—from Princes Bridge to Punt Road, Richmond. Extensions were opened as follows:

| | |
|---|------------|
| Punt Road to River Yarra, Cremorne | 12.12.1859 |
| Cremorne to Windsor | 22.12.1864 |
| Richmond to River Yarra, Pic-nic | 24.9.1860 |
| Pic-nic to Hawthorn | 13.4.1861 |

The total route mileage was approximately 6 miles. A plan of the company's routes appears on the share certificate.

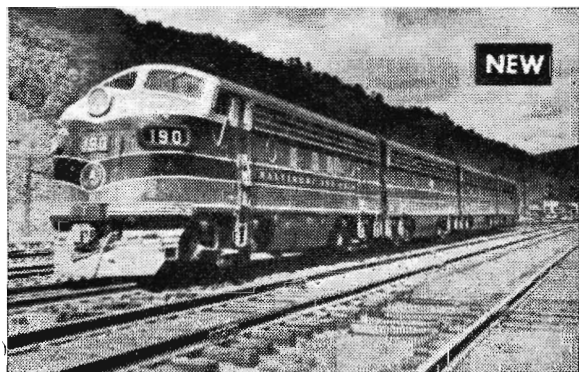
Financial difficulties were a constant worry to the management and, by the end of 1861, the company went bankrupt. The undertaking was sold at public auction in March 1862, and was re-formed as The Melbourne Railway Company.

After a troublesome period the new company amalgamated with the Melbourne and Hobson's Bay Railway Company on June 29, 1865.

Lines From Other Lines

U.S.A.

The Baltimore & Ohio Railroad has replaced the powerful Mallet steam locomotives that helped push heavy goods trains over the steep grades of the Allegheny Mountains.



(B & O Photos)

Seven new Diesel-electrics will do the work of twice that number of Mallets on the grades between Newburg and Terra Alta West Virginia.

The new locomotives are of 6,000 horsepower each (made up of four units of 1,500 h.p. each).

Using the old Mallets, it would take an hour and 40 minutes to move a slow goods train up a steep hill. With the new Diesels, the time is cut to 55 minutes—a saving of 45 minutes on a single operation.

The Mallet locomotives will be put into banker and road service at points where they will replace less efficient power.

Great Britain

Engines have carried names since the earliest days of the railway. In its decision to continue locomotive naming, the Railway Executive has recognized its popularity.

Recently, 68 express passenger locomotives of pre-nationalization types have been given names. All of them have been built or are included in current building programmes.

Nineteen of those that will work in the Scottish Region will carry names of Scottish cities or of their patron saints, as well as those of characters from the works of Sir Walter Scott. In the Western Region traditional names will be continued with ten "Castle," and ten "Manor" class 4-6-0 locomotives.

France

A twelve-year plan for the French railways provides for the electrification of 1,125 route miles, including 320 route miles of the Paris-Lyons line. This would save over 1½ million tons of coal annually, besides over 1¼ million tons through existing electrifications. Expenditure at the end of 1949 amounted to 26,500 million francs. In 1953, the expenditure will reach a total of 54,000 million francs.

Increased Prizes For Station Tree Planting Competitions

AS money allotted last year for prizes was not all distributed, the Commissioners have increased the prizes for this year's competitions for tree planting and decoration of stations, depots, barracks, and rest houses.

All prizes in each class of entry have been increased. Typical increases are: district competitions, stations and station yards, new work, 1st. £17, 2nd. £10, 3rd. £5 (last year, £10, £6, £3); State competitions—barracks and rest houses, maintenance of existing trees and gardens, 1st. £18.10.0, 2nd. £5, 3rd. £3.10.0 (last year, £5, £3, £2).

Start planning now, to ensure a good entry in this year's competitions.

ORTHOPAEDIC HOSPITAL AUXILIARY

THE Newport Workshops' Auxiliary with the Coburg Ladies' Pipe Band recently gave a concert and treat for children at the Frankston Orthopaedic Hospital. The entertainers were: Ted Phillips (ventriloquist); Bill Bragg (magician and compere); Arnold Macdonald (comedian); Bob Fenner (violin and mouth organ); Duncan Shaw (mello-piano); Bill Titter (tap dancing and comedy sketch); Bill Myers (skipping and mouth organ); Fred Dodge (xylophone). Dr. Galbraith thanked the Auxiliary for entertaining the patients.

APPRECIATION

A letter has been received from John Sanderson & Co. expressing thanks for the services rendered by the Tourist Bureau for the travel interstate of parties of New Australians who arrived recently on s.s. "Volendam" and m.v. "Sebastian Caboto."

Officers from the Bureau issued rail tickets on board the vessels, a service that was much appreciated both by the Company and the migrants.

WHY CALL THEM DIESELS ?

Dear Sir,

The letter by Jacobite published in the March "News Letter" under the above heading cannot be passed by without comment. Before an internal combustion engine can be termed a Diesel engine it must conform to certain requirements laid down by the Diesel Engine Users Association and other societies throughout the world.

The difference between a compression ignition and Diesel engine was debated by the Institute of Diesel Engineers of Australia in Sydney last year and an interesting discussion followed.

Jacobite first mentions the compression ignition engine as a heavy oil type, being confused with a Diesel engine. A modern high speed true Diesel is not a heavy oil engine: it runs on a selected light oil. Akroyd Stuart invented the compression ignition engine with the hot bulb, the fuel oil being injected in the manner we call air-less injection—when the piston on compression stroke had sufficiently heated the air in the cylinder and bulb, the fuel oil was injected and combustion started in the bulb. Dr. Diesel's engine principle is the same today as years ago except that air-less injection is now used in place of air injection. Today, Akroyd Stuart's hot bulb type of engine is known as a "hot bulb" or "semi-Diesel," not as a true Diesel engine. Actually the present day engines are a combination of Diesel's and Stuart's engines, with subsequent improvements.

Many other features enter into this, but I think what I have said will help Jacobite to come out of the fog I feel sure he is in at present,

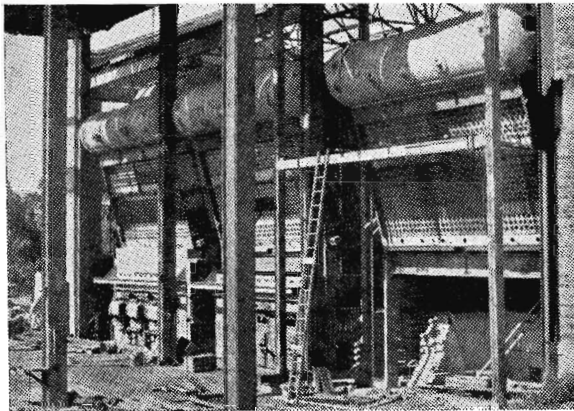
E. H. Bowles, A.I.D.E. (Aust.)

(Mr. Bowles's letter would seem to support Jacobite's contention. Jacobite said that Stuart adopted the system of air-less injection and that Diesel's main idea was to inject the oil by a jet of compressed air. Mr. Bowles says that Diesel's engine is the same as it was years ago, except that air-less injection—Stuart's invention—is now used.

Ed. "News Letter")

RAIL MEMORIES

From our readers



Three B & W 30,000 lb. per hour normal continuous rating boilers which were originally at Newport Power Station. They were fitted with chain grates for the burning of black coal.

When displaced by new boilers, these three were erected at the Maffra Co-operative Milk Products factory. They have now been fitted for the burning of Yallourn North brown coal or briquettes.

The photograph was sent in by Mr. D. P. Taylor who is on loan to the State Coal Committee as assistant technical adviser in connexion with the conversion of industrial plants to consume raw brown coal.

MORE SLEEPER HISTORY

THE paragraph in "News Letter" of December last concerning the table and correspondence tray made from old sleepers taken out of the main line near Harcourt, interested me.

These sleepers were probably cut by my great grandfather, Mr. W. Pettaway. He cut and supplied sleepers for the main line from Castlemaine to Bendigo and, I believe, also built the first turn-table at Castlemaine.

A. K. Lobley,
Signalman, Benalla.

MISSING PICTURE MYSTERY SOLVED

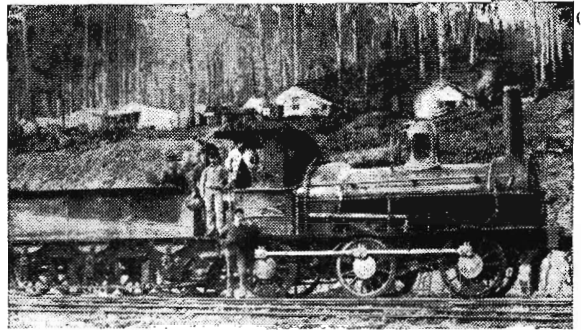
Stationmaster J. L. Keary, of Spencer Street station, got a great surprise when he saw the photograph of Flinders Street station staff in 1912 in the January "News Letter." The picture, which belonged to him, had been missing for about ten years.

Mr. Keary said that when he was a Traffic Inspector he brought the photograph to Flinders Street one day to show to Mr. Reg Hunt, of the Metropolitan Superintendent's Office staff. It was handed to Porters Arthur Rae and Alec Grierson who later reported its disappearance. A search proved fruitless and it was given up for lost.

The photograph was discovered when the old porters' cabin was being dismantled to make way for a new type of indicator cabin at Nos. 6 and 7 platforms. Apparently it had slipped behind a wall partition.

THE "MAORI"

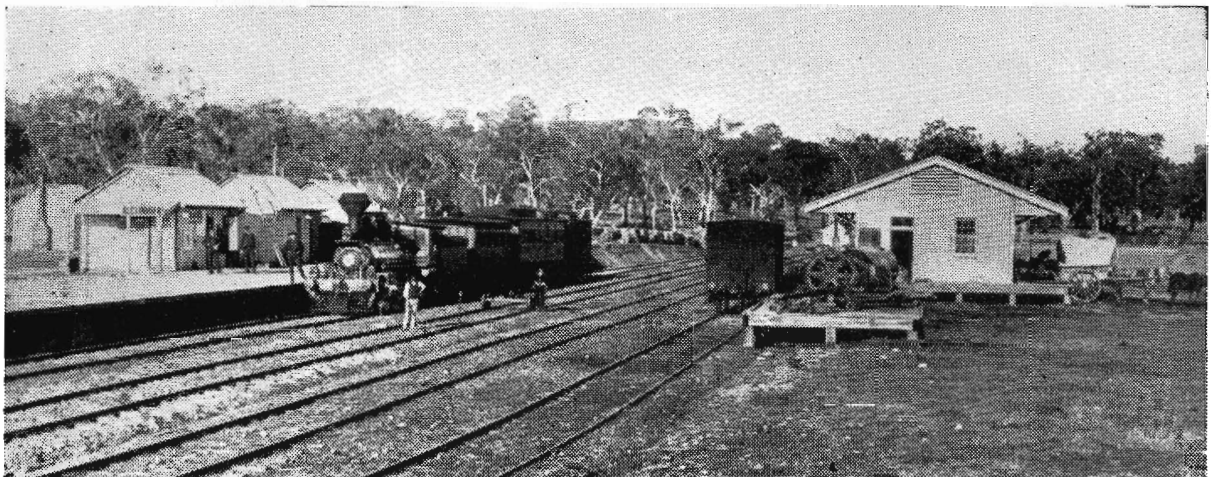
THIS locomotive was owned by John Robb, a contractor, and was used during the building of the Moe-Thorpdale, Morwell-Mirboo North, Numurkah-Nathalia and Serviceton lines.



"Maori" at Coalville, June 9, 1887

Mr. L. Fraser, who supplied a copy of this photograph, retired from the Department in October 1933. He worked for John Robb for several years before joining the Victorian Railways.

Mr. Fraser drove the "Maori" for three weeks when he was only 19. The Moe line was being ballasted at the time and the regular driver was ill. He fired the engine when it was being transferred from Moe to Numurkah.



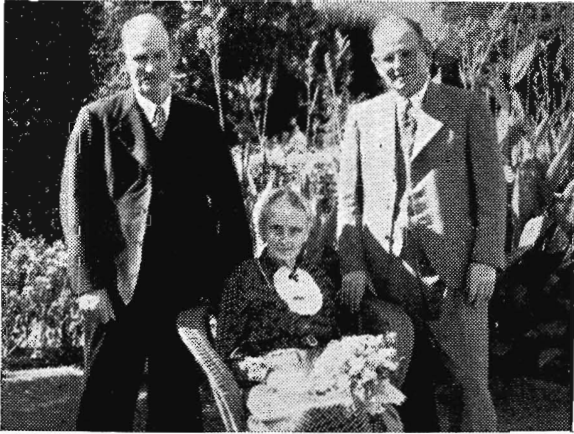
This picture of Alexandra Road railway station was taken in early 1890. It shows engine W 217.

Alexandra Road was then the terminus of the branch line from Cathkin, and was also the post office. When the line was extended to Alexandra, the name was changed to Koriella.

The photograph was sent in by Mr. T. R. L. Sexton (retired Melbourne Goods Superintendent) who said he had been very interested in the pictures of early locomotives featured in "News Letter."

ONE HUNDRED ——— AND TEN

A cable from the King and Queen and telegrams from the Governor General (Mr. McKell), the Victorian Governor (Sir Dallas Brooks) and the Prime Minister (Mr. Menzies), were among the 160 messages of congratulation to Mrs. M. A. Baynes, of Waterdale Road, Heidelberg, when she celebrated her 100th birthday on Tuesday, February 28.



Mrs. Baynes and her two railway sons, Mr. W. F. Baynes, Special Class Signaller, "A" Box, Flinders Street, and Mr. M. F. Baynes, Safe Working Officer, Head Office.

Mrs. Baynes's father and mother arrived in Australia from Ireland in August 1841, in the sailing ship Strathfieldsaye. Her father became overseer on an estate at Preston, and just before Mary Ann (Mrs. Baynes) was born he bought two sections (upward of 200 acres) at Heidelberg. Her father's land originally extended from Darebin Creek to Waterdale Road and Banksia Street. Mrs. Baynes lives in a house built on one acre of this land (long since sub-divided) from which the old family farmhouse may be clearly seen. Mrs. Baynes, who was one of a family of 11, has four children, one girl and three sons, two of whom are railwaymen.

Three hundred people attended the 100th birthday celebration at Mrs. Baynes's home. A marquee was erected in the ground to accommodate the guests. The birthday cake was supplied by Sister M. Farrell, of Shepparton, Mrs. Baynes's niece.

Despite her great age, Mrs. Baynes is in possession of all her faculties. She surprised and delighted the guests by reciting one of her favourite poems—"The Bird's Nest"—and as an encore, "The Irish Immigrant." Mrs. Baynes is a keen reader of everything from the daily newspaper to Shakespeare. The secret of a long and happy life, she says, is not to worry.

ALTHOUGH he is only ten years old, John Turnbull, of Elder Parade, Essendon, is already a keen railway enthusiast.

His interest in railroading is evident from the letter he recently wrote to the Chairman.

12 Elder Parade
Essendon.

Dear Mr Wishart
I am Ten Years of Age and I would like to know about the Railways
I would like to know how many miles an hour all the engines go and how many engines run on the Victorian Railways.
I went to the Essendon Railgates tonight to see the Albury Express and wish I had the Great Engine on it
I had had one of those Black & Blue Engines on it
Would you please tell me how many other classes of engines are there on the Victorian Railways.
Will you please answer my letter

John Turnbull.

A little parcel of literature and other information was duly sent and John replied:

Dear Mr Denton
I was very glad when you sent to me the paper telling all about the Railways and the engines you have.
I very much want to thank you and Mr Wishart for them.
I saw the Albury Express you brought and this time I had the Great Spirit engine on it
I thank you very much.

John Turnbull.

PEN FRIEND WANTED

MRS. MARY ASHTON, 12 Overens Street, off Leeds Road, Oldham, Lancs., Eng., is anxious to secure a pen friend living in the Sunshine-Footscray area. Her husband is one of the British migrants who are coming out to work on the Victorian Railways. Mrs. Ashton would like to correspond with someone here beforehand, so that she will have some idea of the conditions in her new home. If the wife of some railwayman living in the district could find the time to write to Mrs. Ashton, it would be an excellent way of lending a helping hand to a British migrant.

Among Ourselves



MR. EDWARD T. SMITH recently retired after 42 years' service.

Ted Smith joined the Way and Works Branch as a shunter at Geelong in 1908 and rose to supervising ballast guard, a position he held for over 20 years.

During that time he supervised the dispatch of material for the Clifton Hill loop works and the construction of the Albion-Broadmeadows line, including two new bridges. Mr. Smith was also concerned in the repair of track

destroyed by the Gippsland floods in 1934.

Now in retirement, he proposes to enjoy his favourite hobbies, gardening and fishing.

* * *

MR. W. J. SMYTH, who recently retired, joined as a porter in October 1904. As porter, A.S.M., and S.M., he served at country stations throughout the State. In November 1941 he went to Camperdown and remained there for the rest of his career.

The traders and citizens of Camperdown appreciated his services by presenting him with a set of pipes and a cheque. They said that, while Mr. Smyth had always recognized his duty to the department, his thorough knowledge and correct interpretations of regulations, freight rates and so on had made dealings with him both pleasant and easy.

* * *

MR. NORMAN JAMES LESTER, who retired last month as Auditor of Expenditure, joined the Accountancy Branch in 1901. He became a qualified accountant in 1919. For some years, he did special investigations into suburban electrification accounts. Chief Clerk of the branch in 1928, he became Auditor of Expenditure three years later.

A versatile sportsman, Mr. Lester played cricket, tennis, and golf, and was active in the administrative side of competitive tennis.

As Chairman of the Safe Custody of Cash Committee he became well known to many station staffs.



Block Recorder George Barber, who has been at the viaduct junction signal box for more than two years, was married last month. He is seen here being presented with a wedding gift—a dinner set—by Block Recorders Jack Millard and Mervyn Rundle.



Mr. Charlie Post, an electrical fitter for 26 years, received a send-off by his workmates on his recent retirement. He and his wife were each presented with a fine travelling toilet case.

SENIOR Clerk R. F. Durham, who recently retired from the Overhead Section, believed in seeing as much of his country as possible.

During the last four years, some of the tours he made while on annual leave were: Melbourne-Alice Springs-Darwin-Cloncurry-Melbourne, by rail and plane; Melbourne - Perth - Broome - Geraldton - Perth - Melbourne, rail, ship, plane and bus; Melbourne - Innisfail - Ravenshoe - Cairns - Brisbane - Melbourne, by rail, bus and ship.

Mr. Durham joined the service as a booking clerk at Kensington on July 16, 1900. A move to Victoria Park followed, and in 1913, after a course in electrical technology, he was transferred to the Electrical Engineering Branch.

A man of varied interests, he is a keen cricketer, and has taken part in choral work and amateur musical comedy. Having seen most of Australia, Mr. Durham has now left for England.

OBITUARY

RAILWAYMEN, particularly members of the track force, learned with deep regret of the recent death of Mr. Jim Wakeman.

After being at Dandenong and Sale, he came to the Way and Works Staff Office in January 1915. The rest of his service was given there, for the greater part in connexion with promotions and transfers of gangers and repairers.

He had an underlying sympathy and understanding of the difficulties of the track force, most of the members of which called at Head Office whenever possible to see and chat with him. His knowledge of the domestic circumstances of many individuals made his services in the Staff Office extremely valuable, and he will be greatly missed.

The sympathy of all who knew him is extended to his widow and son.

Sport Flashes

BEVERLEY REA, who is a tracer in the Commercial Drafting Room, Head Office, is Victoria's new javelin throwing champion. She wrested the title recently from Charlotte McGibbon, Empire Games title holder, and Victorian champion for the past ten years.



Beverley "throwing the fork"

At the V.W.A.A. championship meeting at Royal Park, Beverley threw the javelin 121 ft. 9 in. which, although well below the Australian record, promises records later on.

Beverley is probably one of the lightest built girls ever to reach championship class in the javelin throw. She is 18, 5 ft. 4 in. high and weighs 8 stone 7 lb.

One of the first to congratulate her on winning the State title was Charlotte McGibbon who has given her some useful hints on throwing technique. Beverley, however, owes most of her success to the coaching of Charlie Rann, Ivanhoe Club's top discus thrower.

Most of her training is done on two nights a week, "throwing the fork"—as she calls javelin throwing—at Fawcner Park.

Beverley, with Norma Rose, founded the St. Kilda Women's Athletic Club, which today has a membership of about fifty.

She is modest about her achievements, but says that her success, so far, has encouraged her to get in some solid training for a hoped-for place in the Australian Olympic team at the next Helsinki Games.

Incidentally, Special Draftsman Clive Trewin, who is responsible for the lay-out of this month's "News Letter" centre-spread pictures, is a cousin of Charlotte McGibbon. On the tracing staff also is Miss Doubleday, a sister of Ken Doubleday, hurdler, who was in the Australian athletic team at the recent Empire games in New Zealand.

HEAVYWEIGHT CHALLENGE

NEWPORT station staff's 72 stone 5 lb. and the Overhead Depot's 81 stone 6 lb. is beaten by Ballarat North Workshops. Here is their heavyweight team: Bill Watson (blacksmith's striker) 19 stone 4 lb., Tom Moore (potash tank attendant) 18 stone 7 lb., Stan Roberts (storeman) 16 stone 13 lb., Tom Kierce (blacksmith's striker) 16 stone 10 lb., and Wedder Wilcock (boilermaker) 16 stone 8 lb. Their combined weight is 88 stone.

THE Victorian team for the interstate tennis contest for the Blanch Cup in Brisbane, from April 22 to May 2, is: H. Atchison (train examiner, Wodonga), J. Bolger (clerk, North Loco), R. Carmichael (A.S.M. Yackandandah), J. Conboy (clerk, Accountancy Branch), E. Jones (clerk, Hampton), V. Snow (driver, Wodonga), J. Trevena (motor driver, Printing Works), P. Walter (clerk, Warragul), A. Wiskew (clerk, Spencer Street, who is also manager of the team). All States will be represented at the carnival. The cup is at present held by New South Wales.

* * *

New South Wales won the Mick Simmons cricket challenge cup in Perth, W.A., last month. Points scored were: N.S.W. 20; Vic. 17; W.A. 14; S.A. 12; Q'land 10; Tasmania 7; Commonwealth 5. S. Hovey (Geelong) bowled remarkably well in the match against Commonwealth, which Victoria won outright. He took 13 wickets for 63 runs, which included the hat trick. At one of the social outings arranged by the W. A. Railways Institute a relay race was won by Victoria. Our representatives were S. Hovey, J. McNulty, B. Murray and J. Burton.

* * *

The annual meeting of the V.R.I. Football League and the Golf Club will be held on Tuesday, April 4, and Thursday, April 13, respectively. Secretaries of teams intending to enter the football competition should get in touch with Roy Kydd, V.R.I., or Jack Evans, of the Superintendent's Office, Melbourne Yard.

* * *

The women's athletic season is almost finished. The V.R.I. Women's Amateur Athletic Club had another successful year, A. B. and E. grades winning the inter-club premier-ships. Charlotte McGibbon has been congratulated on winning the javelin throw at the Empire Games in Auckland in February.

* * *

The V.R.I. country bowls week will be held on April 17-21. Any railwayman who is a member of the Institute and of a bowling club is entitled to take part in the competition. It is not essential to enter a four as the competition will take the form of fours, pairs and single championship games. Where it is not practicable to enter a four, the committee will make up fours and pairs from individual entries. Bowlers are advised to watch the Weekly Notice for further information.

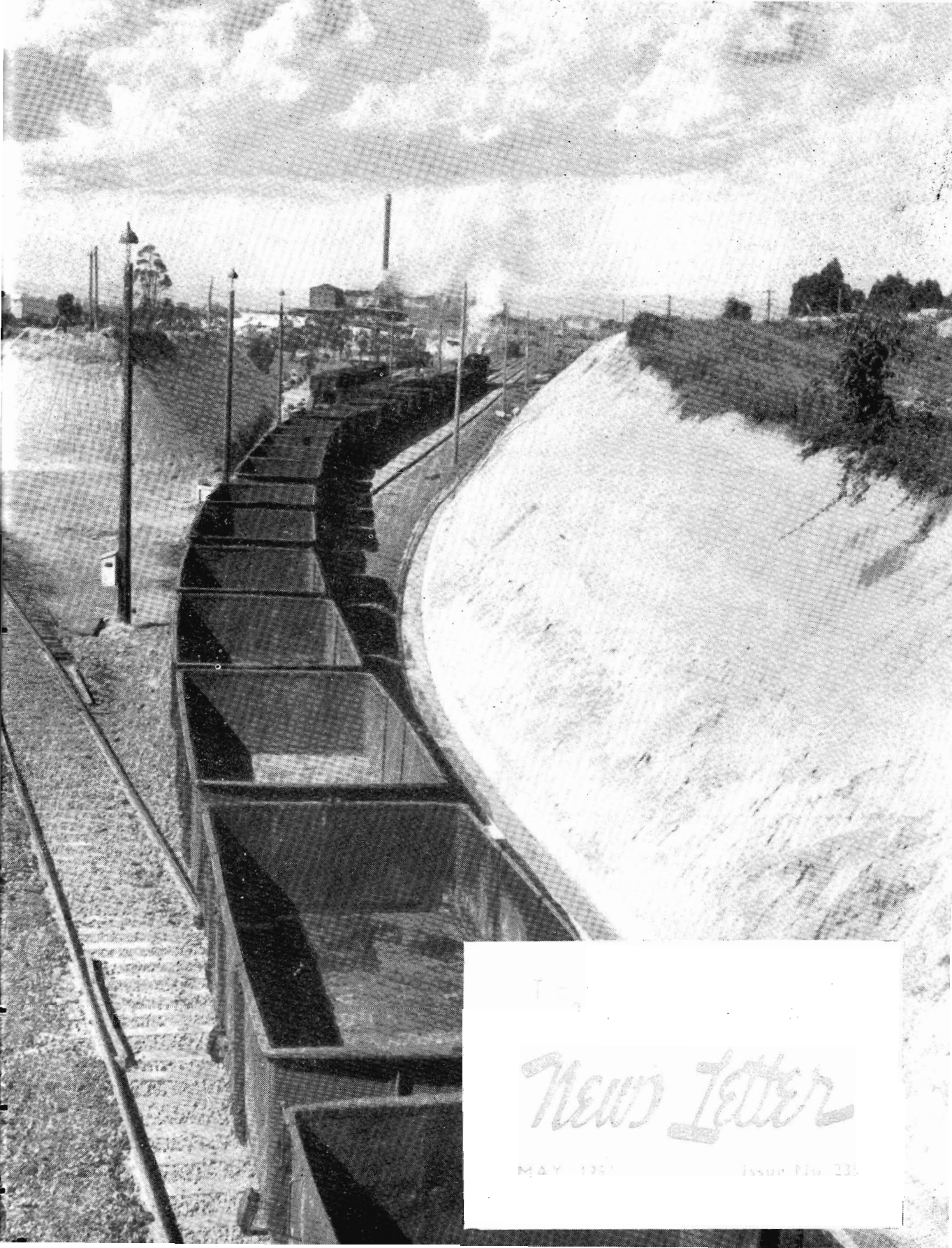
* * *

If one asks John Bromwich how he prefers to travel he'll reply that for ease, comfort, service and safety the train is best. As tennis fans know, he has declined in the past to travel overseas by air with Davis Cup teams. Although he has relented and will travel this way with the next Davis Cup team, John still remains a train "fan." Incidentally he told Alec Cobham, Assistant to the Claims Agent, who is a member of the Council of the Victorian Lawn Tennis Association, that in his world travels he has never been on a better train than "Spirit of Progress."

"THE DOOR TO SUCCESS"

REPAIRER John S. Morris, of Cressy, is the recent winner of a one guinea prize offered by the Victorian Railways Institute to the student who topped the ticket checking examination. As he is not a member of the Traffic Branch, Mr. Morris's achievement is regarded as very meritorious.

In a letter to the Secretary of the V.R.I. (Mr. W. Elliott) Mr. Morris wrote: "I value the prize, but even more the friendship and kindness and sincerity of members of the Institute. The V.R.I. is certainly the door to success and father and mother to all young railwaymen."



News Letter

MAY 1951

Issue No. 23

PLUCKY RESCUE AT SPOTSWOOD

MUCH courage was shown by four railwaymen in releasing Crane Driver G. Thomas, who was pinned by the boot in the cab of a crane that turned over on its side in the Wood Store area at the Spotswood Workshops recently.

The pipe leading to the whistle broke away from the main steam pipe leading to the cylinders, leaving a hole an inch wide, through which clouds of steam escaped. The steam vapour filled the cabin and the area around the crane, completely enveloping the driver. He was severely scalded and was admitted to Royal Melbourne Hospital.

While Skilled Labourers (crane groundsmen) H. Walton and J. Chatterton tried to lever up a section of the crane and free the driver, Skilled Labourer (crane groundsmen) A. MacKenzie and Timber Storeman F. Tongue stepped into the cab in a gully between two stacks of timber, across which the crane was lying. Storeman Tongue worked under the steam pipe to release the foot of the driver from his boot. The rescuers incurred grave risk of scalding from the steam vapour.

First aid was given to the victim at the scene of the mishap by the Ambulance Corps, under the Superintendent (Mr. W. Griffith) and he received further treatment in the casualty room from Sister Provis and corps members.

Commenting on the rescue work, Ambulance Officer (Mr. W. Blackburn) said: "*This accident proves that the knowledge and practice of first aid, coupled with the spirit of service and co-operation,*



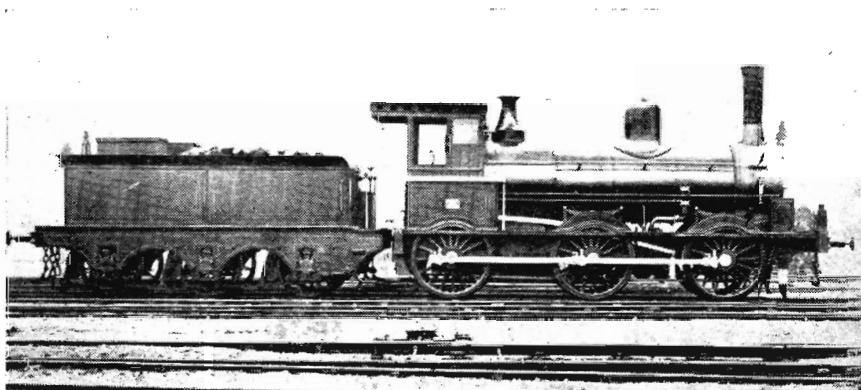
Left to right - Messrs MacKenzie, Tongue, Walton and Chatterton, with crane in background

was of immense value to a seriously injured employee. It meant all the difference between life and death."

Commending the rescuers, the Commissioners said that while they regretted to learn of the injuries sustained by Crane Driver Thomas, they noted with pleasure that his injuries were minimized by the prompt measures taken by his fellow-workers—Messrs. F. Tongue, A. MacKenzie, H. Walton and J. Chatterton who, without thought for their own safety and disregarding the risk of scalding by escaping steam by which they were enveloped, released Driver Thomas as quickly as circumstances would permit.

Their ready response in going to the aid of Crane Driver Thomas, and releasing him from a precarious position, *was in keeping with that high standard of service which characterizes railwaymen.*

EARLY V.R. LOCOMOTIVES



Goods 0-6-0 type

Nos. 83 to 101 (odd numbers) built by Phoenix Foundry Co., Ballarat, 1873.

These were the first of many locos built for the V.R. by Phoenix between 1873 and 1904.

They were later known as Q class.

The last of them (No. 99) was sold in September 1908.

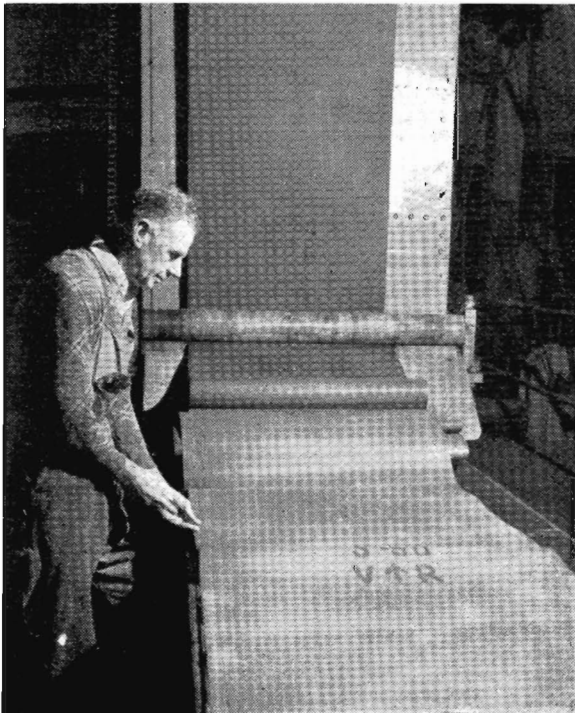
RAILWAY SAILMAKERS

Sailmaker Jack Richards
repairing tarpaulins



EVERY kind of canvas article required by the railways, from a tarpaulin to a footwarmer cover, is made at the tarpaulin shop at Newport.

The smell of canvas, the yards of rope lashings, and the skilled sailmakers at work give the shop a distinctly nautical atmosphere, and the jobs done there have the sound workmanship that one associates with the tradition of the sea.



Sailmaker Les Adams cutting canvas coming from water-proofing machine

Tarpaulins are made from highest quality canvas that has been carefully tested and inspected by the staff of the Engineer of Tests. As far as possible, Australian canvas made from flax grown in Australia is used. It compares very favourably with the imported material.

Canvas arrives at the shop in rolls, or, to use the correct trade term, bolts, of about 55 yards each. Twenty bolts are sewn end to end by power operated machines to form a continuous strip of canvas about 1,000 yards long by a yard wide.

The long strip is put through an ingenious machine which first stamps the canvas with the letters V.R. and month and year of manufacture, and then feeds the strip through a tank of hot water-proofing dressing. After passing through heated rollers that remove surplus dressing, the canvas goes through a chamber where it is cooled and dried by forced draughts of air. The machine can brand and proof a 55 yard length in $7\frac{1}{2}$ minutes.

The water-proofing dressing is made to an improved formula that has been developed by the workshops laboratory and which has greatly increased the life of a tarpaulin. It consists of petroleum jelly (for pliability), paraffin wax (for water-proofing), a copper compound to prevent rotting, and bitumen to minimize damage caused by strong sunlight.

After leaving the proofing machine the canvas is cut into correct lengths by sailmakers and then sewn into tarpaulins by machinists. Eyelets are inserted, tie-ropes affixed and a completed tarpaulin is then ready to protect railway freight from the weather for its life of six or more years. Two thousand were made last year.

Among the hundred and one other articles made

(Continued on page 10)

GOOD PROGRESS ON MOE SPUR LINE

WHEN the spur line from Moe to link up with the new marshalling yards at Yallourn is completed the Railways will be in a much better position, with the improved transport facilities, to cope with the steadily increasing output of raw brown coal and briquettes.

The construction work for the line along the Latrobe Valley is progressing favourably. It involves excavations 50 feet deep and embankments up to 70 feet high.

Overpass bridges will be provided for all road crossings, including the Princes Highway at Moe, and at the $1\frac{1}{2}$ miles point, which at one time was the Melbourne to Sale coach road.

The Yallourn station, built in 1921, was intended to form part of a through deviation from Moe to Morwell. Pending development of this proposal, connexion was made to the existing main line at Herne's Oak, using part of a line originally built for the Great Morwell Coal Mining Company in 1890 from Herne's Oak to an open cut mine at Yallourn North.

As the connecting line will soon be severed by open cut operations of the State Electricity Commission, and to avoid the haulage of brown coal and briquettes from Yallourn over the 1 in 50 grades of the Haunted Hills, it has been necessary to build a new line direct from Moe to Yallourn.

While of heavy construction, it will reduce the route distance from Moe to Yallourn from $7\frac{1}{4}$ to $5\frac{1}{4}$ miles. It will also have 1 in 110 grades for up traffic, thus avoiding the double-heading of trains necessary on the present route.

The building of the spur line was strongly recommended by the Railways Commissioners and the State Electricity Commission to the Parliamentary Public Works Committee, in 1948.



Power shovel excavating for junction with main line

Recommending the construction of the spur line, the committee said that it was the most satisfactory alternative route for the transport of coal and briquettes from Yallourn. Apart from the elimination of double-heading, the spur line would provide greater track capacity and enable extra trains to transport fuel. It could eventually link up with Morwell and become part of the main Gippsland line.

NATIONAL SAVINGS GROUP

WHEN the issue of National Savings Certificates ceased in January 1949, the Commonwealth Government substituted a scheme under which regular deductions from employees' payrolls could be paid fortnightly into group accounts at various banks, and transferred at the end of each quarter to the credit of the employees' personal Savings Bank accounts.

At present the Railways have 1,104 subscribers and the deductions are about £1,711 per pay.

The National Savings Organization has started a general drive to increase the popularity of the scheme, and posters will be displayed urging members of the staff to join. The keynote is that under the scheme saving becomes easy, sure and automatic.

Every paying officer has the necessary form for those who wish to join.

SLIP OVER PAY SLIP

THE story is told of the wife of a country engine driver who one day found her husband's pay slip and for the first time became suspicious that she had not been receiving all his wages. She challenged him about it.

The quick witted driver was equal to the occasion. His pay slip read something like this—126.3, 26.10.4, 2.4.0, 2.3.8, 22.2.8.

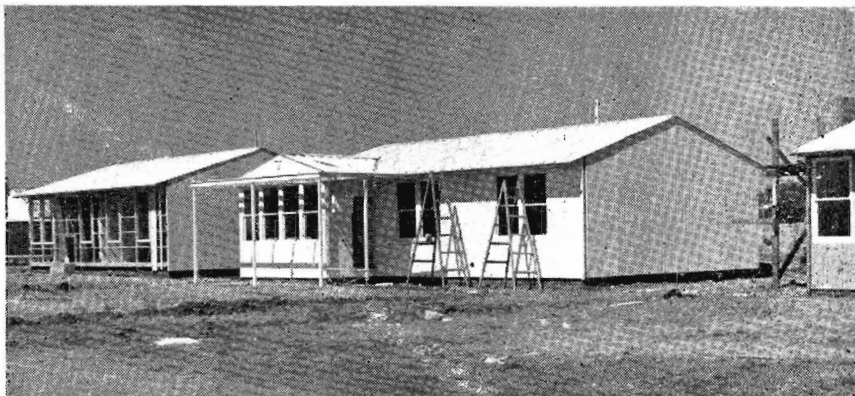
The driver explained to his wife that the slip she found was portion of his running sheet.

This is how he worked it out—126.3 (day's engine mileage), 26.10.4 (lb., oz. and pennyweights of steam to the square inch), 2.4.0 (gallons and pints of engine oil used), 2.3.8 (miles, chains and links of his last trip), 22.2.8 (average speed per hour).

The driver told his mates that his wife had been quite satisfied with his explanation. But he is not leaving any more slips lying around.

Sent in by Special Ganger J. Carroll of Yarragon

MECCANO AGE OF HOME BUILDING



Pre-cuts in assembly stage

BEHIND the news that the pre-cut houses imported from England by the State Government for the Victorian Railways are being assembled in metropolitan and country areas for British migrant railway workers and existing members of the staff, is the dramatic and intensely interesting story of how determination and persistence overcame many problems.

When it was announced that the Railways intended to erect pre-cut houses in an effort to ease acute staff accommodation shortages, some housing authorities expressed doubts as to whether it would be a practicable proposition. A few were even more emphatic and declared that the project was doomed to abject failure.

The Railways, however, went ahead with the scheme, despite these gloomy forebodings. They have now shown that they were justified in pinning their faith to the pre-cut house. The Department is well on the way to proving also that the pre-cut is a workable solution to the housing problem which Australia's own potential cannot hope to solve, at least for many years. Model houses that are springing up demonstrate the success of the technique.

There was no real reason to doubt the success of the scheme. After all, most of the things we touch, use, and walk about in are today mass produced. Many housing experts are even envisaging the day when a ready-to-live-in house will be bought in much the same way as a motor car.

This is the story of what is known as the Victorian pre-cut housing project.

It originated in the need to overcome the serious shortage of staff in the Railway Department's workshops. So it was decided to bring out British migrant workers to fill the gaps.

Actually, the pre-cut housing scheme was initiated by Mr. Kent-Hughes when he was Minister of Transport in the Victorian Government. The Government realized that there was

not the remotest possibility of finding accommodation for new settlers while the State's housing shortage persisted.

There was only one answer: their houses would have to come with them—on their backs, as it were. And so *Operation Snail* was born.

Mr. Kent-Hughes was sent by the Premier (Mr. Hollway) on an urgent and special mission to England to investigate and report on the productive capacity and the relative merits of English manufacturing firms to provide either pre-fab. or pre-cut houses for Victoria's needs and to ensure that they could be obtained on a relatively economic basis. He investigated many standard English designs, but they were not suitable for Australian conditions.

That was the first set-back.

But, before he left England, Mr. Kent-Hughes had appointed Messrs. Simms, Sons and Cooke, of Nottingham, as principal contractors for the manufacture of pre-cut house components. This firm is a joinery and building contracting concern with very large resources and is well equipped to handle the considerable complexities of producing all timber components, placing of sub-contracts for the supply of other materials and equipment, and the co-ordination of operations right up to the stage of shipping the complete packaged sets of house parts from Liverpool.

The Railways Commissioners appointed Messrs. Yuncken, Freeman Brothers, Griffiths and Simpson, and Baxter-Cox and Associates, of Melbourne, as a panel of architects to advise on standards to be adopted and to design a range of houses which would conform to Australian requirements.

The architects ensured that full scope was given to the particular methods and capabilities of the contractor's plant and they produced production drawings accordingly. They are also responsible for advice on the organization of the complex purchasing, storing and issuing procedure for both imported and locally supplied

(Continued overleaf)



Packaging of component parts is systematically done

Materials are stock-piled in Brooklyn depot



components; for site selection and development; for making arrangements for the erection of sub-structures prior to the arrival of the imported house sets, for preparing complete instructions for field assembly of the various types of houses in each development and for supervising their erection and completion.

At the English end, the Commissioners appointed their consulting engineers in London, A. E. Turner and John Coates and Co. Ltd., to collaborate with the architects in the research work that was necessary during the developmental stages of production and to provide the necessary liaison in respect of all manufacturing, procurement and shipping aspects in England.

This firm is also responsible for the supervision of all contracts placed in England in connexion with the housing project. It has established an organization to supervise the activities of the English contractors at all stages, from the procurement of materials, through manufacture, packaging and marshalling until the complete house sets are placed in the ship's holds. The firm has been most thorough.

The pre-cut housing project draws only upon Australian building materials that are in free supply. Those that are in short supply are imported. The pre-cut scheme has another important advantage. If any component becomes in free supply in Australia, its importation can be eliminated at will. The pre-cut project, therefore, does not conflict with normal building; it merely by-passes the bottlenecks that restrict the Australian building industry's present output.

Furthermore, a large contribution of *erection labour* is actually imported in the form of work done in England preparing the house parts, setting out, cutting, shaping and sorting. It represents an *invisible* manpower force which reduces the demands on Australian skilled labour to a fraction of the needs of normal building.

Another point is that the pre-cut offers infinitely more flexibility in transportation and in variation of design than the pre-fabricated house. A complete pre-fab. needs about 34 shipped tons, whereas the ship tonnage for a pre-cut of the same size is between 24 and 25 tons. This represents a considerable saving in transportation costs.

The pre-cut system adopted permits a range of two, three, or four bedroom houses, ten varieties of lay-out and more than 40 different street elevations. The degree of variety makes it possible to give excellent siting and correct orientation to every house in any sub-division, without risk of monotonous repetition.

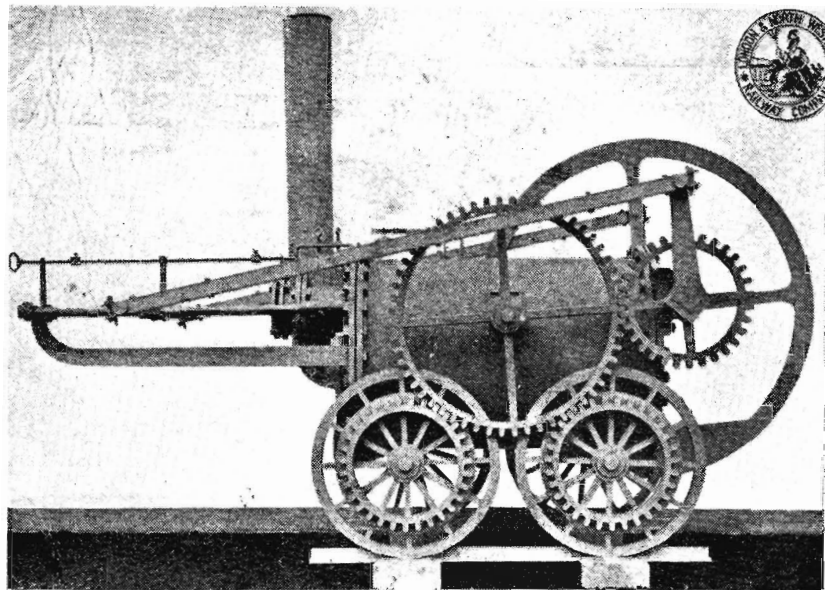
The architects claim that the erection of the houses has reduced the normal orthodox on-site

(Continued on page 10)

RAILWAY PIONEERS

1.

Richard Trevithick



Model of Trevithick's 1804 locomotive

CIVILIZATION owes a lot to the development of the locomotive, for, without the rapid transport provided by railways over the past century and more, industry could not have grown as it has.

Many engineers and inventors have helped in this development, but to Richard Trevithick belongs the honour of being the first to build a steam locomotive to run on a railway.



Trevithick

Trevithick was born in Cornwall on April 13, 1771, and was trained as a mining engineer. At 18, he began helping his father, and showed great fertility of mechanical invention. He was soon regarded as the rival of James Watt in improving the steam engine.

The introduction of the non-condensing and, at that time, relatively high pressure engine was effected in England by Trevithick and in America by Oliver Evans about 1800. Both applied their engines to propel carriages on roads, and both used for a boiler a cylindrical vessel with a cylindrical flue inside—the type now known as the Cornish boiler.

On Christmas Eve, 1801, Trevithick's common-road locomotive carried the first load of passengers ever conveyed by steam. On March 24, 1802, he and Andrew Vivian applied for a patent for steam engines in propelling carriages. In August 1802, Trevithick was experimenting on an engine with the unprecedented pressure of 145 lb. per square inch.

Trevithick's next step was to build a steam locomotive for tramways. Samuel Homfray, at whose ironworks Trevithick had already built stationary engines, offered him facilities. In discussion among the neighbouring ironmasters, one of them made a bet of 500 guineas that Trevithick could not haul 10 tons of iron a distance of $9\frac{3}{4}$ miles on the tramway by means of a steam engine. However the locomotive was built and made its first run on February 21, 1804, at Pen-y-daren in Wales. It hauled a load of 20 tons at five miles an hour. In writing of this run Trevithick said: "The Gentleman that bet five Hundd. Guineas against it, rid the whole of the journey with us and is satisfydc that he have lost the bet."

Full details of the locomotive are not available, but the single cylinder is said to have been $8\frac{1}{4}$ inches diameter with a stroke of 4 feet 6 inches. An important feature was the discharge of the exhaust steam into the funnel to force the furnace draught, the principle still applied at the present time.

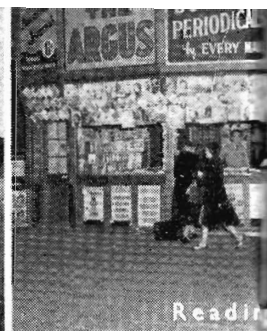
The following year, he supplied a locomotive to the Wylam colliery at Newcastle. This locomotive was very similar to the one at Pen-y-daren. It was not, however, put into service probably because it broke the rails then in use.

In 1808 he constructed a circular railway in London, near Euston Square, on which the public were carried (for a small charge) at the rate of 12 to 15 miles an hour round curves of 50 or 100 feet radius. The locomotive used was called *Catch me who can*. In this engine Trevithick dispensed with gear wheels and put the drive direct on to the wheels.

(Continued on page 11)



Holiday bookings



Reading



Refreshments



Checking

SERVICE ROUND

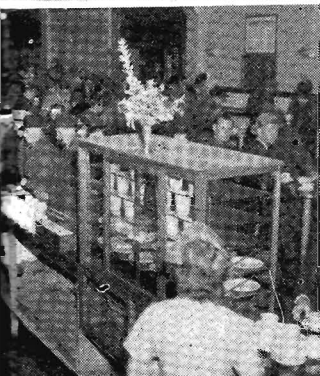




For all

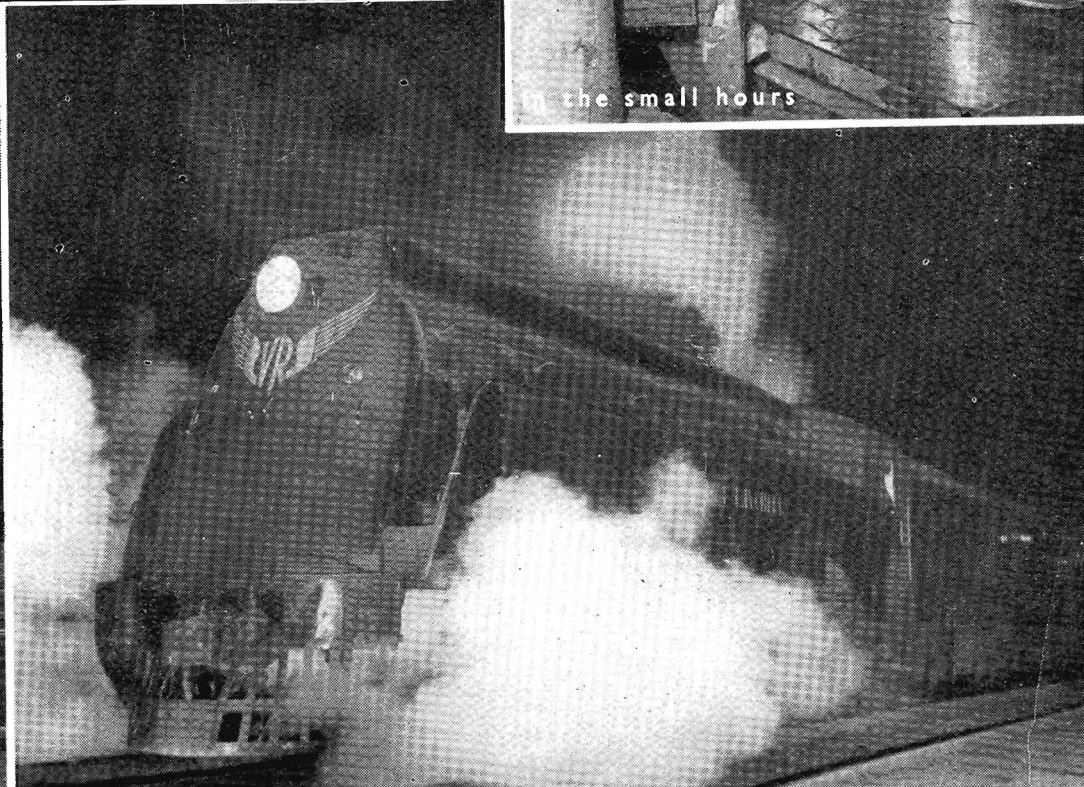
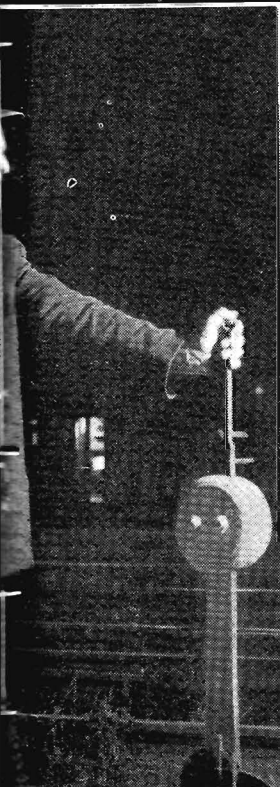


Peak hour



In the small hours

AND THE CLOCK



RAILWAY SAILMAKERS

by the shop are car proof covers, engine "caterpillar" hoses, water-coolers for cars on Mallee lines, correspondence and ticket bags, linesmen's wallets, canvas gloves for men handling iron, and vestibule connexions for country cars. About 17,000 yards of canvas a year are used for these articles.



Rope Splicer Bill Sturgeon stacks new lashings

Thirty thousand lashings, each consisting of 45 feet of rope whipped at one end and spliced at the other to prevent fraying, and dyed red in alternate sections for identification, will be made this year.

In the repair section of the shop 15,000 damaged tarpaulins are mended yearly. Nothing is wasted. Those that are not worth repairing are cut into pieces for patching others, or made into various articles, such as screens for arc-welding or covers for goods in yards.

During the war the shop worked at full pressure, with double shifts, making and repairing tents, tank covers, and other vital equipment for the Australian and American armed forces.

The V.R. brand on a canvas article means that it is as good as it is possible to make it, as the tarpaulin shop has only one standard of workmanship—the highest.

MECCANO AGE OF HOME BUILDING

labour very considerably and has eliminated the complexities of normal building methods. All materials, both imported and local, are stock-piled in a railway store at Brooklyn and are ready for issue in their erection sequence to the builder on requisition.

The builder is freed of all problems of purchasing and his workmen are assured of a constant flow of materials.

The builder who equips himself efficiently for the assembly work, who trains gangs of workmen to specialize in the different phases of assembly, who plans his jobs for a smooth flow of specialist gangs from house to house and from site to site, is in a position to contribute very greatly to the relief of the housing problem, with the obvious objective of being able to return to the construction of large works which really constitute his normal activity.

So far, the Victorian Government has ordered 2,150 pre-cut houses to be erected to the designs prepared by the panel of architects. One thousand are for the Railways, 850 for the State Electricity Commission and 300 for the State Rivers and Water Supply Commission.

In the metropolitan area the Railways are at present erecting a group of pre-cuts and two other groups are being assembled by private contract. In the country a private contract has also been let for erecting pre-cut houses at Morwell and Traralgon. They will accommodate members of the Railways present staff who are engaged in the important brown coal, briquette, and timber traffic on the Gippsland line. The houses in the metropolis are being assembled on sites as near as possible to railway workshops.

The British Railways are co-operating by ensuring a steady flow of component parts. Special trains haul the materials from the manufacturing centres to the docks. The house sets are now arriving in Melbourne at the rate of 128 houses per month!

The Railways Commissioners are quite sure that the British migrant and the Victorian railwaymen who are to occupy the well designed and attractive pre-cut houses will be delighted with them. Their wives will appreciate the generous storage space throughout (there is even a pram park), built-in wardrobes in each bedroom, stainless steel sinks, space for a refrigerator, dish drying racks and ventilated cupboards in the kitchen. Bathrooms are complete in every detail and a hot water service to all points is standard equipment.

The Victorian Railways are proud of the fact that they have ushered in *the Meccano Age* of Australian home-building and contributed in no small measure to the urgent problem of HOUSING OUR PEOPLE.

9 P.M. SPECIAL

MOST railwaymen know that at nine o'clock, each Monday evening, the Railways present a radio programme from Stations 3 AW and 3 CV.



The '9 p.m. Special' on the air

At present there are five units in the programme: melody tour, spell the place, and general knowledge questions—for the audience; name the tune and name the place—for listeners. They have captured the imagination of listeners to the extent of stimulating about 2,500 of them to send in replies, each week. It is reliably estimated that about 30,000 people now listen to the programme regularly.

Before the first jackpot was won it mounted to £30, plus two first-class return tickets to any station in Victoria. The winner—Mr. W. E. Davidson of Albert Park—took tickets to Serviceton and went for a holiday in Adelaide.

The Public Relations and Betterment Board has asked *News Letter* to invite its readers to send in (through the usual channels) their reactions to the programme. It is very important to know what the average listener thinks. If he or she enjoys it, a word to that effect would be welcomed. If it is adjudged poor or uninteresting in any detail, it is asked that no punches be pulled: they are just as welcome.

The Board hopes that railwaymen and their wives will welcome this opportunity to share in the public relations work of their organization in this way.

PAYMENTS TO CONTRIBUTORS

MANY railway men and women have news items that would interest *News Letter* readers. Things are happening nearly every day, particularly in the country, of which we seldom hear, or, if we do, it is too late, perhaps, to publish them.

To stimulate the flow of news, *News Letter* is now prepared to pay for accepted contributions.

Examples of the type of contributions required are as follows:

- Exceptional loadings handled.
- Examples of outstanding railway service.
- Railway men or women who do something important in civic affairs.
- First aid men who have done special work on the job or in their own time.
- Outstanding sporting records.
- Unusual hobbies.

And we want interesting railway pictures, too. *News Letter* will pay on the basis of 10/6 for each accepted news item. Very important items will rate higher. For each single column picture published we will also pay 10/6.

News of retirements or of staff marriages (where both parties are members of the staff) will still be acceptable, but as social items, they will not be paid for.

OUR FRONT COVER

RESTRICTED use of the new marshalling yards at Yallourn is already being made, but the full benefits will not be derived until the spur line from Moe is constructed. The yards will greatly help to assemble trucks for the prompt dispatch of outgoing trains. Our picture shows a rake of empty trucks entering the yards preparatory to being loaded with brown coal.

(Continued from page 7)

RAILWAY PIONEERS

Trevithick's engines, although quite successful mechanically, were ahead of their time because the available track was not strong enough to bear the weight of a steam locomotive.

For the rest of his life he concentrated mainly on engines for mines, spending a lot of his time in South America.

The last record of his work on locomotives was a patent he took out on February 21, 1831, for the application of steam power to navigation and locomotion. This covered (i) superheater, (ii) cylinder kept in flue to be hotter than steam, (iii) jet propulsion of vessels, and (iv) boiler and superheater applied to a locomotive.

Despite his inventive genius, Trevithick died penniless on April 22, 1833.

GOOD SERVICE APPRECIATED

THE efficient manner in which the near-record wheat harvest was handled by the Railways has been warmly praised by primary producers' organizations and country local governing bodies.

Typical of the letters that have been received by the Commissioners are the following: "I would like to express the sincere appreciation of the members of my branch for the splendid job the Railways did in transporting so much wheat in so short a time from the silos throughout the wheat areas. We wish to thank train crews and all railway staffs who played their part so splendidly. We at Boort know what a grand job was done by the stationmaster and his staff."—Mr. F. Coghill, Honorary Secretary, Boort Branch, Victorian Wheat and Woolgrowers' Association.

"My Council desires to express the appreciation of its ratepayers regarding the expeditious handling of the recent wheat harvest from the silos at Tallygaroopna, Pine Lodge, Cosgrove and Dookie. General satisfaction was again given under difficult working conditions and my Council desires that its congratulations be extended to all concerned."—Mr. C. K. Little, Shire Secretary, Shepparton.

Similar letters have also been received from the Inglewood and the Dookie branches of The Victorian Wheat and Woolgrowers' Association.

Replying to these letters of appreciation, the Chairman (Mr. R. G. Wishart) stated that it was encouraging to receive acknowledgments of such a nature. He had much pleasure in bringing them under the notice of all concerned.

* * *

IN a letter to the Commissioners, Mrs. P. L. Pickford, of 16 Rathmines Street, Fairfield, expressed her thanks for the recovery of a bill-fold containing £7.10.0 recently left by her in a train.

Mrs. Pickford said she thought there was little chance of its return, but, to her surprise, it was handed to her intact at the Lost Property Office. It had been sent in by the guard of the train—Mr. Howlett.

* * *

"I am a sufferer from diabetes and was recently a patient at the Repatriation General Hospital, Heidelberg. While travelling to my home at Brighton, I suffered an insulin coma at Heidelberg railway station about 4 p.m. The stationmaster tried to help me by getting my name and address. Due to my condition, I was unable to give these particulars, but I gave him my private telephone number and insisted that I was going home.

I boarded a city-bound train and remember the stationmaster telling me that he would ask the guard to ensure that I alighted safely at Princes Bridge. He then tried to communicate with my wife by telephone, but was unable to do so until after 6 p.m. The stationmaster took charge of a suitcase I had left behind.

On arrival at Princes Bridge I apparently fell out of the train and sustained some abrasions. The station staff had me moved to Prince Henry's Hospital. Aided by the stationmaster at Heidelberg and the staff at Princes Bridge, my wife was eventually able to locate me at the hospital. I recovered after medical treatment, and later in the evening I was able to recover my luggage at Princes Bridge station.

I should be most grateful if you could convey my thanks to all the members of your staff concerned for their kindness and for the speed with which my luggage was restored to me. It was an experience which heightened my regard for the efficiency and courtesy the travelling public receive from your Department."

—Letter received by the Secretary for Railways.

REGULAR travellers on the 7.40 a.m. Geelong-Melbourne train were so impressed with the service given by Driver J. J. A. H. Brown that they decided to make him a presentation after he retired.

Accordingly, they bought the departmental watch, which was issued to him new in March 1913 and remained with him throughout his service.

* * *

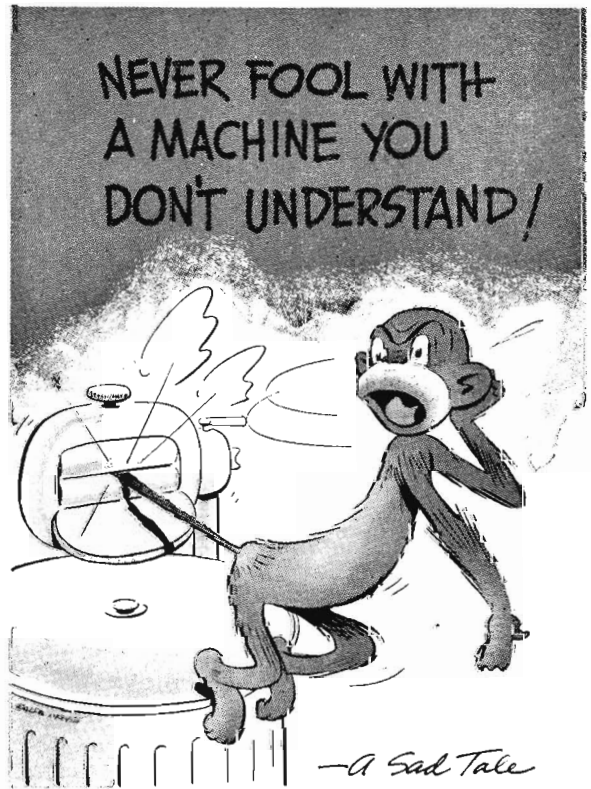
EXTRACTS from President's Report, Redcliffs Sub-branch R.S.S. and A.I.L.A.

... this sub-branch appreciates the help at all times extended it during the year by railways personnel at Redcliffs, Mildura, Spencer Street and the Tourist Bureau ...

... the Railways, the Police, the Post Office ... at all times seemed to anticipate our desires and go out of their way to meet them.

* * *

"ON March 18, by arrangement with your Traffic Department, this Association hired a rail-car to visit Bendigo, via Heathcote Junction, and return to Melbourne. Without a doubt, this tour was an outstanding success and our thanks go to your Traffic staff. We are also indebted to Drivers J. McElhiney and L. Cick, and Second Men J. Harris and R. Bell, who handled the rail-car to and from Bendigo respectively. These men and Mr. R. Williams, of your Traffic staff, we feel, are a credit to the Victorian Railways and are obviously keen salesmen of your services."—The Secretary, Australian Electric Traction Association, writing to the Department.

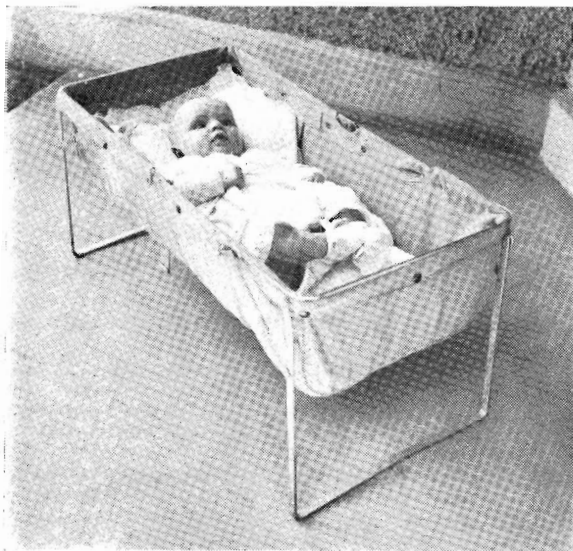


NATIONAL SAFETY EDUCATION CHICAGO, ILL. PRINTED IN U.S.A.

8472

Amenities for Mothers and Children

ONE way to make train travel as comfortable and enjoyable as possible for mothers and their children is the free basinette service on *The Overland* and Mildura express trains.



Comfort for the baby

A basinette has been placed in one of the sleeping cars of each train and will be carried nightly in each direction. They should prove a great help to a mother whose child need not now be taken into her sleeping berth.

The basinette has a light, mild steel frame covered with fabric to support the child either sitting or sleeping. The frame is fitted with collapsible legs and can be folded when not required.

Another railway amenity for small children has just been introduced on *Spirit of Progress*. Children up to six years old are given, free of cost, a booklet illustrated in colour. This has been written in simple language to appeal to all kiddies, and gives them an insight into the fundamentals of Victorian Railway operation and its service to the community.

THIS MONTH'S ANNIVERSARIES

May 7, 1906: the St. Kilda and Brighton electric street railway was opened.

May 28, 1919: the running of electric trains for the conveyance of passengers commenced on the Sandringham—Essendon line.

THE AGE OF YOUTH



Fireman Frehse



Fireman Hunter

TODAY is definitely the day and age of youth —when young men and women can achieve things undreamt by their fathers. More and more young people are doing jobs today which, a few years ago, were the prerogative of—at least—the middle-aged.

Nowhere is this better exemplified than in the present rapid promotion of trainee enginemen in the Department.

In the August 1949 issue of *News Letter* appeared photographs of some of our young drivers. It was mentioned that Fireman M. S. Phillips, then at North Melbourne Loco Depot, had the opportunity of becoming an electric train driver at 24. He did become an E. T. driver at 24, but there are two firemen today who have the chance of breaking his record.

Firemen K. E. Hunter and F. D. Frehse, both of North Melbourne, are now preparing for their qualifying examinations and, if they pass in the next few months, they will be E. T. drivers at 23.

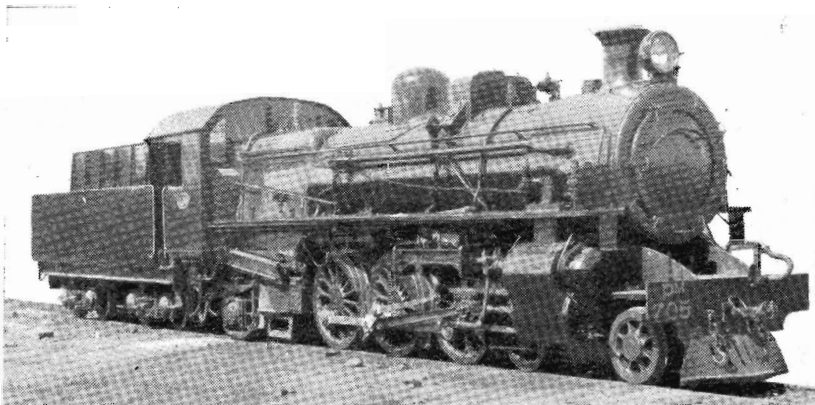
One can imagine some of the retired drivers saying that things were not like that in their day. They had to wait years for such opportunities.

In this age of youth, youth has the opportunity to join the railway service at the best possible time. There are vacancies for many different grades and, with heavy retirements in the next decade, prospects are at their brightest for young men and boys joining today as well as for men already on the job.

WANTED—A LEAVE COMPANION

MISS JOAN DOWNES, a typiste in the Distribution Engineer's Office, Flinders Street, has asked the *News Letter* for help in her quest for a girl companion on a trip to Brisbane and Cairns next July.

Joan would like to hear from another girl in the Department who might make the trip with her. Her 'phone extension is 1474.



| | |
|------------------------|-------------------------|
| PM class 4-6-2 Pacific | |
| Cylinders... | ... 2. 19 x 26 |
| Coupled wheels, dia. | ... 4 ft. 6 in. |
| Wheel base, rigid | ... 10 ft. |
| Length over buffers | ... 62 ft. 6 1/2 in. |
| Adhesive weight | ... 42 tons |
| Boiler pressure | ... 175 lb. per sq. in. |
| Heating surface— | |
| Tubes ... | ... 1,370 sq. ft. |
| Firebox ... | ... 136 .. |
| Superheater | ... 363 .. |
| Total ... | ... 1,869 .. |
| Grate area ... | ... 35 sq. ft. |
| Coal capacity | ... 8 tons |
| Water capacity | ... 4,000 gallons |
| Tractive effort | ... 25,840 lb. |
| Weight ... | ... 109 tons. |

Western Australia

PICTURED above is one of the new PM class locomotives, 35 of which are on order. The first one completed its trials at the end of December last year and went into service a few days later. They are a modification of the present PR engines.

The roomy driver's cab is designed to the maximum allowed by the loading gauge, and it is fitted with comfortable seats and back rests for both driver and fireman.



THE above type of road motor bus run by the Western Australian Government Railways was designed by the Engineer of Railway Road Services (W.A.G.R.). It is described as a passenger-freighter.

It combines a 14-seat passenger bus with a 3-ton goods compartment in one all-steel-framed body panelled with aluminium, on a Dennis Chassis with a 19' 6" wheelbase powered with a 6-cylinder 100 b.h.p. diesel engine. The bus is 31 ft. long overall and 8 ft. wide, and is painted cream and green with the service insignia emblazoned on each side.

Divided into two compartments, the front section is fitted with comfortable sponge-rubber seats upholstered in brown leather, to accommodate 14 passengers. The rear portion is sealed off from the passenger compartment, and forms a van of 3-ton capacity for mails, perishables, and parcels and luggage. Two more buses of this type are under construction, in addition to two others to seat 18 passengers.

The new vehicles will be used in the Department's country road services.

U.S.A.

FOR more than five years the Baltimore and Ohio Railroad Company, with eight other railroads and five coal companies, has supported the development of a new type of motive power—a coal burning gas turbine locomotive.

One of the biggest problems to be overcome was that of feeding pulverized coal in a continuous flow and under a pressure of 60 pounds per square inch into the combustion chamber. B. and O.'s. President (Mr. R. B. White), who serves as chairman of the locomotive Department Committee

of Bituminous Coal Research, Inc., announced that this problem appeared to have been solved after a test at the American Locomotive Company plant in Dunkirk, N. Y., at the end of last year.

Mr. White reported that construction of the first full-size turbo-power unit for the first test locomotive of this type has been completed. The locomotive chassis to house this equipment is now being designed.

MOTORISTS who speed or drive recklessly over level crossings are as much concern to American railroads as they are in Australia.

The "Railway Age" reports that the Baltimore and Ohio Company details employees to make periodic observations at crossings. They jot down the licence numbers of cars whose drivers ignore warning signs and devices or take unnecessary chances.

Within a few days the owners of these cars receive a friendly tip about taking a risk that could have been serious, calling attention to the time and place of the careless crossing and stressing the safe way of doing it.

Since 1919, B. and O. employees have checked the level crossing habit of almost six million motorists. Of this number, 405,000—nearly seven per cent.—made careless crossings. The number of observations is being increased, and careless drivers will, in every case, receive the new reminder card.

Great Britain



Gas turbine locomotive built by Brown-Boveri, of Switzerland, for the Western Region of British Railways, on arrival at Harwich early this year.

AMONG OURSELVES

MR. F. L. BLOOMFIELD, who recently retired because of ill-health, was a well-known figure in the Rolling Stock Branch.



He joined the Department in August 1908, and was at several locomotive depots before coming to head office. After experience in various branch activities he finally became staff clerk of the branch.

During the Second World War he was lent to the Munitions Department for about four years.

His last official job was on the Board of Selectors for apprentices.

Mr. Bloomfield was noted for the advice and help which he was always ready to give to young employees. His interest in youth is further evidenced by his work

for boys' gymnasiums at Kensington and Moonee Ponds.

His father and grandfather built railway lines in the early days.

A crystal cabinet and Royal Doulton tea-set were given Mr. and Mrs. Bloomfield as tangible expressions of the good wishes of the staff.

* * *

FOREMAN HARRY HOMERSHAM, of the Car Depot at Dudley Street, who recently retired, claims to have the longest service in the Department. He started at Newport Workshops on November 28, 1898, at the age of 13 years and 8 months. In 1925, he became leading hand car builder at Bendigo Workshops and, in 1927, was transferred to the Car Depot.



All his life he has been a keen angler, having made no less than 26 fishing trips to the Ovens River at the foot of Mt. Buffalo. Now that he has retired, fishing will occupy a good deal of his time, together with a little gardening. He was given a smoke night at the Institute by his many friends in the Department.



Diesel rail-car drivers at Ballarat: back row—left to right: Mick Flannery (Geelong), with *Toots*, the cat; Henry Phelps (Ballan), Charlie Brody (Linton), Alan Carey (Geelong). Front row—left to right: Doug Berryman (Ballan), Ted Howie (Ballan).

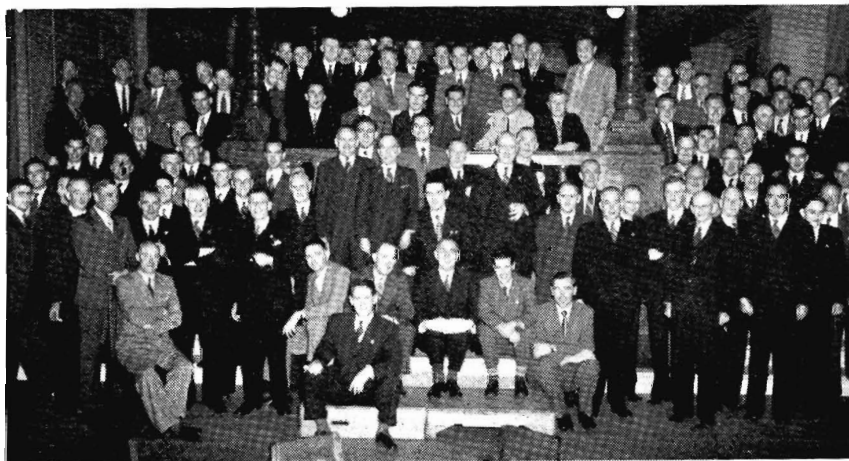
ANOTHER railwayman with over 50 years' service is Fitter and Turner John Southwick, who retired recently from the brake shop at Newport. Mr. Southwick was at Newport for 45 years; the remaining five years were spent at North Melbourne Loco Depot on the maintenance of speed recorders. He has recently taken up golf, and intends to play as much of it as possible during his retirement.



* * *

MR. F. J. TULLY, Signal and Telegraph Supervisor at Bendigo, retired recently after 40 years' service. He was appointed a turner in 1913 and rose from electrical fitter, electrical fitter-in-charge and foreman to signal and telegraph supervisor in 1936.

At farewell gatherings at Head Office and Bendigo, district signal and telegraph supervisors, metropolitan signal supervisors and maintenance staffs paid tribute to Mr. Tully's popularity and efficiency. He was welcomed into the ranks of the "has beens" by recently retired supervisors. In his retirement Mr. Tully will be able to devote more time to his favourite sport — fishing.



MORE than a hundred members of the Accountancy Branch Ex-Servicemen's Association attended the fourth annual reunion in the Lower Melbourne Town Hall recently. The association was formed in the old Audit Branch after the First World War and was revived after the last war.

Among those present were Messrs Joe Donald (one of the foundation members), Laurie Miller, Doug McFadyen and Austin Daly, former prisoners of war. The speakers were the President (Mr. Les Scott) and Mr. W. Dandie.

SPORT SIDELIGHTS

FOOTBALLERS have begun training for this season's V.R.I. League competition for the Commissioners' Cup, which opens at Royal Park on Tuesday, May 9. It is expected that five teams will take part in the contest. Most of them will be strengthened by the inclusion of a number of League and Association players. The Cup is at present held by North Loco who fielded a particularly strong side last year.

North Loco followed up their football success by also winning the Commissioners' Cup, awarded annually to the premier cricket team in the V.R.I. competition. The final was played at Royal Park last month, North Loco (114) defeating Spotswood 'Shops (96) somewhat convincingly. Top scorer for the winners was Sharpe (49 n.o.), best with the bat for Spotswood 'Shops was Murray, 70. Best bowlers were Smith (North Loco, 4—9) and Franz (Spotswood 'Shops, 4—39). Highlight of the match was the fine fighting innings of Murray who, after his side lost six wickets for 22 runs, collared the bowling and lifted the score to 96 before he was dismissed. At an enjoyable smoke night, the Commissioners' Cup was presented to the winning team by the President of the V.R.I. (Mr. T. R. Collier).

* * *

The V.R.I. amateur boxing and wrestling competitions will be held in the concert hall, commencing on May 29. Further particulars may be obtained from Sports Secretary (Roy Kydd).

* * *

Although they did not succeed in bringing back the Dennis Cup, V.R.I. bowlers who went to Sydney last month to take part in the annual carnival, were far from disgraced. Although the strongest team, because of illness and injuries, was not entered in all games, the Victorians provided New South Wales (the winners) with strong opposition and only failed to win the final game of the series against that State by the narrow margin of three points. It was the narrowest margin by which a home side has won the shield since the competition became open to more than two States.



Ballarat V.R.I. (Blue) Team. Champions, Ballarat Carpet Bowls Association, 1949 season.
Back row—from left: Mrs. F. Lohse, Mrs. T. Llewellyn, Mrs. S. Jukes, Mrs. F. Hebb.
Front row: Mrs. P. Powell, Mrs. T. Parle, Mrs. C. Kisler.

* * *

Country cricket week competition, in which eight teams took part, was again won by Geelong, the present holders of the "D.S.J." Shield. Points scored were: Geelong (16), Benalla (11), Ballarat (9), Maryborough and Bendigo (8 each) Seymour and Warragul (6 each), Traralgon (5). Best batting performances were: Ron Janson (Ballarat), 100 n.o.; V. Kenny (Wangaratta), 73; Howden (Maryborough), 68; Darcy (Geelong), 62 n.o. Best bowlers were: Beasley (Benalla), 6—42 (including the hat trick), Hovey (Geelong) 6—9; Braszell (Geelong), 6—22, Burt (Ballarat), 6—29.

* * *

Some members of the V.R.I. Women's Amateur Athletic Club will keep fit in the winter months playing basketball. A team has been entered in the "B" grade division of the Victorian Women's Night Basketball Association. Players include Pat Furey, Val and Mary O'Hara, Pat Marshall, Kay Coffey and Joan Darby.



UP to forty truck loads of motor bodies are now received weekly at the Melbourne Goods Sheds from Woodville (South Australia). No. 2 gantry crane is fully occupied in unloading them, and at times the traffic is so heavy that a mobile crane has to be used also. The bodies are carried on specially built trucks. It's a six day per week service. The above picture shows a typical scene at the Sheds.

Victorian Railways

New Letter

JUNE 1950

Issue No. 237



COMMISSIONERS ON TOUR

A record number of deputations was received by the Commissioners on their visit of inspection, by special train, of the main Gippsland line last month. Apart from the special tours of the system conducted last year for British Railways executives, Mr. John Elliot and Col. A. C. Payne, it was the first time the tour train had been used since December 1941, when Geelong and Ballarat lines were inspected.

Deputations and discussions about railway services took place at Boolarra, Yinnar, Heyfield, Tinamba, Maffra, Stratford, Lindenow, Bairnsdale, Orbost, Kilmany, Rosedale, Traralgon, Morwell, Thorpdale, Moe, Yarragon, Nilma, Warragul, Neerim South, Drouin, Garfield, Tynong, Pakenham and Berwick.

After an inspection of the Morwell station, the Commissioners and party left by car on an inspection of the Yallourn area, and rejoined the train at Thorpdale.

At every station on the main line the Commissioners were gratified to hear local residents praising the good service of railway staffs.

Answering requests for additional trucks for loading, the Commissioners emphasized that the brown coal and briquette traffic was one million tons a year greater than it was two years ago. They pointed out that the Government had given this traffic number one priority, and consequently orders for trucks for other classes of traffic could not always be fully met. The Commissioners, however, expressed themselves as hopeful that the shortage of trucks would soon be overcome. They pointed out that, some time ago, orders had been placed overseas for 1,250 trucks, and a few weeks before the tour began an additional 2,000 trucks had been ordered. Some of the trucks of the original order were beginning to arrive.

The Commissioners also told members of deputations that orders had been placed overseas for 130 powerful locomotives, the first batch of which was expected in about two months' time. When the additional locomotives and trucks were available, further improvement in rail service generally could be expected.

Discussing the steps that have been taken in an effort to overcome the shortage of staff, the Commissioners said that 1,000 pre-cut houses had been bought in England to house British migrants and present members of the staff. The first batch of migrants to be engaged for railway



The Tour Train near Dandenong

employment here would arrive soon and would be accommodated in reception homes until their permanent houses were ready for occupation. The Commissioners added that about 750 New Australians were either employed or in course of being trained for railway work. More would be engaged when hostels, now being erected, were completed.

Most of the requests by live-stock consignors, at various points on the tour, were for later loading times and later dispatch of trains. The Commissioners were sympathetic, but they pointed out that the heavy congestion on the main line at present was responsible for the Department's insistence on earlier loading times. However, when the line duplication project developed still further, it would be possible to progressively improve services. Stock loaders and rail users generally would benefit.

The Commissioners returned from the tour reassured of Gippsland's future and of the impetus that railway development would give to it.

OUR FRONT COVER

PAINTING the clock tower of Flinders Street, which last had a "face lift" in 1935-36. Princes Bridge station will be painted next, and then Spencer Street. The Flinders Street tower clock, which is the largest in the railway system, automatically controls hundreds of other railway clocks. The clock face is eleven feet in diameter.

FLOODS

Water rushing over
Eaglehawk Creek bridge



ALTHOUGH the State experienced its worst floods for many years in March and April, relatively little damage was done to railway bridges and tracks. Consequently there were few interruptions to train services. On the other hand, road and air services were much more seriously affected.

For many years railway engineers have conducted investigations into the waterway requirements of the system's bridges and culverts and have taken steps from time to time to ensure that they would withstand flood conditions. Had it not been for these wise precautions, the damage in the recent floods would undoubtedly have been more serious.

Where damage did occur to railway installations as a result of washaways in the North-eastern and Gippsland districts, prompt repairs were made and train services were resumed as quickly as possible. Way and Works track gangs and Traffic and Rolling Stock branch staffs worked as one team to uphold the railway tradition that the train must go through.

Abraham Lincoln doubtless had such a situation in mind when he wrote: "Upon the railroad the regular progress of commercial intercourse is not interrupted by either high or low water, or freezing weather."

The most serious traffic dislocation occurred on the Traralgon-Maffra line. Flood waters covered the line over the Eaglehawk Creek bridge to a depth of about five feet. Railway engineers had to wait for the water to subside to clear the track of a foot of accumulated silt, logs and debris washed down from the upper reaches of the creek. The track then had to be raised. The service was resumed, but was again interrupted after a further

heavy rainfall. It was not until April 17 that Train Control was able to report normal running.

The Eaglehawk Creek bridge is known to Gippslanders as *the bridge that disappeared*. There was a time when a man could ride a horse underneath the bridge, and residents also recall a drowning fatality at the spot.

Today the bridge no longer exists. For many years the district's rich farmlands have been subjected to serious soil erosion and silting. Whenever heavy rain has fallen in the district, soil, dislodged from the eroded banks of the creek, has been swept down stream and deposited around the bridge supports. The recent heavy floods completed this sealing process and now the bridge is completely submerged in a bed of silt, although the line is still intact.

Some idea of the *creeping* silt over the years may be gauged from the fact that in 1918 the 120 ft. long bridge was 10 ft. 6 in. from rails to the bed of the creek.

The Department intends to raise the level of the line so that it will escape damage in time of floods.

There was a bright side of the flood picture from the railway point of view. The floods demonstrated that the protective work carried out on the Avon River bridge at Stratford by the State Rivers and Water Supply Commission, in conjunction with the Department's engineers, was an unqualified success. One of the worst floods on record occurred in this area and the bridge could scarcely have been subjected to a more thorough test.

About a half a mile away, a road bridge spanning the river had two of its spans washed away by the swirling flood waters, and a woman was drowned.

(Continued on page 12)

RAILWAY PIONEERS

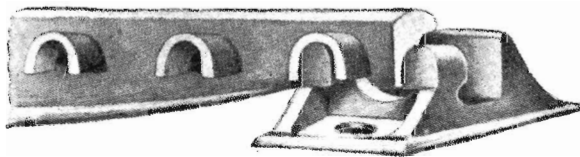
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John Blenkinsop

THE first locomotives built by Trevithick failed to achieve commercial success because the rails in use were not sufficiently strong to bear their weight.

John Blenkinsop, the proprietor of the Middleton Colliery, near Leeds, tried to overcome this difficulty by using a very light locomotive. During the early part of 1811, he decided to carry coal over his tram-road, using a locomotive instead of horses. He gave an order to Matthew Murray, a Leeds engineer, to build the locomotive.

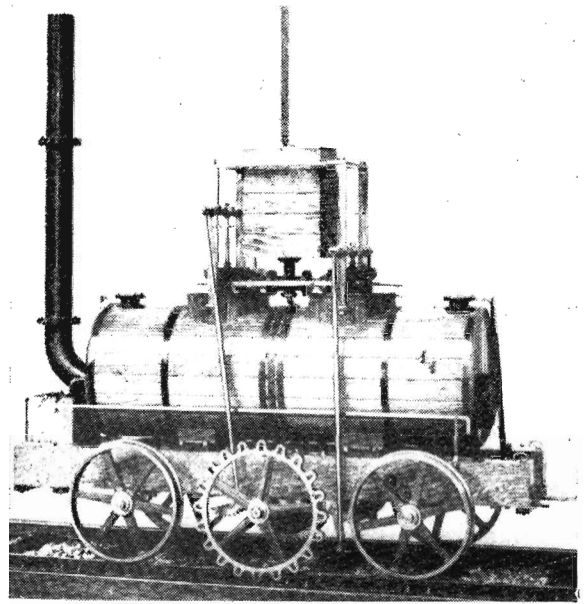
Both Blenkinsop and Murray were under the impression that sufficient adhesion could not be obtained between smooth wheels and smooth rails. Considering the steep grades, the loads required, and the weight of the locomotive (about five tons) their impression was probably correct.



Blenkinsop rail and chair (1811)

In April 1811, Blenkinsop took out a patent for a rail with "a toothed rack or longitudinal piece of cast iron or other fit material having the teeth or protuberances or other parts of the nature of teeth standing either upwards, downwards or sideways" with the intervals of which "a wheel having teeth or protuberances" would engage. He thus became the originator of the mountain climbing rack-railway.

As shown by museum specimens, he did not use a rack, but protuberances as he called them. These were a series of almost semi-circular ears



The first Blenkinsop locomotive—
it weighed only 5 tons and cost £400

arranged along the side of the rail half an inch from the upper edge. They were like so many small arches, each about 3" across, $\frac{3}{8}$ " thick, and projecting about $2\frac{1}{4}$ ". There were seven of these ears to each rail, and the rails were 41" long.

Blenkinsop patented only the principle of the rack and wheel, not the engine. The locomotive was built by Murray, but was named *Blenkinsop*. It had two cylinders (8" dia., 20" stroke) as recommended by Trevithick in his patent of 1802. The boiler contained a flue-tube, 20" in diameter, having the fire-grate at one end and the chimney at the other. The locomotive ran upon four supporting wheels of 3' 6" diameter, but these took no part in driving it. The two double-acting cylinders drove two shafts with cranks set at right angles. These crankshafts were both geared to a shaft carrying the large cog-wheel which engaged with the ears on the outside of the rail. A wooden silencer was placed over the cylinders to reduce the volume of sound made by the steam exhausting into the atmosphere.

On its first run from the colliery to the Leeds wharf on June 24, 1812, the locomotive hauled eight waggons with 25 tons of coal and 50 people.

In regular work it evaporated eight cubic feet of water per hour and consumed 75 lb. of coal per hour. It was capable of hauling 94 tons on the level at $3\frac{1}{2}$ miles an hour; its maximum speed being about 10 m.p.h. with a gross load of 20 tons.

This locomotive, and other similar ones which followed, worked well for many years and were a complete commercial success.

TICKET ODDITIES

| | | |
|--|--|--|
| A INSLIE'S WHISKY Pure, Mild & Mellow. All Good Hotels. | Railway Travellers Please Note LOOK OUT FOR THE "HERALD" EVERY SATURDAY DAY FOR WINNERS OF PRIZES. Successful Numbers, 1 and 2 are 00-15, 25, 41; 2nd, 30 and 16, 25. Kandy Kooki Prizes. First Drawing—1st, 25, 41; 2nd, 30 and 16, 25. PRINTED BY J. T. PICKEN, 489 FLINDERS L. M. | ROSEBRO'S EUCALYPTUS OIL. Discovered and Perfected by Joseph Rosebro, C.M.D. "PARROT BRAND." CURE Rheumatism, Sprains, etc. Burns, Coughs, Cuts, etc. BE SHRE YOU GET "PARROT BRAND." LONGMORE'S UNRIVALLED CORN CURE An Absolute Specific Guaranteed Don't take a Substitute. 1/6 183 Bourke St., Melb. |
| SMOKE "PHOENIX" TOBACCO. DARK OR AROMATIC. | | |
| Gratuitous distribution of SECOND DRAWING, Nov. 17 to 20, 1894. At the Office of the Patronage Ticket Syndicate Co. Limited, 31 Queen Street, Melbourne, 50 Saturday, Dec. 15, 1894, at noon. Winning Numbers advertised every Saturday in "Herald." (See advertisement at top of this page.) | MCINTYRE BROS 1/3 TEA LARGEST SALE 83 BOURKE ST. 4 ESTABETH ST. FINK'S BUILDINGS. | Prizes to Travellers. 7345 First Prize 4/- Second Prize 10/- Third Prize 5/- Travellers should keep this Coupon which entitles the holder to one chance in the above Euro- pean Lottery. Prizes payable to hold- ers of winning numbers. No Duplicate will be issued. |
| WALKER'S WHISKY | | |
| LOTUS SOAP FOR THE LAUN EQUAL TO THREE TIMES ITS WEIGHT OF SOAP IN PURE AGAINST ACCIDENTS WITH THE "COLONIAL MUTUAL" SO MARY | | |

This ticket and slip did not win a prize

THE Ticket Checkers' Manual shows specimens of over 200 different tickets, but these, of course, are all modern tickets without frills and flourishes.

In earlier days, there may not have been such a variety of tickets, but there were some rather unusual ones.

Perhaps the most interesting is the Jumbunna-Dandenong ticket. This was made not of solid board, but in the form of a pocket of thin cardboard. Inserted in the pocket was a printed and numbered slip which, apart from advertising various goods, offered the holder a chance in a "gratuitous distribution of prizes to travellers." First prize was £1, second 10/-, and third 5/-, and a draw

was apparently made every week. The slip bears the date December 15, 1894, but these tickets were on issue for a number of years, even after the scheme was wound up. Mr. W. Conroy (Principal Fares Officer) remembers selling them at Camberwell when he started there in 1907.

A similar ticket was used in Great Britain for a while, but this contained a cigarette card.



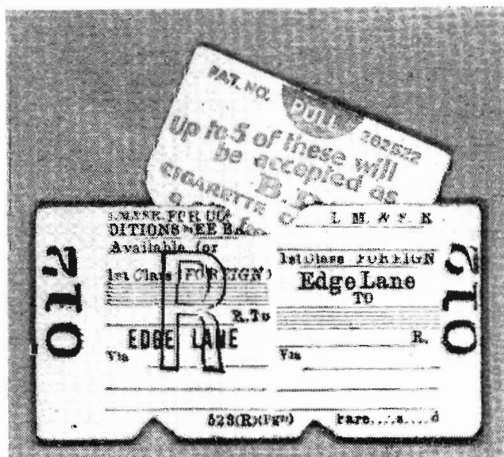
Albert Park's symbol

Another oddity was the yearly ticket issued at Albert Park and dated 31-12-86. This was a metal figure 4, which was Albert Park's symbol. It is understood that the practice was to solder on the back the symbol number of the destination station.

There was the 500-mile ticket, made up in the form of a booklet, with 500 numbered coupons each representing one mile of travel. Before he began his journey, the holder presented the ticket to the booking clerk who withdrew the number of coupons represented by the mileage of the proposed journey and then issued an ordinary single ticket in exchange. Fares for the 500-mile tickets were £3.3.0 first class and £2.2.0 second, and the tickets were available for 12 months.

The monthly ticket from Auburn to Princes Bridge recalls the days when Hawthorn line trains (as they were then known) ran from Princes Bridge and not from Flinders Street as at present. Princes Bridge was opened originally by the Melbourne & Suburban Railway Co. in February 1859. It

(Continued on page 14)



English ticket with card insert

PRAISE FOR FIRST AID

“As training in ambulance work is carried out in leisure hours, your interest in it is a gesture of unselfishness. It means that you have seen fit to do something extra for the service.”

Mr. Commissioner Meyer paid this tribute to the ambulance service in presenting medals and certificates to 47 award winners last month.



Mr. Commissioner Meyer presenting awards

They included Miss Lorna Lamprell (clerk, Newport Accounting Office), seventh year proficiency certificate; Mrs. Lorna Thompson (portress, Riversdale), bronze medal; Miss Peggy Jacgung (typiste, Way and Works Branch, North Melbourne) and Miss Margaret Willson (ticket checker, Flinders Street), fourth year proficiency certificates.

Gold life-membership medals (eighth year) were presented to Leading Hand Painter W. J. Griff (North Melbourne) and Clerk G. Healey (Way and Works Branch). Silver Efficiency Medals (fifth year) were received by Messrs. C. T. Browne (labourer, Shelter Sheds), A. L. Cornell (leading shunter, Newport Yard), R. L. Craigie (clerk, Spencer Street), H. F. O'Brien (clerk, Accountancy Branch) and Signaller W. Templeton (Williamstown). Those to receive Bronze Medals (third year) were: Porter L. C. Fry (Armadale), Messenger J. A. Gathard (Telegraph Office), Car Cleaner F. Palmer (Shelter Sheds), Clerk H. Sayer (Accountancy Branch) and Porter W. J. Tayles (Albion).

Mentioning his own keen interest in ambulance work, Mr. Meyer said that it was akin, in some respects, to military service in the national sphere, in that the participant had to be prepared to deal with any emergency that might arise.

“We look on you as the guides and mentors of the ambulance organization and I would like you to accept the responsibility of encouraging interest

in first aid generally,” said Mr. Meyer. “It is our aim to ensure that as many members of the staff as possible are fully trained.”

Referring to the recent serious crane accident at Spotswood Workshops (a report of which appeared in the May issue of *News Letter*), Mr. Meyer said it was a striking illustration of the necessity for fully trained staff to be on the spot at all points of the service to render first aid and alleviate suffering.

Head Porter E. J. McMaster, Flinders Street, who has been an active member of the ambulance organization for 27 years, received an award for the period of his service. Incidentally, the honour of having the longest ambulance service is shared by Messrs. C. L. Kuffer, Superintendent of the Maryborough Corps, and H. Byron, clerk, North Melbourne Loco, both of whom are in their thirtieth year of service. Maryborough won the Victorian and All-Australian railway ambulance competition shields last year.

Two Stores clerks, Miss Inez Abbott and Miss Mary Brett were, at Spotswood, presented with fifth year Silver Efficiency Medal and third year Bronze Medallion, respectively.

RAILWAY SLANG

NEWS LETTER'S article on railway slang in the March issue aroused considerable interest both inside and outside the Department.

Special Ganger J. Carroll, of Yarragon, has sent in the following examples of slang used in the Way and Works Branch:

Mad mick: pick
Hume and Hovell: shovel
Water Joey: man who brings water to gangs
Heavy artillery: high officials.

A long list was received from Mr. S. A. Johnson, editor of the South Australian Railways Institute Magazine. Some of the expressions he gives are:

Diamond cracker (fireman); *Eye* (signal); *High wheeler* (passenger locomotive); *Hut* (locomotive cab); *Knuckle buster* (monkey wrench); *Main pin* (an official); *On the advertised* (on time); *Rat holes* (tunnels); *Bait can* (lunch basket); *Beehive* (freight yard office); *Bleed a car* (drain the air reservoir); *Brain plate* (guard's or porter's cap); *White feather* (steam from safety valve); *Clucks* (female clerks); *Civil engineer* (retired engineer).

ORIGINS OF STATION NAMES

ANDERSON: Named after the Anderson family who were old residents of the locality. One member of the family reported the discovery of a coal seam in 1837.

COROMBY: From the aboriginal name of a swamp in the vicinity.

HOME BUSH: Named after the Homebush Inn on the road from Maryborough to Ararat.

PURDEET: Aboriginal *bourt-deet*, a superior fibrous vegetable eaten by the blacks.

ULTIMA: This name was given to a pastoral station taken up by Mr. G. Govett in 1851. It was intended to signify the furthest limit of settlement at that period.

BALANCING THE RAILWAY BOOKS

THE end of this month is also the end of the financial year for Government departments and for many private businesses. There will be a rush in many places to get the books balanced so as to prepare financial statements and taxation returns.

Despite the size of the Victorian Railways and the tremendous volume of traffic that they handle, the work involved in balancing the books at the end of the financial year is not nearly as great as many people think. Under the accounting system established in 1928 by Mr. A. Williams, then Assistant Accountant, and further developed by him on the introduction of district accounting in 1932, the general ledger accounts are balanced at the end of each four-weekly accounting period, and closing the accounts at June 30 involves very little more effort than does any of the other twelve periods. The financial result of the year's operations is usually known within three weeks after the close of the year.

Special entries, covering such items as interest and National Debt Sinking Fund charges, capital expenditure and depreciation, and the transfer of items to Consolidated Revenue Accounts, constitute most of what additional work there is. The preparation of the final trial balance for the year presents little extra difficulty and paves the way for the compilation of the balance sheet which is certified by the Auditor-General and incorporated in the Commissioners' Annual Report.

THE POWER BEHIND THE PANTOGRAPH

(This month's centrespread)

THE power that drives electric trains—in fact, practically all the power used for every railway purpose in the Melbourne metropolitan area—is produced at Newport Power Station by turbo-generators.

Alternating current at 20,000 volts is generated there, but as train motors use direct current at 1,500 volts, it is the task of the sub-stations to convert and supply this power to the trains.

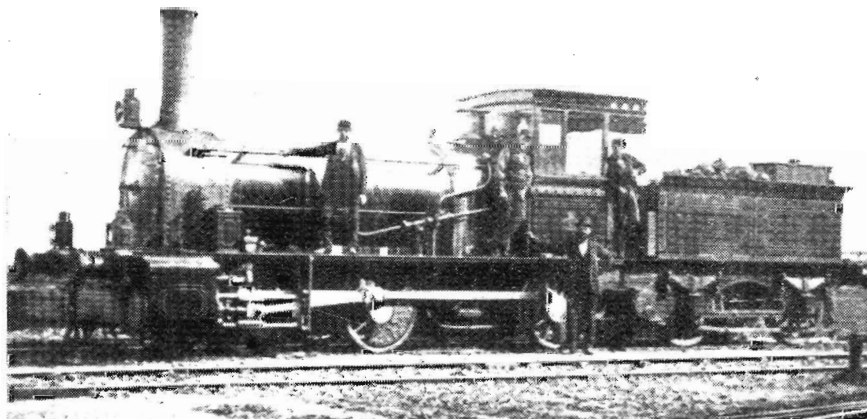
High voltage transmission cables run from Newport Power Station to the 21 sub-stations. There, transformers reduce the 20,000 volts to a mere 1,100 volts. This is a suitable voltage for the rotary converters which change it into direct current of 1,500 volts.

The current then passes through high-speed circuit breakers to the overhead equipment and then, by way of the pantograph, to the motors on the train.

Tie stations, placed at selected points in the suburban electrified area, contain high-speed circuit breakers also. These, when abnormal conditions occur, automatically cut out a faulty section and prevent the trouble from spreading and perhaps seriously dislocating train services.

The Power Operation Room is the means of controlling the whole supply of power for operating the electric trains. Indicators show just what is happening at the various sub-stations and tie stations, and faults can be remedied promptly.

EARLY V.R. LOCOMOTIVES

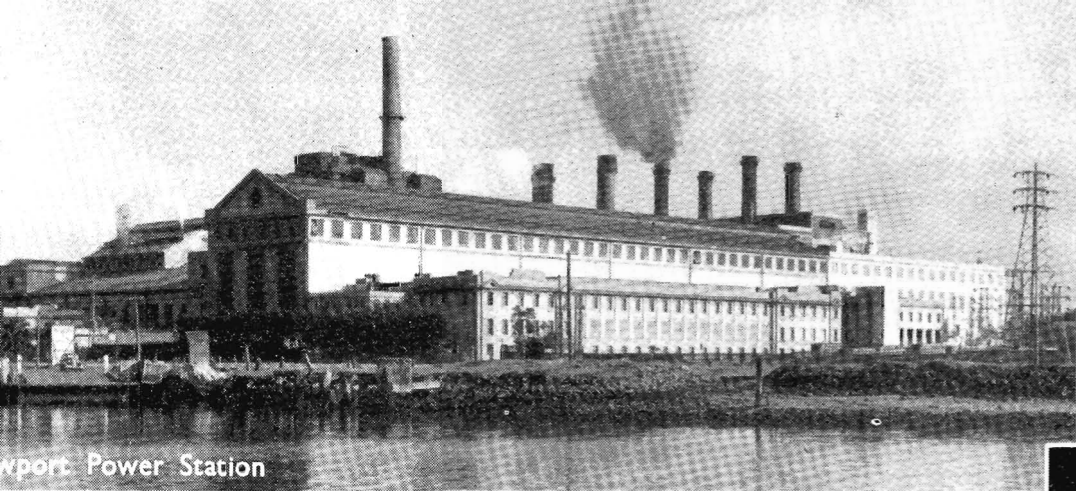


Goods 0—6—0 type.

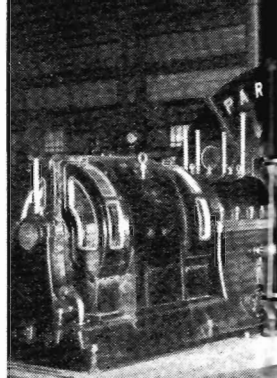
Nos. 103 and 105 built by the Victorian Railways at Williamstown Workshops, 1873. They were the second and third engines built by the Victorian Railways.

These engines were in the unclassified group.

No. 103 was scrapped in 1921, and No. 105 in 1924.



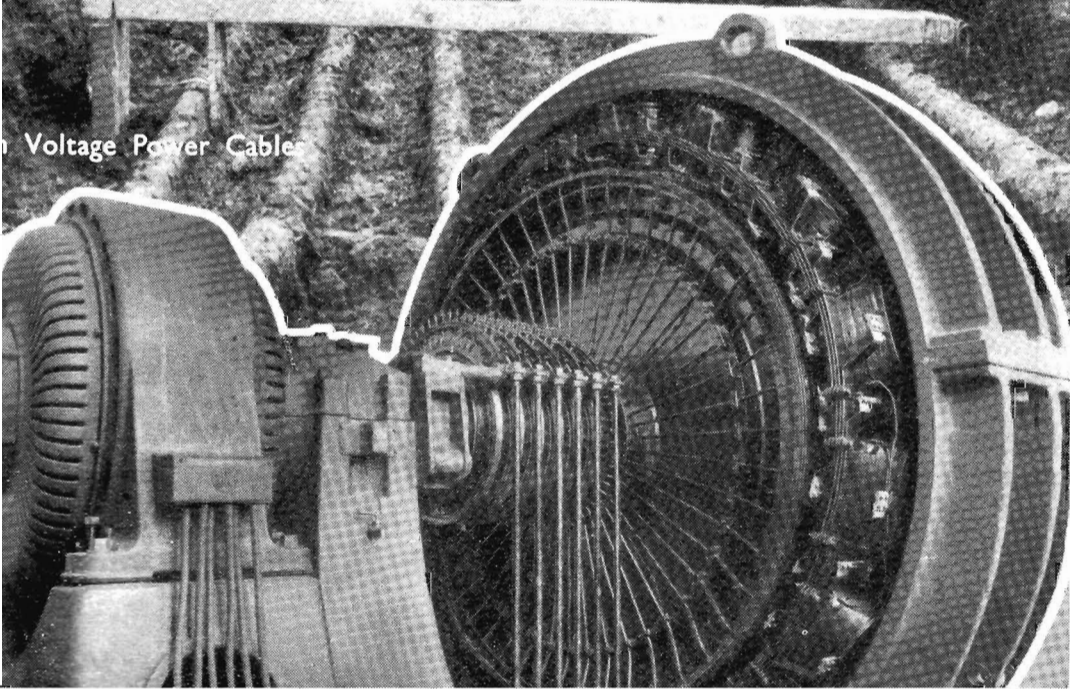
Wapport Power Station



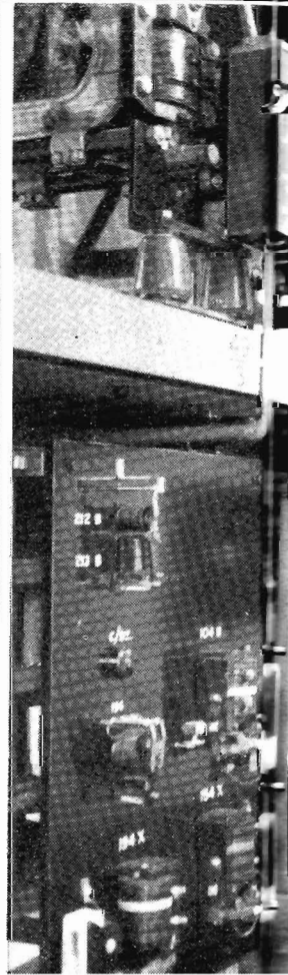
Turbo-generat

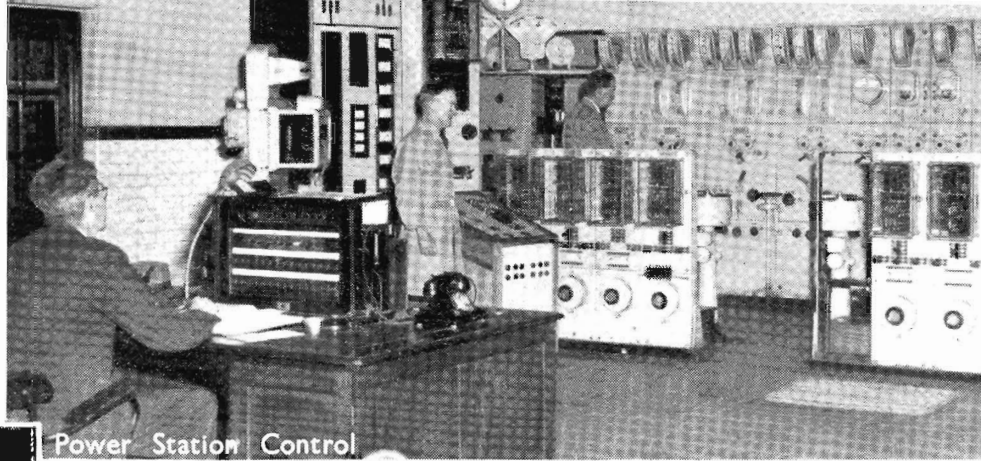
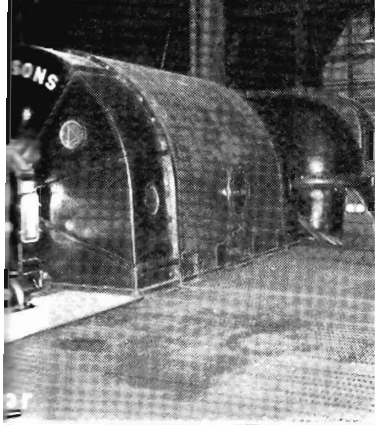


High Voltage Power Cable



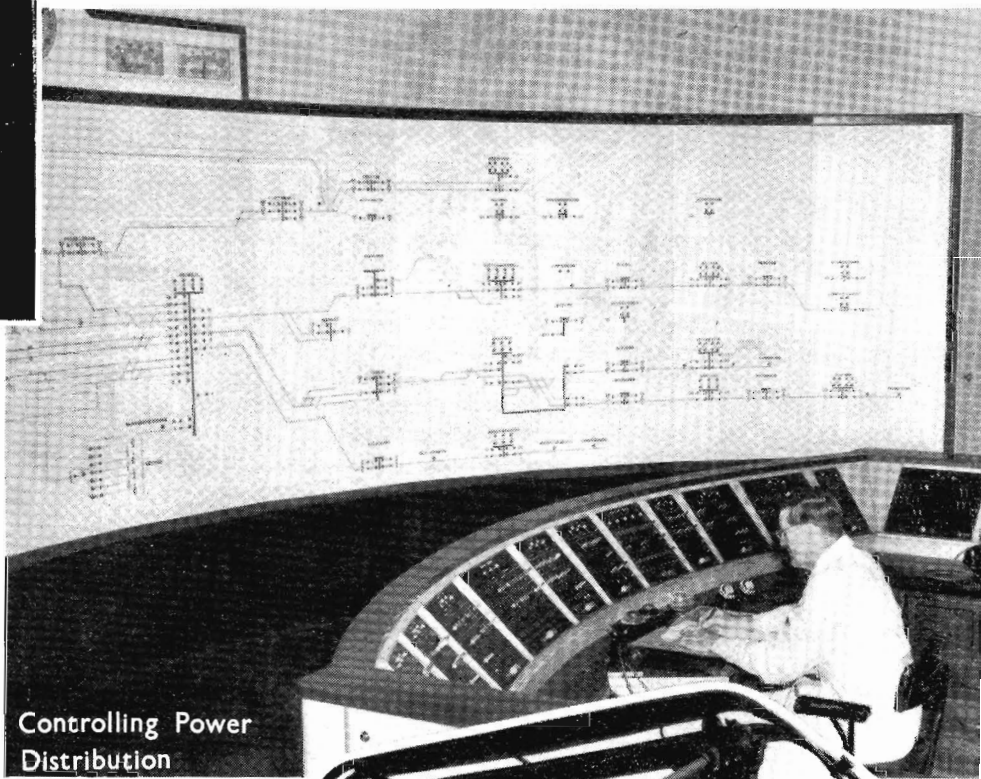
THE BEHIND PANTO



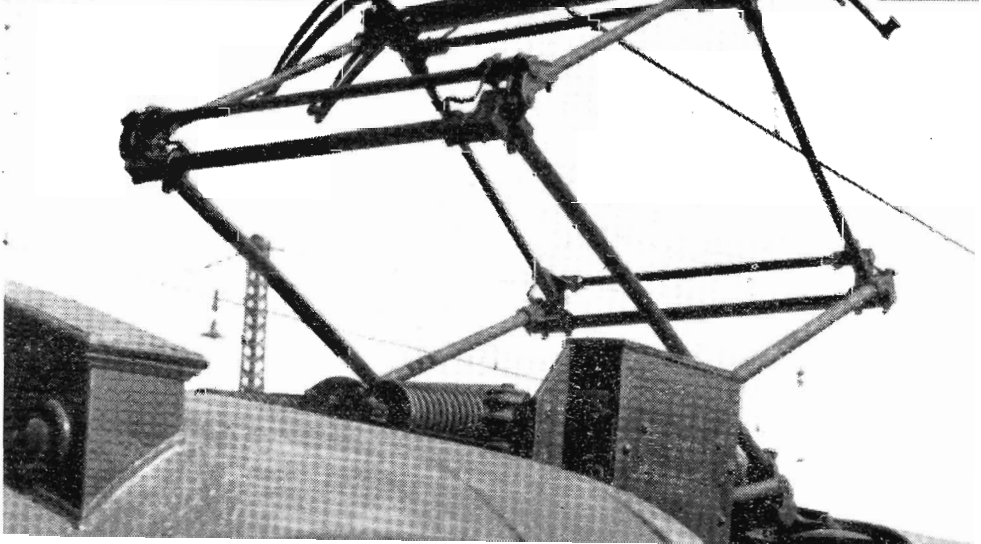
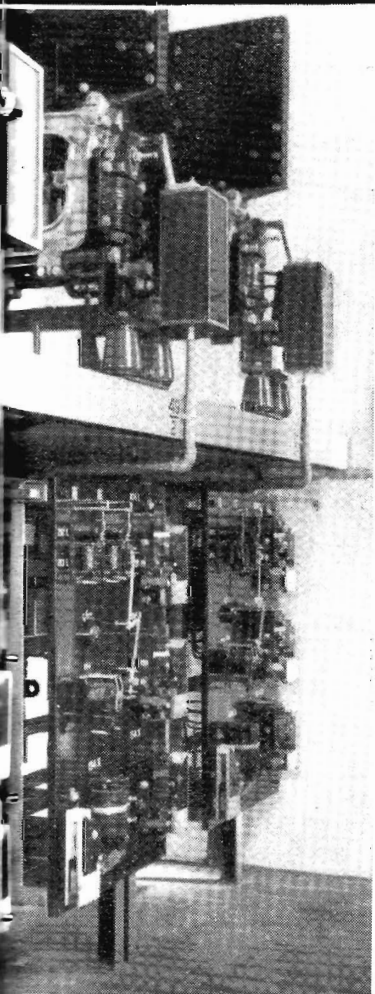


Power Station Control

POWER AND THE LOGGRAPH



Controlling Power
Distribution



X 32 ON PASSENGER RUN

As every available locomotive was required for the heavy Easter holiday traffic, the pulverized brown coal fired engine, X 32, was used recently for passenger work for the first time.

X 32, which had successfully emerged from a series of exacting goods train haulage trials between Melbourne and Bendigo, took the 8.15 a.m. down Goulburn Valley express as far as Seymour and returned with the 10.42 a.m. stopping train.

This was done on successive days and both runs were a great success.

Unfortunately, owing to traffic blocks on the first down trip, X 32 arrived late at Seymour, but some of the lost time was retrieved by a particularly smart turn-round.

Because of track limitation, X 32 was restricted to a speed of 50 miles an hour. A 2 engines on this run are scheduled to cover some stretches at up to 70 miles per hour. However, because of the greater power of X 32, it was able to make up the time on the up grades. This more than offset losses on the level and down grades that were inevitable because of the speed restriction.

On the second down trip, X 32 left Melbourne with a load of 240 tons four minutes late, but arrived at Seymour five minutes ahead of schedule ! Hauling a load of 400 tons on the return journey (stopping train), X 32 arrived in Melbourne again five minutes ahead of scheduled time !

The pictures below give the reader some idea of the control system devised for X 32.

OLDEST EX-RAILWAYMAN

MR. James Stevenson has successfully challenged the claim for the oldest living ex-railwayman. He was, he says, nearly six months old when Australia's first train ran.



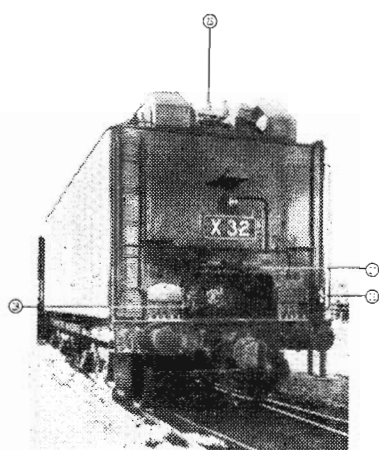
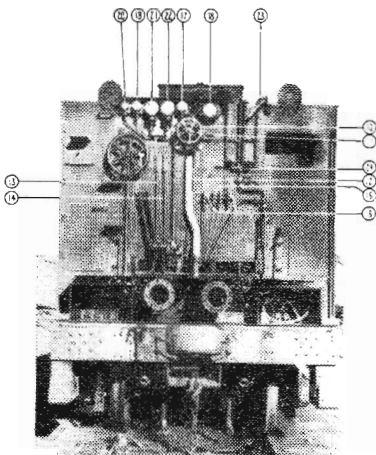
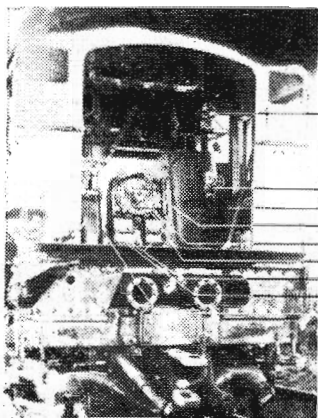
Mr. Stevenson was born at Ballarat on March 26, 1854. He joined the Department in November 1884 as a boiler-maker's assistant at the Williamstown Workshops (four years before Newport Workshops opened). In 1892, he was transferred to Bendigo Loco Sheds as a striker and remained there until his retirement in March 1919. He is now living at Golden Square.

Three of his sons were railwaymen: W. B. Stevenson, a former driver, is now on superannuation; J. H. Stevenson was a skilled labourer in the Way and Works Branch, Bendigo; and A. L. Stevenson is still on the job as a blacksmith at Spotswood Workshops.

Three grandsons are also in the service: Bill, storeman at Spotswood General Storehouse; Bob, turner at Spotswood Workshops; and Keith, apprentice sheet metal worker at Spotswood Workshops.

News Letter extends its best wishes to Mr. Stevenson.

X 32 PULVERIZED BROWN COAL FIRED LOCOMOTIVE
THE LOCATION OF CONTROLS ETC.



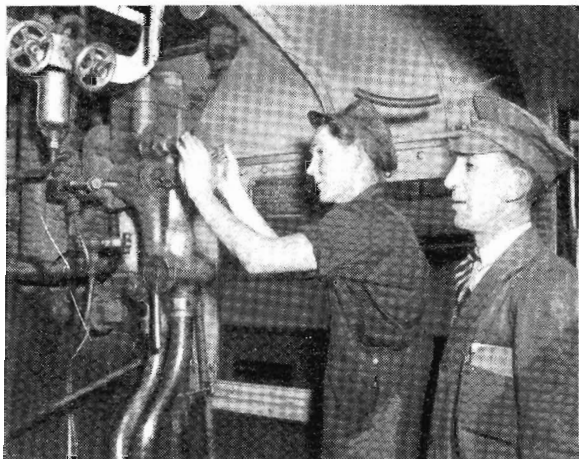
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|--|--|---|----------------------------------|
| 1 STEAM STOP VALVE | 8 AIR DUCTS TO FIRE DOOR | 15 GREASE NIPPLES, FRONT CONVEYOR SCREW BEARING | 22 L.H. AIR DUCT PRESSURE GAUGE |
| 2 - REGULATING VALVE | 9 BURNER INSPECTION COVERS R.L.H. | 16 - BURNER DUCT BALL JOINTS | 23 FUEL BUNKER LEVEL INDICATOR |
| 3 SECONDARY AIR DAMPER CONTROL | 10 TURBINE THROTTLE VALVE | 17 TURBINE STEAM PRESSURE GAUGE | 24 - TURBULENCE PIPES |
| 4 FIRE DOOR | 11 INTERLOCKING LEVER | 18 - REVOLUTION COUNTER | 25 TURBINE OIL LEVEL GAUGE |
| 5 - INSPECTION DOOR | 12 MAIN STEAM PIPE TO TURBINE | 19 - OIL PRESSURE GAUGE | 26 AUXILIARY STEAM CONTROL VALVE |
| 6 - CLAMPS | 13 R.H. CONVEYOR SCREW OPERATING LEVER | 20 FUEL BUNKER | 27 OIL BOXES SCREW GEARS ETC. |
| 7 GREASE NIPPLES, BURNER DUCT BALL JOINT | 14 L.H. - | 21 R.H. AIR DUCT | 28 GEAR BOX OIL GAUGE |

THAT'S THE SPIRIT

JOHN HALLAWELL, round, ruddy faced, 24 year-old fireman of Wodonga, is a shy, unassuming young man, but it was obvious that he felt a glow of pleasure when *Spirit of Progress* arrived at Spencer Street on Wednesday, April 26.

It was John's first trip as fireman on Victoria's crack train which had arrived one minute ahead of schedule.

John does not talk about himself. It was necessary to discover from veteran Driver George Padgett and Enginemen's Instructor Colin Welsh (who, at 35, is the youngest instructor in this class in the service) that the young fireman had done everything expected of him on the fast trip from Albury to Spencer Street; that, in fact, he had come through his baptism of firing the *Spirit* with credit.



Fireman Hallawell and Enginemen's Instructor Welsh in cab of "Spirit"

"John's shovel-work ensured perfect combustion and we had no black smoke all the way from Albury," said Driver Padgett, who added that young Hallawell was typical of most young firemen in the service today: keen, reliable, eager and a pleasure to work with.

An even younger fireman than John Hallawell was on the footplate when the *Spirit* made the return trip. He was Fireman James Nicholls, who will be 22 this month. He fails by a few months, however, to be the youngest fireman rostered for duty on the *Spirit*. That distinction, according to the record sheets at Wodonga, goes to Fireman P. C. B. Fay, who will be 22 in December.

Fireman Hallawell comes of railroading stock. His father, Driver Harry Hallawell, who had a good record in the Department, was superannuated this year. Another son, Ray, is a fireman at Wodonga, and a third, Les, is a cleaner.

The things they say

WE railroad men must accept some very plain obligations if we are to merit your support and custom. When you pay your good money to send your freight by rail it is up to us to give you service. If we don't, we can't rightfully ask for your business.—*Carleton W. Meyer, of the Chesapeake and Ohio Railroad, in an address to the Traffic Club of Newark, N.J., U.S.A.*

* * *

Good relations must be built between workers and management and that can be done only by recognizing each others' rights, needs and aspirations. Though serving as spokesman for the workers, the union need not be hostile to the employer if it meets him half way.—*Brotherhood of Locomotive Firemen and Enginemen's Magazine (U.S.A.)*

* * *

If every one of us pulls his or her weight every hour we are on duty, without any other thought but to improve our services, the effect will be surprising. It is equally true that each one of us who knowingly shirks his work, or allows it to become slovenly, acts as a brake on our progress, no matter what his position is in the service.—*Sir Eustace Missenden in a message to British Railways staff.*

* * *

These newcomers know some things better than we do. They have worked in jobs picked by a dictator's order. They know what freedom can mean . . . the right to advance by your skill. They have had their fill of police states. They know the value of freedom . . . the right to a voice in elections, free of fear.—*Extract from message of welcome to European migrants, Erie Railroad Magazine (U.S.A.)*

* * *

Analysing the buying power, in terms of food, of workers in major countries, the U.S. Department of Labour states that the Australian worker is better off than toilers in America. If the American standard is given a rating of 100, that of Australia would come to 109. In other words, the Aussie worker can eat nine per cent. better on the average than his American brother. Russia is way down at the bottom among the nineteen countries analysed by the Department. There, a worker must toil over five times as long as an American worker to buy the same amount of food.—*The Railway Conductor (official publication of the Order of U.S. Railway Conductors)*

FLOODS

In the North-eastern District, railwaymen were also at grips with the flood menace.



The bridge that was silted up

On the Murchison East-Numurkah line, two bridges were affected by flood waters. At Flynn's Creek, flood waters rushed through a single span bridge at a speed of between eight and ten miles an hour, scouring the bed of the stream and damaging the adjacent embankment. At Muddy Creek, a 180 ft. long bridge, with a height of 25 ft. from the bed of the stream to the underside, was taxed to its capacity. The pressure of the flood waters damaged the banks immediately behind the abutments.

Between Congupna Road and Tallygaroopna there were large areas under water. At some places the flood waters flowed over the track and washed away the ballast.

On the Rushworth-Colbinabbin and Rushworth-Girgarre lines, bridges and culverts had to withstand severe pressure from the swiftly flowing flood waters. In most cases they were able to carry the large volume of water, but, on some stretches of the line, ballast was washed away from sleepers.

Severe flooding also occurred on the Numurkah-Piccola line, but the only damage was a scour under the track at one point.

Men were quickly assembled and under the supervision of district officers, repairs were promptly carried out. Traffic on the main Goulburn Valley line was soon resumed at reduced speed, and all branch lines were restored within a week.

INTERPRETING

EVER since the Tower of Babel there has been trouble about languages. People of other countries still persist in speaking their incomprehensible tongues instead of using a nice, simple language, such as English—so simple, in fact, that even toddlers learn it!

This is a state of affairs which seems likely to continue, consequently the services of the interpreter will always be needed. As numbers of New Australians are now employed by the Railways, it is not surprising that some are used as interpreters.

Most of their time is devoted to carrying out their normal railway duties, their linguistic knowledge being only availed of as the occasion requires.

One of these interpreters, whose usual duties are those of a railway clerk, speaks four languages and has a smattering of a couple of others. Interested in languages when young, he studied them in his native country, Estonia, little thinking how useful his knowledge would later become in the country of his adoption—Australia. With a smile, he said that, after learning academic English, he found on his arrival here that he had to learn a new variety—Australian slang. "I think I've got the dinkum oil about it now," he added.

Of interest to readers are the comments of this New Australian on the differences he has noticed between the Victorian and the European railway systems.

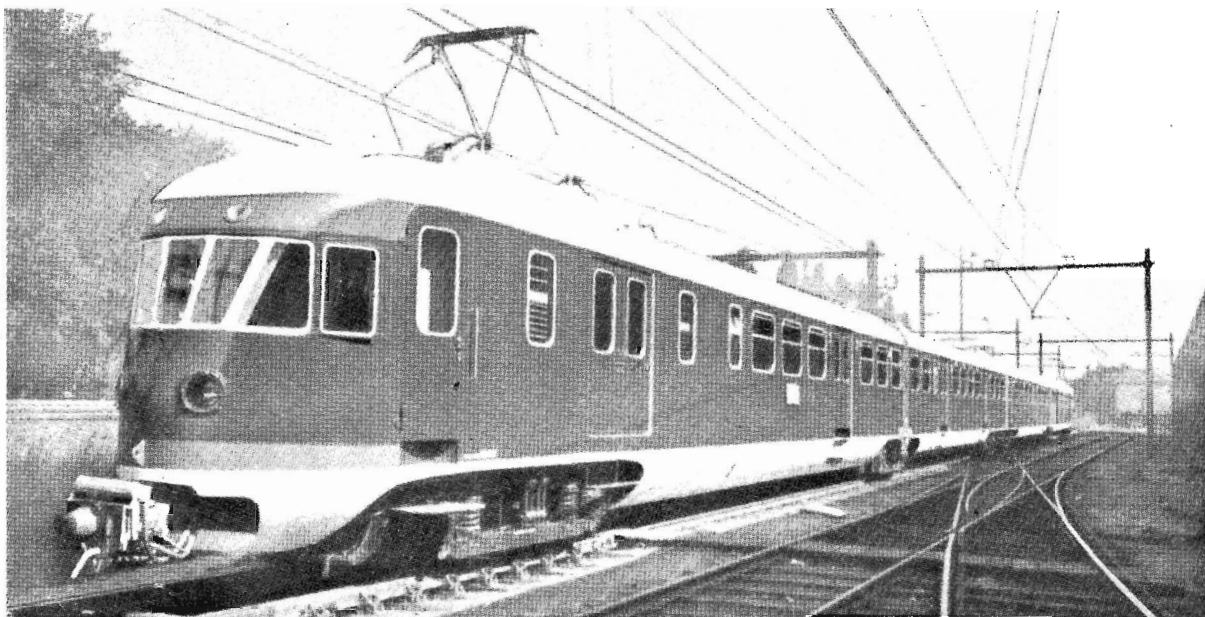
It is much easier to get a seat on the Victorian railways, he finds, and attributes this to the greater density of Europe's population causing overcrowding of many trains.

In Europe, he continued, refreshment rooms, restaurant cars, and other services are sometimes operated by private persons and not by the railways. "I think the Victorian arrangement gives better and more economical results," he added.

"What impressed me most on arrival here, was the beauty of the flowers, trees and gardens around many of the stations and alongside the tracks. Some of your stations look like part of a Botanic Garden," he added.

HOWLERS

King Alfred conquered the Dames.
Gorilla warfare means where the sides get up to monkey tricks.
What does a bat do in winter? It splits if you don't oil it.
Why does cream rise to the top? So the people can get it.
What would you do in the case of a man bleeding from a wound in the head? I would put a tourniquet round his neck.



One of the new 1,500 V. high-speed 4-car electric train units of the Netherlands Railways. The trains have been built in 2-car and 4-car units and are normally connected to form longer trains.

When the war ended on May 5, 1945, the Netherlands Railways had lost 99% of their electric stock. Having to replace completely, they took the opportunity of introducing the latest type of equipment.

Canada

The Roberval and Saguenay Railroad in Canada late last year received a 50-ton box car, which is believed to be the first ever constructed with an all-aluminium body including the underframe. The car was designed by the Aluminium Co. of Canada Ltd., and was built at the Angus shops of the Canadian Pacific Railway Co. It weighs 34,400 lb., and the estimated saving of 11,000 lb. over equivalent steel construction represents additional pay load which can be carried.

Because aluminium does not rust or scale under ordinary atmospheric conditions, is highly resistant to the corrosive action of certain chemicals, and does not require paint, its use is expected to result in major savings in maintenance cost.

—*Railway Age*

Japan

THE first Japanese railway line, extending from Yokohama to Tokyo, a distance of about 20 miles, was completed and placed in operation in 1872. The present system of over 13,000 miles of the Japanese Government Railways covers the four principal islands of Honshu, Hokkaido, Kyushu and Shikoku. The Government lines are a consolidation of many individual railway lines and there are about 4,700 miles of private lines in operation, including several different gauges from 2' 6" to 4' 8½". The Government lines were built to a 3' 6" gauge, largely as a result of English influence during the early development period.

When a train enters a station, the stationmaster and his staff line up on the platform and salute as the locomotive passes. The salute is returned by the enginemen.

U.S.A.

A wonderful railroad system—without counterpart in the world—runs through a maze of tunnels under Chicago's business district.

Between big departmental stores, industrial plants, warehouses and the freight terminals of 29 surface railroads, this underground railroad, the Chicago Tunnel Co., carries a tremendous volume of freight, relieving congestion of the teeming streets by thousands of truckloads of goods daily.

Its trains of miniature freight cars, pulled by electric locomotives, run over 62 miles of tracks that intersect at 700 places and cross under the Chicago River at 11 points.

—*Erie Railroad Magazine*

* * *

THE Wabash Railroad has placed in service between St. Louis and Chicago a new streamlined *Blue Bird*. Four of the train's six cars will be vista-dome cars. The train will consist of a Diesel-electric locomotive (2,000 or 2,250 h.p.); a coffee-shop club car; three dome coaches; a dining car; and a dome observation-parlour car. Total seating capacity of the train, including seats in the dome sections, will be 382 passengers. The total cost of the train, with locomotive, is about 1½ million dollars.

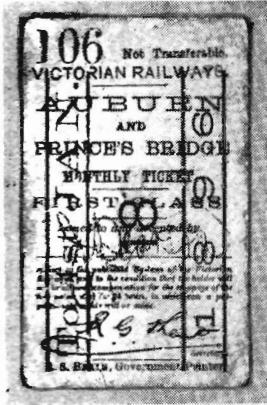
One set of streamlined equipment will make a round trip daily, whereas two sets of standard equipment had been required to ensure the service previously.

—*Railway Age*

TICKET ODDITIES

was closed for passenger traffic in October 1866; then re-opened by the Victorian Railways in April 1879, on completion of the Gippsland line. The departure of Hawthorn line trains was at times from Flinders Street, at other times from Princes Bridge, until 1907, when they finally settled at Flinders Street.

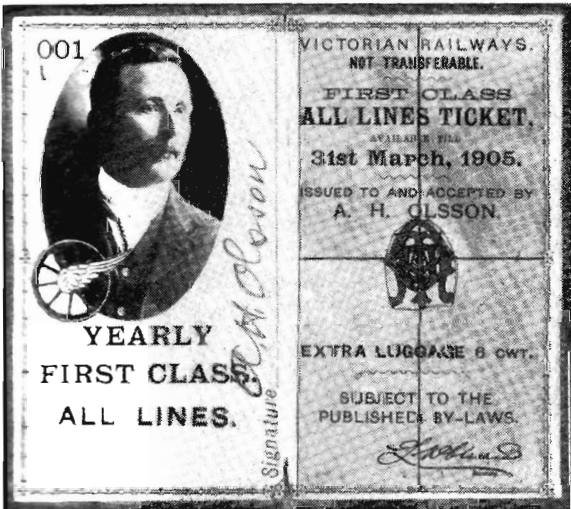
The yearly all-lines ticket bearing a photograph of the holder was never put into use. It was drawn up when it was proposed to adopt such a scheme. The winged wheel was to be embossed over the photograph so that another picture could not be substituted. The Commercial Travellers' Club monogram was included to show that the holder could carry samples. In those days yearly all-lines tickets were issued on January 1, April 1, July 1, and October 1, and the date of expiry was shown by the different colouring of the quarters on the right-hand side of the ticket.



Auburn to Princes Bridge

The different colouring of the quarters on the right-hand side of the ticket.

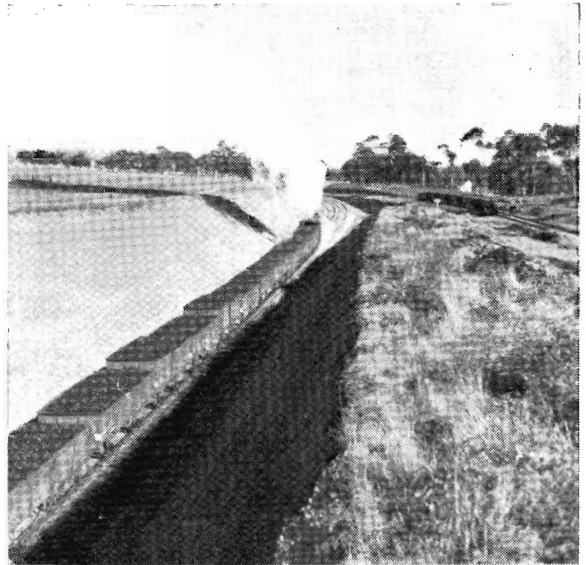
News Letter is indebted to Mr. F. M. Pearson, of Chelsea, for the Auburn-Princes Bridge ticket; to Mr. H. T. George, of the Ticket Supply Division, for the Albert Park symbol ticket; and to Mr. J. F. Timms, Auditor of Revenue, for the others.



An interesting specimen, but it was never put into use

LINE REGRADING PAYS DIVIDENDS

THE regrading of the Drouin—Warragul section of the busy Gippsland line is already returning big dividends in the form of substantial improvements in train operation. The savings to the Department are calculated at thousands of pounds per annum.



New cutting between Drouin and Warragul

Now that the line has been regraded it is practicable to haul loads of up to 1,100 tons with one engine, instead of using a banking engine. When the old line is reconditioned, and trains can be operated under duplication conditions, further improvements may be expected.

When the duplication of the section is completed and a double line between Yarragon and Darnum is available for traffic, use of assisting engines will be eliminated on all but the Darnum and Warragul sections.

The authorized work on the Gippsland line duplication scheme will be completed with the double tracking between Longwarry and Drouin and the re-arrangement of signalling at the down end of the Warragul yard.

INCREASED PRIZES FOR STATION TREE PLANTING COMPETITIONS

AS the prize money allotted last year was not all distributed, the Commissioners have increased it for this year's competitions for tree planting and the decoration of stations, depots, barracks, and rest houses.

Start planning now, to ensure a good entry in this year's competitions!

AROUND THE SYSTEM

FOREMAN "Beau" Green of the North Melbourne Workshops, a popular and well-known railwayman, recently retired after fifty years' service. His departmental life was spent at Newport and North Melbourne.



A keen cricketer in his younger days, Mr. Green was a first-rate wicketkeeper for North Melbourne. He is now an ardent follower of football.

Incidentally, he is the father of the actress, Miss Lois Green, who is now a television star in London and has just completed a season as principal girl in pantomime with Tommy Trinder.

* * *

ONE of the largest and most representative gatherings of railwaymen that has ever assembled in the Geelong area recently farewelled Road Foreman S. T. Hill on the day he celebrated his 65th birthday.

Mr. Hill had had 50 years' service in the Department. He joined in 1900 with Ganger Mick Nestor, who will be well remembered by the older brigade of railwaymen. Later he transferred to Joe Taylor's special gang. Between 1917 and 1920 he was platelayer and leading hand platelayer. He then became special ganger and, in 1931, was appointed road foreman. Mr. Hill came to Geelong in 1937 and on occasions acted as Roadmaster.

The Engineer of Structural Design, Mr. R. S. Miller, presented Foreman Hill with a crystal cabinet, and an ornamental wall mirror and a bouquet for Mrs. Hill.

Mr. B. Hovey succeeds Mr. Hill as road foreman at Geelong.

* * *

MISS Joan Lyndon, of the Metropolitan District Engineer's Office, was married on April 29 to Mr. Donald Dossor, of the Way and Works Branch at Oakleigh.

Miss Lyndon is the daughter of Signalman W. Lyndon of East Richmond, and the bridegroom is the son of A.S.M. A. Dossor, of Mentone.



Mr. Norman Smythe (centre), Signal and Telegraph Supervisor at North Melbourne for the past 12 years, being presented with a wallet of notes and a travelling case when he retired recently.



DAHLIAS grown by Mr. L. J. Morgan, ambulance organizer, Spencer Street, have won 180 prizes in the past three years.

This year, Mr. Morgan has won 21 first prizes at suburban and city horticultural societies' shows. They include four championships, and the blue ribbon awarded for the best dahlia at the Coburg Horticultural Society's Show.

Mr. Morgan, who has been interested in flower growing for many years, only five years ago concentrated on dahlias at his home in Callander Street, Hughesdale.

Mrs. Morgan, who is also a garden lover, won several prizes this year for dahlias and mixed flowers.

OBITUARY

HIS many friends in the Department were grieved to hear of the sudden death recently of Mr. J. A. Richards who retired as stationmaster in 1946. Mr. Richards joined the service in 1900, became an A.S.M. eleven years later and an S.M. in 1913.

He had experience in many parts of the State—Fern Hill, Rochester, and Kerang among others—and at the time of his retirement was at Warragul.

He was always known during his departmental career as a very keen and efficient officer.

SERVICE

THE Education Department desires to express its keen appreciation of the unfailing courtesy given by officials of the Tourist Bureau and railway staffs at Spencer Street and Geelong stations in connexion with the transport of school pupils to the Health and Recreation camp at Queenscliff. The success of the camp has been due in part to the very great help given by the Railways officials mentioned in the transport of the pupils to and from the camp."—Mr. D. H. Wheeler, Secretary, Education Department.

* * *

RECENTLY you were good enough to arrange for a number of roomettes to be allotted to our delegates proceeding from the different Eastern States to our annual C.T.A. conference in Adelaide during Easter.

I thought that perhaps you would be interested to know that, without exception, touring State C.T.A. Presidents were deeply impressed with this striking advance in railway accommodation. I feel sure they have gone back with the most favourable recollection concerning their experience."

—Mr. C. A. M. West, General Secretary of the United Commercial Travellers' Association.

SPORT ROUND-UP

THE first annual Wimmera railway golf tournament will be held on the Dimboola golf links on Sunday, July 2. Par for the course (18 holes) is 71.

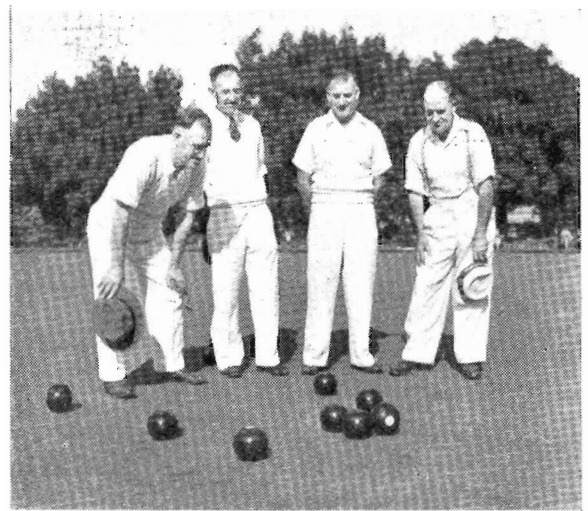
The events include an 18-hole gross score (Wimmera railway championship), 18-hole net score, secret 9-hole and teams match (three players). Nine hole gross and net score events have been arranged for women competitors. Trophies will be provided for all events, which start at 1 p.m. A charge of 4/- will cover green and entry fees.

Entries must be in the hands of the Secretary (Mr. E. T. Muir), care of Loco Depot, Dimboola, no later than June 26. Handicaps and par of course of player's club must be stated. Only railwaymen and their dependants are eligible to compete, but friends of railwaymen will have golf arranged for them on payment of the necessary green fees. The organizing committee will supply milk and hot water free, and competitors can have their lunch in the Dimboola Club House but they must provide it.

The organizing committee is: Mr. G. Tolliday, President, Messrs. N. Edgar, R. Stamp, V. Mullins, T. Herlihy and G. Sharp.

* * * *

THE tennis team that represented Victoria at the interstate carnival in Brisbane failed to win the Blanch Cup, but our players were far from disgraced as they won three out of five matches. New South Wales retained the cup after a stern struggle with the much improved Queensland team. Victoria intends to follow the same team-building programme that has been successful in Queensland and make an all-out bid to regain the cup when the tournament is held in this State. The team comprised Messrs. P. Walter (capt., Warragul), J. Trevena (vice-capt., Printing Works), R. Carmichael (Barnawartha), J. Conboy (Accountancy Branch), V. Snow (Wodonga), A. H. Aitchison (Wodonga) and E. Jones (Hampton). The manager was Mr. A. Wisken (main booking office, Spencer Street). Messrs. H. Jones (A.S.M., Brighton Beach) and A. Hargreaves (clerk, Glenferrie) accompanied the team.



The winning rink at V.R.I. Country Bowls Week, 1950:

Ballarat No. 1.

Left to right—Messrs. W. Brady, O. Hauser, A. McKay and A. Polson. Mr. Polson was also the singles champion.

THE V.R.I. Table Tennis Association's season opens this month. Six railway teams will compete for the L. J. Williamson Cup and the D. S. J. Shield. The Association has also entered three teams in the Victorian Table Tennis Association's competition. There is especially keen interest because of the interstate tournament in Brisbane in March next year. Victoria, New South Wales, South Australia and Queensland will be the competing States.

* * *

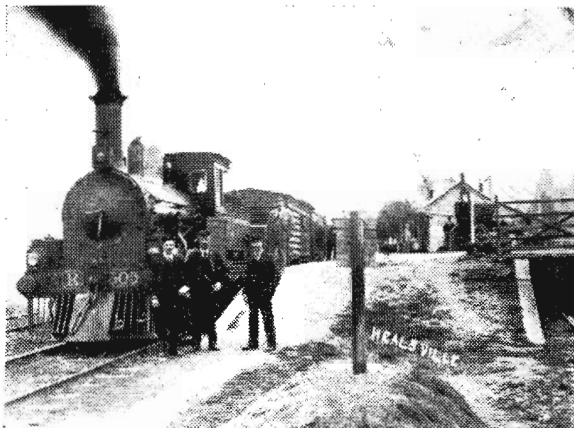
Another enjoyable day of golf was had by members of the V.R.I. Club at Torquay last month. The morning and afternoon mixed foursome events were won by Mick Collins (Ballarat) and Mrs. F. Allen (Melbourne), and Alex Leitch and Mrs. H. Peacock (Melbourne). The men's events were won by Jack Mullens (Ballarat) and Jack Mills (Melbourne). The next outing will be held on June 4, when the club will play the Montuna Club at Beaconsfield.

* * *

The railways are well represented on the Council of the Lawn Tennis Association of Victoria for 1950. Delegates include Messrs. T. Howe (Accountancy Branch), W. H. Thomas (Audit Inspector), A. W. Cobham (Assistant to the Claims Agent), W. E. Ridd (Accountancy Branch), and G. Valentine (Newport Workshops).

V.R.I. CHORAL SOCIETY

AT the Assembly Hall on May 13, the Victorian Railways Institute Choral Society gave an enjoyable recital of madrigals and other part songs. Solo items were given by the winners of a 1949 radio quest. The secretary of the Society is Mr. Southey of Jolimont Workshops.



Healesville station in 1898, showing the mixed goods train which ran from Princes Bridge.

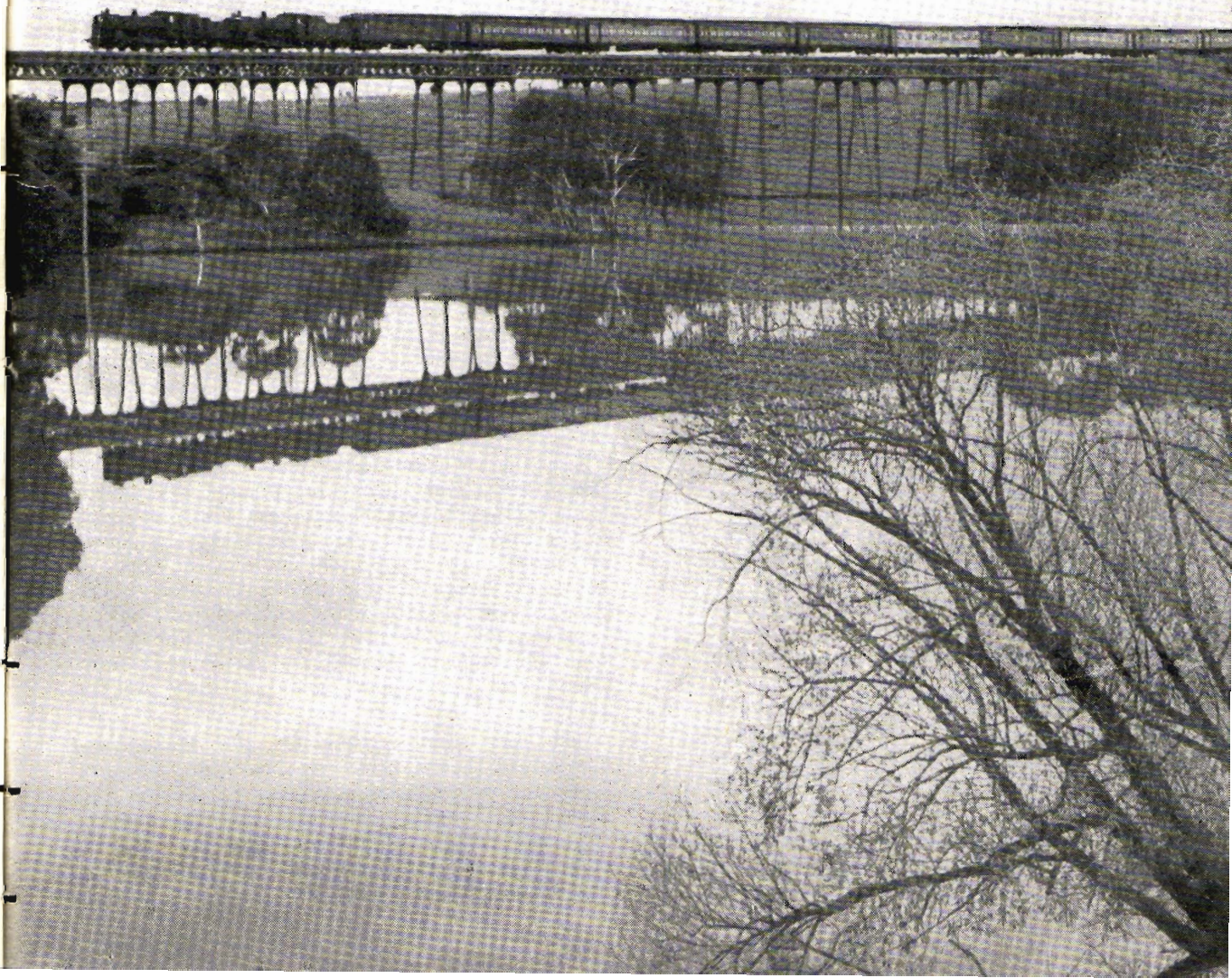
The figures in the foreground are Assistant Guard W. T. Mills (who sent in the photograph), Guard W. Paull (deceased) and Porter A. Kingsley (deceased.)

Victorian Railways

New Letter

JULY 1950

Issue No. 238





The Pride of the Diesel Fleet

AFTER a series of successful trial runs, the new 280 h.p. 60 m.p.h. Diesel train—the pride of the Diesel fleet—went into service on the Melbourne-Daylesford line on June 6.

At the invitation of the Chairman (Mr. Wishart), a party of 70 leading Victorian business men, primary producers, Government and civic leaders and engineers travelled in the 94-passenger Diesel on a specially arranged trip to Seymour. The guests were generous in their praise of its luxurious appointments and travel comfort and were unanimous that it had set a new standard in rail service and would be very popular.

At about 60 m.p.h. the Diesel rode with a smoothness that highly commended itself to passengers, including representatives of the metropolitan Press.

The Melbourne *Argus* representative wrote: "The Victorian Railways yesterday replied to the challenge of air and road transport with the new 60 m.p.h. streamlined Diesel rail-car. Points which pleased passengers were the luxurious aircraft-type, adjustable seats, a specially warmed carriage, plenty of non-draught windows, fluorescent lighting and no engine vibration."

The comments of the *Age* representative were also flattering. He wrote: "Phoenix, that legendary bird given new symbolic existence as the mascot of the Railways £80,000,000 rehabilitation scheme, fluttered its wings over portion of the north-eastern line. The blue and silver Diesel aroused much interest as it flashed through wayside stations on a run from Melbourne to Seymour and back."

The new Diesel was also acclaimed by country people when it made another test run on the Bendigo-Echuca-Deniliquin line. People living in these districts were particularly interested in its appearance and performance, because the second rail-car of the 280 h.p. type when put into service will run between Bendigo and Deniliquin.

Railway officers told a representative gathering of Bendigo citizens that Diesel-powered units would enable the Department progressively to

eliminate mixed trains on country lines. They said that Diesels could feed the main centres for passengers to join express trains for Melbourne, and could run on the main lines to pick up passengers at wayside stations, thus permitting fast express trains to be run.

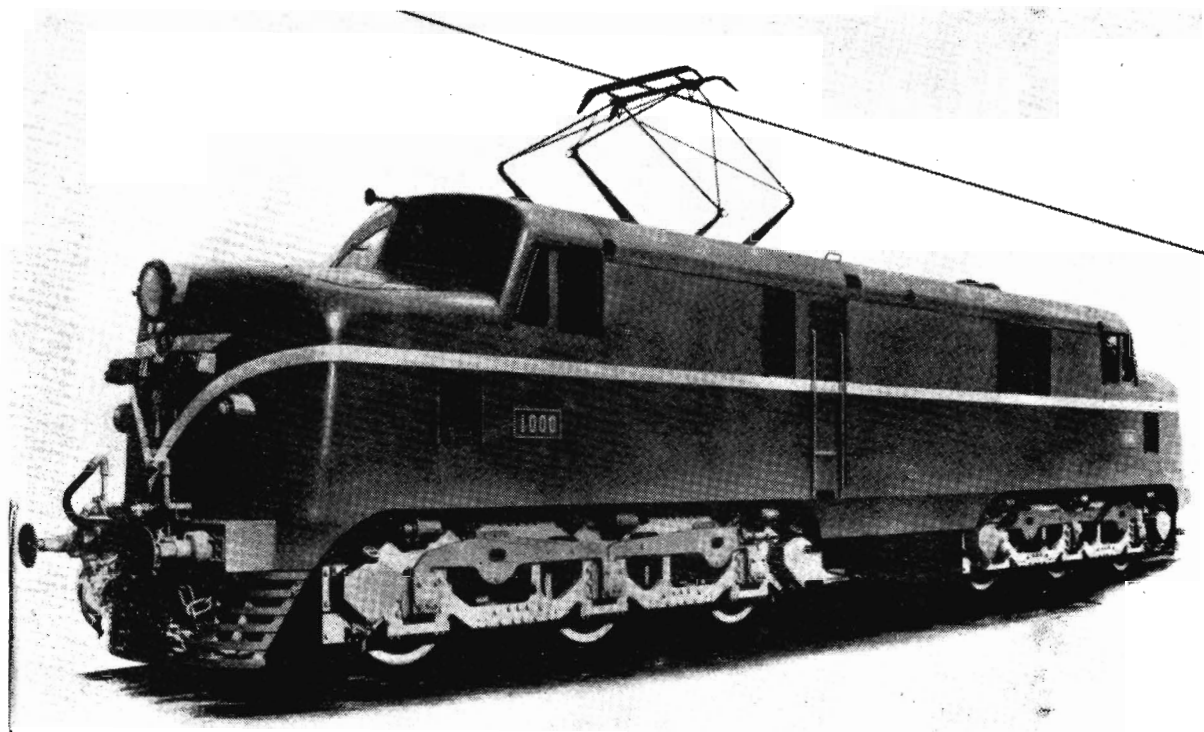
Members of the Echuca Borough Council, Mcama Municipal Council, Murray Shire Council and other organizations travelled in the Diesel to Deniliquin and back. On arrival at Deniliquin, the Diesel party was met by the Mayor, who said that, when the Deniliquin line was provided with one of the 280 h.p. types, it would not only aid the development of the district, but would help to make rail travel more popular.

The new Diesel registered very creditable performances on its trial runs, all of which were carried out under full load. Although the train had to make two compulsory stops of a minute and a half to fit in with train running schedules, the net running time for the journey from Melbourne to Geelong was 63 minutes. It maintained a speed of about 60 m.p.h. for most of the journey. The working time-table for *The Flier*, which is permitted a maximum speed of 70 m.p.h. (against 60 m.p.h. for the 280 h.p. Diesel) is 55 minutes.

On the Melbourne-Seymour test run, the Diesel arrived at Heathcote Junction (33¼ miles from Melbourne) in 56 minutes, which is equal to the time taken for the same journey by *Spirit of Progress*. On the 1 in 50 grade of the Glenroy bank, the speed of the 280 h.p. Diesel never dropped below 25 m.p.h. The *Spirit's* speed over this section is up to 20 m.p.h. The Diesel took one hour 28 minutes for the journey from Melbourne to Seymour, again equalling *Spirit's* time.

The net running time for the Melbourne-Daylesford Diesel trial trip was 145 minutes, compared with 165 minutes taken by the 153 h.p. Diesel (with trailer) previously on the service. The new Diesel's additional power thus enables it to save 20 minutes on the outward journey and 15 minutes on the return.

NEW ELECTRIC LOCOMOTIVES FOR V.R.



A contract has been placed with The English Electric Co. Ltd. for 17 main-line electric locomotives for use on the Gippsland line. The contract includes an option to increase the number to 25 to provide eight locomotives for the Geelong line.

The locomotives, which will be made in England, are to be of 2,250 h.p., 1,500 volts direct current.

They will be capable of hauling goods trains of up to 600 tons from Melbourne to Morwell, where there are grades of 1 in 50. The maximum load will be 1,100 tons in the reverse direction, with a ruling grade of 1 in 110 except for a short section of 1 in 50 where two locomotives will be used to haul this load.

Hauling passenger trains of 275 tons (in both directions), the locomotives will be capable of speeds of over 75 m.p.h.

The photograph shown gives a general idea of what they will look like. The locomotive superstructure is streamlined, with a cab at each end, mounted at the rear of the nose-end compartments. The cabs have two long front windows, with drop windows at each side. The driving position is, of course, on the left. The master controller, instruments, brake valves, and so on are incorporated in a control desk in front of the driver's seat.

A speedometer is fitted in one of the cabs, and a speedometer and recorder in the other. A seat for an assistant driver is provided on the non-driving side of the cab.

The bogies are of the six-wheel type with a wheel base of 14 feet. There are six traction motors, each rated at 375 h.p. for one hour and 340 h.p. continuously. The locomotives will weigh 96 tons and are to be 56 feet long.

The maximum starting tractive effort is 47,000 lb., whilst the continuous rating is 25,200 lb. at 30 m.p.h.

Multiple unit operation will be restricted to a maximum of two locomotives. Maximum permissible speed will be 75 m.p.h.

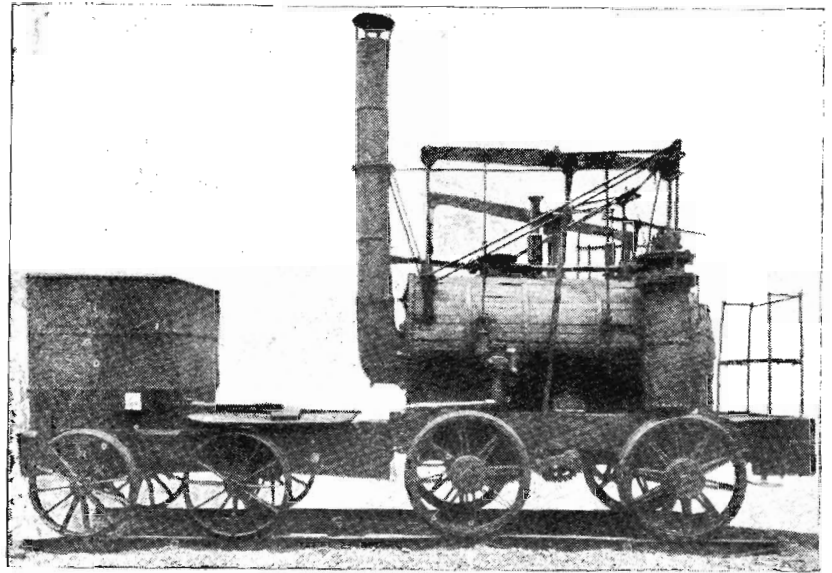
OUR FRONT COVER

THE Melbourne bound "Overland," with roomette car, crossing the Melton viaduct over the Werribee River. The train is hauled by two A2 oil-burning engines. Note the reflection of the train and the clouds in the water . . .

RAILWAY PIONEERS

3.

William Hedley



"Puffing Billy"

THE next step in locomotive development, after Blenkinsop's tooth-rack rail and toothed driving wheel, is ascribed to William Hedley, who incorporated in his locomotives features from Trevithick's engines. In 1813, he designed an engine for the Wylam Colliery (near Newcastle-on-Tyne), the wooden rails of which had been replaced by cast-iron plates to facilitate steam haulage.

Hedley experimented with a four-wheeled frame fitted with spur gear and cranks worked by hand, and convinced himself that adhesion could be obtained from smooth wheels on smooth rails—a fact which Trevithick had already demonstrated. He then placed a boiler on the test frame, attached connecting rods to the hand cranks, and so turned it into a locomotive. The new engine was tried on the Wylam line in February 1813, but it was short of steam and proved a failure: the reason being that it was not provided with Trevithick's blast-pipe.

The engine was rebuilt by Hedley, who constructed a new boiler and cylinders. The rebuilding was finished in May 1813 and the engine tried on the Wylam line. This time it was successful.

It had a wrought-iron boiler with a return flue, the funnel being placed at the same end as the fire-door (as in Trevithick's engine). There were two vertical cylinders, each 9" diameter by 36" stroke, and the piston rods were connected to beams from which motion was communicated, by toothed gear, to the four smooth driving wheels. The coupling of the axles made the total weight available for adhesion.

The exhaust steam from the cylinders was discharged by two blast-pipes into the funnel; and

it was the noise from these blast-pipes that gave the name *Puffing Billy* to the engine. There were platforms for the driver and fireman at opposite ends of the boiler, and a tender, carrying the water tank, was attached.

A second and similar engine was then built. It was called *Wylam Dilly*.

Unfortunately, the weight of the locomotives broke the Wylam cast-iron plate rails to such an extent that it became necessary to carry half-a-dozen or so rails on each engine to replace break-ages on the journey. Also, the land-owners of the district objected to the noise caused by the blast-pipes, and they sought legal opinion whether the exhaust steam, by frightening the cattle grazing near the line, vitiated the colliery's lease.

The first difficulty was overcome by putting each engine on two four-wheel bogies to enable them to negotiate the curves on the track. The other was overcome by placing a cylindrical reservoir between the cylinders and the funnel so that the steam would escape gradually, and without noise, through a pipe.

In 1830, the Wylam line was re-laid with rails of stronger edge, and the locomotives were then reconverted to four-wheelers. The rebuilding of these locomotives emphasizes the interdependence of locomotive development with that of the track on which the locomotives run.

From the first, *Puffing Billy* was a great improvement on horse transport, and it was kept at work until 1862. *Wylam Dilly* worked on until 1867. *Puffing Billy*—the oldest locomotive in existence—is now in the Science Museum at South Kensington (London), while *Wylam Dilly* is in the Edinburgh Museum.

A 19th Century Operation Phoenix

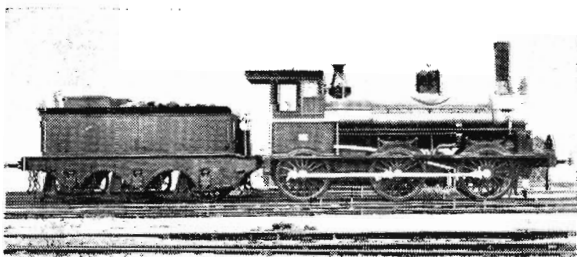
By J. C. M. Rolland



Brass maker's plate from R340 which was scrapped in 1934

THE Railways' short title for its rehabilitation scheme—Operation Phoenix—has stirred the interest of those whose study and memories reach back to a great effort in Victorian industry, the building by the Phoenix Foundry at Ballarat of more than 350 locomotives, all but a few of which were ordered by the Victorian Railways.

It seems hard to realize that almost half a century has elapsed since the last engine built by the foundry went into service on December 23, 1904. It may not be out of place to pay some tribute to what was a notable performance in the comparatively early years of Victoria, and of railways in Australia.



Q83—the first locomotive made by Phoenix Foundry for the Victorian Railways

A steady importation of locomotives, both for the Department and for private companies, had been going on since 1854, but, in 1871, Ballarat ironfounders decided to bid for a share in railway engine building. In that year the Phoenix Foundry, a development of R. Carter & Co., turned out a small locomotive for a timber line in Western Australia.

At the beginning of 1872, the foundry received its first order from the Victorian Railways, and a year later, its No. 2 (the Department's No. 83) began work. This class was designed locally for the lighter branch lines then being laid down, and was followed by two classes of still lighter type; the three classes later becoming the Q,

K and U's. Further importations, both from England and America, went on, but the urge to do the work in the Colony gained strength, with the result that pattern engines of four designs (F, T, R and M) were obtained from Beyer Peacock & Co. of Manchester, and a total of 121 copies appeared in due course from the Phoenix Foundry.

So far, there had been a progression of policies, firstly the importations, then the building to local design and, finally, the copying of pattern engines. But not long after the arrival from England of Mr. Speight as Chairman of Commissioners, he determined on a standard building scheme, and complete drawings were obtained from Kitson & Co., of Leeds. The classes were: a heavy passenger (A), heavy goods (Y), a lighter passenger (D), a lighter goods (R), and a tank engine (E), all with every possible detail standardized. Of the 165 built, 115 came from the Phoenix Foundry, the rest from David Munro and Robinson Bros. Campbell & Sloss.

Such a comprehensive scheme of standardization at one time for an important railway system stands as a unique episode in railway history. These Kitson engines, in their rich green livery, lined out effectively, and with brass bands, domes, etc., were as symmetrically handsome as any engines ever made.

The sad years of the land boom followed, and it was 1900 or so before the foundry went to work again, this time on the development of express engines and of an entirely new type of eight-coupled engines, copies of the Baldwin compound 499 V.

Progression then made another noteworthy change-over in the Department's decision to build its own engines. This has continued (with exceptions) up to the present time. As a last effort the Phoenix Foundry built seven of the

(Continued on page 11)

RAILWAY DOGS

RAILWAYS fascinate men of all ages and races. Is it any wonder that they also attract man's animal friend, the dog? There are dogs that pay fleeting visits to railway property and are, perhaps, as quickly chased away. But occasionally an adventurous fellow will climb on to an engine with his master just to see for himself what the huge thing is, and to protect his god, if necessary, from such an obviously dangerous monster. He enjoys the trip and repeats it next day. He becomes a railway dog.

Perhaps the best known dog on the Victorian Railways was Jerry Down of the Upper Ferntree Gully to Gembrook narrow gauge line. A small black and white dog of doubtful origin, he was named after his master, Fireman Dick Down, now deceased. In the heyday of his career, some seventeen years ago, Jerry used to accompany the slow, mountain train to Gembrook and back, three or four times a week. Sometimes he rode on the engine, but often ran behind the train for a good part of its 18-mile journey, cunningly taking short cuts through the bush when the train got much ahead of him. When he did ride on the engine, he always balanced on the edge of the footplate so that he could keep a keen look-out and miss nothing.

On arrival at Gembrook he spent the time until the return journey either sleeping or rapping. Another marathon then began, with more frequent short cuts across loops of the line to compensate for the faster schedule on the down-hill run to Upper Ferntree Gully.

Keen interest was always shown by passengers in his progress, an interest that increased as the train gaining on him, he fell behind and out of sight around a curve. His reappearance was always hailed with excited cries of "There he is!"

One of the stories about Jerry concerns his arrival at Aura (now Menzie's Creek) on a sweltering summer's day. A real hot dog, he cooled himself by leaping into a fire bucket of water, afterwards quenching his thirst from the adjoining bucket. Thereafter, his reputation as a dog with a refined distaste for bathwater was established.

Perhaps fame turned his head, for, becoming too venturesome, he was one day run over by the engine. He was buried near Cockatoo Creek beside the line that he had raced over so joyously.



Bob, the railway dog

Famous as he was, Jerry did not reach the heights that were attained by *Bob the Railway Dog* who, some sixty years ago, was actually given a semi-official status by the South Australian Railways.

Bob, says the South Australian Railways Institute Magazine, was born at a time when there was a plague of rabbits in the northern part of South Australia. To combat it the Government impounded stray dogs and turned them loose in the rabbit-infested areas. A guard named Ferry was in charge of a consignment of these rabbit hunters and, taking a liking for one of them, impounded another dog and effected an exchange.

Bob, as he called him, became attached to his new master, and on one occasion Guard Ferry took him for a short run in the van. After that experience, Bob could not be kept away from trains. Soon he rode on the engine and only condescended to travel in the van when the weather was bad. He forsook his master for the railway and, becoming a regular traveller on any train that took his fancy, enjoyed great popularity with the public. As the train entered a station he would stand up and bark excitedly to the people on the platform, to the delight of the travellers, especially children.

Surely the height of a railway dog's ambition was reached when the Chief Mechanical Engineer gave him the freedom of the engines, and the Commissioner of Police an exemption from registration.

(Continued on page 10)

STAMPS AND TRAINS



Top, from left: U.S.A., 1869, 4-4-0 locomotive; France, 1944, centenary of mobile post office (postal van); Finland, 1944, red cross train.

Bottom: French Somali Coast, 1943, locomotive; Uruguay, 1895, Stirling eight-foot single wheeler; Iran, 1942, train crossing bridge.

THE centenary of the first postage stamps issued in Australia occurred in January of this year—just four years and nine months ahead of Australia's railway centenary. The first stamps were issued by New South Wales in January 1850, and the event is to be celebrated by the Australian National Philatelic Exhibition at the Melbourne Town Hall in October next. Many of the early postage stamps of the Australian States and of other countries will be displayed there.

The centenary of Australia's first train—from Flinders Street to Port Melbourne—will be celebrated in 1954 with, it is hoped, a suitable display, also.

Postage stamps and railways were, of course, in use in some other countries much earlier than in Australia. Great Britain was the first country to introduce each of them to the world. Since then, there has been a strong link between railways and mails, for the railways have been—and still are—transporters of a huge volume of mails. For example, the Postmaster General's Department pays about £120,000 yearly to the Victorian Railways for the carriage of mails by train.

More than 50 countries have recognized the dependence of mails upon railways by including pictures of locomotives, trains, railway staff, and such like on their postage stamps.

The first appearance of railways on a stamp was in 1860, when the colony of New Brunswick (now one of the provinces of Canada) issued a one-cent stamp bearing the picture of a locomotive. Next on the list was U.S.A. which, in 1869, issued a three-cent stamp showing a similar engine. A number of South and Central American republics followed with stamps depicting either trains or engines.

An interesting feature of the 1895 Uruguay stamps is that the locomotive shown on them is one of the Stirling eight-footers of the old Great Northern Railway (England). These stamps were designed, engraved and printed by Waterlow's of London who, at the time, printed all the stationery used by the Great Northern Railway. That probably accounts for the choice of the engine.

In Belgium, where the railways are state-owned, there have been special issues of railway parcels post stamps with pictures of locomotives. Also, there has been a set of postage stamps for official railway use. These bear the pictures of locomotives of various years.

(Continued on page 14)



Top row: France, 1939, 13th International Railway Congress.

Middle row: Denmark, 1947, railway centenary.

Bottom row: Switzerland, 1947, centenary of Federal Railways.

GETTING READY

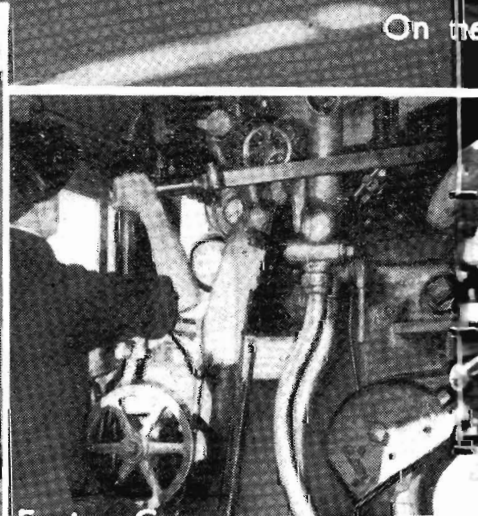
North Melbourne 3



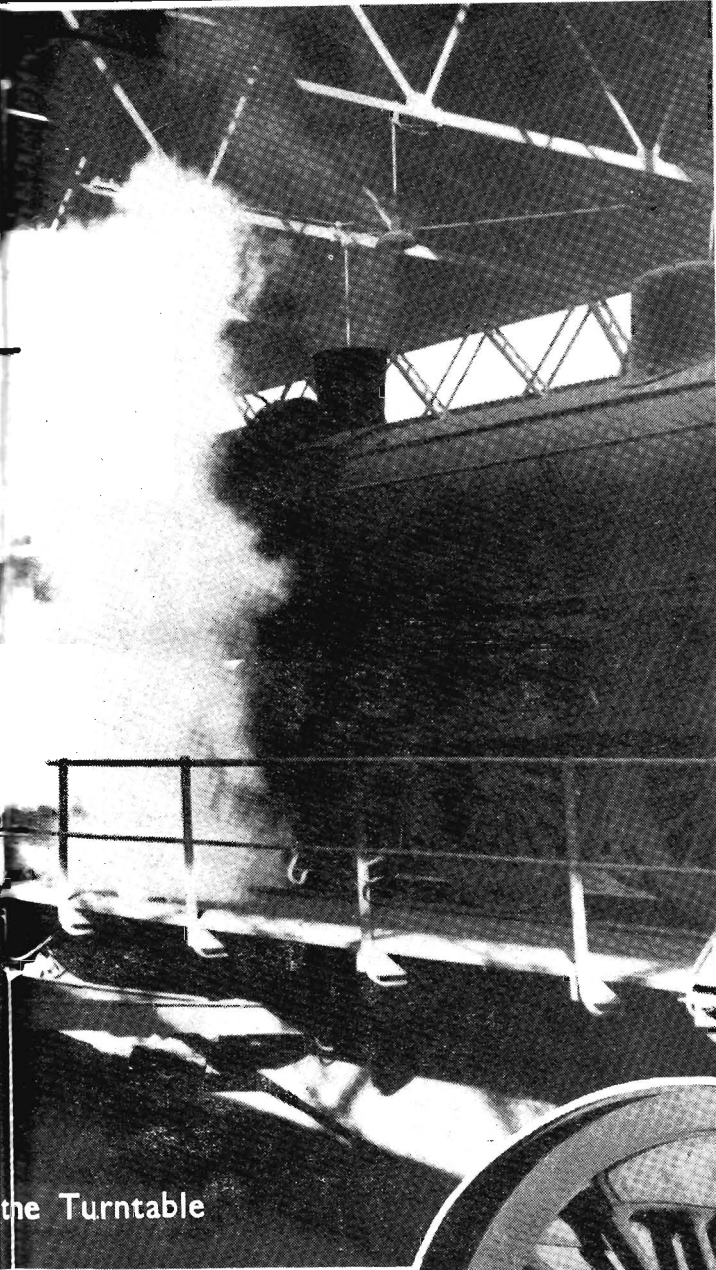
Cleaning Spark Arrester



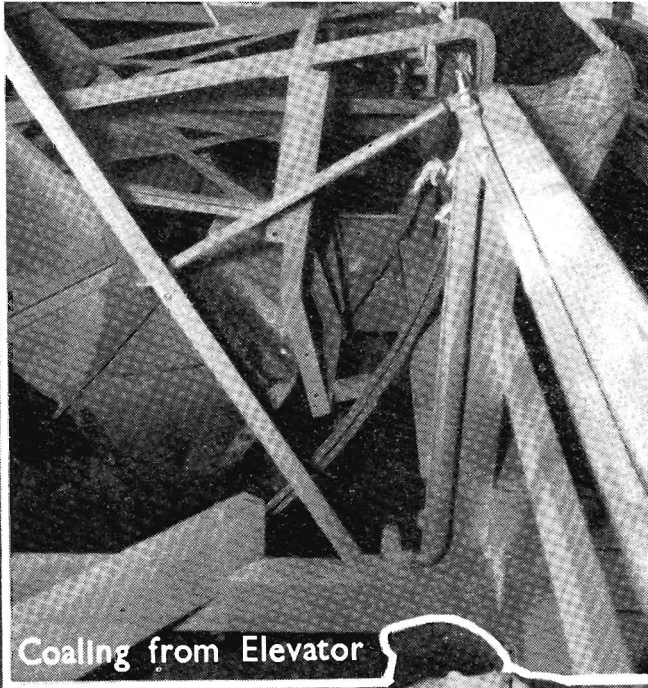
Working in Oil



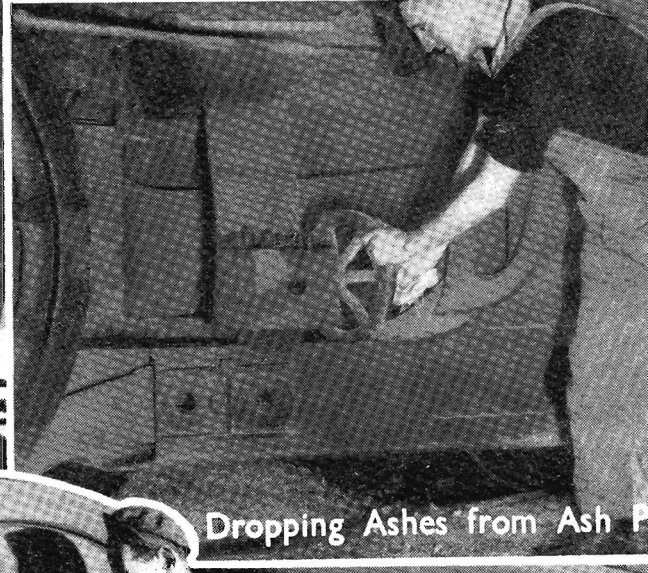
On the



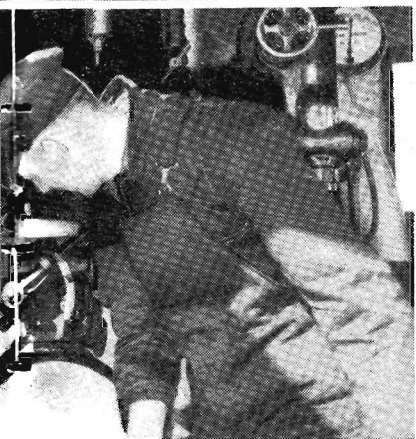
the Turntable



Coaling from Elevator



Dropping Ashes from Ash



Bob lived to a ripe old age, and always wore a silver collar on which was inscribed "Stop me not but let me jog, For I am Bob, the railway dog."

He was made the subject of the following verses by a bard of the time :

BOB, THE RAILWAY DOG

Home-keeping dogs have homely wits,
Their notion tame and poor;
I scorn the dog who humbly sits
Before the cottage door;
Or those who weary vigils keep,
Or follow lowly kine;
A dreary life 'midst stupid sheep
Shall ne'er be lot of mine.

For free from thrall I travel far,
No fixed abode I own:
I leap aboard a railway car,
By everyone I'm known.
Today I'm here, tomorrow brings
Scenes miles and miles away,
Born swiftly on steam's rushing wings
I see fresh friends each day.

Each driver from the footplate hails
My coming with delight,
I gain from all upon the rails
A welcome ever bright.
I share the perils of the line
With mates from end to end,
Who would not for a silver mine
Have harm befall their friend.

'Then other dogs may snarl and fight,
Round city purlieus prowl;
Or render hideous the night,
With unmelodious howl,
I have a cheery bark for all,
No ties my travels clog,
I hear the whistle . . . that's the call
For Bob, the Railway Dog.

A dog of a different class altogether—one interested in the mechanical side of trains—was owned by Train Examiner Bill Eaton of Bairnsdale. This dog used to follow him about as Bill listened at the brake equipment of a truck for the noise that would indicate an air leak. After a study of the procedure, the dog decided he could help in the work. He would listen at each truck until his keen ear detected a leak and would then bark loudly under the truck until his master reached it in the course of his inspection and stopped the leak.

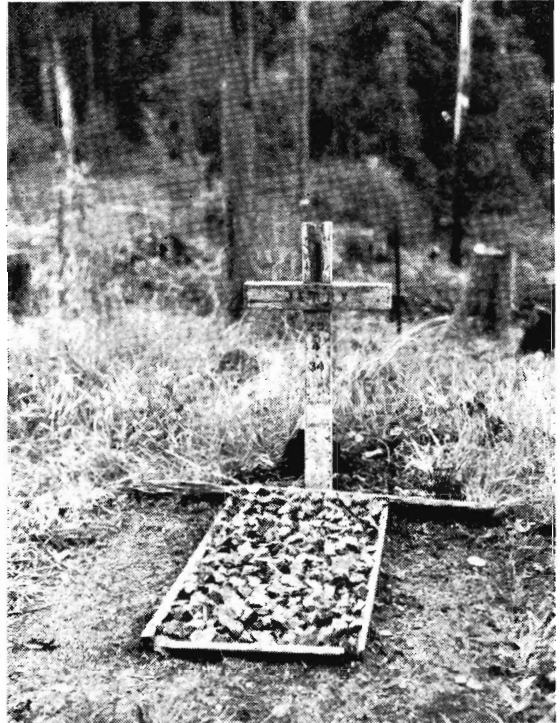
THIS MONTH'S ANNIVERSARY

July 1, 1879. The Victorian Government purchased the suburban railway service 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.

No, he was not a *shaggy dog*, but he could, perhaps, have merited classification as an Assistant Canine Examiner.

Little is known about the precise departmental status of these dogs, as their history sheets are not available. However, it is obvious they all preferred the Rolling Stock Branch of the service, and from the regularity with which, one may be sure, they sought their daily bones, it is clear they belonged to the daily paid staff. It is not known whether they held any certificates for Safe Watching.



Jerry's grave, near Cockatoo Creek

Times have changed. The presence of these dogs on engines and vans may have been tolerated in the past, but under modern traffic conditions, the place for the dog, of course, is in his kennel or on the hearth . . . certainly not on the railways.

ORIGINS OF STATION NAMES

BEALIBA : aboriginal *Beal-ba* — *beal*, the red or flooded gum tree; *ba*, a creek; i.e., the red gum tree creek.

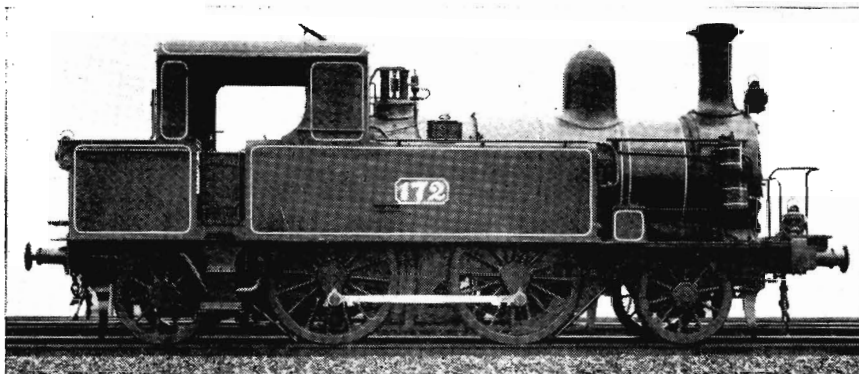
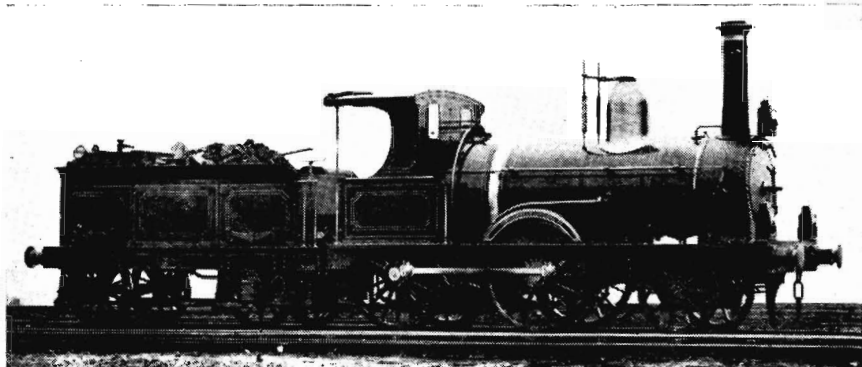
DEER PARK : so named from the former depot for Melbourne Hunt Club's deer.

FOSTER : named after W. H. Foster, police magistrate and warden. This place was formerly known as Stockyard Creek.

MYSTIC PARK : takes its name from the Mystic Park Hotel. A carrier, in the early days, built a hotel about a mile from the present one, and named it Mystic Park after a place near Dublin whence he came.

TOORAK : aboriginal for tea-tree springs, or swamp with rushes.

EARLY V.R. LOCOMOTIVES



Passenger 2 - 4 - 0 type

No. 98 built by Beyer Peacock, Manchester, England, 1873.

Nos. 126 to 144 (even numbers) and 166 to 184 (even numbers) built by Phoenix Foundry Co., Ballarat, 1876-79.

They were later known as F class.

Nos. 172-184 (even numbers) were rebuilt as 2 - 4 - 2 tank engines in 1910-11, and were classed as F Motors.

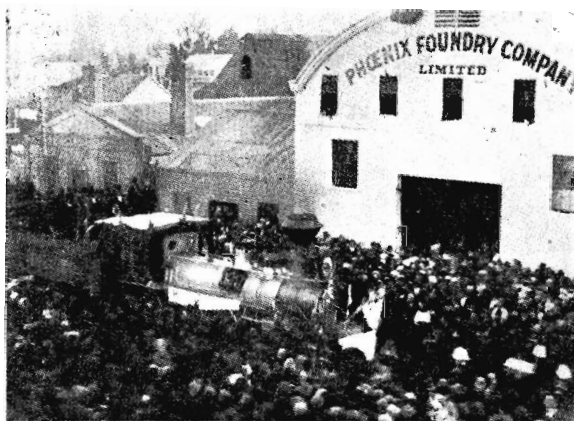
The last of the F class tender engines (No. 138) was scrapped in 1925; the last of the F Motors (No. 174) was scrapped in 1929.

A 19th CENTURY OPERATION PHOENIX

—Continued from page 5

universally used DD class, the very last (as already mentioned) being 634 DD in December 1904.

The foundry in its career built a small number of passenger carriages and, through its records, mention will be found of some five or six engines built for other purchasers. The whole is a remarkable story of colonial industry, and many enthusiasts have wished that it all might be adequately told in book form. Here it is only possible to pay the scantiest tribute.



Celebrating completion of 100th locomotive

QUESTIONNAIRE ON ROOMETTES

TO gauge the travelling public's reactions to the new roomette cars running on *The Overland*, the Railways Commissioners of Victoria and South Australia issued to passengers in them a leaflet telling them something of the cars and seeking their answers to two questions.

The questions are—

1. Were you quite comfortable, by day? . . . by night?
2. Were you satisfied with the amenities—bed, wardrobe and general space, lighting, decoration, combolet, shower alcove, etc.?

A space at the bottom invites suggestions.

Passengers' replies are expected to prove interesting and helpful.

New Ballast Waggon

THE first of 100 NN hopper waggon has just been built at Newport Workshops. To be used to carry ballast, the NN has a capacity of 30 tons. The last hopper waggon of this type was made at Newport in 1907. It is hoped to produce the NN's at the rate of four a week.

The waggon is of all welded design. To facilitate construction, the hopper body and the under-frame are made as separate units and then placed on the bogies.

PAGES FROM THE PAST

THIS menu for the dinner to celebrate the opening of the Gippsland Railway on Wednesday, April 2, 1879, was sent to *News Letter* by Mrs. D. E. Hines, of Findon Crescent, Kew, who found it among some old papers belonging to her grandfather, Mr. S. H. Roberts.

"My grandfather was a Richmond councillor and this would account for his having been invited to such a function," wrote Mrs. Hines. "You will probably be interested in this memento of an historic occasion. I wish the Railways gave parties like this now," she added. Cr. Roberts was Mayor of Richmond in 1880-1881.

It was a sumptuous banquet. There was boned peacock *au naturel*, galantine of turkey *et truffes*, roast turkey *garni en aspic*, boiled turkey *en bechamel*, boar's head, roast and boiled chicken, guinea fowl *au naturel*, roast ducks, boned wild duck *en aspic*, roast teal and black duck, raised chicken and ham pies, raised pigeon pies, roast gosling, *vol-au-vents* of pigeon, york ham, ox tongue, roast beef, saddle mutton, fish *en aspic*, mayonnaise of lobster, chicken, and salmon, and plain salads.



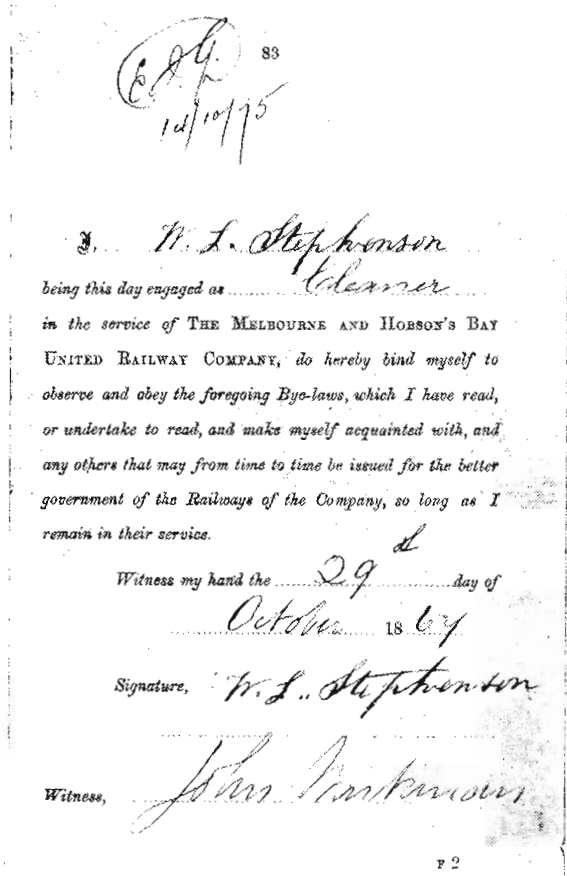
The guests had a choice of more than 20 different sweets, three ices, fresh and dried fruits in season, and coffee.

The wines list included three brands of champagne, several Rhine wines and clarets, sherry and port, cognac, liqueurs, ales and stout and aerated waters.

The toasts were the Queen, the Prince of Wales and other members of the Royal Family, His Excellency the Governor, Parliament, and Success To The Gippsland Railway.

AN interesting railway relic was lent to *News Letter* recently by Mr. L. Fraser, a retired driver.

It is a copy of the "Bye-laws of The Melbourne and Hobson's Bay United Railway Company for regulating the conduct of the officers and servants of the company, and providing for the due management of the affairs of the company."



The signed certificate, included in the book, is here reproduced. A check of the records shows that W. L. Stephenson, to whom the book was issued, was born on March 28, 1841, and entered the service of the Melbourne and Hobson's Bay Railway Co. on November 28, 1862. He came to the Victorian Railways Department on July 1, 1878.

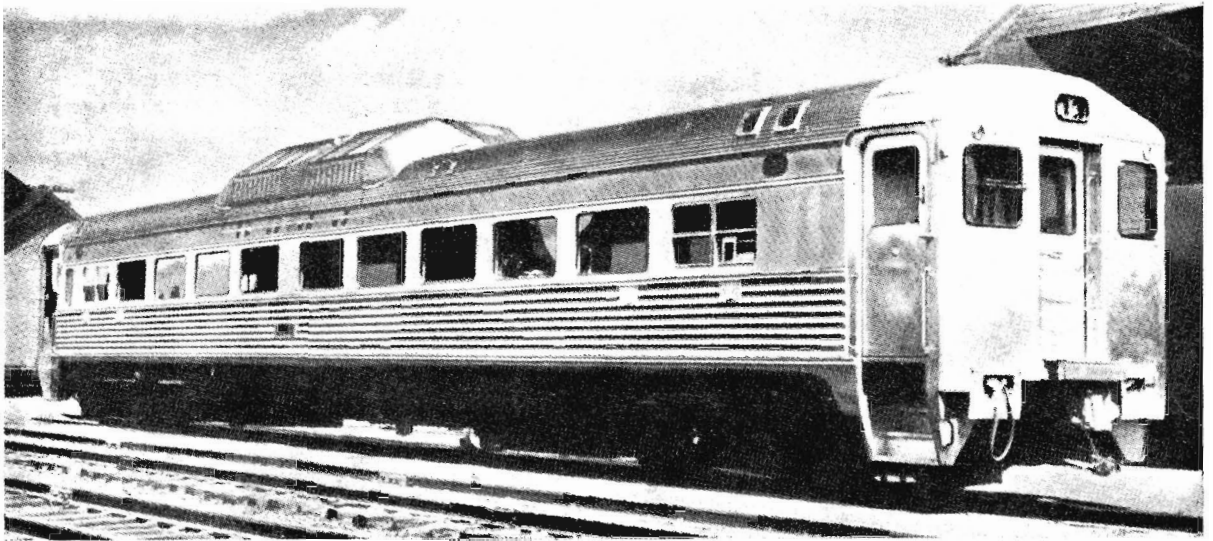
Howlers

Drake was playing bowls when he was told the invisible armada was in sight.

What is the future of "he drinks?" "He is drunk."

Henry VIII married Catherine of Aragon. He soon grew tired of her and divorced and beheaded her. He next married Ann Boleyn, and also beheaded her. He then married Anne of Cleves, and beheaded her—and so on.

Queen Elizabeth rode through Coventry with nothing on, and Raleigh offered her his cloak.



The new 90-passenger Diesel rail-car for U.S. railways

U.S.A.

A new type of Diesel rail-car has been produced recently by the Budd Company of Philadelphia. The cars are 85 feet long and will seat 90 passengers: alternative designs provide for 71 seats and a 17-foot luggage compartment, or 49 seats, a 17-foot luggage compartment and a 15-foot mail compartment. Each car weighs 50 tons 7 cwt. in working order.

Two 275 b.h.p. Diesel engines were installed to give compactness, facilitate removal and re-installation before and after repair, and ensure movement on one engine in the event of a breakdown of the other. This arrangement also simplifies the mechanical drive, as it is possible to locate each engine adjacent to the axle which it drives. The engines are located beneath the car floor so that the entire floor space, other than two small driving compartments, is available for passenger or luggage accommodation.

The engines are six-cylinder two-cycle, with all cylinders in line and inclined at 20 degrees from the horizontal. Hydraulic torque-converter transmission is used.

New cars of this type will replace two steam trains on the 834-mile run between Stockton and Salt Lake City (Western Pacific Railroad). Schedules call for operating 39 hours

35 minutes in 48 hours. Between the two cities there are 25 scheduled stops and 56 flag stops. The terrain ranges from river valleys to mountains to desert, and temperatures from below zero to well over 100 degrees. The schedule calls for a 43 m.p.h. average.

* * *

NINETY-SIX per cent. of the motorists and pedestrians involved in serious level crossing accidents are thoroughly familiar with the crossings at which the accidents occur, according to a Baltimore and Ohio Railroad report recently released. One-fourth of the motorists involved in these accidents actually ran into the sides of trains or locomotives already on the crossings. Most of the accidents were caused by failure to observe and heed warning signs.

Great Britain

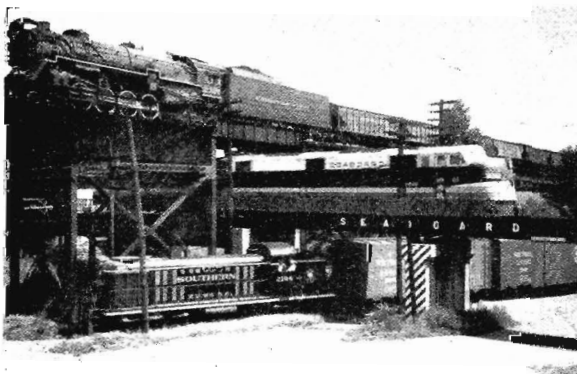
THIS year is the 100th anniversary of an event which led to the adoption of communication cords on trains.

In 1850, Queen Victoria had a special railway saloon coach built for her own use. The roof of the coach had a disc-and-crossbar arrangement, operated from within the coach, by means of which the Royal train travellers could signal the driver to speed up, slow down or stop. A porter rode on the engine tender in an iron seat, his back to the direction of travel, so that he could watch the roof of the special coach and convey to the driver the signalled Royal commands.

REVIEW

EUROPEAN Railways—a digest of railway news from Britain and the Continent. Robert Spark, 48 Cedar Road, Sutton, Surrey, Eng. Yearly sub. 10/- stg. post free.

News Letter has received a copy of this attractively printed and well illustrated pamphlet which should be popular with all rail enthusiasts. There are brief descriptions of the French lightweight trains fitted with pneumatic tyres, of the new track-laying unit on British Railways, and of a run on the *Northumbrian*—one of the latest of Britain's named trains. There are, as well, items of news from other Continental countries.



The Three-level Bridge at Richmond, Virginia, where three separate railways take a little separating.

—Chartered Civil Engineer (London)

MAGIC

A man who can draw the rabbit from the top hat is Suburban Guard Jim Smith.

Interested in magic for many years, Mr. Smith is a skilled magician with considerable knowledge and dexterity. He is a member of the Magic Circle, a club of magicians who meet regularly to practise their art. For the best performance over the year, a silver cup is awarded, which, in 1948, Mr. Smith won.

In the *News Letter* office he made a thimble vanish into thin air and then re-appear in the most unexpected places; three pieces of rope became, in some inexplicable way, one piece; packs of cards were turned into single and double fan shapes and manipulated with the confidence of a master, and the white handle of a pocket-knife became green and then white again at a wave of the conjurer's hand.



Mr. Smith

Tucked away with his railway certificates there must surely be a magication certificate.

"Magic," Jim says, "is a hobby that is increasing in popularity. There are three shops in Melbourne that cater for the requirements of magicians,

and the Magic Circle club has more than 100 members—bank clerks, business men, railway men and so on."

During a recent visit to England, he met members of the parent Magic Circle in London, and was invited to attend their convention. There he saw a display of tricks that continued all day and part of the night. There were visitors from all parts of the world. It was, he says, the best performance he had ever seen.

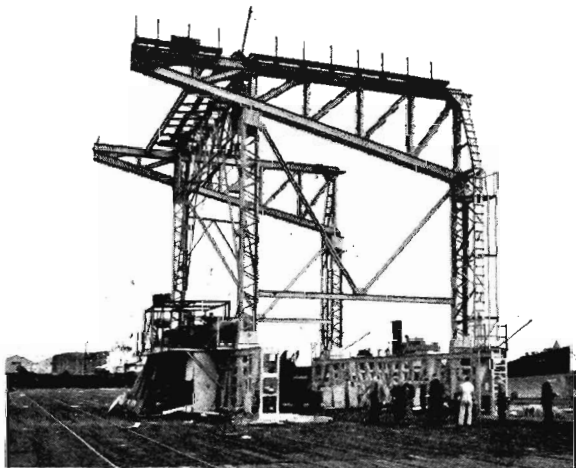
Before leaving Australia, Jim had been asked by Mr. Bill Coster, formerly of the Spencer Street Parcels Office, to call on the S.M. at Euston, who was a pen friend of Bill's. Jim did so and was warmly welcomed. The S.M. took him over the station, and, among other things, showed him an ancient railway line that had been uncovered by excavations, but the existence of which had been completely forgotten.

Among other tricks in Jim's extensive repertoire are blocks of wood that seem to pass through sheets of glass, oversize playing cards that disappear, and packs of cards that change inexplicably to blanks.

Before leaving the *News Letter* office, he placed a folded pound note in a handkerchief. It disappeared (a not uncommon event in these days) and was then found in an otherwise empty container. This gave *News Letter* an idea. "Can you, by any chance, turn a 1950 pound into a 1940 one?" asked *News Letter*. "Even Mandrake couldn't do that," he replied, with a smile.

N and R Locomotives

A 100-ton gantry is being erected at Nelson Pier, Williamstown, to lift the N and R class locomotives that are being imported from



Gantry being erected

Britain, from the ship's decks to the rails on the pier. The locomotives will then be hauled to Newport Workshops for testing.

The gantry was designed and built in England for the shipping lines which are to carry the locomotives.

The engines and tenders will be shipped as deck cargo. Delivery of the first two N class is expected soon, but the first of the R's will not arrive until early next year.

STAMPS AND TRAINS—Continued from page 7

Such events as International Railway Congresses, centenaries and jubilees of railways, and the opening of new lines, have been featured by means of postage stamps which are, after all, an excellent means of publicity. Centenary issues have quite frequently consisted of a set of stamps with the various values depicting the early locomotive, a steam engine, and either a Diesel or an electric train.

We in Australia have yet to see a locomotive pictured on one of our postage stamps. Great Britain is another country which, strangely enough for the pioneer of both trains and stamps, has not featured a railway train or engine on any of its stamps.

AROUND THE SYSTEM

ASSISTANT S.M. Fred Rayner, of Tooradin, was responsible recently for rescuing three men and a woman who were in danger of drowning when their small fishing boat capsized about three miles from Tooradin.

Mr. Rayner took the two non-swimmers into his boat. One of the fishermen swam 50 yards to a mudbank. His wife, who tried to reach him with a line, became exhausted and had to hold on to a post midway between the submerged boat and the bank. After rowing the two non-swimmers to safety, Mr. Rayner and two friends returned for the other members of the fishing party, who by this time were exhausted. Not long after he rescued them the whole area was covered by several feet of water from the rising tide. Most of the possessions of the fishing party, including £35 in a suitcase, were lost.

At one time, Mr. Rayner, who is well known in the Tooradin district as an angler, was A.S.M. to Mr. T. R. Collier (now Outdoor Assistant to the Chief Traffic Manager) and Mr. R. W. Hosking, now Metropolitan Superintendent.

* * *

THE stationmaster at Middle Park (Mr. L. Clarke), recently received the following letter, signed *St. Kilda Travellers*.

"A word of appreciation. Thank you for putting the flowers in your office window, or for allowing someone else to put them there. If someone else does the job, please convey our thanks. Many St. Kilda folk delight to watch your windows and appreciate the brightness and kind thought."

Mr. Clarke states that the flowers are provided by two female members of the staff, Mrs. E. Corcoran and Miss E. Smith. Much credit is due to them he says, for the interest they show in their work.

PRIZES to be awarded for Best Kept Lengths for the year ending June 30 are:

Lengths with rails over 75 lb.—

1st prize, £55;

2nd prize, £30;

3rd prize, £15;

Most improved, £30.

Prizes of the same amounts will be awarded for lengths with rails 75 lb. and under.



Presentation to Mr. Susman

LEADING HAND Charles Susman (Electrical Testing Division, Spencer Street) retired recently after 31 years' service in the Department. On behalf of the staff, Mr. T. H. Archibald (Assistant Distribution Engineer) presented Mr. Susman with a travelling bag.

Mr. Susman, who began as an electrical fitter, became leading hand in 1940. Accompanied by his wife, he left on the *Strathnaver* in May for a tour of Great Britain and the Continent.

Another recent retirement in the Electrical Testing Division was that of Carpenter Harry Young, who had 32 years' service. The Distribution Engineer (Mr. W. Steiger) presented Harry with a travelling rug and a handbag for his wife.

* * *

MISS Yvette Cook, tracer in the Rolling Stock Drawing Office, was married last month to Mr. T. Tyrrell. Before leaving the Department, Miss Cook was presented with a silver cake dish, a gift from the girls in the branch, and a silver tray and tea pot from the Drawing Office staff. Both presentations were made by the Rolling Stock Engineer, Mr. A. M. Hughes.

* * *

FOREMAN Painter Bert Phillips, of the Way and Works Branch, North Melbourne, was farewelled recently after completing 37 years' service in the Department. Mr. F. Higgins, Works Inspector, presented Mr. Phillips with a standard lamp and an inscribed dress watch, and a handbag for his wife.

Painter Ted Barlow, who was superannuated on account of ill-health last November, returned recently to meet some of his old workmates and be presented by Works Inspector Higgins with a number of material tributes, including his favourite—a pipe—and a handbag for his wife.

OBITUARY

RAILWAYMEN will regret to learn of the death in May of Mr. C. W. J. Coleman, former Comptroller of Stores. Mr. Coleman joined the Department in 1883, and had 12 years' experience in the then Transportation Branch. In 1895 he was transferred to the Stores Branch and occupied every important position in that section. He was appointed Stores Inspector in 1903, Chief Clerk in 1908, Assistant Chief Storekeeper in 1911 and Chief Storekeeper (Comptroller of Stores) in 1915. He retired in 1933.

Mr. Coleman was a member of a railway delegation that went abroad in 1921. In America he made an exhaustive study of railway practices in relation to Stores Branch working. As a result, many reforms were introduced into the Department's Stores Branch.

TWO 1939-45 war service ribbons were found recently in the North Melbourne Workshops. The owner can obtain them by calling at Room 97, Head Office.

* * *

ON his retirement recently, Mr. Duncan McHardy, a popular and well-known equipment examiner at Jolimont, was sent off with music. At a presentation to Duncan, Bandmaster Bob Bowden played *Auld Lang Syne* and other items on the cornet.

Arriving from Scotland in 1910, Duncan joined the Railways shortly after, and spent 21 years as an equipment examiner at Jolimont. Some of his friends in the service also said good-bye to him at Spencer Street on his departure by *Spirit of Progress*.

SPORT HIGH SPOTS

THIS season's V.R.I. Football League competition is one of the most keenly contested on record. Each of the four teams competing for the Commissioners' Cup has been in drawn games, and other games have been won with the last kick of the day. At present Melbourne Yard is on top with 14 pts., and then follow Spotswood, 8; Loco, 6 and Northern Lines, 4. The matches are played on Tuesdays and Thursdays at the McAlister Oval, Royal Park.

* * *

The highlight of the V.R.I. Tennis Association's competition was the defeat of Accountancy Branch, which had held the A grade Dunkling Shield since 1940. Stores Branch is the new holder of the coveted trophy. In a most exciting match Spotswood Shops (E. Grant, L. Tozer, I. Martin and B. Matthews) defeated Northern Lines by four games for the Pimms Cup, which is awarded to the premiers of B grade. It was the closest finish in the history of the competition. Tozer-Martin (Spotswood) d. Coc-Pauline (Northern Lines) 6-4, in the third set. In the A grade contest Accountancy finished one set up in the singles, but Stores doubles players, Trevena, Milne, De Burg and Phillips, proved superior to Accountancy's team, Caven, Conboy, Walbran and McIver.



Bendigo railways cricket team, premiers for the fourth successive year in the local mid-week cricket competition. After winning the trophy outright, the team gave it back and then won it again. This year the team won the Jack Hunt shield, which was presented for the first time. Back row: R. Cronin, K. Grose, D. Harries, J. D'Araugo, D. Hester, W. Trebilcock, D. Norman (Capt.). Front: J. Griffiths, A. Nielson, J. Breen, R. Priest, B. Webster (Vice-Capt.).

* * *

V.R.I. tennis teams at Seymour won the A and B grade premierships and the shields presented this year by the Association. A team started badly, but improved greatly to defeat Broadford in the finals. B team's performance was outstanding, as the average age of the members is 20 and two of the players are only 16. It was a very good effort to reach the finals and defeat Town Team as most of the young players were having their first year's match play.

For a number of years now, V.R.I. tennis teams have been prominent in the Seymour and District Tennis Association's competition. This year there were seven A and five B grade teams in the contest, and teams came from as far away as Avenel, Highlands and Kilmore.

Seymour's A grade team comprised Messrs. W. Burns, J. Sullivan, J. Lade, B. Bourke, and Mesdames Berry and Bourke. B grade team: Messrs. J. Symons, K. Dossor, L. James, B. Cresswell, Mrs. Lade and Miss Constable.



Ballarat V.R.I. cricket team, premiers of the D grade competition last year with only one defeat, and champions of C grade this year. The team is: Back row: H. Tyson, M. Jackson, J. Muller (Sec.), H. W. Cook (Treasurer), Joan Williams (Scorer), S. Hammond, P. Hatfield. Front row: G. Davies, T. R. Davis (Pres.), W. Malthouse (Vice-Cpt.), M. Candy (Cpt.), P. Kinnane, S. Welch, J. Davis, J. Davis (mascot).

* * *

In view of the Olympic Games at Helsinki, Finland, in 1952, more than ordinary interest is attached to the annual open and novice boxing and wrestling competitions to be conducted by the V.R.I. on July 4, 11, 20. Athletes who have won their Olympic and British Empire Games blazers will take part and the entries also include a number of country boxers and wrestlers.

* * *

The V.R.I. Table Tennis Association got off to a good start last month. Sixteen railway teams are competing in the competition's two grades, and three in the Victorian Table Tennis Association's contest.

* * *

A railways sporting identity, Suburban Guard Jim Kinna, who is social secretary of the Richmond Cricket Club, was at the Richmond ground recently to see the local League team play Fitzroy when he received an urgent message from the stationmaster at Richmond asking him to contact, if possible, Mr. George French, signalman at C Box, Flinders Street. It appears that a colleague had taken ill suddenly, and George was required to replace him. There is a public address system at the Richmond ground, which according to a rule laid down by the Football League, may be used only for urgent messages. Jim, being a good railwayman, realized the urgency of replacing the sick signalman and did not have any trouble in persuading officials to put the call for George French over the air. Immediately the first quarter ended, George was called over the public address system. Fortunately he was in the crowd of spectators. He came to the cricket club office, was given the message and was on the job a few minutes later! In the first mail on the following Monday, the Cricket Club received a letter of thanks from the Department. "The incident proves that railwaymen can help the service both on and off the job," wrote Jim in a note to *News Letter*.

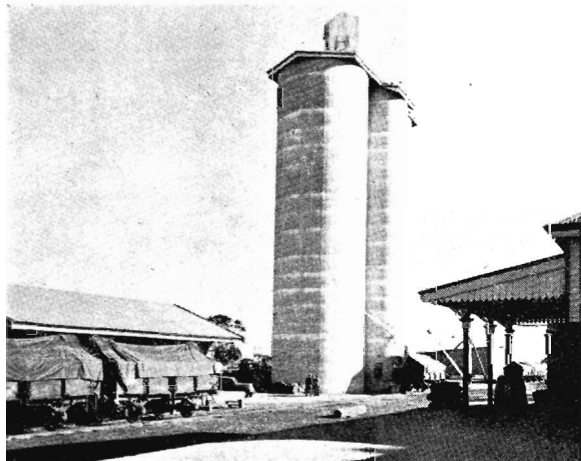
OLD BOOK ENTRY

ON the recent Commissioners' tour of inspection of the Western District, it was discovered that the first entry in the Lost Property Book at Portland station was dated June 2, 1875. The book is still in use.

(Is there any other station on the system that has an earlier entry than this in its Lost Property Book?—*Ed. News Letter*.)

SHIFTING THE WHEAT

DURING their recent tour of inspection of the Kulwin and Robinvale lines, the Commissioners were everywhere congratulated on the highly efficient way in which the bumper wheat harvest had been moved by the railways.



Grain Elevator at Miram

Wheatgrowers, who were fully conscious of the Department's truck and staff shortages and coal troubles, were greatly impressed by the huge quantities of wheat that had been trucked during the vital period when wheat was pouring into the elevators. They unanimously expressed the opinion that railwaymen everywhere had done a magnificent job during that period in keeping space available in elevators for incoming wheat.

The Department at the outset was confronted with the task of moving exceptionally large quantities of wheat, concurrently with meeting heavier demands for the transport of brown coal, briquettes and timber, and maintaining also the general goods service. The intake of wheat at silos and bulk storages this year was almost a record—43,600,000 bushels, compared with 38,448,000 in the previous season.

With an adequate truck supply and sufficient staff the Department would have had few, if any, problems. But a shortage of between 300 and 400 trucks a day and too few staff imposed a severe strain on the service generally during the harvesting period.

However, wheat traffic arrangements worked almost to perfection, and silos were quickly cleared of grain surplus to storage capacity. Locomotives

hauled record loads. In eight and a half weeks, 30,603 trucks of wheat were moved, compared with 24,453 trucks in 11 weeks for the previous season. This achievement was a complete vindication of railway planned service, and was due to the railwaymen's wholehearted response to the urgent appeal of the Commissioners for a smart turn-round of trucks. In many cases this involved the staff in long shifts entailing overtime and Sunday time which was worked without demur under—at times—arduous conditions. No fewer than 10,275 truck loads (7,752,297 bushels) were taken to the big storage centre at Dunolly.

But much remains to be done, for there are still millions of bushels of wheat in the elevators, and these must be cleared before the next wheat season. There is a substantial amount of renewal work to be done at the storages at Marmalake and Dunolly which will necessitate their clearance not later than October 31, while the remaining elevators must be cleared by November 30 to enable them to be fumigated before next season's wheat starts to arrive.

The task involved requires that an average of 1,500 trucks per week be loaded with wheat, and this will need the closest attention to ensure its fulfilment. The maximum number of trucks and engines must be made available during the coming months if the Department is to carry out its job. And each truck and each engine must also be made use of to capacity.

A big job indeed, but, with everyone again co-operating, the remaining wheat will be cleared in time for next season's harvest.

OUR FRONT COVER

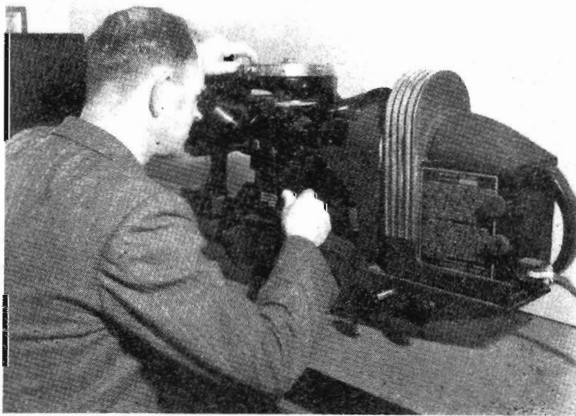
FLINDERS STREET is one of the busiest railway stations in the world.

It is estimated that, from 5 a.m. until 1 a.m., between a quarter, and a half a million people pass through its entrances. The Railway Conductor (U.S.A.) wrote this of the station: "If you watch the passengers coming out of Flinders Street during the rush hours, you might be forgiven for imagining that the whole population travels by train." Our front cover depicts a morning peak scene.

BACK-ROOM BOYS

THE splendid safety record of the Victorian Railways is, of course, primarily due to the close observance of safe-working principles. There is, however, a contributory cause not immediately obvious. It is the vigilant watch maintained by the Laboratory on the quality of materials used in the department. When seven hundred tons of steel train speed swiftly down the track, faulty material could possibly cause disaster. It is the business of the Laboratory with its scientific checks and controls to prevent it. This testing of materials also results in economy in departmental expenditure.

The staff of 36, comprising engineers, metallurgists, chemists, inspectors, and others, under the direction of Mr. E. D. Connor, Engineer of Tests, is housed in a small brick building at Newport Workshops. To many railwaymen the Laboratory is little known, yet it plays an important, though unobtrusive, part in many railway activities.



Mr. L. Flewin using the metallurgical microscope.

Its inspectors examine, at the contractors' works, boilers, trucks, tires, steel castings, and other equipment bought by the Department. Materials of various kinds—steel, oil, paints, canvas, and so on—are carefully tested before purchase. Paint, for example, is subjected to chemical analysis and exposure tests, and, as a result, the Department's large painting bill is kept to a minimum. The most suitable lubricating oil is found by testing oils for their behaviour under change of

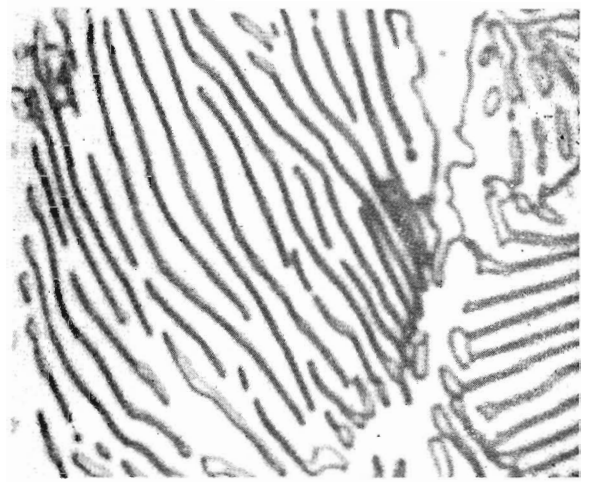


Photo-micrograph, taken at the Laboratory, of a piece of polished steel, magnified 3,800 times.

temperature, the amount of residue they leave, and other qualities.

A close watch is kept on the quality of material manufactured by the Department. Chemists and metallurgists constantly scrutinize methods of production to ensure that the highest quality is maintained.

The Laboratory is also deeply interested in equipment that fails. Broken parts of engines, cars, and trucks are returned to it, and scientific sleuths find the cause of failure. Methods of preventing recurrence can then be adopted. To help in this part of the work a "museum" is kept of failed parts such as fractured couplers, corroded copper pipes, excessively worn bearings, and other specimens.

The continual analyses that are made of engine water supplies provide information to counteract corrosion and scale formation in boilers.

The Laboratory also finds a solution for technical problems referred to it by the branches. In the course of this work it deals with matters such as chemical weed-killing, the handling of explosives and other dangerous goods, and the identifying of unknown materials received by the Lost Property Office.

No cleaning composition on the market would remove the grime and brake dust from name-plates on stations. When the problem was tossed to the "Lab." a satisfactory cleaner was produced.

Owing to the shortage of firebricks, a search is being made at present for substitutes. Some of the substitutes that have already been found by the Laboratory are better, in some respects, than the original bricks.

(Continued on page 15)

TRIBUTES TO NEW 280 h.p. DIESEL

BEFORE he returned to England, Mr. W. Parkinson, Chief Engineer of Walker Bros. Rail-Cars, Wigan, England, paid a tribute to the men of Newport, the railway technical and operating staffs, and others associated with the production of Victoria's first 280 h.p. Diesel train.



Fitting fluorescent lighting fixtures in 280 h.p. Diesel rail-car

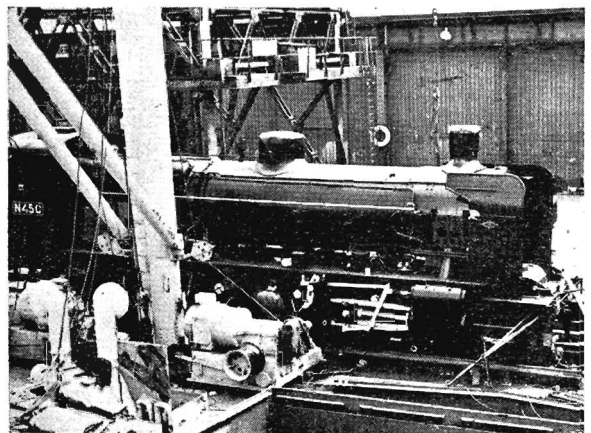
"My firm was responsible for the design of the power unit, and the performance of the completed car, but the tests would not have been a success but for the co-operation we received from the Victorian Railways and the private firms who made the underframes and bodies," said Mr. Parkinson. He added that Victoria had produced a Diesel rail-car that compared most favourably with any other vehicle of similar horsepower overseas.

Mr. Parkinson said there was a world-wide demand for Walker Bros. Diesel rail-cars. Besides the 19 in service in Victoria and the one in Tasmania, Eire and Northern Ireland had 17, Peru 12 and Brazil 4. Some of the cars in Peru were used as multi-coupled units. He considered that rail-cars could be used to advantage on British Railways branch lines and on feeder services, as was done in Victoria.

Diesel rail-cars are not the only products of Walker Bros. big works at Pagefield, Wigan. The firm also produces mine ventilating fans, large air compressors, steam electric winding engines, commercial road vehicles and refuse collecting plant.

Daylesford, incidently, is very proud of the appearance and performance of the 280 h.p. Diesel. The Town Clerk (Mr. S. Hauser), in a letter to the Department, expressed appreciation of the new service. He said that when the new Diesel arrived at Daylesford station on its first run, it was inspected by the Mayor (Cr. W. W. Wood), and several councillors and the President of the Shire of Glenlyon. The Mayor and two councillors who later travelled to Melbourne in it were pleased with the comfortable trip and the improved timetable.

In an appeal to Daylesford people to patronize the new and improved rail service, the Mayor said: "As the people of Daylesford and district have been advocating for years for a better train service, and as this in my opinion has now been supplied, I strongly appeal to the public for their wholehearted support. All speak very highly of the smooth and fast service given by the new Diesel. The seating throughout is exceptionally good, especially in the first class. The lighting is also to be commended, as it is fluorescent, a departure from the usual method. Mention must also be made of the heating system throughout and the improvement in the time taken for the journey."

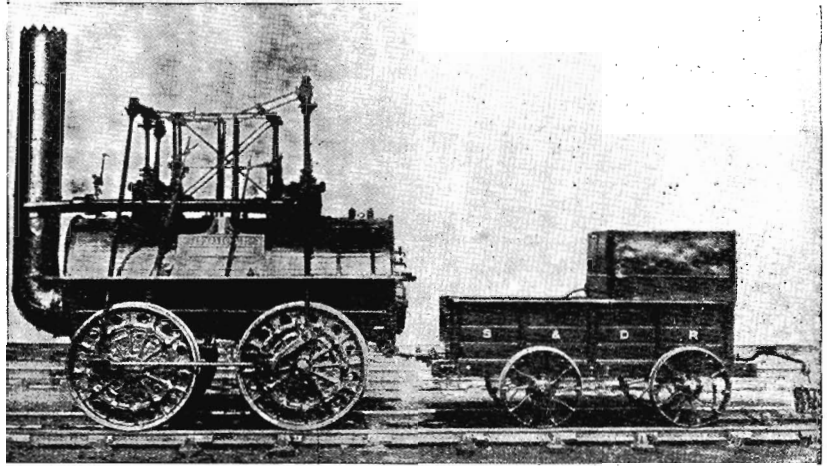


One of the two British built N class locomotives lashed to the deck of the *Empire Star*, which is expected to arrive at Melbourne in the first week of this month. Four more were expected to leave on the *Stentor* at the end of last month, and others will follow at regular intervals. The N class engine (70 tons) and the tender (22 tons) will be lifted from the ship's deck on to the rails at Nelson Pier, Williamstown, by a 100-ton gantry, specially designed and built for the shipping lines bringing the N and R class locomotives to Melbourne.

RAILWAY PIONEERS

4

George Stephenson

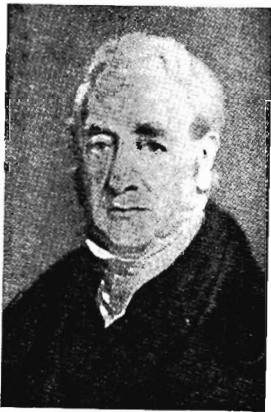


Locomotion, the first engine built for the Stockton and Darlington Railway, is now on display at Darlington.

IT is not generally realized how great a debt is owed by the railways to the old colliery companies, out of whose needs for cheap haulage grew the steam locomotive. Trevithick, Blenkinsop and Hedley designed their locomotives for colliery working, and George Stephenson's first engines were also built for collieries.

George Stephenson was employed as an engine-wright at Killingworth Colliery, and he had studied the three engines which had been working at Wylam: a Trevithick, a Blenkinsop and a Hedley.

At Killingworth, in 1814, Stephenson designed his first steam locomotive, which was known as the *Blucher*. Its trials took place on July 25, when it drew a 30-ton load at 4 miles an hour up a gradient of 1 in 450. The locomotive was modelled on that of Blenkinsop, and had two vertical cylinders 8" in diameter with a 24" stroke. It was fitted with a vertical steam exit pipe in the funnel, as used by Trevithick.



George Stephenson

George Stephenson realized the close relationship between progress in locomotive building and the construction of railways, and he devoted

much of his time, therefore, to railway construction and development.

His big chance came in 1821 when a group of British investors obtained Parliamentary consent to build a railway between Stockton and Darlington. This was the first public railway in the world. Stephenson was appointed engineer of the line, and he advised the directors to apply for a new Act of Parliament giving power to carry passengers as well as goods, and to use steam locomotives.

In 1823, the firm of Robert Stephenson and Sons was formed by George and his son Robert. George then concentrated on railway construction, leaving the development of the locomotive to his son.

George Stephenson constructed the line for the Stockton and Darlington Railway, while the new firm contracted to build the locomotives. On September 27, 1825, the first steam locomotive on the line was driven by Stephenson. This famous engine, later named *Locomotion*, weighed about eight tons and was capable of hauling a load of 50 tons at 5 miles an hour on a level track.

Early in 1828, the Delaware and Hudson Canal Co. of U.S.A., having heard of the success of the Stockton and Darlington Railway, sent a representative to England to obtain further information and purchase locomotives and rails. One of the engines was ordered from Robert Stephenson and Sons. It was named *America*, and arrived in New York in January 1829, achieving the distinction of being the first railway locomotive ever seen in America.

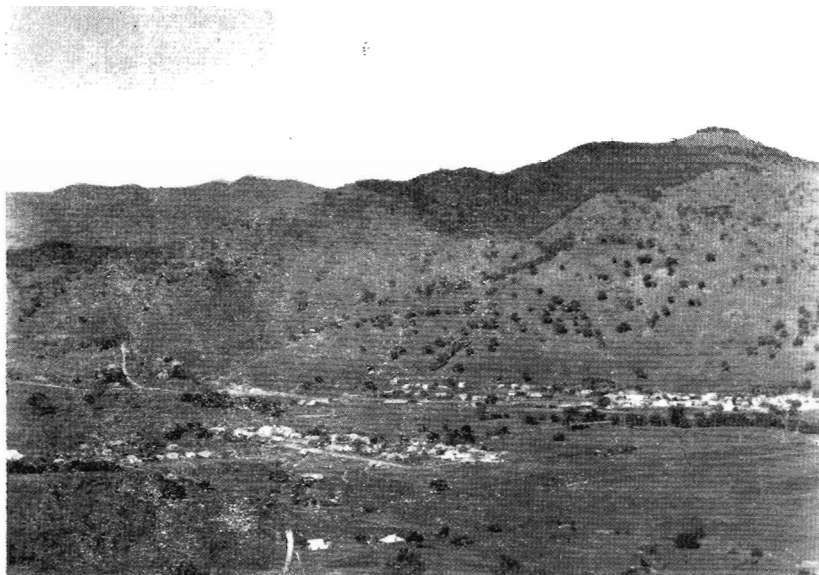
The next important development in locomotive construction was brought about in 1829 by the building of the Liverpool and Manchester Railway. At that time, the design of steam locomotives had made little further progress, and the directors of the new railway were uncertain whether to use stationary engines hauling trains by ropes or to use the new locomotives.

Stephenson, who had meantime been appointed engineer to the company, strongly recommended the use of locomotives. As a result, the directors offered a prize of £500 for the best engine of improved design which would conform to their requirements. The conditions of the competition provided that each locomotive should consume its own smoke and haul continuously a load equal to three times its own weight at an average speed of not less than 10 miles an hour.

(Continued on page 11)

A DOOMED TOWN

Tallangatta
today



THE decision to enlarge the Hume Reservoir spells doom to the picturesque little town of Tallangatta, which lies snugly in the verdant valley of the Mitta Mitta River and is the gateway to the Upper Murray and North-eastern Victoria.

It was the railway that brought much prosperity to the district, and it is to the railway that the 800 townspeople have turned in their hour of need to re-establish them in putting a new and better Tallangatta on the map.

With the exception of the hospital and the butter factory, all existing public and business buildings are in the older township, the main street of which will be inundated to a depth of six feet when the storage of the reservoir is increased to two million acre feet.

This will necessitate the township being shifted to a new site, and the railway and the Murray Valley highway through Tallangatta being relocated.

These matters have been the subject of an inquiry by the Parliamentary Public Works Committee, which has recommended that the site for relocation of Tallangatta be in the vicinity of Bolga (207 $\frac{3}{4}$ miles, elevation 200 ft.). It has also been recommended that the railway and highway be realigned, having a combined high-level crossing over the Mitta Mitta River arm of the enlarged reservoir and continuing south of the existing town to join the present railway and highway, where they run above the full supply level of the reservoir; and that a station to serve the North Tallangatta area, Tallangatta Creek and Granya be provided at Cemetery Road junction, which is three-quarters of a mile on the down side of the existing Tallangatta station.

All works are to be carried out above a full supply level suitable for possible future increase in the capacity of the reservoir to 3 $\frac{1}{2}$ million acre feet.

The rail and road works in the vicinity of Tallangatta, including the combined crossing of the Mitta Mitta River, are estimated to cost £580,000.

The Wodonga to Cudgewa line has seen many changed conditions since it was first opened to Tallangatta (212 $\frac{1}{2}$ miles, elevation 622 ft.), in 1891. This station served as the terminus for live-stock and goods traffic traversing the mountainous country to Corryong and the Upper Murray until 1921, when the extension was completed to Cudgewa. But, with the development of motor transport, it has again become the terminus for passenger traffic.

The line has several noteworthy features. The 70-chain long viaduct at the Mitta Mitta River, Tallangatta, when originally constructed, was the second longest in the State, and Shelley (235 $\frac{1}{2}$ miles, elevation 2,562 ft.) is the highest station in the State. Live-stock traffic (cattle) from the Upper Murray is the principal source of supply to Melbourne markets.

A section of more than seven miles of this line at Huon, which was inundated by the present Hume Reservoir, was reconstructed at a higher level in 1932.

ORIGINS OF STATION NAMES

AMPHITHEATRE : The place from which the station takes its name was so called because of its shape and situation—a circular plain surrounded by hills.

CAVENDISH : Named in honour of the Duke of Devonshire. The Ducal family name is Cavendish.

HARTWELL : Named after Hartwell House, one of the earliest residences built there. The house was the property of a Mr. Irwin and was built in 1853.

MALLUM : Aboriginal name for the Murray cod.

PLATINA : So called because platinum was discovered in a local copper mine.

WINNAP : Local aboriginal word meaning fire.

YEA : Named by Captain Clarke, R.E., after Colonel Lacy Yea, of Crimean fame.

ROOMETTE REACTIONS

TO get the travelling public's reactions to the new roomette sleeping cars running on *The Overland* between Melbourne and Adelaide, the Railways Commissioners of Victoria and South Australia recently issued to every passenger on these cars a leaflet telling them something about them and seeking their answers to these two questions:

Were you quite comfortable, by day? . . . by night?

Were you satisfied with the amenities—bed, wardrobe and general space, lighting, decoration, combolet, shower alcove, etc.?

A space at the bottom of the leaflet was left for suggestions.

The Commissioners' aim was to make an analysis of replies to the questionnaire as a guide in the planning of further new rolling stock.

There were many complimentary references in the replies to the new cars and their appointments.

For example, Mr. J. E. Naylor, Secretary of the Melbourne Steamship Co. Ltd., Melbourne, wrote: "It is a matter for some wonderment that so much comfort can be provided in such a small space. The feeling of restfulness created on entering the compartment increases rather than diminishes as the journey proceeds. Fellow travellers were enthusiastic in their praise and, one, with world-wide experience of travel, told me that the roomette car compared favourably with anything of its kind overseas. Obviously, much thought has gone into



Interior view showing day and night compartments and corridor.

the planning of this car. The Railways Commissioners are to be congratulated on their enterprise, and the workmen commended for their skill in producing what must be the most modern method of rail travel."

Typical comments by other travellers were:

"Never has so much been put into so little."

"Have travelled in England and U.S.A., and your car compares most favourably with any in which I travelled."

"I liked 'Muriki' and all that went with it."

"No suggestions to make. In my 87 years I have had no lovelier trip."

"There seems to be nothing left that could be desired. Surely a triumph in travelling comfort."

"The roomette is a fine example of self-contained closer settlement."

"The most comfortable trip I have had by train in this country, the U.K. or U.S.A."

"Excellent service. Superior to C.P.R. travel, Vancouver to Montreal, and San Francisco to New York."

"Can only say that trip was by far the best I have had in many thousands of miles in all States."

"Ideal for women travelling alone."

EARLY V.R. LOCOMOTIVES

Goods 0 - 6 - 0 Type

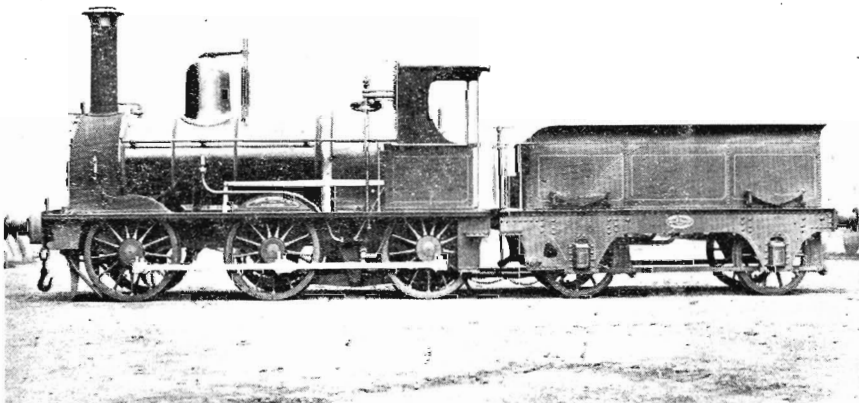
No. 125, built by Beyer Peacock, Manchester, 1874.

Nos. 249 to 283 (odd numbers), built by Phoenix Foundry, Ballarat, 1884.

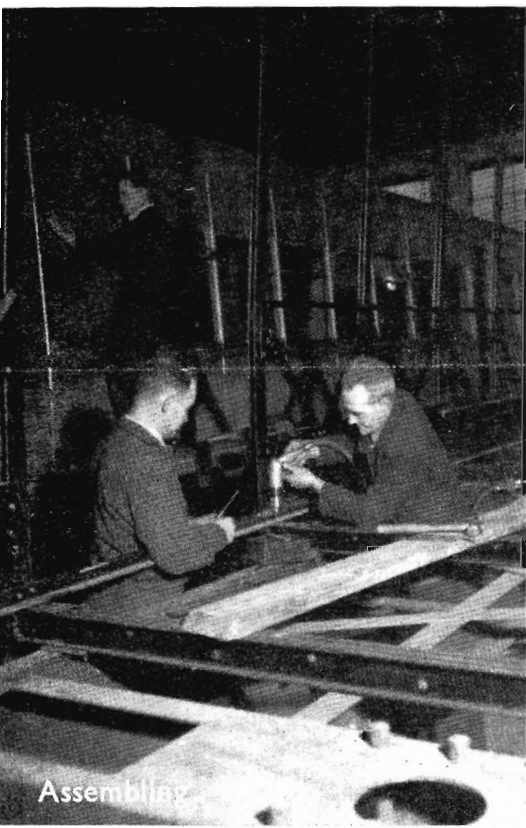
Nos. 1, 2, 3 and 4, built by Beyer Peacock, Manchester, 1875-77, were taken over from the Deniliquin and Moama Railway Co. when the Deniliquin line was acquired in 1923.

Later known as T class. Some of them were re-numbered in 1923.

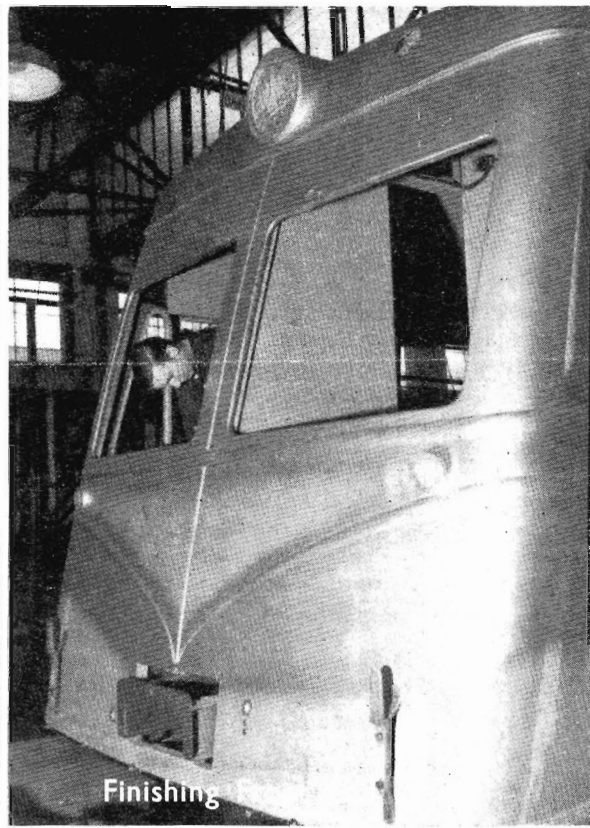
These engines, with two exceptions—Nos. 255 and 265 (re-numbered 92 and 94 respectively) which are stored—have been either scrapped or so d. No. 267, sold to the Kerang and Koondrook Tramway in 1922, was featured in the January 1950 *News Letter* as the oldest active 5' 3" gauge locomotive in Victoria.



THE NEW 280 h.p. DIESEL EMERGES



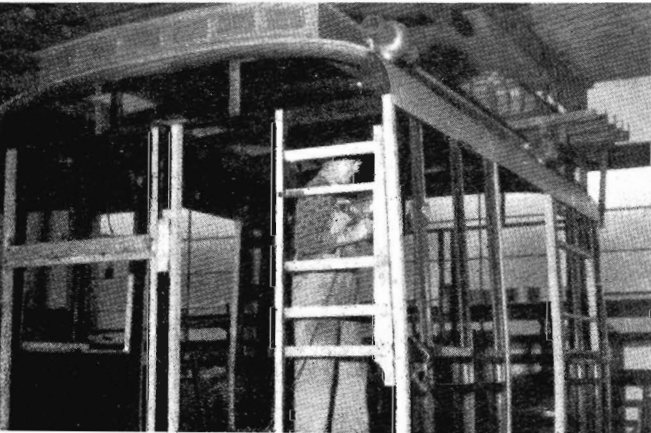
Assembling



Finishing

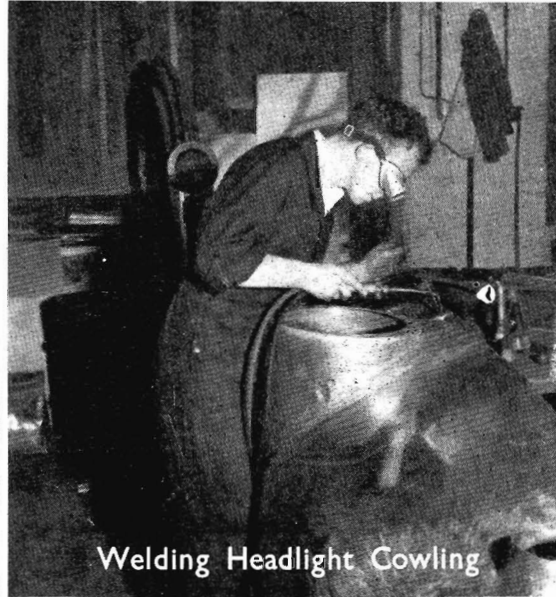


Enjoying a

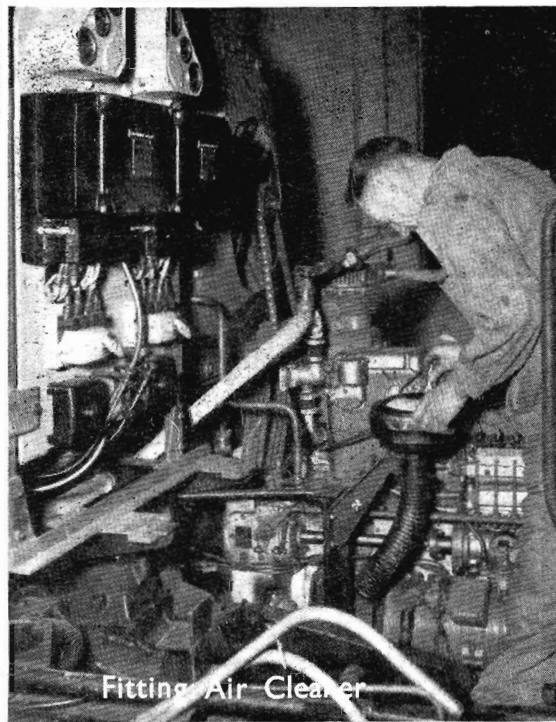




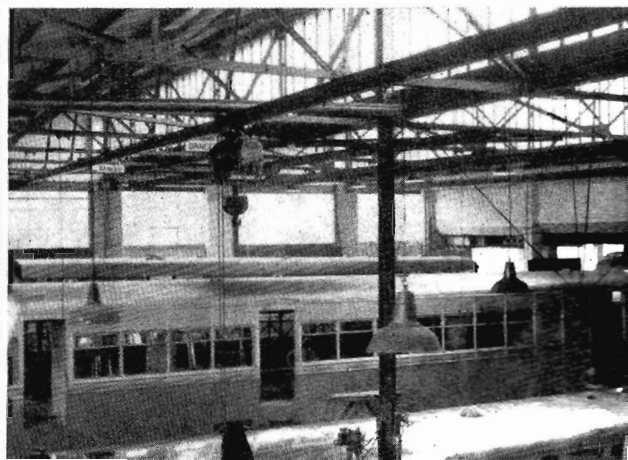
Trip



Welding Headlight Cowling



Fitting Air Cleaner



GOOD SERVICE APPRECIATED

HAVING occasion to travel from Daylesford to Melbourne by train on May 26, we were impressed by the courtesy, kindness and efficiency of the stationmaster at Daylesford. Because the up train was 2½ hours late in arriving, about 100 passengers had to wait at the station. The weather was bitterly cold and there was heavy, driving rain. Despite his busy office duties, the stationmaster found time to escort women and children to the fire in the waiting room. He closed the doors at the station entrance to shield us from the cold wind, and later helped passengers into the train. He had to check tickets, but never once did he relax his courtesy and kindly efficiency. All big departments are subjected to harsh criticism at times, and my husband and I felt that we should not neglect the opportunity of expressing our appreciation of the stationmaster's courteous treatment of the public.—*Mrs. Grace B. Grenness, Embling Rd., Malvern.*

I WISH to express my appreciation of the assistance I received from our former stationmaster, Mr. R. Coghlan. As a dispatcher of a large number of single cases I often had to seek advice, and at all times I found him to be a courteous and obliging railway officer. I wish him every success, wherever he may be stationed.—*Mr. E. Blackburn, Brooklands Orchard, Merrigum.*

OUR BUSIEST YEAR and OPERATION PHOENIX, which were widely circulated, have been enthusiastically received by all sections of the community. Typical of the scores of letters of praise that have been written to the Chairman of the Public Relations and Betterment Board, all of which stress the excellence of the publications, is one from the Managing Director of F. H. Brunning Pty. Ltd. (Mr. Thomas Purves).

Mr. Purves wrote: "I have read both publications word for word and am delighted that you have seen fit to issue them. You know my opinion of the efficiency and courtesy of the Victorian Railways. It is my opinion, held over many years, that it is the show railway outfit of the Commonwealth. How you maintain your service and your tempers with the extraordinary pressure that is brought on your Department by all and sundry is a matter for wonderment. I would have liked to have seen some little praise for your Claims Branch. It is the most efficiently organized Department of its type in Australia....May your shadow never grow less."

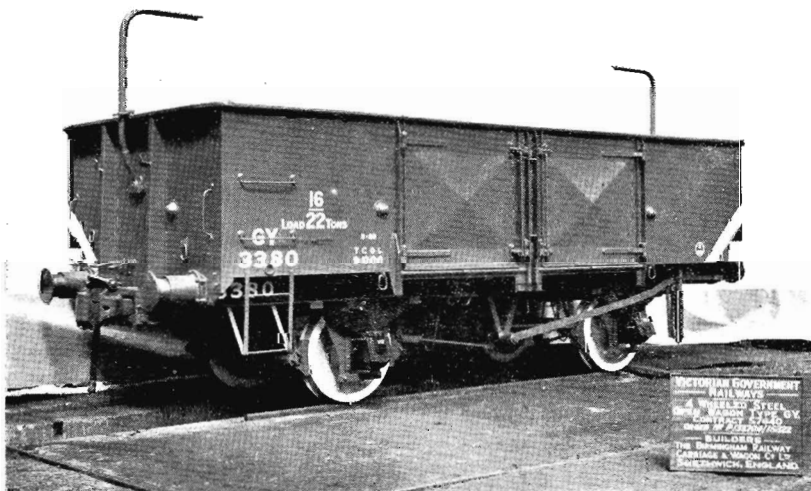
I wish to express my appreciation of the helpful advice, courtesy and co-operation I have received from your staff in freight business matters. If I allowed the occasion to pass I would feel guilty of ingratitude. If this is a sample of Victorian Railways' service, it is something of which they can feel proud.—*Mr. S. V. Leslie, Mercury Transport Service and Shipping Agency, 469 Bridge Road, Richmond.*

AT present the Fisheries and Game Department is sending consignments of trout yearlings to various parts of the State. Recently, the Ballarat Fish Society consigned from Ballarat to Avenel four cans of special fish, but the Society, in error, forwarded the fish by the morning, instead of the evening train. I received a telephone message at my home at 9 p.m. from the Ballarat Society which was anxious to know whether the fish had gone to Avenel.

I rang the Stationmaster's Office at Spencer Street and one of the clerks went to a great deal of trouble to ascertain the true position. He was able to advise me finally that he had been in touch with Avenel and that the consignee had collected the fish. I desire to express my appreciation of the help that I was given by the Railways. In these days when there is so much criticism of Government servants it is pleasing to note the co-operation shown on this occasion.—*Mr. W. Quinn (for Director of Fisheries and Game).*

IF it had not been for the conductor of a train travelling to Redcliffs recently, I might have lost my wife, who had a severe heart attack. The conductor instructed a ganger at one of the stations to telephone a doctor to meet the train at Redcliffs. Besides the conductor, I would like to thank the stationmaster and staff at Redcliffs and the train crew for their efficiency and kindness. I shall never forget what they did for me.—*George W. D'Alton, Tambo Rd., Redcliffs.*

IT is indeed a pleasure to write and thank you for your courtesy in returning so promptly my lighter which had great sentimental value. I should like to convey my thanks to the finder, who happened to be a passenger on one of your trains, and the Railways. Both the finder and the Railways deserve great credit. I shall leave Australia with a little story to tell all my friends overseas.—*Mr. H. Narramore, writing to the Claims Agent.*



BRITISH BUILT TRUCKS

One of the British built GY open goods waggons, the first batch of which is now on the way from England.

The imported GY's will arrive here in a knocked down condition and will be assembled locally.

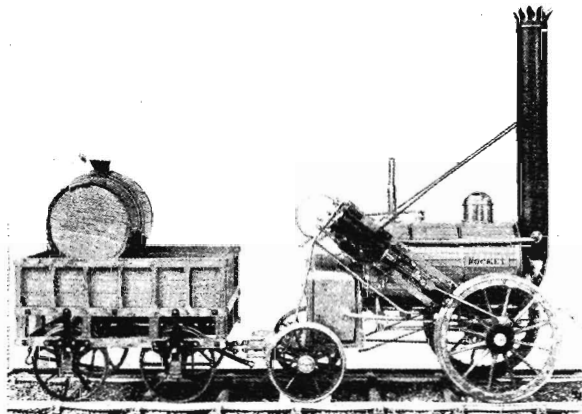
Orders were placed for 3,250 goods trucks in Great Britain and New South Wales. A considerable number of the 1,750 ordered from Australian contractors has been delivered.

The imported GY truck has rolled steel disc wheels. The truck, which will carry a load of 22 tons, is 22 ft. long, 9 ft. wide and 4 ft. 6 in. high.

The Chairman stated recently that the new goods engines and trucks would be welcome additions to V.R. rolling stock and would place the Commissioners in a better position to meet the heavy demands for goods service.

In October 1829, the trials of the competing locomotives were held at Rainhill (nine miles from Liverpool), but only one—the *Rocket*—fulfilled the conditions; and it was awarded the prize.

The *Rocket* was designed by George Stephenson and built by his son Robert. The engine weighed $4\frac{1}{4}$ tons and it hauled a load of $12\frac{3}{4}$ tons at an average speed of 13.8 m.p.h., attaining for one trip a maximum speed of over 24 m.p.h. Without any load, the locomotive ran at 29 m.p.h. It ran on four wheels, the front pair being driven by a pair of cylinders 8" in diameter, with a stroke of 17". The



Scale model of the *Rocket* as it appeared at Rainhill in 1829. The model and the original engine (which was later altered), are in the Science Museum, South Kensington, London.

cylinders were set at an angle on iron plates bolted to the boiler shell. The locomotive had an iron boiler, 40" in diameter by 6' long, fitted with 25 copper fire-tubes each 3" in diameter. The boiler pressure was 50 lb. per square inch.

The success of the *Rocket*, which had so lasting an influence on locomotive design and railway development, was largely due to its tubular boiler. Its achievement settled the supremacy of the steam locomotive as the main source of power on the world's railways for a hundred years.

George Stephenson subsequently built many railways in England and on the Continent, and won both fame and financial success. The firm of Robert Stephenson and Sons—which built some of the locomotives used on the early railways in Victoria—recently amalgamated with another old established locomotive works.

HOWLERS

Benjamin Franklin produced electricity by rubbing cats backward.

Parallel lines never meet unless you bend one or both of them.

Geometry teaches us to bisex angels.

For fainting: Rub the person's chest, or, if a lady, rub her arm above the hand.

The things they say

THE work of our railroad is no one-man job. It is not the job of just a few of us. It is the job of all of us working together. Take any phase of our operations and look at it closely, and you will see the partnership of effort that is involved. Every one of us has a real part, a vital part, in all the things we do on the railroad—running our trains, operating our stations, selling our service, maintaining the property, keeping our records, avoiding accidents, winning friends, and building up our prestige. We are partners in the finest sense of the word.—Wayne A. Johnston, President, Illinois Central Railroad.

* * *

I do not believe in a fate that falls on men however they act; but I do believe in a fate that falls on men UNLESS they act.—G. K. Chesterton.

* * *

The practice of safety is an attribute that all can possess. Some have acquired the art of safety by the expensive method of trial and error, while some have acquired it through the practice of safety rules and regulations. Unfortunately, there are still a few in this third class who have never acquired the art, and who never learn the value of safety.—Illinois Central Magazine (U.S.A.).

* * *

It is the responsibility of employees engaged in the handling of freight to see that the goods entrusted to their care are safely transported. To successfully accomplish this, it is the duty of all to keep in mind the need to be just as careful about freight as we would about our own property.—Auditor of Claims, Canadian Pacific Railway.

* * *

We can live better only by producing more for each other. The very best way to do that is through having high individual incentives to create, work, save, invest—and then to earn both from our personal efforts and by having our savings work for us.—The Commentator, General Electric Company (U.S.A.).

* * *

Most of my judicial time is spent investigating collisions of motor cars, each on its own side of the road, each sounding its horn and each stationary.—A Lord Chief Justice of England.

* * *

The way air travel has speeded up, it'll soon take only two hours to go around the world; one hour for the flying and one hour to get to the airport.—Herb. Shriner, U.S.A.

The Man Who Loves Trains

THIS is the story of a man who, from infancy, loved trains, and has never ceased to love them.

He is Mr. C. Gavan Duffy, barrister and solicitor, of Camperdown, Victoria, and a member of one of Victoria's best-known pioneer and legal families.

Pursuing his favourite hobby with a zest that has never shown signs of flagging, Mr. Gavan Duffy has travelled by rail throughout the length and breadth of the Commonwealth. He is known and respected by Railways Commissioners in all States.

Some of the thrills of railroading that Mr. Gavan Duffy experienced many years ago would be impossible nowadays. He quite frankly admits this, and he holds the hope that his reminiscences will not encourage adventurous minded boys to jump "the rattler." But, let Mr. Gavan Duffy tell his own interesting story.

My friends (he says) have sometimes asked how long it is since I first became interested in trains, or, as the more brutally frank of them put it, I became "mad."

Well, the answer is a long time ago. My old nurse used to tell me that, even when I was in my perambulator, I was never happier than when I was taken down Balaclava Road and allowed to watch the busy little C's fussing across the old bridge. Even better was it to be taken to the Inkerman Road gates. This, I was assured, was a sure cure for the tantrums. I can, of course, quite well remember Balaclava when it was all C's, with an occasional N to liven things up. I can also just remember going to Sandringham, when I cannot have been more than four or five years old, and being fascinated by the sight of the signal box at Balaclava, which was then on the down platform. The works were plain to every passer-by, and the signalman was always ready for a yarn (to my nurse, not me).

My next recollection is of going to Kew and waiting at Hawthorn for the up train to come, the actual bifurcation then being at Kew Junction Box. I can't remember this box, but what I can remember is the S.M. at Barker's Road with the shiny brass staff, as to which no one could enlighten me; some saying it was the whistle! Barker's Road was a staff station. Why, Heaven knows, as I don't think the lay-out was ever any different from what it is now.

I used to go to Kew quite a lot, and was puzzled by mysterious whistles to the northward. This led to my being taken to the Willsmere bridge,

there to be delighted by the sight of a little train going towards Fairfield. It wasn't the Rowan Car, but I can't remember the engine. After it had gone, I insisted on staying for a while, deluded by the down home, which was hanging off, as presumably it always did; it was an old-fashioned stick on a short post on top of the cutting on the wrong side of the line. My wait was not in vain, for, presently, a light engine came bustling along in the opposite direction. I have often wondered since what it was and where it was going.

This little incident led to my demanding a trip in this train, and I was duly taken to Willsmere, but apparently no one had looked at the time-table, for it appeared that there wasn't going to be a train for four hours, or till next Tuesday or something. So I never got my wish.

My next vivid recollection is being taken from Balaclava to Sandringham with a mob of kids for a picnic. I can still visualize the little C bustling in and the excitement of changing trains at Brighton Beach with another C. The real excitement, however, came as we rounded the curve after the New Street crossing and there discovered that the lady at Holyrood Street had forgotten us, or something, and there were the gates across the line. The little fellow made a valiant attempt to stop, but all in vain; and I gazed fascinated while the engine came up to the gate, hit it, and went through, stopping just too late. I can still see the gatekeeper's face as we came up (she was too late to do a thing), the little girl standing behind her, the engine driver getting down, stonily silent, to remove pieces of gate from the line, and the gatekeeper from New Street, wearing a big straw hat, running round to see what the row was about.

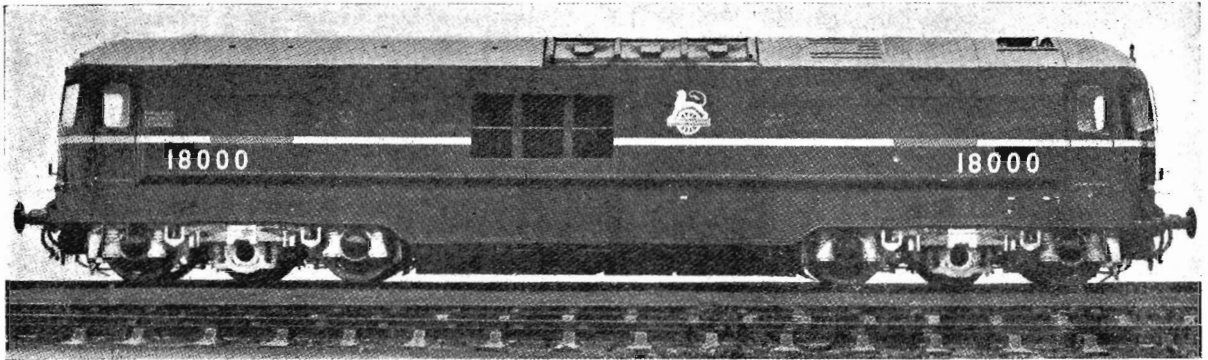
This crossing, of course, does not now exist. The box at Sandringham was then out of use, and boarded up, as it was for years. There was a little four-lever frame on the platform, the office was a portable, and the block instrument was handy to the ticket window.

(To be continued)



New posters on the South Yarra station exterior.

British Railways' First Gas-Turbine Locomotive



Great Britain

THE Brown-Boveri gas-turbine locomotive recently delivered to the Western Region, British Railways, has gone into service. It had already made a number of trial runs.

The locomotive is double ended; two identical cabs giving unobstructed lookout are provided. The power unit, consisting of gas turbine, compressor, heat exchanger, combustion chamber, and geared generator assembled on an auxiliary frame, takes up the larger part of the machine room, which is partially sub-divided by the air intakes to the compressor. At the combustion chamber end is the auxiliary diesel-generator set, the train-heating boiler, and one of the traction motor fans. The other fan is placed at the main generator end, together with the mechanically-driven and the motor-driven exhaust-compressor sets for the brakes. Fuel oil, lubricating oil, and water are carried partially in the roof and partially in the middle portion of the frame.

Principal technical data are as follows: length over buffers 63'; maximum height from rails, 13' 4"; diameter of driving wheels, 48½"; diameter of carrying wheels, 38"; continuous rating of gas-turbine unit, 2,500 h.p.; tractive effort during starting, 31,500 lb. up to about 21 m.p.h.; tractive effort continuously, 12,400 lb. at 64 m.p.h.; maximum speed, 90 m.p.h.; adhesive weight, 174,000 lb.; fuel, heavy fuel oil.

—*Railway Gazette*

The Old Branch Line . . .

I loved you long ago, but never dreamed
That you were doomed to die; you always seemed
So everlasting in your lusty prime, Defying time.
I loved your little stations and the laugh
With which the guard returned my school-boy chaff;
I loved the woods and fields that wrapped you round,
But never knew that they were hallowed ground.
Today, I saw you, derelict, forlorn,
With gaping wounds by time and torrent torn
A rusty rail or two, a cattle pen
O'er-grown with weeds, where once the songs of men
Rose to salute an earlier, happier day, So far away.
Now all is still, a mouldering silence reigns
As nature re-assumes her old domains;
The "push and pull," that ambled up and down,
No longer carries milk churns to the town.
When I was young, old friend, you—lusty, bold—
Were growing old!
Eheu fugaces! Time has no respect for you or me. How'er we may
reject
His stealthy onslaught in our vibrant youth,
Time marches on, as pitiless as truth.
Now, progress is the sovereign remedy
Prescribed for every human frailty,
And progress scoffs at immortality
Progress has passed you by
Old friend. Good-bye!

A. B.—*Railway Gazette*

WHY does the driver of the *Golden Arrow* whistle each morning as he passes Orpington Hospital, on the way to Dover? To cheer up patients in the orthopaedic ward, which overlooks the railway. Said the Assistant Matron: "It's very much appreciated, and also useful as a time check for making coffee." Comment by British Railways: "It's one of those harmless gestures which help the world go round."
—*Daily Herald*.

U.S.A.

THE *More Power to America Special* was launched on a nationwide tour by the General Electric Company at New York when it was inspected by representatives of electric utilities and manufacturing industries, transportation officials, representatives of the armed services, and New York City officials. It is believed to be the first time all the apparatus for producing, distributing and utilizing electric power has been displayed in a single series of related exhibits, and the first time a display of this magnitude has been completely installed in a train. Over 2,000 different products, processes and techniques are displayed in eight of the ten cars, many of them in operating exhibits.

Advance designs of steam, mercury, and gas turbines are graphically represented in the power generation, distribution and transmission section. How industrial lighting pays off in terms of increased production, protection, safety, efficiency, convenience and prestige is explained by the exhibit in the industrial lighting section. Some of the major contributions of the electrical industry to national security are portrayed in displays related to atomic power, jet engines, guided rockets and shipboard equipment.

A two-unit Diesel-electric locomotive, rated at 4,500 h.p., will haul the train. The locomotive weighs 315 tons, is 129' 2" long and has an overall wheel base of 99' 4". The two units carry 2,400 gallons of fuel oil, 460 gallons of lubricating oil, and 3,200 gallons of water for steam heating.
—*Railway Age*

CEREAL, Bacon, Vegetable, Dessert, Tea, Coffee, and Sugar is not a restaurant menu, but the names of seven railway stations in the United States.

—*Spanner (C.P.R. journal)*.

HOWLERS

The dog came bounding down the path emitting whelps at every bound.

Rhubarb is a kind of celery gone bloodshot.

STAR-GAZERS

QUITE a number of railwaymen are interested in the stars—some in the galaxy of movie talent and others in the more authentic heavenly bodies.

Among the real star-gazers is Mr. J. C. Hewitson, Telegraph Supervisor, Spencer Street, who first became interested in the stars as a boy at Wandilgong, his birthplace. There, especially in winter, the heavens are ideal for star-gazing.



Mr. Hewitson

He read quite a bit on the subject, but it was not until the first world war that he took up astronomy seriously. While stationed at Rockhampton with the Royal Australian Naval Radio Service, he noticed many stars which he had not seen further south. This prompted him to do some more reading on the

subject, and he then spent most of his spare time in the excellent library at Rockhampton.

It was through the late Mr. J. D. Michie that, after his return to Melbourne, he joined the Astronomical Society of Victoria in 1932. The following year he was appointed treasurer and held that office until 1944. He was elected president for 1945 and was a member of the

executive council of the Society until this year, when he resigned "to give way to the younger blood coming in" as he put it.

The Society has various specialized groups for the study of variables (stars), sun, moon, planets and cosmogony. Cosmogony and astro-physics, particularly relating to the structure of matter, are Mr. Hewitson's special interests. The developments of the atom and hydrogen bombs have brought this section into prominence.

Members are interested in all the physical sciences, Mr. Hewitson pointed out, and they cover a wide range of subjects in their lectures which are given either by outside experts or by their own members. Members act as conductors for tours through the Observatory, using the Society's telescopes as well as those belonging to the Observatory.

Among the Society's equipment, of which members are naturally proud, is a 3" refractor telescope which was bought originally by the late Sir John Monash who was a member of the Society. He later sold it to another member—Mr. Charles Ruwolt—who eventually presented it to the Society. Their 12" reflector telescope was built by Mr. Les Jeffrey, son of Mr. Frank Jeffrey, a former electrical fitter at Bendigo.

Mr Hewitson assures *News Letter* that any interested railwayman would be welcome at the Society's meetings.

COCKATOO JOINS IN RAILWAY PLANNED SERVICE

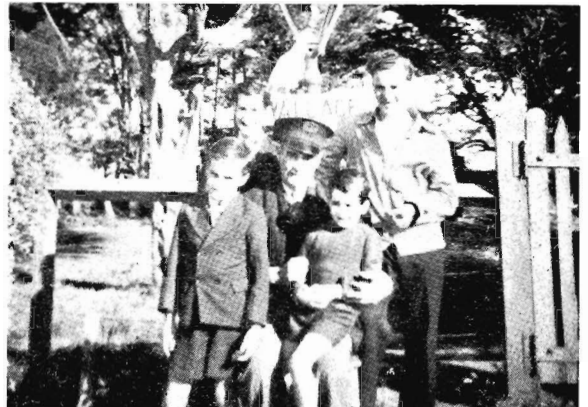
WALLACE, on the Melbourne-Ballarat line, is noted for its large potato traffic (the average annual number of bags dispatched is 80,000), and its trained cockatoo. The bird perches on the fence near the barrier gate and, as each passenger train pulls into the station, he shrieks "Wallace." Apparently even our birds have heard of the Department's railway planned service.

Genial A.S.M. Leo. S. Dwyer is almost as well known as his trained cockatoo. He is the father of ten strapping young Australians—four boys and six girls. His eldest son is Porter J. A. Dwyer, and his eldest girl, Margaret, is a nursing sister at Ballarat District Hospital. Another daughter is a trainee nurse at the same hospital.

A.S.M. Dwyer takes a pride in his railway work. That is evident from the fact that, since taking up duty at Wallace in 1942, he has never failed to win either a prize or receive a commendation whenever he has entered for the station tree planting and decoration competition.

Writing to the *News Letter*, A.S.M. Dwyer says he would like to know how his one-man station compares with others in its class. Wallace's average annual revenue over a period of years has been

£10,000. The actual cash remitted in 1949 was £6,217. The total number of inward goods waybills received last year was 13,708, a monthly average of more than 1,100. The total number of inward cans of cream and empty returns last year was 55,230. In the same year 550 tons of butter were dispatched outwards. The total outwards goods tonnage for last year was 6,311 tons.



Mr. Dwyer and his sons, with the cockatoo in the background

AROUND THE SYSTEM

ONE of the most enthusiastic first-aid men in the Echuca district is Driver W. B. Payne, who served with an ambulance unit in the First World War in Egypt, France, Belgium and Germany.

He obtained his first-aid certificate in 1914, and in that year he also won the open first-aid competition at South Street, Ballarat. He has been a member of Stawell and Ararat first-aid corps and for more than 20 years has been an instructor at Echuca, during which time 200 awards have been received by railwaymen. For some years now the annual railways first-aid class at Echuca has drawn students from as far distant places as Balranald, Moulamein, Strathallan and Koyuga.

During the Second World War, Driver Payne was Superintendent of the Echuca District Red Cross Emergency Service, and an instructor. In 1940 he was appointed St. John ambulance lecturer for the Echuca district. During the war he held as many as three classes a week, including some for nurses at the district hospital. Hundreds of certificates and medallions were awarded.

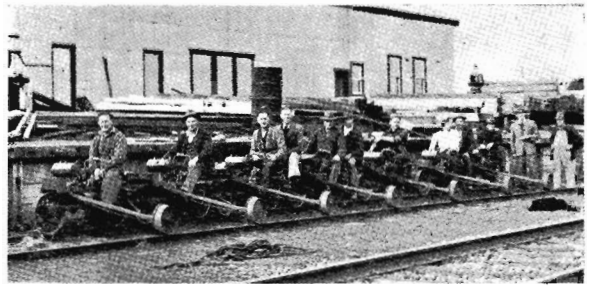
MR. W. A. Dunne, retired Wonthaggi stationmaster, received a novel farewell recently from the station staff when he and Mrs. Dunne left by train for Melbourne. Twelve detonators, representing the years that Mr. Dunne had been at Wonthaggi, were exploded by the train as the popular stationmaster said good-bye to his colleagues.

Mr. Dunne, who had had 43 years' service in the Department, was held in high esteem by all sections of the community. Before he left the district, he received a number of presentations from friends and admirers. On behalf of the Wonthaggi Co-operative Club, Mr. H. Saunders presented Mr. Dunne with silver cake dishes, and bus and taxi drivers gave him a fountain pen. Lady parishioners of St. Joseph's Roman Catholic Church, Wonthaggi, presented Mrs. Dunne with a handbag and a wallet of notes. A daughter of Mr. and Mrs. Dunne is a mission sister at Beagle Bay and a son is a priest. Mr. and Mrs. Dunne will live in retirement in Melbourne.



Camberwell Station Staff in 1909

Back row (left to right) : Ex-Passenger Guard T. Riley ; Mr. P. Nankervis (clerk), now S.M., Flinders Street ; Ex-Suburban Guard A. McNamara (deceased) ; Mr. T. Devine (Chief Train Controller, Seymour). Front row (left to right) : Porter L. Wagland (deceased), Junior Clerk T. Kyle, Mr. R. J. Wallis (clerk, resigned), Signalman A. Gable. Mr. Wallis, now Col. Wallis, M.C., is organizing secretary of Prince Henry's Hospital. Much of present day prosperous Camberwell was paddocks and market gardens when this picture was taken. Land within a short distance of the station was sold for £1 a foot. To encourage people to settle in the district, home builders were given free rail tickets. The picture was supplied by Mr. J. L. Keary, S.M., Spencer Street.



Members of the track force at Korumburra on their new motor tricycles, which were issued recently to replace the old hand propelled machines that had been in the district for many years. Stationmaster L. P. Noel Sullivan, of Korumburra, supplied the picture.

* * *

MR. Albert W. Hardman, of North Coburg, has written the following letter to the Timekeeper, Melbourne Goods :
 "On leaving the Victorian Railways' service I take the opportunity of saying a word of appreciation of the advantages I found in casual employment. I have read from time to time notes of appreciation in the *News Letter* and in the same spirit of thankfulness I add my own experience, which I hope will give a little encouragement to yourself and others concerned.

"Some years ago, I broke down in health and had to go into a hospital in New South Wales, where I remained for a number of years. Upon discharge, I came to Victoria expecting to take up my work in the Church, of which I was a registered Minister. As a senior officer, I had also served for 10 years in one of the banks. However, I was unable to make satisfactory contacts in the church here and was directed to the railways by one of the staff. I immediately took what was offered.

"This casual employment completely solved my problem. I was able to take time off to go back to New South Wales for a fortnight to put my affairs in order, to go to Western Australia to attend a church convention, and to fly to Tasmania and Canberra to attend to my work there. Subsequently, I obtained an appointment in the Church in India.

"While in hospital I was directed to continue my work in the Christian Ministry, and on joining the railways, the Union made me the official visitor to the sick, including those in hospitals. I also took the first aid course. The job at Melbourne Goods was worth £10 a week to me for the reason that I availed myself of all the advantages that went with it. The Railways Institute, for fourpence a week, gave me a home in the city at night. I believe the men in the Goods Sheds do a good job. I was always happy and healthy while I was doing this work. The casual work was just what I needed. The Railways give a much needed and valuable service."

OBITUARY

WE record, with deep regret, the recent death of Mr. John D. Michie, former librarian at the V.R. Institute. Mr. Michie was the first editor of the *V.R. Magazine* (parent of *News Letter*) and, prior to that, of the earlier *V.R.I. Review*. He started the *Magazine* in 1924 and carried out the heavy work of the initial issues, editing the *Magazine* until the end of 1928, when it was taken over by the Commissioners. A scholar, artist, astronomer and gentleman, he was respected and liked by all whom he met.

BACK-ROOM BOYS—Continued from page 3

A side-line is the investigation into the cause of fires in goods carried by the Department.

The Laboratory is also concerned with the introduction of new technical equipment and processes. It is supervising the application to railway work of the supersonic flaw detector that locates hidden cracks in metal.

Its technicians ensure that when the Department buys, it obtains the best possible value for its money. They are indispensable members of the team behind the train.

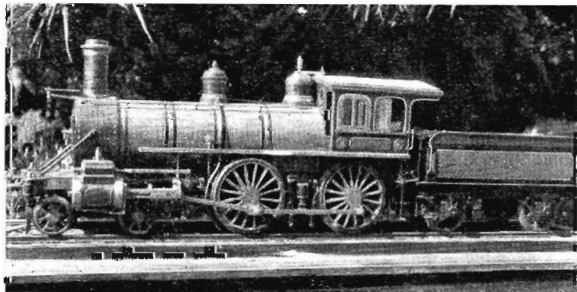
SPORT FLASHES

THE first annual Wimmera railway golf tournament, held on the Dimboola golf links last month, was a big success. The tourney was conducted by the Dimboola Railway Golf Club, the organizers being George Tolliday (president) and Eric Muir (secretary). The competitors included railway golfers from Hopetoun, Warracknabeal, Murtoa and Serviceton.

The singles championship was very keenly contested. After 18 holes, G. Sharp (Dimboola) and L. Barlow (Hopetoun), had each scored an 88. In the play off over three holes, the first two were squared. Sharp got on top, however, when Barlow drove his tee shot into the rough, thus paving the way for his opponent to win the hole and the match. The 18 holes handicap event was won by G. Tolliday (Dimboola), 93 (14), 79. Jack Barnes (Hopetoun), won the secret nine holes competition with a net 41. Fifteen women golfers took part in the tourney. The nine holes scratch event was won by Mrs. N. Edgar (Dimboola), 51. The nine holes handicap went to Mrs. G. Tolliday (Dimboola), 55 (11½), 43½. Mrs. G. Hackett, was the winner of the secret six holes event.

The novel result sheet, which was displayed in the golf house, carried sketches with a typical railway flavour. Here are a few examples of advice given to the railway golfers. Signalmen: Those detained in the rough must exhibit the proceed signal. S.M.'s A.S.M.'s: Departures and timing must be perfect. Shunters: No kicking the ball into the hole. Firemen: Only a driver's handicap. Train Examiners: Examine things carefully. Repairers: Small divots, please. No shovels by request. Clerks: No pay for overtime in the rough. To everyone: Now forget the job and concentrate on golf.

There are some keen baseball players at Ballarat. Jack Spiers, clerk in the storekeepers office, and Max Lepp, junior clerk, District Engineer's office, were members of the senior team, which won the premiership from Bendigo by two runs to one at the last provincial baseball carnival in Melbourne. Both Jack and Max were selected in the all star team at the conclusion of the series. Jack played at first base and Max at short stop. Stan Burt, goods shed clerk, was manager of the junior team, which were runners up to Geelong, six runs to eight, in the junior premiership. Frank Davis blacksmith's striker, Way and Works Depot, was an umpire. Frank had very few of his decisions disputed.



This model of a Rogers (U.S.A.) locomotive built for the Victorian Railways in 1877, is displayed in a glass case at the Maryborough Railways Institute. The model, which was built to a scale of 1" = 1', by an old Victorian Railway driver, Mr. Tommy Walters, contains 6,000 parts, is driven by steam and was designed for a speed of more than 40 miles an hour. Two 4-4-0 Rogers locomotives, Nos. 162 and 164 were imported by the Department. The type is known under the White system of locomotive classification as American. The picture of the model was supplied by Mr. W. Larsen, of East Brunswick, who is a railway enthusiast.



The home and home football games for the Commissioners' Cup will end soon. At time of going to press, Melbourne Yard was on top of the list with 22 pts. then followed Spotswood 16, Loco 14 and Northern Lines 4. The annual match between the V.R.I. and Postal teams will be held at the Fitzroy football ground on Wednesday, August 23.

CABARET BALL

A cabaret ball for the funds of the railway auxiliary for the Frankton Orthopaedic Hospital will be held on August 23, at *The Dorchester*, Alexandra Avenue. Tickets are 15/- each, and may be obtained from Mr. R.J. Attrill, Newport Workshops (phone 1131, ext. 45), Mr. G. Kent, room 191, head office (phone 1965), and other members of the committee.

FOOD FOR BRITAIN

THROUGH railway station collecting boxes the public is still responding to the Lord Mayor's Food for Britain Fund. During the year ended June 30, £60 was sent by the Department to the organizer of the appeal.

SAFETY FIRST

KEEP guards on machines. Wear goggles, gloves and any other protection the job may require. Report all accidents, all defective equipment and tools, and unsafe conditions. Put away tools and other equipment when not in use, keep floors clean and pick up scrap. Wipe up oil or water spilled on the floor. Even for a slight injury, get first aid. Neglect may lead to infection, which may mean weeks of lost time and even permanent impairment.

Victorian Railways

New Letter

SEPTEMBER 1950

Issue No. 240



COAL . . .

The discovery of coal in Victoria and the early history and development of the State Coal Mines at Wonthaggi.

THE utilization of the heat and energy released from the combustion of coal has been a dominating influence in the progress of the world during the past 150 years. It has been said of coal that it has done more to change the mode of life and habits and thoughts of mankind than all political, social, and personal influences combined.

Black coal is found in Victoria, mainly in South Gippsland, and the best known field is at Wonthaggi, about 86 miles from Melbourne. The earliest known record of coal in Victoria appears in an appendix to a report by the explorers Hovell and Hume, who reported having discovered it at Cape Paterson, about four miles south-east of Wonthaggi, during 1825-26. In May 1836, Dr. Anderson, of San Remo, rediscovered the seam and sent samples to Sydney.

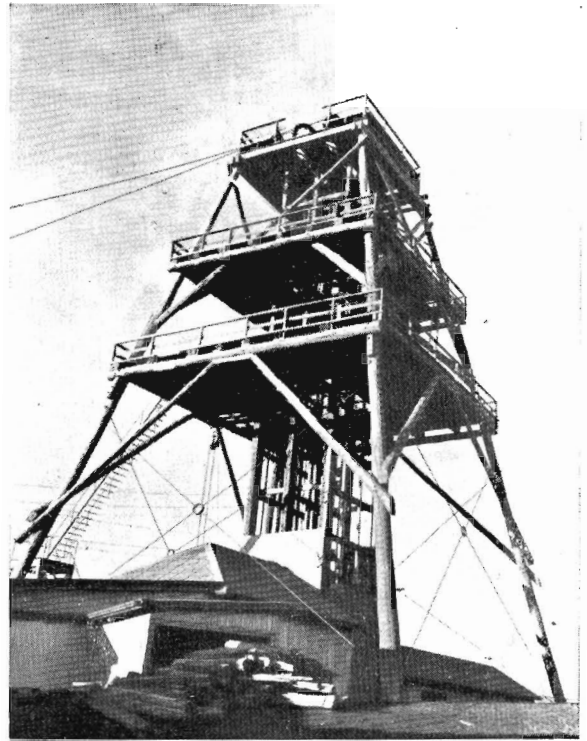
In 1840, Captain Cole opened up a small seam at San Remo, a pleasure resort 15 miles west of Wonthaggi, and took several tons to Melbourne. But, little more was done until September 1852, when the Victorian Government offered a reward of £1,000 for the discovery of a workable coal field in Victoria. Mr. R. Davies, of Kilcunda, secured from the Cape Paterson district a sample of about 30 lb., which he brought to Melbourne, submitted to Governor Latrobe and claimed the reward, which was paid to him some few years later.

OUR FRONT COVER

Recalling to many Victorians, memories of bush outings and picnics in the beautiful Dandenong ranges, the narrow gauge train from Upper Fern-tree Gully to Gembrook holds a special place in their regard. It is extremely popular with the children who are fascinated by the little train. Our front cover shows it at the water tank between Selby and Menzies Creek.

Actual mining was not commenced, however, until 1859, when the Victorian Coal Company sank a number of shafts and bores to prove their lease in the vicinity of Cape Paterson. About 2,000 tons of coal was raised and shipped to Melbourne, where it sold for 35/- a ton. The thin seam, and the difficulty of transport, brought mining to an end in 1864, after about £2,000 had been spent on the venture.

The first investigations of the Wonthaggi coal field were made in 1858 when a Government bore



Poppet Head

was sunk on the edge of the seam, which was later worked in the McBride Tunnel pit of the State Coal Mines. Two more bores were sunk close to the Powlett River, three miles from the present workings, at the end of the 'eighties, and small seams were cut.

Exploration by boring was recommenced in 1908, and a seam of coal, six feet thick, was located at a depth of sixteen feet from the surface. Shortly afterwards, a shaft was sunk a few chains northward of this bore, and here a seam of eight feet thickness was cut at 39 feet from the surface, and a few tons were mined for testing.

Preparations to work the State Coal Mines, under the management of Mr. Stanley Hunter, of the Mines Department, were commenced on November 22, 1909. This was done to supply coal to the Victorian Railways during the Newcastle coal strike. A shortage of coal for all purposes and the consequent paralysis of Victorian industries, the dislocation of trade and public concern produced a situation verging upon panic. It was imperative that coal should be obtained for the railways and other essential industries.

Excess water which had accumulated in number one shaft was pumped out, and three other shafts were sunk nearby. As soon as coal was brought to grass, bullock teams carted it to Inverloch, a distance of ten miles. It was loaded into boats and shipped to Melbourne. The first consignment was sent on November 25, 1909. As the coal output

(Continued on page 13)

THEY ARE WELCOME

British rail men and their families arrive on "Ranchi"



THE first of the 750 new railwaymen from Britain, who were recruited for work in the Victorian Railways, reached Melbourne in the steamers *Ranchi*, *Ormonde* and *Chitral* last month, and were warmly welcomed into the Victorian railway family. They brought with them their wives and families, a total of 131 people.

Railway officers met the ships in the Bay and at Station Pier, on behalf of the Commissioners, to answer questions about Australia generally, and the railway service in particular.

Keen interest was shown by the metropolitan press in the first arrivals in the *Ranchi*. They were photographed and interviewed on board, and altogether given a very friendly reception. Donald Cameron, of Aberdeen, and three-year-old Donald junior, who wore their Gordon and Fraser tartans, were a news photographer's dream come true. William Morrice and his charming wife and six children, also attracted a great deal of attention. He came from South Shields and was a platelayer with the National Coal Board Railways. In the last war, he served with the Royal Engineers, and did railway work in India and Burma.

After passing through the customs, the new arrivals from the three ships were taken in coaches along the foreshore as far as St. Kilda, and then back to the city by way of St. Kilda Road, Alexandra Avenue and Punt Road bridge. They were agreeably surprised at the size and beauty of Melbourne. After their brief sight-seeing trip, they were driven to their temporary homes at Sunshine.

The new railwaymen and their wives and families were delighted with their new homes and the

reception arrangements. Welcoming them there, the former Minister for Transport (Mr. Kent Hughes), said he was greatly impressed by the way the railways had organized things. Not even the slightest detail had been overlooked. He predicted that the housing of the British railway workers would be "the forerunner of something very much bigger."

Every responsible member of the Department will welcome the arrival of these kinsfolk of ours. The majority of them are ex-servicemen. Some of them fought alongside our own men in World War Two. But, apart from sentiment, their arrival here helps to fill an important gap. It will go some way to ease the Railway staff shortage problem, and enable jobs in workshops and around the system to be better spread.

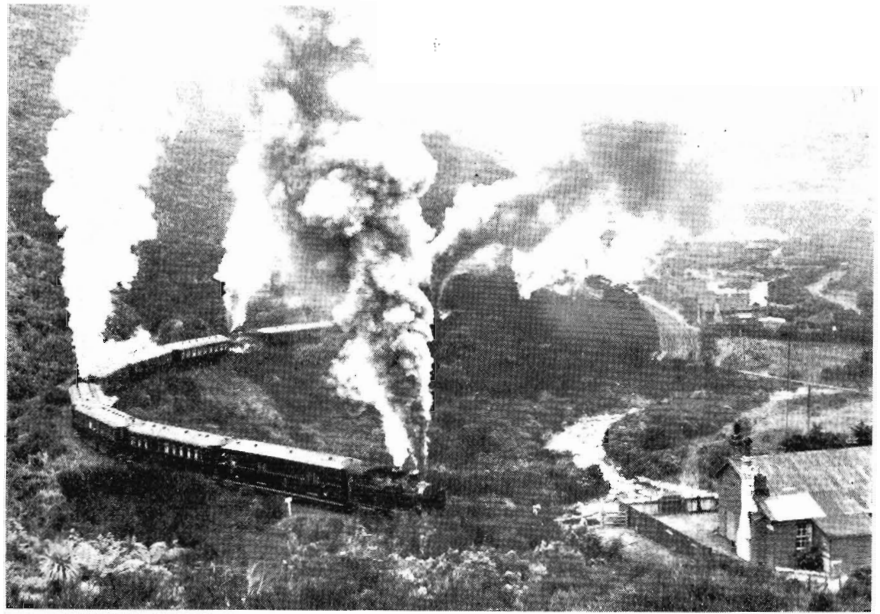
It was necessary to recruit these men, since labour, both skilled and unskilled, in Australia, is not nearly sufficient for the requirements of industry. The Railways, in looking for a way out of their pressing manpower difficulties, took the broad national view. It was far more practical and much fairer to everybody to import labour, than to induce men to leave other industries from which they could not be spared. The Department concentrated on married rather than single men, because the family man is more likely to make a career of railroading, with its security and pension rights.

Having decided on this policy, the Department had next to consider the question of housing. Sponsored migrants to Australia under the migration scheme have to be guaranteed accommodation.

(Continued on page 10)

A Remarkable Mountain Railway

By Roy C. Matthews,
N.Z. Railways



The 1934 Royal Train (conveying H.R.H. The Duke of Gloucester) climbing the Rimutaka Incline.

NESTLING in a gully on the northern slopes of the formidable Rimutaka range, Cross Creek is perhaps the most interesting of New Zealand's 1,240-odd railway stations. In its 70 years' existence, Cross Creek has become a tradition with railwaymen, for at this point commences the world-famed Rimutaka Incline, the steepest section of railway in the Dominion. Graded at 1 in 15, with a succession of 5-chain curves, the three-mile Incline elevates the railway from a height of 272 feet above sea level at Cross Creek to 1,141 feet at Summit. Although not as steep as some Swiss or South American mountain railways, the Rimutaka Incline is unique in being the only surviving example of a steam-operated railway employing the *Fell* system of traction.

When the Wellington-Wairarapa railway was built during the late 'seventies, limited funds obliged the engineers to adopt a surface route requiring the minimum of tunnels, bridges and heavy earthworks. This form of construction necessitated a steep ascent from Cross Creek to Summit, and, as ordinary engines of that era could not haul a worthwhile load on a 1 in 15 grade, the system developed by an Englishman, John B. Fell, was adopted.

The *Fell* system employs a specially designed locomotive incorporating an auxiliary steam engine between its frame or chassis. This "inside" engine drives a series of horizontal wheels which are arranged to grip each side of a large double-headed rail laid centrally between the two running rails. Thus, with both "outside" and "inside" engines working, a *Fell* locomotive can climb the steep grade with a good load, although only at very low speeds.

Six *Fell*, or H class, locomotives are used on the Rimutaka Incline, the four oldest being veterans of 1875 vintage. Each *Fell* locomotive is rated to haul a 65-ton load on the Incline, and the maximum load for a five-engine train is 260 tons. The speed of northbound trains, descending the Incline, is controlled by special *Fell* brake-vans equipped with powerful hand-operated brakes which, applied by specially trained Incline guards, grip the centre rail.

Driving or firing an ancient *Fell* locomotive is no sinecure, and with uphill speed reduced to mere walking pace, especially on greasy rails inside one of the three tunnels, conditions are often unpleasant. Nevertheless, there are few New Zealand locomotive men who do not regard a term at Cross Creek as one of the highlights of their railway career. Another important job without much glamour is carried out by the signalmen at Summit, a lonely mountain outpost accessible only by rail. At both Summit and Cross Creek, the wives and families of some 30 married railwaymen lack many modern amenities, and to them also must be apportioned some of the credit for the sterling job done by their menfolk.

Now that much of the Wairarapa freight traffic is diverted via the Manawatu Gorge, the Rimutaka Incline handles less tonnage than in former years. However, the task becomes more difficult with the increasing age of the hard-worked *Fell* engines, and at present the daily capacity of the section is about 1,100 tons. Rail-cars have popularized passenger travel over this route, and further improvement will follow with the arrival of new twin-unit Diesel rail-cars now on order. A 5½-mile tunnel at present being driven through the mountains will eventually solve for all time the problem of the Incline.

THE TROUBLEMEN

*They carry out running repairs
and remove anything that pre-
vents a free flow of traffic.*

THIS is the brief description given by Sub-Foreman L. M. McCarthy of the work done by the equipment examiners. It includes all running repairs to electric trains and electric locomotives, the removal of derailed vehicles, and certain emergency repairs to Diesels, rail motors, and petrol electrics. There are only 22 men in this small but important grade and, together with other staff in the Jolimont yards, they are supervised by Foreman H. C. Harrison and Sub-Foremen E. W. Nicol and L. M. McCarthy.

All of the *troublemen*, as they are generally called, are skilled tradesmen fitters and turners with experience in loco shed maintenance work and, of course, a knowledge of electrical repairing.

Besides the routine of train inspection and repair in Jolimont yards, and regular visits to several stations in the outer suburbs for similar work, they are called upon for emergency jobs anywhere in the metropolitan area, and sometimes outside it. These



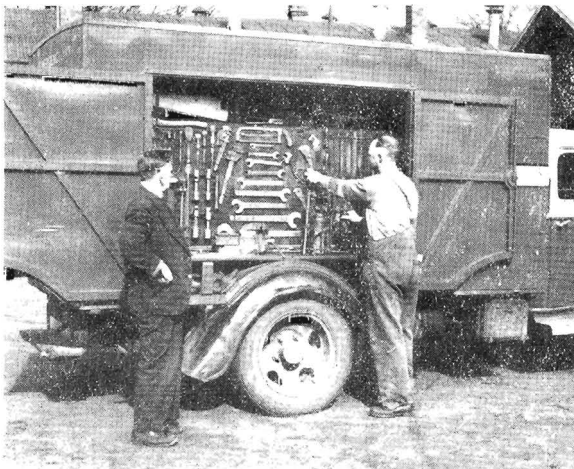
Lifting car with jack to renew wheel bearing

A vital part of the organization is the emergency van that takes them to the job. It is a truck that opens at the rear and on both sides, and is fitted with a wide range of tools and equipment. Besides spare parts and small tools, it carries steel hawsers, block and tackle, wooden packing pieces, and powerful jacks with a combined lifting capacity of 150 tons. For jobs that cannot easily be reached by road, a converted rail truck with similar equipment is used.

As the *troublemen* repair everything between the pantograph and the ground, they have to be versatile. They may be called on to remove a damaged pantograph from the roof of a train under *live wire* conditions, burn out with oxy-acetylene torches some jammed train gear wheels, or perhaps remove a motor car that has crashed through a fence on to the line.

The cause of some breakdowns is not always obvious. One of the equipment examiners recalled the time he was sent to an electric train on which a circuit-breaker had opened while the train was standing in the yards. An examination failed to disclose a short-circuit, until he looked underneath the frame and there found the remains of a cat that had climbed in to have a sleep among the rheostats, and by its electrocution had caused the *short* that opened the circuit-breaker.

All the *troublemen* are keen on their job and proud of the important part they play in keeping the trains running.



Emergency Van

may range from the insertion of a small split pin in the governor of an air compressor, to finding an elusive fault in the complicated circuits of an electric locomotive. This is a 24-hour service, and once the call goes out there is no rest until the job is finished and traffic restored. Food is sent out to the men by the Refreshment Services.

Rushworth becomes Little Europe

By Stationmaster B. Hills.

RUSHWORTH at the present time is one of the most interesting stations on the system. It is the transportation centre for the New Australians who are living at the large migrant camp, about 7½ miles north of the town.

The Director of the Rushworth Holding Centre for New Australians is Colonel Parks. He is responsible for the welfare of 1,150 people, mainly women and children. The men work at various jobs throughout the State, and return to the centre every two or three weeks to visit their wives and children. Among the nationalities represented are Ukrainians, Poles, White Russians, Russian Poles and Czechs.

The New Australians arrive at Rushworth on Fridays, and return to work on Monday mornings. There are so many of them that the Railways have had to put a more powerful Diesel rail-car, with trailer, on the run.

The railway station on Monday mornings is a busy place. Eighty to a hundred New Australians arrive to buy their tickets to such places as Stawell, Hamilton, Colac, Geelong, Moe, Yallourn, Benalla, Albury and Seymour. There is a babel of foreign tongues at the ticket window. This is what it sounds like :

Proszu kwytok druhoi klasy do Mulborne (please, ticket 2nd class to Melbourne).

Dobry din, okotory hodyni wychodyt poizd (good day, what time does train go ?).

Proszu kwytok perszoi klasy do Mulborne I nazad szczo kosztuje kwytok (please, ticket first class to Melbourne and return, how much ?).

We've got a big language problem on our hands. At times it looks hopeless, but we always find a way out of our troubles. Our reward is a courtly bow and a beaming smile. How would a metropolitan booking clerk react to this ? One day a new Australian came to the ticket window and asked for a *kwytok do Moo, no cum bak*. He merely wanted a ticket to Moe, single only. And how would you interpret this one ? *kwytok do Sarley I Nazad*. The answer : a return ticket to Sale.

Recently, a lady asked for a ticket to Indiana. The A.S.M., who was booking at the time, told her that the Victorian Railways' planned service did not provide for journeys to America. The lady got very excited. Finally the A.S.M. realized that she wanted a ticket to Bandiana. The next request was for a ticket to "Annulla." This one did not trick the A.S.M. He handed the New Australian a ticket to Benalla. He was right. To get the ages

of the migrants' children, you don't ask the mother how old they are. You say, "name ?" Mother will reply, "Olga." You then ask, "many lets ?" Lets mean years.

One day a family was leaving the district to set up house at Geelong. The mother could not speak English. She got her twelve-year-old daughter to act as interpreter. Her English was perfect. I asked her how she came to speak such good English. She replied that she had learnt it in Germany after she had been taken away from her family. In addition to English, the child spoke six other languages fluently. Quite a number of the children attend the State School at the camp and the Rushworth High School. They are bright, intelligent pupils.

One of the four New Australians working with a special bridge construction gang on the Rushworth line is Alexander Kowalenko, a Ukrainian, from Olika. He has a wife and two daughters, Olga, 5, and Helena, 6. When his two years' contract with the Australian Government ends, he hopes to buy a small home with a few acres of land suitable for a market garden. The other three New Australians are Josef Paus, Stefan Zinowczyk and Dmyitr Omielczuk, all of Poland. They hope to become permanent railwaymen.

There are some brilliant men among these New Australians. One, a highly qualified doctor of medicine, is employed in the camp dining rooms. Another is a doctor of music.

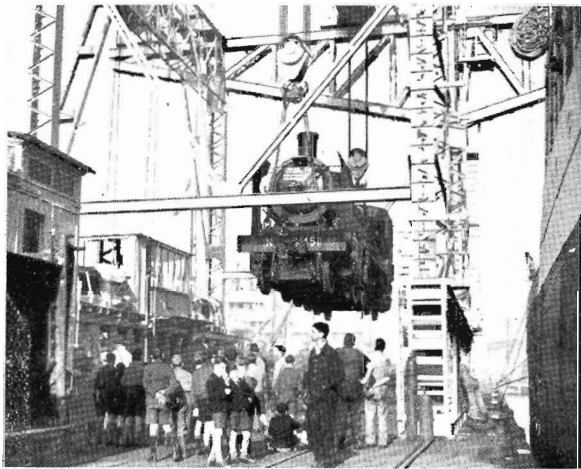
One of the difficulties I have had with New Australians is to convince them that it is safer to put their money in a bank than carry it in their pockets. Their main objection to opening a savings bank account is the fear that the money will be lost, as it was in Europe. One man told me that at one time he had the equivalent of £5,000 in the bank. In one day, because of inflation, its value dropped to the price of a pound of butter. Many of the New Australians, however, have overcome their fears and have accepted my advice.

One thing that caused the station staff much worry when the New Australians first travelled on the railways was their marked reluctance to put their *bagarz* (baggage) in the van. Imagine 80 men crowded into a 43-passenger Diesel, and about 80 or more suit cases overflowing from the racks on to the floor. There wasn't even standing room. I asked the New Australians why they objected to putting their cases in the van and was told that it cost too much. "In Europe it costs 10/- per 100 miles to carry a suit case in the van of a train," said one of the new arrivals. I told them all that the Victorian Railways carried personal luggage, up to a certain weight, free. After that we had no more trouble with suit cases.

The station staff is grateful to the camp director and his officers for their co-operation in the handling of a vastly increased passenger and goods traffic at Rushworth.

LOCOMOTIVE ORDERS

THE delivery last month of the first two of the British built N class locomotives was the beginning of a flow of much needed engines from overseas and Australian contractors. During the depression and war years, the Department's locomotive building programme was, of necessity, so severely restricted that, at present, the average age of locomotives in use is beyond economic limits. Engines therefore spend excessive time in workshops.



Unloading N class engine from "Empire Star"

The building of new locomotives at Newport Workshops (the first of the new N's was completed recently) and the purchase of others, is one of the major aspects of *Operation Phoenix*. The tally of orders placed up to date is impressive:

- R class (main line passenger):
70 from North British Locomotive Co., Glasgow.
- N class (goods):
20 from Newport Workshops
50 from North British Locomotive Co.
- J class (goods):
50 from Vulcan Foundry, Lancashire.
- X class (main line goods):
15 from Clyde Engineering Co., Sydney.
- Electric (main line passenger and goods):
17 (with option to increase to 25) from English Electric Co., Bradford.
- Diesel-electric (main line passenger and goods):
17 from Clyde Engineering Co. (dependent on import licence).
- Diesel-electric (shunting):
10 from English Electric Co.

With the delivery of all these locomotives, the Department will be able to provide a better service and also scrap many older engines; consequently workshop facilities will be available for more new construction work instead of being forced to concentrate on maintenance.

The things they say

THE railroads have come closer than any other form of transportation in reducing to an absolute minimum the calculated risk which is inherent in any human operation of complicated machinery. But, when something goes wrong, safety records so laboriously compiled over long periods of years, are quickly forgotten and criticism, severe, frequently uninformed, and often completely unfounded, frequently follows.—*Railway Age (U.S.A.)*.

The democratic machine cannot function effectively unless the flow of information that reaches the public, and on which it bases its opinions, is accurate and truthful, and free from distortion and misrepresentation. Accurate, reliable information, is at the core of the democratic process.—*F. E. Lampe, President of the Australian Council of Retailers*.

Because prices of most commodities have increased to a far greater degree than have the railroad charges for transporting them, it now takes less of each shipment to pay the freight charges than it did before the war. In other words, it takes fewer bushels of grain in a carload of wheat to pay the charges for transporting that car than it did ten years ago.—*Henry S. Loeffler, Vice-president of the American Railway Engineering Association*.

The motorist is blind indeed who cannot see a railroad crossing in time to stop if he is driving at a reasonable speed. Yet there have been many instances of motorists actually crashing into a train that already was at the crossing. Railroad crossing accidents, like the majority of other car accidents, are almost all due to driver failure, to a moment of thoughtlessness, to a reckless effort to beat the train to the crossing, failure to stop, look and listen.—*Baton Rouge Morning Advocate (U.S.A.)*.

The right to vote is your priceless heritage. Don't fail to use it.—*Brotherhood of Locomotive Firemen and Enginemen (U.S.A.)*.

Horse-drawn carriages used to travel an average of 11.5 miles an hour in New York's mid-town traffic. To-day the average speed of the automobile on the same streets is six miles an hour.—*Roads (U.S.A.)*

Too many men think they can push themselves forward by patting themselves on the back.—*Anonymous, quoted by Earl Wilson*.

I am an old man and have known a great many troubles, but most of them never happened.—*Mark Twain*.

OIL FUEL FOR EN



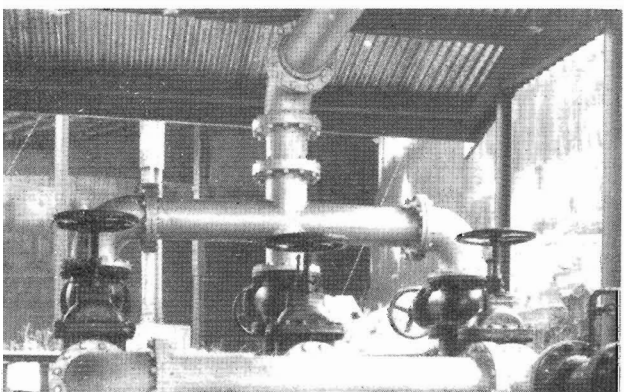
Tanker Berthing



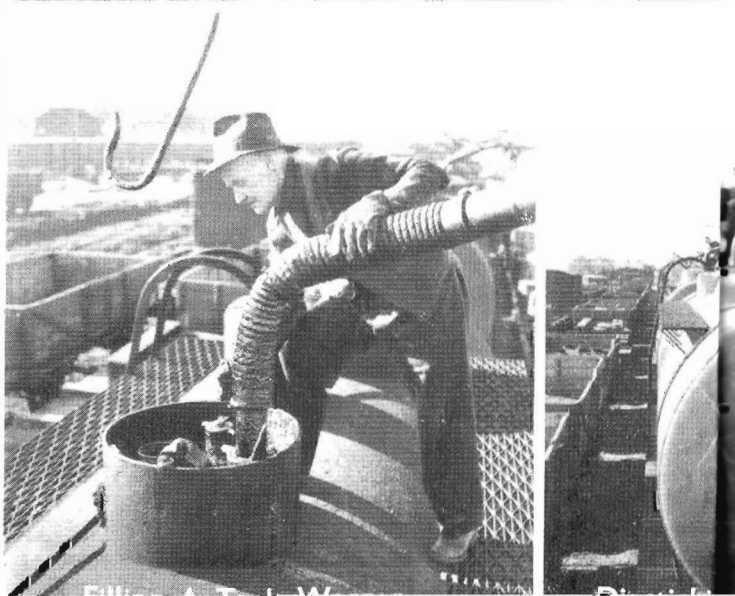
Coupling Ship To Shore



Sampling

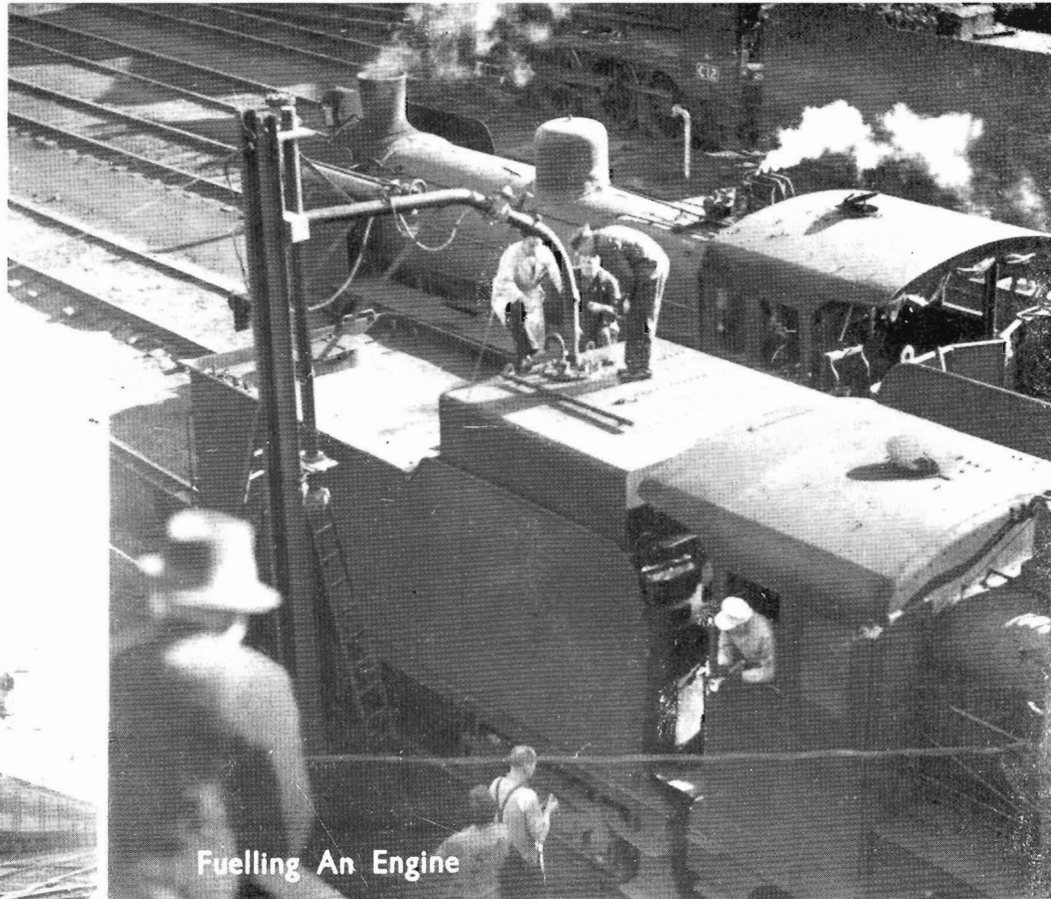


Oil Burners Haul "The Overland"

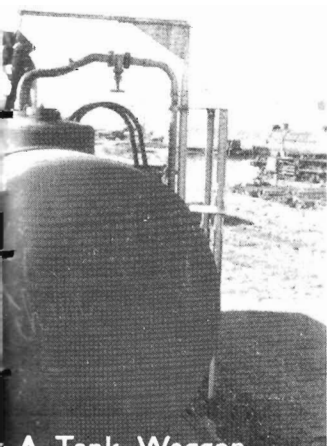
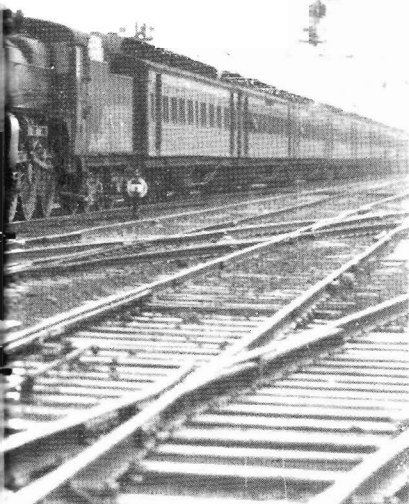


Filling A Tank

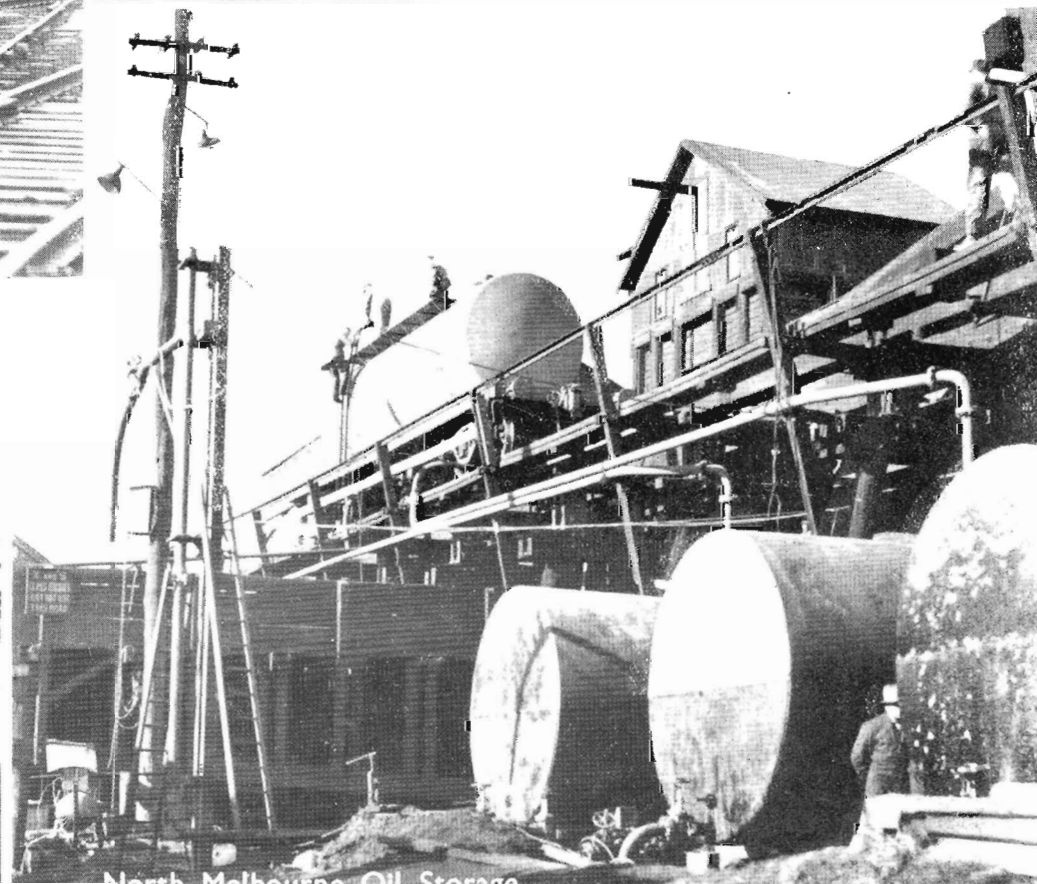
GINES



Fuelling An Engine



A Tank Working



North Melbourne Oil Storage

OIL FUEL FOR ENGINES

This month's centre spread

THE 56 A class and 26 C class locomotives that were converted to oil burners, consume a little more than 20 million gallons of light furnace oil a year. It will not be long before they are burning heavy residual oil, which is cheaper and will give a performance equal to that of the fuel at present being used.

Oil for the railways arrives in tankers in 3 million gallon quantities. It is pumped from the ship to the Newcastle St. storages, which hold $4\frac{1}{2}$ million gallons. From there it is pumped daily to Newport Workshops to a 90,000 gallon storage tank, and then into 9,000 gallon rail tank waggons. Up to 135,000 gallons have been pumped into these waggons in one day. They are dispatched to the various loco depots, and the oil either gravitates from the waggons, or is pumped into the depot storages, which have a capacity ranging from 4,000 to 72,000 gallons. Oil is pumped by centrifugal force from these storages into the locomotive tender oil tank.

NEWS LETTER DISTRIBUTION

NEWS LETTER is issued to let railwaymen know what is going on in the service and give them news about their fellow workers.

See that you get your copy.

If too few or too many copies are being received, supervising officers should notify their branch distributing office.

THEY ARE WELCOME—*continued from page 3*

The only way for the railways to meet this condition was to provide new homes. It was therefore decided to import pre-cut houses which can be put up much quicker than the orthodox type of house, and for the erection of which the labour force needed is comparatively small. The scheme draws only upon Australian building materials that are in free supply. Those that are scarce are imported. The importation of pre-cuts, therefore, does not conflict with normal building and does not make it more difficult for Victorians themselves to build homes.

Although it has been necessary to provide homes for the newcomers, the needs of others in the service have not been forgotten. About a quarter of the pre-cuts already ordered in England will be erected in the metropolitan and country districts for present members of the staff. In addition, the Department is planning to buy 500 more for them.

NEW SUBURBAN CAR



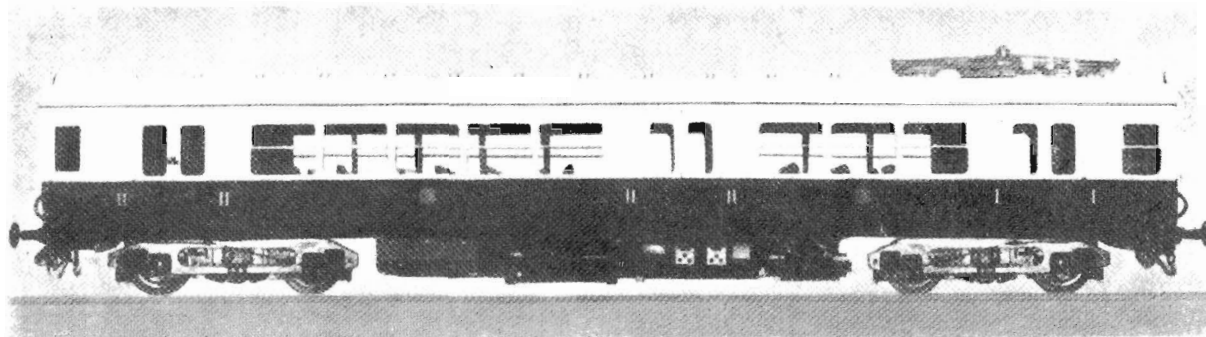
The Radio Roundman interviewing some of the car's first passengers

AFTER having travelled in the new suburban experimental car, Mr. H. J. Skinner, of Essendon, a keen railway enthusiast, has some nice things to say about it. "Congratulations to the Victorian Railways for breaking away from the cramped Tait car with its rattling doors and their invitation to slammers," writes Mr. Skinner. "Loading in the peak-hours seems at least as fast with the three as with the nine-doorway cars. This is because passengers do not have to slowly pick their way across a maze of legs and so hold back others on the station platform. During the off-peak periods, the new car seems to have a tremendous advantage. Main points are the facilities for carrying prams and being able to sit by a window without having doors opened and persons brushing past the traveller at every stop. This is a very real annoyance to long distance commuters reading a paper."

ORIGINS OF STATION NAMES

- BARONGAROOK**: aboriginal name of creek in that locality. Means "running water."
COLDSTREAM: took its name from that of an estate through which the line passed. The estate was so-called because a nice cold stream of water ran through the property.
KANIVA: probably a corruption of Kanizba, the name of a town in Hungary. A large number of Germans and Austro-Hungarians were amongst the earliest land selectors in the locality.
MOOROOPNA: aboriginal for deep water.
SURREY HILLS: named by Mr. J. Hanlon Knipe after the hills of the English county.
WAUBRA: from the aboriginal *Waubra* meaning lose the way. *Waubra* is the native name of a creek running through the locality. The creek is crooked and irregular in its course.

Electric Rolling Stock for Portugal



NEW rolling stock, comprising two first and second class motor coaches, two second class trailers, and three third class trailers, have been manufactured in Britain for service on the 5' 6" gauge railway running from Cais do Sodre station, Lisbon, to Cascais. This 15½ mile track follows the northern shore of the Tagus estuary and serves the holiday resort of Estoril.

The line is electrified on the overhead system at 1,500 volts d.c. The train services consist of all-stations, semi-fast and fast trains.

The all-steel construction of the coaches is such that the roof, bodysides and underframe form an integral load-bearing structure. Both motor coaches and trailers are of saloon design with large vestibules at each end and a central transverse corridor. Three double-entrance doors on both sides of the body are hand operated, sliding into pockets.

Seating accommodation is provided in each motor coach for 20 first class and 40 second class passengers; and, owing to the ample space provided in the vestibules, seating accommodation is supplemented by auxiliary tip-up seats for 10 first and 20 second class passengers. The second class trailers seat 65 and the third class trailers 75 passengers; auxiliary tip-up seating is also provided for 36 passengers or 35 where the handbrake is fitted. All tip-up seats are spring-loaded and lie flat against the partitions when not in use.

Trains of the new stock will be made up of a motor coach hauling two or three trailers, or two motor coaches with four trailers.

—*Railway Gazette*

Gas-Turbine Electric Locomotive

AMERICA'S first gas-turbine electric locomotive has performed successfully under almost every conceivable operating condition in road tests so far. The 4,500 horsepower development unit had operated some 27,500 miles in service tests on various railroads since it was placed in running in November 1948. It has been in freight service on the Union Pacific Railroad since last July.

In September 1949 the locomotive handled over 67 million ton-miles of freight traffic; accumulated 1,900 hours of operation on the power plant; operated satisfactorily, as the power plant designers anticipated, on bunker C oil, the lowest grade and cheapest oil produced; performed, in temperatures as high as 110 degrees Fahrenheit and at altitudes up to 8,000 feet, and worked in tunnels up to a mile long, with no difficulty.

The locomotive exerts about twice as much horsepower at the rails as a Diesel-electric unit of comparable size, requires virtually no water, and has few moving parts compared to a Diesel-electric.

—*Railway Age*

Plans for Transportation Fair

RAILROADS, which staged a spectacular and successful exposition in Chicago in 1948 and again last year, will have an opportunity to exhibit in the West when the World Transportation Fair is held at Los Angeles in 1951. Every form of rail travel, from the earliest experimental engines to the most modern Diesel locomotives, will be prominently featured, together with all other forms of transportation.

Negotiations have been completed for the leasing of Santa Anita Park as the fair site. The famed racing establishment, with its 10,000,000 dollars worth of buildings and improvements, will serve as the nucleus for the world's fair. Some of the attractions will be rodeo grounds, a childrens' playland and a frontier town of the Old West in the days when the horse was the only means of transportation. Five gates will give access to a parking area capable of handling 25,000 cars at a time.

—*Railway Age*

New Locomotives for Eire



TWO double-bogie 915 b.h.p. Diesel-electric locomotives have just been introduced by C.I.F.E. (Irish National Transport Co.). They have a tractive effort of 46,000 lb. at starting, and 19,000 lb. at 11½ m.p.h. To meet the railway specification, they have been limited in top speed to 55 m.p.h. Power is provided by a Sulzer engine with six 11-in. x 14-in. cylinders, running at 750 r.p.m. and coupled to a 565 kilowatt main generator which supplies current to four force-ventilated traction motors.

The Man Who Loves Trains

In this, the second and concluding article of his railway reminiscences, Mr. C. Gavin Duffy tells how he got his first ride on the footplate of a locomotive, and, being "adepted" by station staff, he began what developed ultimately into a life-long study of the railway signalling system.

WHEN I was ten I had the yard covered with railways, rails, wooden engines of all shapes and sizes, and signal gates. We had a parlourmaid, who noticed this, and said that she had a niece who had married a stationmaster and she'd take me to see him.

One Saturday I was taken to Braybrook Junction and introduced to Pat Delahenty (who died recently). He took me to his heart and taught me the frame, the block (both double and single line) and the staff and ticket. I discovered that real trains were much better to play with than toy ones, and my fate was sealed. I was presented with working time-tables and my poor father used to be worried by my questions.

Another very early haunt of mine was the Lancefield line. Father was the Member for Dalhousie then, and he took me up once and introduced me to the driver, producing a card from Commissioner Fitzpatrick, permitting me to ride the engine. My next excursion was to Broadmeadows, where I was lucky enough to get adopted by the train crew and the station staff. This led to friendships, some of which have lasted to this day.

During the year 1897, being at the age of ten, I considered that I should see more of the Outer Circle line. So, one fine day, I secured some sandwiches from my family and, with my young brother, took a train from Windsor to Spencer Street. There we picked up a Preston train and went round by Royal Park to Northcote (now Merri). Detraining there, we walked across to the Northcote South station (Westgarth), and I well remember the amusement of the S.M. on being asked for two half second singles to Fairfield Park at the cost of one half-penny each. When the train came, we went to Fairfield Park and again descended to set out on our travels.

We walked along the old line, coming first to Fulham Grange. Here the platform and siding still remained, the gates and gatehouse, and the down home signal posts, but no arms. We crossed the Yarra by the big bridge and went up the bank under the asylum bridge and so round the curve to Willsmere. We visited East Kew station and Deepdene. On the way to Shenley, we were greatly impressed by the deep cutting and the bridges. Then we came to the Box Hill line. We climbed through the barbed wire under the bridge (no East Camberwell then) and in a few chains came to the loop from Camberwell. This had only recently been closed and was in good order. The traces of the original double line could be seen.

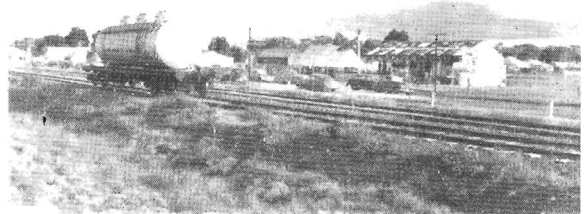
In those days there were two level crossings on the up side of Riversdale. The signal box had been at Prospect Hill Road, where the gates were of the interlocking type, but the junction points and signals had long gone. Riversdale platform was on the opposite side to which it is now and was complete with office. There was no Willison or present day Hartwell.

We then walked to Ashburton and under the bridge and on to that part of the line which had been closed earlier, and so along the embankment, round the curve and over Black Bridge to Waverley Road. There was nothing on the platform except the fence, an old name board, and a hole where the box had been.

We got a train to Malvern and walked home from there to Windsor to find the whole family absent searching for us. Fortunately, their relief was so great that no untoward consequences ensued.

It wasn't a bad walk for two kids, for it is 12½ miles from Fairfield Park to Oakleigh, and at least two from Malvern to home.

In 1899 I went (or was sent) to school in Sydney and so came in contact with the N.S.W. Railways. I didn't get the run of them, but I was taught Prece's Block and the electric staff by the S.M. at Lindfield, and something of the No. 3 Tablet by the night officer at Goulburn.



A new bulk petrol depot, with a capacity of 36,000 gallons, was opened at Warracknabeal recently by H. C. Sleight Ltd. It will carry bulk stocks of motor spirit and other fuels for the mechanized equipment of primary producers in the Wimmera district. The fuel arrives in rail tank cars and is pumped into the bulk storage. It is then transported by road to farms, some of which have their own bulk tanks. At present the firm has six rail tank cars and plans to build six more. The bulk depot was officially opened by the Warracknabeal Shire president (Cr. Woodward). Among those present were the managing director of the company (Mr. Hamilton Sleight), and the general manager (Mr. C. R. Strangward).

COAL—continued from page 2.

increased, about 360 bullocks and 50 horses were used to haul it to Inverloch. Great quantities of coal were accumulating at the mines, and in December 1909, authority was given for the extension of the Nyora-Woolamai railway to the State Coal Mines. The work was done quickly and the line reached the mines on February 22, 1910. The first consignment of coal was despatched by rail from the mines to Melbourne on the following day.

By this time, about 2,500 persons were camped in Government tents but, in March 1910, the streets of present day Wonthaggi were laid out and work on them was begun.

Contracts for building 100 miners' homes were let, a permanent water supply was undertaken and various public buildings were erected. Up to this time operations were necessarily of an emergency nature but, in March 1910, the late Mr. Geo. H. Broome, assumed control as general manager, and development of the mines on a more permanent basis was begun and helped largely by the energy and determination of the then Minister for Mines, the Hon. (afterwards Sir Peter) McBride.

From the start of mining until about three years ago, from two to three drills were continuously in operation. It is unusual to bore as closely as was done in the State Coal Mines, but the coal lies very irregularly and is very much faulted.

Because of the faulting, it was early recognized by Mr. Broome that the coal would have to be attacked either by shafts or adits at several points more or less remote from each other. For the purpose of generating electricity for use in the mines and the town, a centrally located power station was erected and equipped.

The present power station and plant have, how-



Breaking down coal

ever, been greatly modified. The steam raising plant consists of two Kidwell type water tube boilers, fired with pulverized coal, with a nominal capacity of 30,000 lb. of steam per hour at 265 lb. per square inch. One chain grate fired Rees-Thompson water tube boiler, with a capacity of 22,000 lb. of steam per hour at 140 lb. per square inch is held in reserve. The turbine house plant comprises one 1,250 kw, Metropolitan-Vickers turbo-alternator, and one 1,875 kw self-contained Metropolitan-Vickers turbo-alternator.

(to be continued)

GOOD SERVICE

ON behalf of the committee of management and the medical and nursing staffs of the hospital, I desire to express very grateful appreciation of the services given by the stationmaster and staff at the Mildura railway station. On numerous occasions we find it necessary to ask a favour of members of your Mildura staff. At all times they are most co-operative and obliging. My committee feels that these expressions of appreciation should be conveyed to the Railway's Commissioners.—*Mr. F. Evans, manager and secretary, Mildura Base Hospital.*

EARLY V.R. LOCOMOTIVES



Goods 0-6-0 type
for light lines.

Nos. 107 to 123 (odd Numbers).
Built by Phoenix Foundry Co.,
Ballarat, 1874.
They were later known as U
class.
The last of them were
scrapped in 1908.

V.R. Man Civic Leader

THE V.R.I. hall at Benalla was the scene of a happy gathering recently when railwaymen, their wives and prominent townspeople, gathered to bid farewell to Mr. Jack Moore and his family. Jack, who is a train examiner, has been transferred to Melbourne. He was well known throughout the north-east as honorary secretary of the V.R. Institute at Benalla. When he was elected secretary, the annual revenue was a little more than £600. When he resigned at the end of the last financial year, after being secretary for over nine years, the centre's income was more than £1,400.

Jack, also a shire councillor, was largely responsible for Benalla becoming a borough. It is generally agreed that many of the amenities Benalla now enjoys resulted from his efforts.

Mr. Hicks, depot foreman, presented Mr. and Mrs. Moore with an automatic chiming clock, an electric iron and a wallet of notes. Mr. B. Plant, secretary of the V.R.I. Tennis Club, also made a presentation on behalf of the club.

Following the railway presentation, the Shire President (Cr. M. G. Meadows) presented Mr. and Mrs. Moore with a nest of tables and an auto tray. A big list of townspeople contributed to the presents.

Former Commissioner Dies

WE record, with regret, the recent death of Mr. C. Miscamble, who was very well known to older railwaymen.

He commenced his railway career in 1883, as a porter at Spencer Street, and eventually became a commissioner. On his retirement in 1924, he accepted appointment as Commissioner of Railways in Tasmania.

New Traffic Inspector

BEFORE leaving Lindenow to become a traffic inspector, Mr. Duncan McInnes was recently given a farewell social at Lindenow South. He was complimented on his work as stationmaster by the Shire President (Cr. W. H. Dumaresq) and other residents.

Man of Many Branches

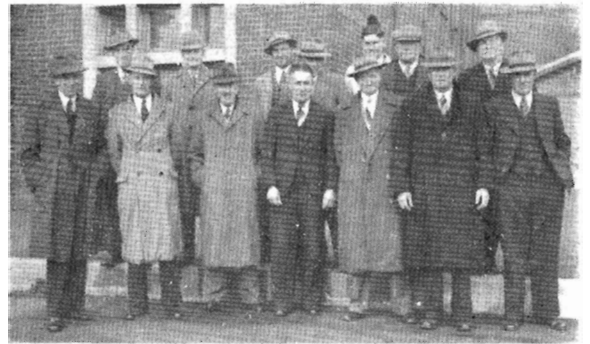
RECENT retirements included popular and well known Shed Foreman R. J. Kennedy, of North Melbourne Loco Depot. Joining the Way and Works Branch in 1901, Mr. Kennedy also spent some time in the then Transportation Branch before joining the Rolling Stock Branch. One of the hardest jobs he encountered in the early part of his career was the removal of heavy round-back sleepers in the Elphinstone tunnel.

In 1911, he was stationed at Traralgon, and three years later came to North Melbourne, where he remained until his retirement. There is a strong railway tradition in the Kennedy family; his father was a road foreman and a son is a member of the Accountancy Branch.

A fishing enthusiast since the age of five, Mr. Kennedy makes all his own rods. He has left for a holiday on Magnetic Island, and on his return will do some fishing in Gippsland.

Ganger Retires

GANGER James O'Connor, who recently retired, joined the Department in 1910 and worked at various places in the north-eastern district, besides spending three years in Melbourne. He was appointed a ganger in 1922, and at the time of his retirement, was a popular and well-known railwayman in the Campbell's Creek district.



The annual conference of V.R. I. engine working and Westinghouse brake instructors was held recently in Melbourne. This picture was taken when they visited Newport Workshops. Back row (left to right): Messrs. I. Milley (Benalla), A. Collins (Melbourne), A. O. Barrett (Ouyen), S. Brogan (Bendigo), B. E. Reilly (Seymour), T. Young (Donald), G. H. Lynch (Wodonga). Front row: Mr. E. J. Hyatt (Locomotive Examining Officer), and Engine Working Instructors A. R. Johnson (Warragul), A. E. Creelman (Dimboola), J. A. Van Berkel (Ballarat), J. M. Drummond (State Mines), F. Chamberlain (Maryborough), H. Edmonds (Traralgon).

"Never Did a Poor Job"

AFTER 38 years' service in the railways, including three as roadmaster at Ballarat, Mr. L. S. E. McPherson retired recently.

At a farewell gathering, attended by representatives of various branches, the District Superintendent (Mr. L. Norwood) said that Mr. McPherson was a roadmaster of outstanding ability. He had been earnest, thorough, and painstaking in his work, and the department could ill afford to lose him.

The District Engineer (Mr. D. D. Wade) said that Mr. McPherson had never done a poor job. His tracks had been a credit to him, and he had been of great assistance to young gangers. Presenting Mr. McPherson with a wallet of notes, Mr. Wade wished both he and his wife a long and happy retirement.

Mr. McPherson was a farmer in the Stawell district before he joined the railways. He started with Ganger Phil Edmunds at Great Western in 1912. He was a repairer at Bald Hills before serving as a leading platelayer in and around the metropolitan area. He was transferred to Beulah, where he passed the examination for special ganger. In 1932, Mr. McPherson became road foreman at Echuca. From there he was transferred to Murtoa, in 1938, and three years later to Ballarat. He became roadmaster of the Ballarat district in 1947.

On the day he retired, Mr. McPherson received telegrams, letters and messages of good wishes, from his many friends in all parts of the State.

Veteran Road Foreman

WILLIAM Thomas (Bill) Allan, road foreman, of Wangaratta, estimates that, since he joined the railways in 1909, he travelled more than 500,000 miles attending to lengths in all parts of the system. To ensure a good, safe track he battled against bush fires, floods and sandstorms. In 1926 he was a member of a gang that won the prize for the best kept length in the district.

At a farewell gathering, attended by more than 100 railwaymen, Mr. J. F. James, who had been Bill Allan's clerk for nine years, said: "Heavily laden troop trains, carrying thousands of Australians to northern battle stations, sped along these lines during the war, and it was Bill Allan and his gang who made sure the track was clear and safe."

A presentation of two easy chairs—one for Mrs. Allan—was made by the district engineer (Mr. J. George). Mr. Allan, who is the father of Ron Allan, a member of Wangaratta's premiership football team, plans to give his garden a little more attention now that he has retired. He will be succeeded at Wangaratta by Mr. H. C. Chandler.



R. J. Kennedy

Retirement of Prominent Sportsman

GUARD D. S. Robertson, of Geelong, who retired recently because of ill health, was a member of the V.R.I. centre, a prominent sportsman, and a keen worker for charity.

He joined the railways in 1912 and was continuously employed for 37½ years. For many years he was a prominent member of the A.R.U., and was twice president. For 20 years he was deputy returning officer of the Geelong sub-branch and for a number of years was president of the Railway Picnic Committee. He was also the railways' representative on the Hospital Auxiliary Central Committee and a foundation member and treasurer of the Geelong Guards' Guild. He had also represented the guild on the Trades Hall Council.



Guard Robertson was a keen first aid man. He passed his first aid examination in 1937, and holds bronze, silver and gold medallions. In 1938 he was admitted to the railways No. 1 Corps and for the past two years has been superintendent of the corps. He has been a member of Geelong No. 1 Division of St. John Ambulance Brigade since 1940 and is corps officer of the Geelong District Divisions.

Guard Robertson was extremely well known in Geelong sporting circles. He was a foundation member of the Geelong Guild Harriers in 1906 and ran with them for six years. He was also a foundation member of the Ripple Side Swimming and Lifesaving Club. He holds all the lifesaving awards, up to and including the award of merit, and was an examiner for several years. He won the Horricks Shield, presented by Horricks, of London, and was awarded the valour medal for life saving at Warrnambool. He also holds the award of merit of the Royal Humane Society of Australasia.

For five years, Guard Robertson played football with the pivot team in the Wednesday League. He joined the Geelong West Fire Brigade in 1914 as a volunteer fireman and had 36 years' service. The Geelong and District Hospital Committee recognized the work he did for their institution by presenting him with a life membership certificate.

On his retirement from the railways, the Geelong staff presented Guard Robertson with two arm chairs and a wallet of notes.

Their Dream Came True

THE dream of many railwaymen was realized recently by Repairers C. Horgan, E. Hoskin, L. Freitag and C. Gervies, of Benalla, and M. Morris, of Winton. They comprised a syndicate that won first prize in a certain consultation. The Benalla Post Office has since reported a record sale of 5/- postal notes.

Wheel Shop Foreman



FOREMAN Harry Wilcock, of the Wheel Shop, Newport, who retired recently, joined the service in November 1911. He started as a fitter at Newport Shops, later serving in running sheds at Stawell, Geelong and Traralgon, and in the Ballarat North Workshops. He returned to Newport Shops in 1937.

Just before he retired, Harry moved to Boronia, where he had built his house. He intends spending his time now on his two hobbies, woodworking and gardening.



Presentation to Mr. Keppell

MR. W. W. (Bill) Keppell, engine speed chart checker at head office, who recently retired, was well known in the sporting world. He was a past president of the V.R.I. Cricket Association, chairman of the 1937 Interstate Railway Cricket Carnival, and founder of the Coburg Line Cricket Club.

Joining the service in 1903, he was, in turn, cleaner, fireman, and driver, and spent 16 years at Coburg as an electric train driver. Transferred to a clerical grade in 1937, he became a speed chart checker eight years after. During his retirement he hopes to visit Belgium and meet the family with which he was billeted at the close of the first world war. He still corresponds with the son of the family.

Railway Wedding

FIREMAN Arthur Simmonds, of Benalla, was married recently to Miss Noreen Hanrahan. The bride is a daughter of Repairer Jack Hanrahan, and the groom is a nephew of Signalman Frank Cook. The wedding breakfast was held in the local V.R.I. hall.

Engineers Celebrate

MESSRS. W. H. Rogerson and A. E. Richards, of the Rolling Stock Drawing Office, who were recently promoted to the grade of engineer, entertained their colleagues at a dinner and theatre party. The gesture was very much appreciated.

Praise for Staff

ON June 30 we completed the delivery of superphosphate for another season, and I would like to convey our appreciation to the Railways Commissioners for, not only having carried the largest tonnage ever delivered by this company in Victoria, but also for their very close co-operation that enabled us to successfully complete the season. To have carried such a tonnage is no mean achievement, particularly in the face of so many difficulties.

I would also like you to convey to Mr. Brown, the district superintendent at Geelong, our appreciation of his helpful attitude in organizing direct trains, which saved a considerable amount of time, enabling a quicker turn round of trucks.

I must also particularly mention the work carried out by the yard foreman (Mr. Wicking) in meeting our demands for trucks. I know he was faced with many difficulties, but he handled the situation in a most business-like manner and did everything possible to assist us. It was largely due to his efforts that we reached our target.—C. S. Joss, Branch Manager, Cresco Fertilizers Ltd., Geelong, in a letter to the Secretary for Railways.

* * * *

"Yes," said the angler, finishing his story, "it was rather awkward getting that big fish home. I had to wait for a corridor train."

OLD SCHOOLMATES MEET

ROOM 172, Essendon's strongpost at Head Office, received an unexpected thrill recently when John Coleman, the League's champion goalkicker and Carnival star, called on Keith Schaefer, South Melbourne's centreman, who is in the Accountancy Branch.

It appears that Keith, John and George Hams, Collingwood's dependable back pocket player, were schoolmates at University High in 1943. Keith played centre in the school's football team, and John at centre half-back. In those days John was already a good high mark and kick, but none of his schoolmates ever dreamed that he would blossom into a sensational goal kicker in League ranks.

Keith provides the clue to Coleman's rise to stardom. The coach of St. Thomas's, a team which Coleman played with in a Saturday competition in the Essendon district, learned that he was hop, step and jump champion of University High School. Here's a lad who ought to be able to fly over the packs for the ball, thought the astute coach. So, one Saturday, Coleman found himself playing at full forward. He was an immediate success. His reputation as a goalkicker spread, and when he returned to school the following year he was given the big job in front of goals. In that year University High School did not once suffer defeat and to Coleman, with his accurate kicking for goal, goes a good deal of the credit for that splendid performance.

John's schoolmates, Keith Schaefer and George Hams, have both done well in League ranks. Keith, who is playing good football for the Southerners this year in the centre, was selected to represent Victoria against South Australia in 1948. George has not yet played in an interstate side, but he is playing such consistently good football that he is bound to win that honour within the next few years.

Railway-Postal Golf

THE annual golf match against the Postal Institute was played at the Rosanna Links on August 3. Sixty-four players from both departments took part in an 18-holes event for the R. L. Edwards Shield, which was retained by the Postal Institute, nine matches to seven. Mr. Commissioner Meyer was one of the V.R.I. representatives. He was partnered by Mr. Frank Findley, President of the V.R.I. Golf Club, who came from Ballarat to take part in the match. Trophies for the best pair against bogey were won by V.R.I. members, Kevin McNamara and Ron Jones. The trophies and shield were presented at the club house at the conclusion of the day's play.



Mr. Commissioner Meyer presenting the trophies at Rosanna



John and Keith recall school days

Football Premiers

THE grand-final of the V.R.I. Football League was a fitting climax to a very interesting season. The winners of the Commissioners' Cup were Melbourne Yard who defeated Spotswood 'Shops by 14 points, the final scores being: Melbourne Yard, 13-10; Spotswood 'Shops, 10-14. The result was in doubt to within a few minutes of the finish, Melbourne Yard's defence lines having to withstand several fierce attacks. Maloney scored six goals for Melbourne Yard, and Hinge three goals for Spotswood 'Shops. Best players for the winners were Hoare, Haines and McPartland, and for Spotswood 'Shops, Garlic, Hinge and Murray. On the votes of the umpires, Bernie Haines, of Melbourne Yard, won the trophy for the best and fairest senior player, and K. Hinge (Spotswood 'Shops), who is only 15 years of age, won the junior best and fairest award.

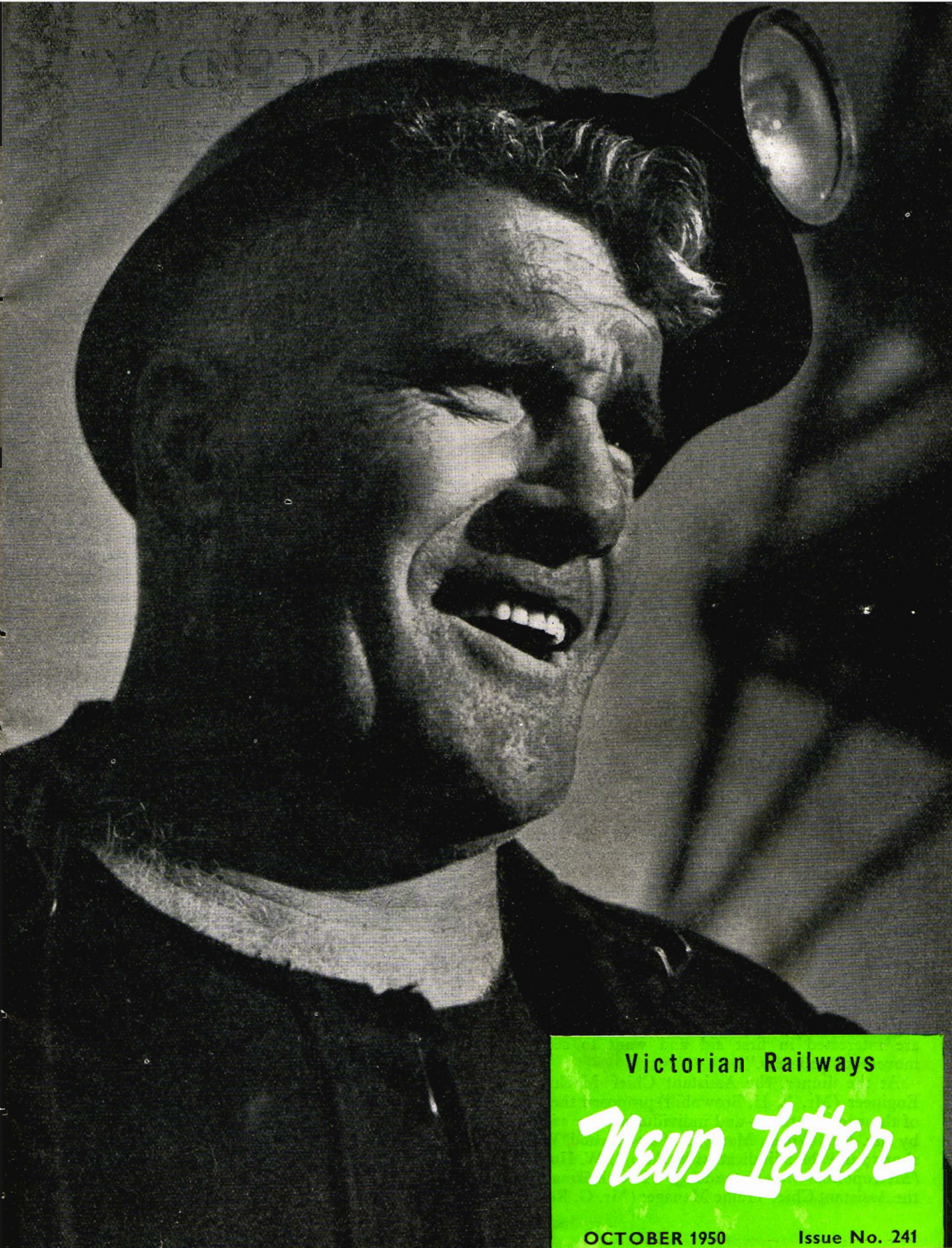
Spotswood 'Shops qualified for the grand-final by defeating North Loco in a most exciting game by one-point.

The Commissioners' Cup and trophies will be presented at a smoke social at the V.R.I. this month.

When Northern Lines met Spotswood in the home-and-home games, Cecil Parks, captain of Northern Lines, who won the best and fairest award at the railways' interstate football carnival at Hobart last year, received a presentation from the members of his team and the interstate side. Cecil, who is an electrical mechanic in the overhead section, was married last month to Miss Margaret Cocks, who was a portress at Albert Park and Middle Park stations.

Country Golf Week

A record entry of country golfers is expected for the annual V.R.I. Country Golf Week in Melbourne on September 4-8. Several metropolitan links have been engaged for this fixture. An interesting programme of events has been drawn up for each day of the week. The main events are the teams championship and the singles championship.



Victorian Railways

New Letter

OCTOBER 1950

Issue No. 241

"A GRAND AMBULANCE DAY"

I am told that 25 per cent. of the personnel of the service are trained certificated ambulance men," said Mr. Commissioner Meyer at the annual ambulance dinner at Doric Hall, South Melbourne, at which he announced and presented the awards won at the 40th annual competition at Mt. Evelyn. "While I appreciate that it is difficult in these days of overtime to get more men interested in first aid work, it is a worthwhile objective to double the number of first aid men in the service," continued Mr. Meyer. "I suggest that the task would be a comparatively easy one if we could increase the number by five per cent. each year. I would like also to see the work dispersed more, and railwaymen in outlying centres encouraged to take an interest in first aid work. Summed up, today has been a grand ambulance day."

An atmosphere of realism was created for the competition which was held under perfect conditions. Under the watchful eyes of a team of skilled medical adjudicators on the alert to detect the slightest error, the contestants showed the benefits of an intensive course of training and earned high praise for their work.

The "sets" that were used as a background for the events were skilfully devised and added touches of drama and even comedy to what might otherwise have become a grim struggle to gain the points. Highlights of the competition were the gas oven "explosion" and the accident to the "intoxicated" rabbit trapper, which were staged for the novice and senior improved tests. The part of the "wife" in the kitchen drama was ably portrayed by June Lamprell, attractive daughter of Stationmaster Reg Lamprell, of Spotswood. Miss Lamprell, who is a member of the office staff at Spotswood 'Shops, holds the eight-year gold medal for first aid.

The senior corps event was won by North Melbourne Loco No. 3 team, which defeated last year's winners, Maryborough No. 1. North Melbourne Loco, the new holders of the Commissioners' Shield, will represent Victoria at the interstate ambulance competition in Adelaide on November 16. Foreman P. Delmenico, who has made a good recovery after his recent serious accident, was a popular winner of the senior individual event. He will also represent Victoria at the interstate competition.

Comments by some of the adjudicators were—Dr. W. Sloss: "I have never seen a better collection of stretchers. The transport work was very well done."

Dr. E. Sheil: "The standard of work was better than ever before. First aid stimulates an excellent spirit among the men. The adjudicators are glad to know that the Commissioners are interested in first aid and want to see the movement progress."

At the dinner, the Assistant Chief Mechanical Engineer (Mr. E. H. Brownbill) proposed the toast of the winning teams and individuals; the visitors by Mr. Ken Wood, Manager of Spotswood Workshops; and the adjudicators by Mr. R. W. Hosking (Metropolitan Superintendent). The chairman was the Assistant Chief Traffic Manager (Mr. G. Rogers).

Results—NOVICE CORPS EVENT: Melbourne Goods No. 2 (455 pts.), 1; Newport Workshops No. 1 (397½), 2; Ballarat North Workshops No. 1 (394½), 3; Bendigo North Workshops No. 2 (369), 4; Seymour No. 2 (360½), 5; Electrical Engineering Branch (342), 6.

NOVICE INDIVIDUAL EVENT: E. Wensor, clerk, Accountancy Branch, (137), 1; A. Barker, clerk, Accountancy Branch (123), 2; R. G. Benn, fitter, Ballarat North Workshops (115), 3.

SENIOR CORPS EVENT: North Melbourne Loco No. 3 (448), 1; Maryborough No. 1 (431), 2; Bendigo North Workshops No. 1 (428½), 3; Ouyen No. 1 (416½), 4; Ballarat North Workshops No. 2 (412½), 5; Accountancy Branch No. 1 (402), 6.

SENIOR INDIVIDUAL EVENT: Dux: P. Delmenico, foreman, Flinders Street (138), 1; E. Wensor, clerk, Accountancy Branch, (134), 2; R. Klemke, fitter, North Melbourne Loco (129), 3.

BEST IMPROVISED STRETCHER: Maryborough No. 1 (55).

DISTRICT EVENTS.—North Suburban: North Melbourne Loco No. 3. South Suburban: Melbourne Goods No. 2. Geelong: Ararat No. 2. Bendigo: Bendigo North Workshops No. 1. Ballarat: Ballarat North Workshops No. 2.

OUR FRONT COVER

MORE than six feet tall and built on rugged lines, David Kinlay, whose picture appears on the front cover, is a typical Wonthaggi coal miner. He was born in Fifeshire, Scotland, in 1903, came to Australia in 1925 and soon afterwards began work at the State Coal Mines. He has been miner, shiftman and shotfirer, and was given the job of deputy in 1938. David has been president of the Deputies Union for five or six years and is the principal spokesman in union approaches to the management.

SERVICE

AT 4.30 p.m. on July 17, I was obliged to make arrangements for an elderly relative to return to Sydney. His wife had met with a serious accident. Recalling the efficiency and courtesy of your Spencer Street first aid section, I telephoned and spoke to Mr. Bowe. Within a quarter of an hour he had arranged a seat booking on *Spirit of Progress*, and telephoned instructions back to me. My wife and I desire to record our deep appreciation of Mr. Bowe's courteous service and would be obliged if you would convey our thanks to him.—J. C. Murray, *Abbott Street, Sandringham*, in a letter to the *Secretary for Railways*.

ELECTRICAL TESTING DIVISION

Peter McCall checking
a standard cell prior to
calibrating a wattmeter



A VISIT to the Electrical Testing Division at Spencer Street is likely to prove somewhat bewildering to the layman because of the variety of complicated-looking equipment and the wide range of work carried out. Indeed, at one time or another, the division is concerned with practically every activity of the Department.

The work of the division is carried out in two sections: the laboratory and the testing and fitting workshop.

The usual idea of a laboratory is a place where there are benches with endless rows of test tubes and bottles and retorts, in which variously coloured liquids bubble over gas flames. But the specimens handled in the electrical testing laboratory will not fit into test tubes: they are not chemicals, but are elaborate electrical gadgets.

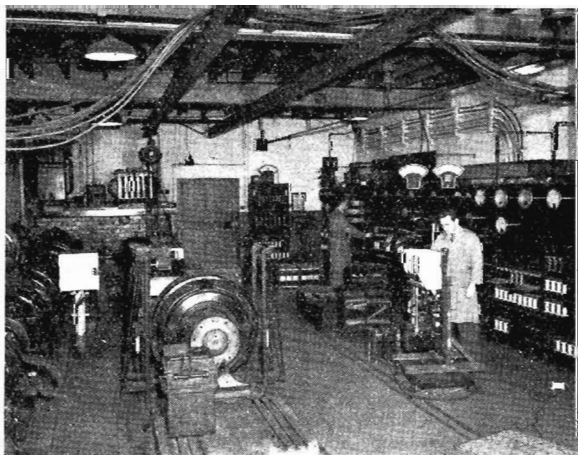
The Department is fortunate in having at this laboratory good standards (i.e. accurate measuring devices) from which quantities such as amperes, volts, ohms, degrees of temperature, and so on can

be checked. One of the smallest of these is the little standard cell which is the basic standard by which the various electrical meters are calibrated. This cell has a voltage of 1.0183 which, unlike that of the ordinary torch battery which falls off with use, remains practically constant. It is rejected when its voltage differs by more than one part in ten thousand.

Instruments which have been calibrated against this standard cell will be used to check the electrical output of the second 30,000 kilowatt generator at Newport Power Station when it is given its official acceptance tests in a few months. The laboratory standards will also be used to measure the steam temperature of the generator (nominally 750°F.) to within one degree. The thermometer used for such tests is a platinum wire which, as with all conductors, changes its resistance with changes in temperature. This resistance is measured so accurately that a hundredth part of a degree change in temperature could be detected.

Probably the oscillographs have the most interest for the layman. They are very sensitive devices capable of measuring minute and rapidly varying electrical changes. Their pointers are beams of light which record, on photo-sensitive material, "traces" or wavy lines which form pictures of the particular happenings. The pictures are then studied at leisure and the verdict given why the rail welder has taken to making bad welds, or just what happened when a rotary converter "flashed over." It is hoped soon to have oscillographs showing pictures of the stress in steel structures, such as in the members of a bridge when a train thunders over it.

Power to the larger sub-stations is supplied through 20,000 volt underground cables, one of which, maybe, runs under the road in front of your house. When one of these cables develops a weak



Section of the machine room which supplies various types of current as required (left to right—George Egri and Harold Jones)

(continued on page 11)

COAL . . .

Methods of extracting coal at the State Coal Mines are described in this, the concluding article on Wonthaggi mining.

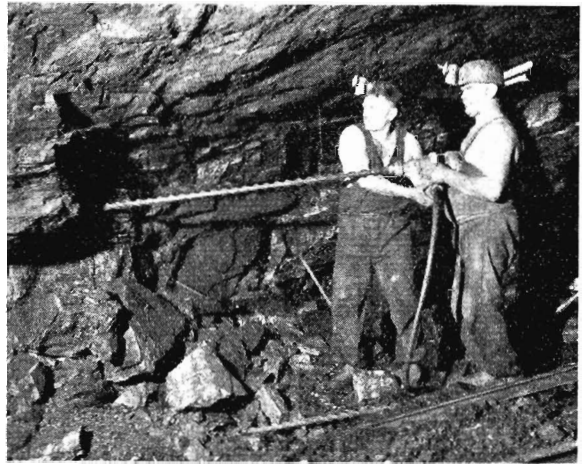
The seams of the State Coal Mines have been proved by bores to a depth of 2,000 feet. The thickness of the seams vary from 1ft. 6 in. to 6 ft. but is much faulted, the vertical displacements varying from a few inches to 700 ft. or more. Owing to the varying characteristics of the coal seams and the roof and floor conditions three methods of mining are adopted: bord and pillar, longwall and double stall. The bord and pillar method is usually adopted when the coal seam is over 5 ft. in thickness and the strata above the seam is hard, such as sandstone. The seam is cut up into squares, called pillars, by means of drives, called bords, and about 40 per cent. of the coal is taken out by the drives in this, the first working.

When the roof is called "tender," it breaks off readily and falls unexpectedly. The cost of keeping the roof up by timbering is excessive, and a method called longwall is adopted to win the coal. In this method all coal is extracted as the advance is made, the falling coal from the "tender" roof being used as packs, taking the place of the coal extracted. The term longwall is used to explain that a number of roadways, sometimes up to ten, called gateways, are driven parallel with one another into the coal at 40 ft. centres. The direction of these gates is at right angle to the cleavage planes of the coal or facings. Thus, with ten gates and regular advancement you have a long face or longwall 400 ft. long.

The double stall method of working is used in conjunction with the subsequent extraction of the panel by scraper loaders. The gateways are 40 ft. between centres and the distance between each pair of double stalls is about 300 ft. This again is subdivided by scrapers to 150 ft. When the stalls reach the boundary, or a pre-determined position, the rest of the coal is taken out on retreat by means of scraper loaders.

Coal is broken out of the solid by means of explosives, which are fired in holes drilled in the coal. In the earlier days of coal mining these holes were drilled by means of hand operated drills. This was a slow and arduous process, compared with the modern practice of using electric power borers. A number of these borers are in use at the State Coal Mines and more will be installed as they become available.

Although the low and faulted seams of the State Coal Mines do not permit of wide scale mechaniza-



Hydraulic drilling

tion, the management, in an endeavour to increase the output of the miners, has in recent years installed a number of scraper loaders.

The present average daily output of the mines is about 650 tons from two winnings. Number 20 shaft is producing an average of 160 tons of coal per day. This is a shaft colliery, and the average thickness of the coal seam is about 40 inches. The western area is producing an average daily output of about 460 tons, with an average thickness of the coal seam of 25 inches. Kirrak area, the newest shaft on the field, has been idle since 1945, because of shortage of labour. There is also a section of coal to be won in the number one bench section of the eastern area, but this will have to wait until more labour is available.

The total area of the State Coal Mines' reservations is about 8,000 acres. The gross tonnage of coal actually proved by boring and still remaining for extraction is about 8,000,000 tons.

The gross output of the mines for the year ended June 30, 1949 was 139,999 tons, and the quantity disposed of 123,765 tons. The difference is accounted for by local consumption, including coal sold to miners, allowances and waste. Practically the whole of the saleable output was taken by the Victorian Railways.

The total quantity of coal produced at the State Coal Mines since its inception is, in round figures, 15,000,000 tons. The revenue has amounted to about £14,500,000.

There are 734 people employed at the State Coal Mines. Of this number 516 work underground. For the year ended June 30, 1949, £355,843 was paid in wages.

The net average earnings for contract miners for the financial year 1948-49 was 47/9.22d. per shift. The net average daily wage of other adult employees working underground for the fortnight ended June 25, 1949, was 40/1.3d. The amount paid in wages since the inception of the mine to the end of the financial year 1948-49 was about £12,000,000.

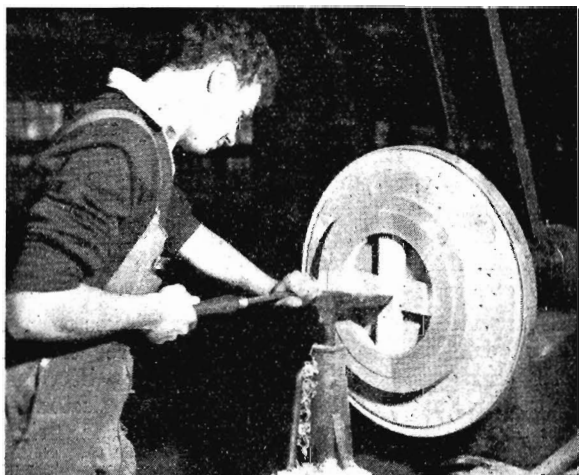
MASTER CRAFTSMEN

Highly-skilled tradesmen play their vital part in the team behind the train.

THERE are some who think the advent of modern machinery has meant the eclipse of the craftsman—that he has become just a minder of machines. That is not so. There is still a wide field in industry where the machine cannot replace the skilful hands and trained mind of the craftsman. Nowhere is this more evident, perhaps, than in the trade of patternmaking.

At the pattern shop in Newport Workshops just as skilful work is done by the patternmakers as by the legendary mediaeval craftsman. Mass production has no place in patternmaking as usually only one pattern is required for each job. Except for urgent or very intricate patterns, the tradesman does the whole of the work himself, from start to finish, and it may take anything from an hour to six months.

A pattern can best be described as a special kind of full-sized model, usually in wood, of an article that is to be made from cast metal. From the completed pattern a sand mould is made in the foundry and the molten metal poured into the mould.



Wood Turning

The work starts with the arrival of the blue print, from which a full-sized drawing of the pattern is made on a wooden board. The difficulty here is that the blue print shows only the finished article, and the pattern will be used to produce the mould for the finished article. The pattern, therefore, will differ considerably from the blue print. The



Bench work on pattern for fuel conveyor screw of Heavy Harry

patternmaker must also have a knowledge of moulding so that he can construct the pattern in such a way that it can be withdrawn from the mould.

The drawing on the wooden board must also be slightly larger than is actually required, because the molten metal that will ultimately be poured into the mould will contract as it cools. Allowances are therefore made in the drawing for these contractions, and also for losses due to machining. To help in estimating for shrinkage losses a contraction rule is used. This is a steel rule marked in feet and inches of different lengths according to the amount of contraction expected in the metal. For example, on the pattern for a part to be cast in brass, a foot will actually measure about $12\frac{3}{8}$ inches, for aluminium it will be $12\frac{5}{8}$ inches, and for cast steel about $12\frac{3}{16}$ inches.

“However,” said Foreman D. J. Yates, “we can’t always adhere rigidly to these allowances as the contractions also vary according to the size and shape of the finished article.” Bearing in mind that, in addition to this, the pattern may have to be finished to a tolerance of 1/100 of an inch, it all seems to the layman about as easy as picking next year’s Cup winner.

Several soft woods are suitable for patternmaking; King William pine that has been seasoned for two years is used at Newport. Although machines are used as much as possible, a good deal of work must still be done with the familiar hand tools of the joiner—chisels, gouges, planes and so on.

(continued on page 10)

FUEL DEVELOPMENTS

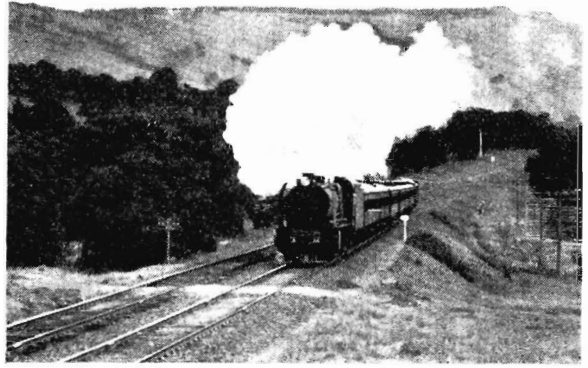
Experiments with pulverized coal as engine fuel are still being made. Both Yallourn and Leigh Creek coal are in the news, this month.

THERE were some interesting fuel developments last month. The Electricity Trust of South Australia has been conferring with the Commonwealth Railways on the possibility of using pulverized Leigh Creek coal in the locomotives to be used for transporting coal from this field to Port Augusta. Accordingly, the Trust has asked the Victorian Railways to test a sample of the pulverized Leigh Creek coal in X 32, the Victorian locomotive that has been equipped for burning brown coal dust.

The Department has agreed to carry out the tests when the sample of pulverized Leigh Creek coal is made available.

Pulverized brown coal dust from Yallourn is to be tested in America to determine its possibilities as a fuel for firing gas-turbine locomotives.

The Commissioners recently accepted an offer by the Bituminous Coal Research Committee, of Baltimore, Maryland, U.S.A. to carry out the tests and report results. Engineers charged 40 44-gallon drums with four tons of brown coal



X 32 on passenger run

dust from special transport waggons. The drums were shipped to America last month.

The results of the experiment will be awaited with interest. Officials of the Locomotive Development Committee of the American coal research organization consider, from data supplied by special engineers of the Victorian Railways, that Yallourn pulverized brown coal dust should make an ideal fuel for gas-turbine locomotives. If the tests are successful, they may have far reaching consequences, as the Department may ultimately be able to buy gas-turbine locomotives that can be fired with pulverized brown coal.

The Locomotive Development Committee was formed in 1944 as an agency of Bituminous Coal Research, Inc. Composed of the chief executives of six leading coal carrying railroads and three major coal producers, the committee was established to undertake the development of new locomotive power, which would use bituminous coal as its fuel and still meet the competition of the Diesel engine.

The Bituminous Coal Research Committee is now in the last stages of preliminary tests with various types of American black coal. When these are finished, the experimental plant at Dunkirk, near Buffalo, will be closed down. Two gas-turbine engines are at present being built for the road tests that will be conducted with pulverized black coal some time next year.

Meanwhile, in Victoria, X 32 continues to run under general service conditions on three trips a week (two goods and one passenger) between Melbourne and Seymour. The Commissioners have approved the conversion to brown coal firing of another goods engine, and when the State Electricity Commission is in a position to make up to 28 tons of brown coal dust a day available, the two converted locomotives will each do a daily round trip on the Melbourne—Yallourn run. This may be possible towards the end of next year.

Howlers

Watertight means getting intoxicated on water.
The most dangerous type of cow is the bull.



Filling drums with brown coal dust for shipment to U.S.A.

NEWS LETTER'S 20th BIRTHDAY

OCTOBER 1, 1930, saw the first issue of the *V.R. News Letter*, successor to *The Victorian Railways Magazine* which was discontinued because of the grave financial situation of Australia as a whole, at that time.

The first issues of *News Letter* consisted of four pages of reading matter, among which were scattered occasional sketches. In the August 1932 number, a photograph crept in, but it was not until June 1933 that at least one photograph was regularly included in each issue.

In August 1946 *News Letter* grew to eight pages, and the front cover featured a large photograph. It was enlarged to 12 pages in October 1947, including a centre spread of pictures. In May 1948, a coloured cover was introduced. The following month *News Letter* assumed its present size of 16 pages.

Recent improvements have been full page cover pictures, a return to the use of art paper, and payment for staff contributions.

ORIGINS OF STATION NAMES

BAIRNSDALE: a corruption of the name Bernisdale, given by Mr. McLeod to a pastoral station occupied by him, and including the site of the present town. The name was derived from a small hamlet in the Isle of Skye, the home of Mr. McLeod's grandfather.

DERRINALLUM: aboriginal *Dherinallum*, meaning white sea bird, tern, or sea swallow. Flocks of these birds frequent the salt marshes in the neighbourhood.

GARVOC: a contraction of the name Garvoch given to the mount now called Warnnambool. Named by Major Mitchell, 1836. *Garvoch*, Gaelic for rough field.

LINGA: an invented name signifying a camp—a place to linger.

MORNINGTON: named after Lord Mornington, afterwards Marquis of Wellesley, Governor-General of India, elder brother of the first Duke of Wellington.

RICHMOND: named after Richmond on the Thames, where the first Tudor king built his palace and named it after his own early title, he having been Earl of Richmond.

WOMBAT: called after Wombat Hill which was so named because it was the home of that animal.



This Department's stand at the recent Office Management Conference and Exhibition in Melbourne. The exhibit featured the stores unit piling system. At the Conference, an officer of the Stores Branch gave a lecture entitled "Stores Office Procedure in the Victorian Railways."

The things they say

WITHOUT adequate railways we can neither defend this nation nor distribute to its citizens the foodstuffs, raw materials and finished products necessary to maintain our modern way of life. If our railways ceased operating for a few days, commerce and industry would be paralyzed. With the sole exception of the armed forces, no part of the complicated machinery of defence is more important than railway preparedness. And not even the armed forces could be maintained for long without a railway system in first-class order.—*P. Harvey Middleton, President, Railway Business Association (U.S.A.)*.

* * *

I make no pretensions to any expert knowledge about the works of a steam locomotive. My approach is emotional rather than scientific. I love the railway, its smells, its noises and its atmosphere: and I have a great regard for railwaymen. I may irritate the experts. I may even tread on the thin ice of technicalities—and fall through. But I shan't mind. With all respect to the experts, I think they miss something that the less expert enthusiasts experience.—*Eric Treacy in Steam Up*.

* * *

It is a fact that on certain parts of a railroad system, where older and experienced men have been patient, understanding and kind to the younger men, they have trained them so well in the safe ways of doing their work that the task of the older men has gradually become less difficult, and consequently more pleasant. *Brotherhood of Locomotive Firemen and Enginemen (U.S.A.)*.

* * *

I have the satisfaction of knowing I am doing a job that is necessary and beneficial to mankind. Transportation is the foundation of all modern civilized living.—*J. J. Lund, telegraph operator and train despatcher, Waterloo, Ia., Illinois Central Railroad*.

* * *

We are only as good as people think we are, and to earn our customers' goodwill and attain the most satisfactory public relations requires more than just good service. It requires also an earnest desire to meet the customers' wishes in every respect in an energetic and enthusiastic manner, and with courtesy and consideration.—*Illinois Central Railroad (U.S.A.)*.

* * *

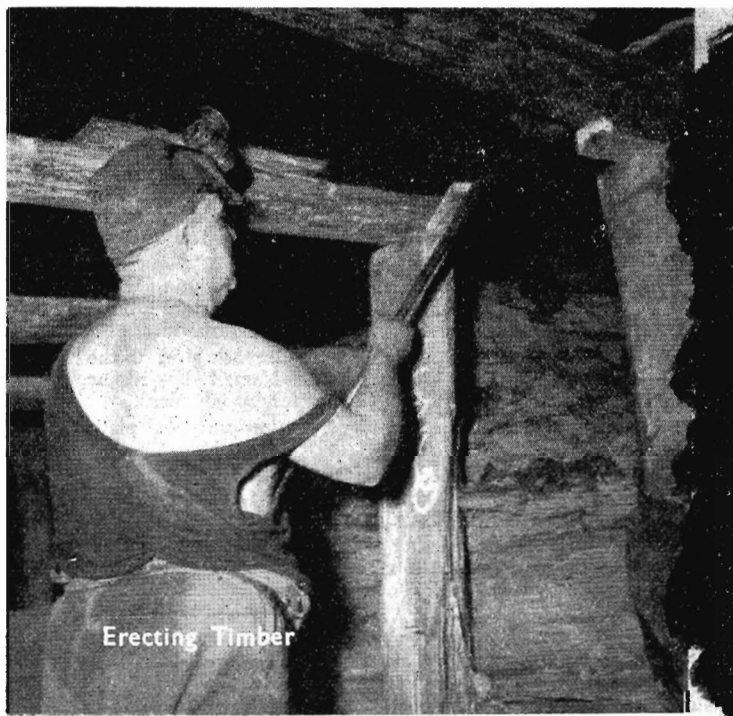
There are two kinds of men who never amount to much: those who cannot do what they are told, and those who can do nothing else.—*Cyrus H. K. Curtis*.



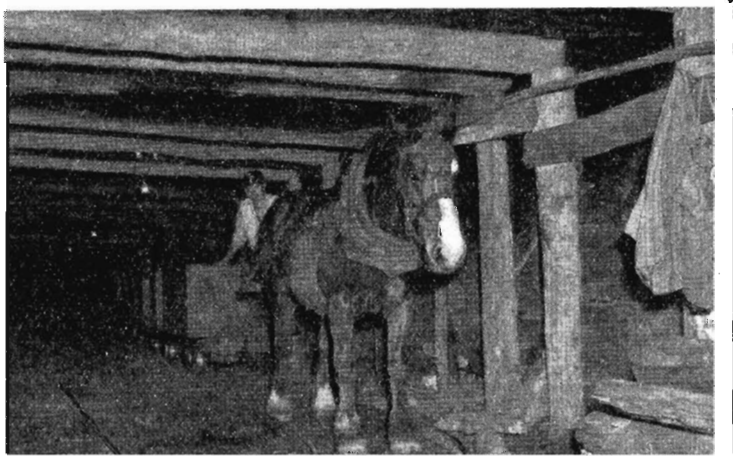
Poppet Head



Operating Power Borer



Erecting Timber





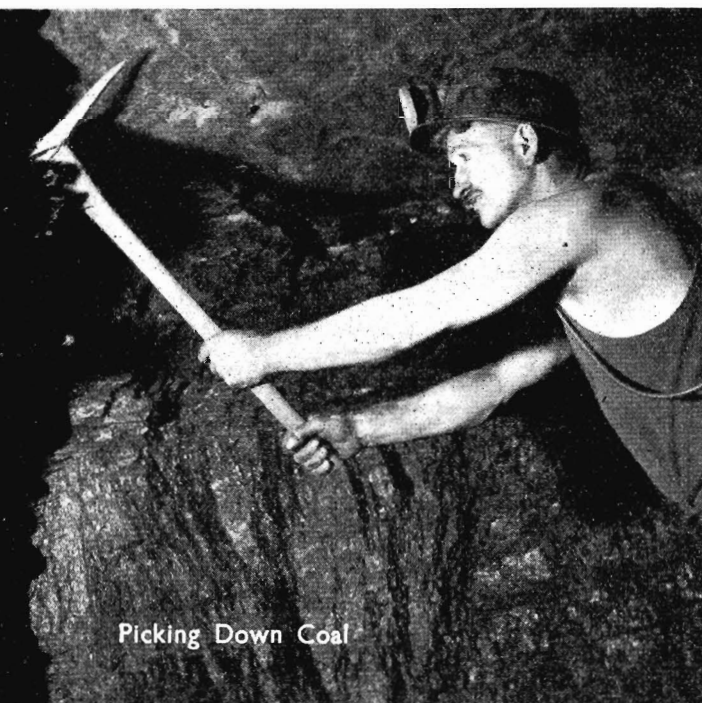
Loading for Firing



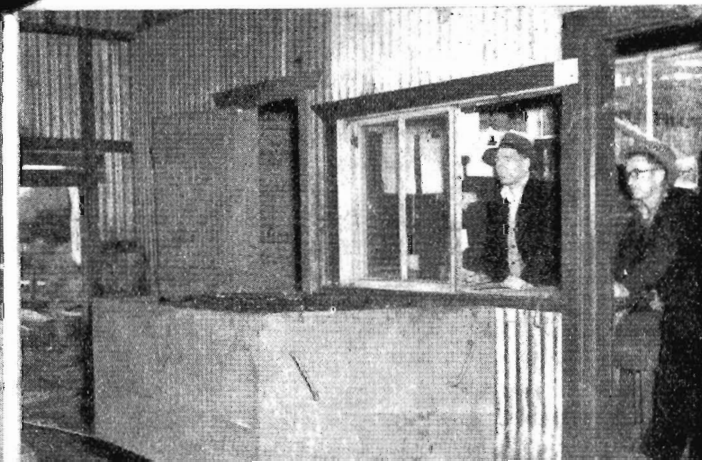
Track Mounted Loader

WONTHAGGI COAL

The State Coal Mines supply the
Victorian Railways with 122,000
tons of coal a year.



Picking Down Coal



1870 TIME-TABLE

THE small beginnings of the Victorian Railways are illustrated in a time-table sent to *News Letter* by Mr. R. H. Walker of Ivanhoe.

These Time Tables can be obtained GRATIS at any Station on the Line.



TIME TABLES

OF THE

VICTORIAN RAILWAYS.

20th SEPTEMBER 1870.

N.B.—All Time Tables published previous to this date are now cancelled; and this is the only Table published by authority.

By Authority: JOHN FERRES, Government Printer.

This 16-page booklet, measuring 2 $\frac{3}{8}$ " x 4 $\frac{1}{8}$ ", contains not only the full passenger service of the Victorian Railways, but also tables of rail fares, cab fares, two pages of regulations, and an index. Only six of the pages were needed for the time-tables because, in those days, there were only three lines operated by the Department, viz—Melbourne to Echuca, Melbourne to Ballarat (via Geelong) and Melbourne to Williamstown.

Many of the station names have changed since the time-table was issued: some of them as follows—

| <i>shown in time-table</i> | <i>present name</i> |
|----------------------------|---------------------|
| Williamstown Junction | Newport |
| (late Geelong Junction) | |
| Duck Ponds | Lara |
| Leigh Road | Bannockburn |
| Lancefield Road | Clarkefield |
| Tylden and Carlsruhe | Carlsruhe |
| Sandhurst | Bendigo |

SAFETY FIRST

JUST because simple hand tools don't make a lot of noise and throw a lot of 'mechanical and electrical power around like the big machines do, that's no sign they can't cause accidents—some serious ones, too.

But it's also true that such accidents can be prevented by a few simple safety rules, like these:

Never use a hard-faced hammer on a hardened tool, such as a drill, file, die, jig, etc. Chips may fly.

Use only wrenches that are the right size for the particular job.

Keep chisels, draw knives, adzes, axes and such cutting tools sharp.

Don't use a tool with a broken or splintered handle or a loose part.

Don't use a file without a handle.

Wear goggles when using tools that may produce flying pieces.

MASTER CRAFTSMEN—Continued from page 5

From the drawing on the board the pattern is built, using, where necessary, laminated strips of wood about $\frac{1}{8}$ inch thick to prevent warping. The completed pattern is varnished, both to waterproof it and to provide a smooth surface that will ensure good, clean moulds. Parts of some patterns are painted in the bright colours of the toymaker. These colours indicate the kind of metal from which the part will be cast—blue being used for cast steel, and yellow for non-ferrous metals.

Where a large number of castings will be required, more durable patterns are made from metal, such as aluminium or cast iron, instead of wood.

Patterns vary in size from one for part of a lock weighing a few ounces to that for the seven-ton casting for the S class locomotive cylinders. Illustrated on page 5 is the pattern for a fuel conveyor screw used in the automatic stoker on *Heavy Harry*. It is about four feet long and had to be practically carved by hand. Perhaps one of the largest and most intricate patterns ever made in this country was completed at Newport during the war. It was required for a marine engine block for defence purposes and the firm that asked the Department to do the work had, they said, been unable to get it attempted anywhere else in Australia.

About 40,000 completed patterns are stored at the shop, and an ingenious indexing system enables any of them to be readily found.

Although he serves the needs of a world devoted to mass production the patternmaker remains an individual craftsman. He is not a man at a conveyor belt or a mere cog in the machinery. Rather is he akin to the sculptor, and his work brings him the same interest in its execution and the same satisfaction when it is done.

PIGEONS GO BY RAIL

NINETY baskets of homing pigeons were recently sent by the Victorian Racing Pigeon Union to Avenel, where they were liberated.

The homing pigeon traffic is quite a fruitful source of revenue to the railways. The secretary of the Union (Mr. H. Parkinson) says that the planned service the Department gives homing pigeon clubs is much appreciated. When large numbers of birds are sent by train they are accompanied by a conveyor, who feeds and liberates them at the appointed place. In cases where only a few birds are involved, the S. M., or officer-in-charge of a station liberates the pigeons, and either sends a telegram to the owners advising the time of release, or records it on the basket labels.

Homing pigeon enthusiasts are dismayed at the number of valuable birds that fall to hawks or guns while they are winging their way back to their lofts. The birds have amazing powers of endurance. Some have been known to return home, even though they have been shockingly mutilated by shot gun pellets.

Mr. Parkinson points out that homing pigeons did an outstanding job as carriers in the Pacific during the last world war. One bird was awarded the Dickin medal (the V.C. of the bird and animal world) for flying through heavy gunfire on Bougainville Island in 1943, and carrying an S.O.S. message from a party of 50 Australians who were surrounded by the Japanese. The bird reached its base and relief was sent to the besieged force, which was on the point of being overwhelmed.

ELECTRICAL TESTING DIVISION

—Continued from page 3

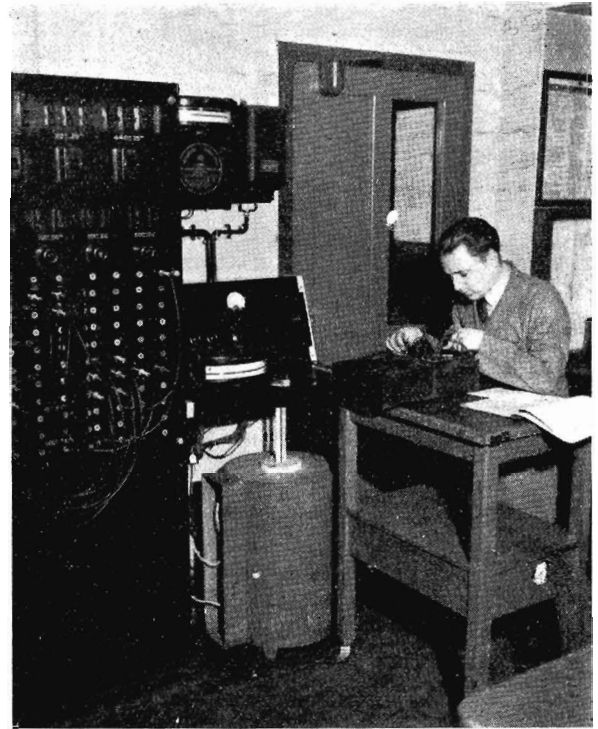
spot, the Testing Division is called on to indicate just where to dig. The accurate localization of the weak spot in a cable which is probably five miles long is necessary to save both time and road repair costs. It is thus seldom necessary to make more than the elbow room required to get down to the cable and repair it.

In 1934, there was an amusement park just outside Jolimont sub-station. After the park was removed, a fault developed in a cable running between Jolimont and Caulfield. The testing staff indicated a spot 304 feet from the Jolimont end. Sure enough the fault was found just there; it was caused by a crowbar which had been driven into the cable. Someone had been too lazy to pull out the anchor used to tether the elephants, but had driven it down flush with the ground.

Checking of coloured glasses for signals is carried out scientifically at the laboratory. There is a standard set for the various colours which are described, not by name, but by symbols, such

as ·2634X, ·4376Y, ·2990Z. A particular colour could then be matched exactly anywhere in the world.

Of the less spectacular, but no less important, work is calibrating sub-standards and portable test meters. The portable meters are the tools



Chris Holford testing a pyrometer

used by the division's testing electricians who, with the fitters, carry out the real bread and butter work required of the division.

The testing electrician works mainly outside, on such jobs as adjusting the sensitive relays on the rail welder at Spotswood, checking the pyrometers which control furnace temperatures at departmental workshops, maintaining the supervisory equipment (which operates like a selector telephone) for the power operations room, installing a recorder to check the corrosion risk to a big public water main, or calibrating the circuit breakers which shut off the power to trains when anything goes wrong.

More in the background are the fitters who repair, and often make, the really small equipments. They must have good eyesight and steady hands, for some of the work is on mechanism as fine as that of a watch.

The two sections of the division dovetail in, for, without the standards, checking would not be possible, and, without the workshops staff, the standards would not be maintained. In this way the division presents a striking illustration of the interdependence throughout of the various sections of the railway service.

The Rabbit Hunters

By H. P. Isaac.

The Ararat Railway Institute Cricket Club destroys rabbits, instead of running raffles, to make itself one of the most financial railway sporting organizations in Victoria.

THE club's revenue-producing rabbit drives have enabled the membership fee to be kept as low as 5/-, plus 2/- for each match played. This entitles the member and his wife and family (or, if unmarried, his best girl) to free bus transport to all games played during the season. The bus hire for these country cricket matches averages about £20 a season. The money from rabbits also allows the club to run at least two picnic trips a year to popular resorts, such as Lake Bolac or Lake Burrumbeet. We even had a trip to the seaside at Warrnambool, 120 miles away. And all paid for by the much maligned rabbit.

How did we do it? I'll let you into the secret. It all resulted from a brilliant brain wave on the part of our secretary, Mr. Malcolm McMillan. He hired out the cricket club members to property owners around Tatyoon and Mininera to help them to get rid of their rabbits. It not only solved our financial problems, but also kept club members together in the off season and provided their families with a number of enjoyable outings.

In four rabbit drives, which the club has made since last cricket season ended, we have collected £80 from the owners of rabbit infested properties. We have also sold more than 1,000 pairs of rabbits to the local butter factory. Bus hire and refreshments had to come out of our earnings, but we are still left with a substantial amount for the club's funds.

This is how we operate. Our secretary hires a bus, and at 8 a.m. on Sundays our members and their wives and families meet at the local Institute. With our picks and shovels we pile into the bus and set off for our destination, usually arriving a little after 9 a.m. We then confer with the property owner on the best plan for the rabbit blitz. We select a suitable corner of a paddock and then string wire netting along both fences for about 100 yards. Sometimes our secretary and one or two helpers do this job the previous afternoon.

The idea is that the rabbit will follow the wire netting along the fence into a wire netting enclosed yard about six to eight feet square, which we build in a selected corner. We also put a few branches in the yard, under which the rabbits hide. Then we place a few men at intervals along the fence to head the rabbits in the right direction. The rest of the hunting party goes to the far end of the paddock, circles out and we gradually close in on



A good day's catch

the rabbits' prison. The more noise we make the better the results. The children enjoy the game; it is the one time their parents let them yell at the top of their voices. They whoop like Red Indians.

As the circle closes in we can see the rabbits running in larger and larger numbers ahead of us. Finally we get close enough to join hands and prevent them from breaking back. Another plan is to lay a roll of wire netting on the ground a reasonable distance from the corner of the paddock and, when the circle of rabbit rousers reaches the netting, one side is lifted up and the other held on the ground.

The number of rabbits that can be trapped in this simple way is amazing. In a recent drive we cornered 326 pairs. Just imagine 652 rabbits enclosed in a triangle of about 22 yards to each side.

The drive and the disposal of the rabbits is a full morning's work. After lunch we divide into small groups and dig out rabbits from their burrows. There is keen competition to get the largest bag. About five o'clock we finish the day's drive.

We're happy with the financial returns and the fun we get from our rabbit-hunting expeditions. The worried property owners are pleased, too. Needless to say we don't lack offers to clear their paddocks of their worst enemy.

RAIL HUMOUR

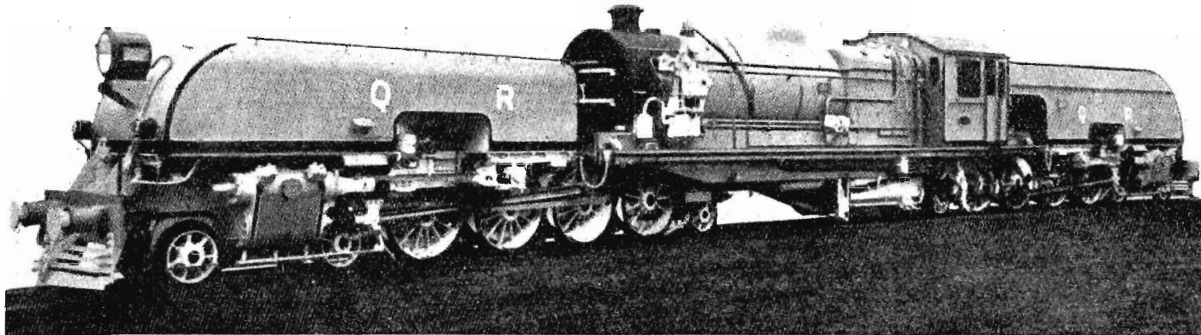
JAVA is a long way from U.S.A., but there is something about the wording of the following instructions that has a familiar ring. They are from a handbook, Hints For Travellers, given to passengers on the Java night express running from Batavia, via Bandoeng to Sourabaya. "Let Pa carry the baggage." "Don't lose your wig in the suction from the ventilator." "Choose your love and then love your choice" (this refers to the selection of food in the dining car). "Please note that the sleeping car attendant will not answer to the name of 'George'."

—Erie Magazine

AN Erie conductor found a woman crying while he was collecting tickets. "Oh dear," she sobbed answering the conductor's query. "I've just cremated my fourth husband." The saddened conductor departed and on the way back through the car found another tearful woman. "What's the matter with you?" he asked. The woman pointed to the other passenger. "I can't even get married and she—she's got husbands to burn."

—Erie Magazine

Beyer-Garratt Locomotives for Queensland



THIRTY Beyer-Garratt locomotives of a new and powerful design are being bought by the Queensland Railways from Beyer Peacock's of Manchester. Though primarily intended for hauling the *Sunshine Express* on the 1,043 miles to Cairns, they will also be suitable for heavy freight over most of the line.

The 4-8-2 + 2-8-4 wheel arrangement was chosen to obtain the maximum tractive effort on the very limited axle-load provided, and still maintain a flexible free-running locomotive capable of negotiating the 5-chain curves which have a $\frac{1}{2}$ -in. gauge widening. Climate has also influenced the design, especially of the cab which is well ventilated and has a sun-proof roof. The locomotives travel far into the tropics, but are capable of giving full protection, in bad weather, to the engine crews.

The choice of these locomotives has another advantage inasmuch as they will be capable of hauling trains that are hauled by other locomotives with a heavier axle-load on heavy lines, and will be able to continue over lighter sections. They represent about a 50 per cent. increase over the present most powerful locomotives.

Leading dimensions are:

| | | | |
|--|-----|---------------|--------------------------|
| Cylinders (4), dia. x stroke | ... | ... | 13 $\frac{1}{2}$ " x 26" |
| Coupled wheels | ... | ... | 4' 3" |
| Wheelbase, rigid | ... | ... | 9' 5" |
| Axle-load | ... | ... | 9.64 tons |
| Adhesive weight | ... | ... | 77.12 tons |
| Total weight in working order | ... | ... | 136.75 tons |
| Boiler pressure | ... | ... | 200 lb. per sq. in. |
| Heating surface— | | | |
| Tubes | ... | 1,490 sq. ft. | |
| Firebox | ... | 178 " | |
| Superheater | ... | 453 " | |
| Total | ... | ... | 2,121 sq. |
| Grate area | ... | ... | 39 sq. ft. |
| Tractive effort at 85% boiler pressure | ... | ... | 32,770 lb. |
| Coal capacity | ... | ... | 6 tons |
| Water capacity | ... | ... | 3,800 gal. |

Red Cap

THE term red cap, applied to railway porters, dates from Labour Day, 1890, when John Williams, a negro porter in New York's Grand Central Station, tied a piece of red flannel to his cap so his patrons could identify him in the crowd.—*Railway Progress*

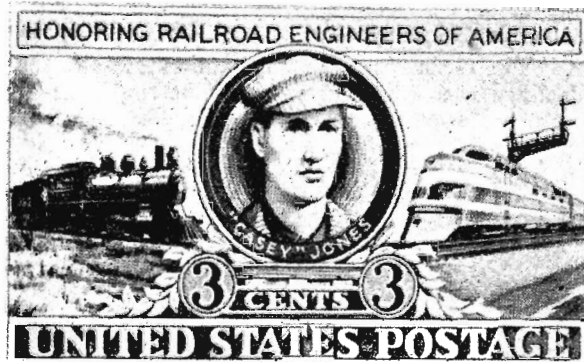
New boiler for "Royal Scot"

AS London Midland Region locomotive No. 46100, *Royal Scot*, with others of this class, has now been fitted with the latest type of taper boiler, it cannot carry its famous bell on the front. The trophy has, accordingly, been sent to the York Railway Museum for preservation with the nameplate previously on the smoke-box door.

—*Railway Gazette*

"Casey" Jones

FIFTY years ago, on April 30, 1900, John Luther Jones, known to hundreds of friends on the Illinois Central Railroad as "Casey" Jones, was killed when his locomotive crashed into the rear end of a freight train which had not cleared the main line at Vaughan, Mississippi.



In ballad and story, Casey Jones has become the symbol of courage and integrity of American engineers. The high place his memory has taken in the minds of Americans is recognized by the postage stamp issued by the United States Post Office.

Casey Jones died as had many engineers before him, giving his life in the effort to save others. Postmaster-General Jesse M. Donaldson spoke the tribute of the nation when he said Jones was a man who "sacrificed his life in the performance of duty" and was "a symbol of all railroad engineers of America."

—*Brotherhood of Locomotive Firemen and Enginemen's Magazine*

LATVIAN WINS TICKET CHECKING CERTIFICATE

There was keen competition among New Australians in the Traffic Branch for the distinction of being the first to obtain a departmental certificate.

It went to Gunars Rozitis, a 22-year-old Latvian, of North Melbourne, who passed his ticket checking examination. The instructors at the special classes for New Australians say that Gunars attended regularly, was an excellent student, and deserved his success.



G. Rozitis

Gunars likes Australia and its way of life. His seventeen-year-old sister, Aina, is on her way here, and his elder brother is in Canada. His one regret is that he is separated from his parents, who are in the British zone in Germany. But one day he hopes to bring them to Melbourne and give them a home.

Like many other Latvians, Gunars has passed through tragic times. He has seen his country occupied by the Germans and the Russians. He has seen tearful and distracted wives separated from their husbands and sent to labour camps in Germany and Russia. He has seen little children torn from the arms of their parents, perhaps never to see them again.

Latvia was once a happy country of about two million people. Today the population is about three millions, but there are only about half a million Latvians left. Their compatriots are doing forced labour in Siberia or other parts of Russia or are living in the American or British zones in Germany.

"The Germans were hard and ruthless in their dealings with my countrymen, but the cruel and

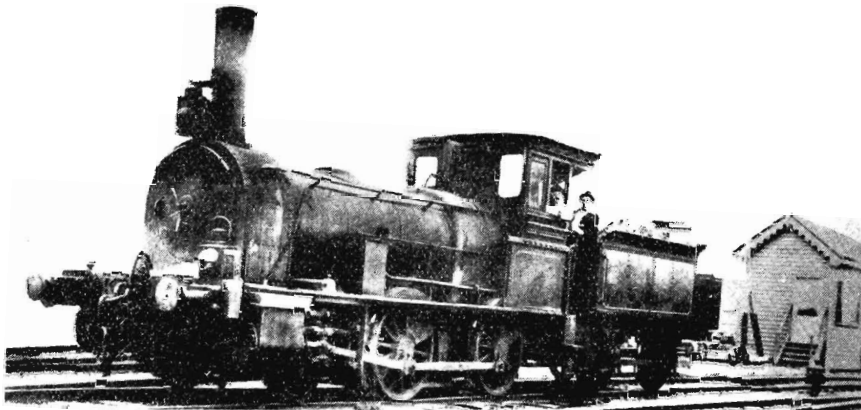
sadistic Russians are far worse," says Gunars. "Once they have made up their minds that you are a member of the hated capitalist class there is no trial. You are put into prison or sent to Siberia. Innocent Latvians have been tortured by the Russian secret police. Their methods are barbaric. Heads have been smashed; nails dragged from fingers. It is all very horrible. Having had one experience of the Russians, most Latvians crossed the border into Germany when the Russians last marched in. The one thought in the mind of the average Latvian was to keep out of the clutches of the Russians. After spending some time in a displaced persons' camp, I was sent to England, and after doing agricultural work there I returned to Germany. I was then lucky enough to be selected to come to Australia as a displaced person."

Gunars is worried about the elderly people who have been left behind in Germany. Now that the International Refugee Organization has been disbanded, the old folk have to take their chance with the German population of getting enough food to keep body and soul together. And food is scarce.

Gunars likes his railway job very much and intends to make a career of it. He is going to continue his studies, and his ambition is to get his safeworking certificates. He is also interested in telegraphy and first aid.

His Australian workmates like this quiet spoken, blonde Latvian, who is more than six feet tall. He is a lad with a future, they say.

EARLY V.R. LOCOMOTIVES



Passenger 2 - 4 - 0 type
for light lines

Nos. 114 to 124 (even numbers)
built by Phoenix Foundry,
Ballarat, 1874.

They were later known as
K class.

The last of them (No. 118)
was scrapped in 1905.

AMONG OURSELVES . . .

Choral Society seeks new members

THE V.R.I. Choral Society, which is recognized as one of the four best choirs in the State, took part in the Four Choirs' Festival at the Melbourne Town Hall and broadcast over the national stations, last month.

The choir, which has about 60 voices, includes quite a number of railwaymen and their wives, sons and daughters. The conductor is Mr. Leslie Curnow, who has an Australia-wide reputation as an adjudicator. The expert training that the choir has received from Mr. Curnow is reflected in the quality of recent performances. He believes that the choir has a bright future, and he is very keen to obtain more choristers. It is felt that in such a large organization as the railways there must be many men and women with good voices, and an appeal is made to them to join. New-comers to the staff from Britain and elsewhere will be very much welcomed.

Those interested are invited to get in touch with the president (Mr. J. S. Morcombe, Ext. 1821).

Ararat supports Youth Travel Scheme

THE people of Ararat at a public meeting recently decided to support a move by local railwaymen to raise £250 to send an Ararat boy to England under the *Sun* Youth Travel scheme.

Chairman of the travel fund committee is Mr. Dave Montgomery, who has been elected Mayor for the third successive year. He served his apprenticeship in the railways and is now a fitter at the Ararat depot. Another railwayman, Mr. W. Wilson, who is a fitter and turner, is honorary secretary of the fund.

To raise the money for the Ararat boy's trip, the committee will open a public subscription fund and organize a rabbit drive, a penny collection day and a gun club shoot.

Cheque for £1750

AT Newport Workshops recently, the Acting Manager (Mr. W. Featonby), on behalf of the Railway Employees' Hospital Auxiliary, handed to Dr. Galbraith, Superintendent of the Frankston Orthopaedic Hospital, a cheque for £1,750.

The money will be used to build a new research laboratory at the hospital. £2,800 was raised and the balance will go towards the purchase of equipment for the laboratory.

Drove Royal Train

MR. A. E. DANS, speed chart checker, who recently retired, was a driver of the Royal Train in 1927, when the King and Queen visited Australia as Duke and Duchess of York.



Mr. Dans joined the service at Stawell in 1907 as a cleaner, and eventually became a driver. Most of his time was spent at Stawell, with several years at Ararat. In 1937, he was transferred to a clerical grade, and afterwards became a speed chart checker at head office. A keen cricketer, he played for a number of years in the railway team at Ararat.

Helped Print "News Letter"

THE staff at the Printing Works recently presented Mark Noy with an armchair when he retired because of ill-health.

Mark started as a lad labourer in 1928 and became, in

turn, caster, paper cutter, and monotype working mechanic-in-charge. Part of his work was concerned with the printing of *News Letter*.

During world war two, Mark served with the Royal Australian Navy from September 1939 to July 1945.

Chief Clerk retires

MR. CHARLES HENRY CARSON, Chief Clerk, Way and Works Branch, who retired last month after 48 years' service, was well known to most gangers and repairers on the system.

He began his railway career as a junior clerk in what was known in those days as the Traffic Audit Office. From there he transferred to the Worksmasters' offices at Ararat and Seymour. He then returned to Head Office as clerk in the Ironwork Division and later went to the Work's Staff office as leave clerk. After joining the Way and Materials section he was on the relieving staff for a number of years, his duties taking him to all parts of the State. He became Assistant Staff Clerk in 1933, Staff Clerk in 1946, and Chief Clerk in the following year.

Mr. Carson came of railway stock, for his father, Mr. John Carson, was a ganger and his mother a caretaker. He admits that it was the sound advice he received from his father early in his railway career that enabled him to develop a philosophy that proved invaluable when the time arrived for him to take charge of men. "If a man really believes that he has been given a raw deal it irritates him, perhaps for as long as he remains in the job," said Mr. Carson. "In all the years I was in the railways I made it my business to see that every man was given a fair go. For that reason I believe I got on well with the majority of the men on the track."

Mr. Carson is a keen lover of cricket. He is president and a life member of the Brunswick Cricket Club, an executive member of the Sub-District Cricket Association, a member of the Brunswick and Coburg Churches Cricket Association and president of the Brunswick Baseball Club.



Miss Jean Fenton (acting dispatch officer, Traffic Branch) and Mr. Alex Wilson (A.S.M., Kew) who were married recently at the Thorbury Presbyterian Church. The bride was presented by the Dispatch Office staff and other head office friends with a chiming clock and a pair of pottery vases.

SPORTLIGHTS

Country Golf Week

A record number of players took part in the V.R.I. Country Golf Week on metropolitan courses last month. The weather was ideal and the standard of golf was very good.

Results — State Open Railway Championship (27 holes) : Jim Barker (S.M., Bentleigh), 122. Country Open Championship (27) : L. Barlow (rail-motor driver, Hopetoun), 125. Country Railway Championship : J. Jupp (depot foreman, Bendigo Loco), 125. 27 Holes Handicap : T. Young (driver, Donald), 150, (24), 114. 18 Holes Handicap : T. Ryan (blacksmith, Bendigo Workshops), 86, (10), 76. 9 Holes Bogey : C. O'Connell (A.S.M., Numurkah), three down. 9 Holes Stableford : E. Harrison (Benalla), 17 pts. 18 Holes Stableford : I. Dawkins (boilermaker, Benalla Loco), 37 pts. Four Ball Event (9 holes) : M. Lindsay (repairer, Dunolly), A. Yole (S.M., Bealiba), two up. Foursomes (9 holes) : A. Burns, R. McCormick, 33.

Events for metropolitan members — 18 Holes Handicap : S. Wilson, 94, (22), 72. Minor Championship (14 and over handicap) : (27 holes) : K. Anderson, 131. 27 Holes Handicap : J. Mills, 134, (22), 101. 9 Holes Bogey : B. Hiddleston, one up. 18 Holes Bogey : L. Caughey, one up. 9 Holes Stableford : L. Worthington, 19 pts.

Cricket Season

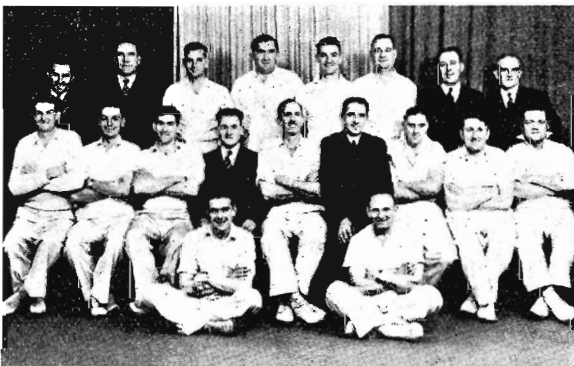
THE cricket competition for the Commissioners' Cup will open at Royal Park on October 24.

Tennis Meeting

THE annual meeting of the V.R.I. Tennis Association will be held in Room 97 at the Institute on Friday, October 20, at 8 p.m.

Boxing and Wrestling

THE annual boxing and wrestling competitions at the V.R.I. hall were staged over three nights and proved very successful. Members of the V.R.I. gymnasium team again scooped the pool by winning every division of the open and novice wrestling divisions (ten events). Two members of the V.R.I. were runners-up in two of the boxing divisions. Ninety entries were received for the tournament, competitors coming from all parts of the State. Among the interested spectators on the final night was Mr. Commissioner Meyer.



North Melbourne Loco Cricket Club (premiers 1949-50). Back row : L. Harding, M. Conolan, R. Davison, J. Sharp, R. O'Brien, C. McCann (vice-capt.), C. Healey, M. McInnis. Centre : A. Spink, B. Stubbs, J. Lloyd, J. Millen (pres.), P. J. Smith (cpt.), W. G. Wilson (sec.), H. Casley, J. Williamson, L. Datson. Front : W. Darcy, R. Sawyer.



Stores Branch, winners of the Dunklings Shield, A grade, V.R.I. Tennis Association. Left to right : R. Milne, J. Trevena, D. Phillips, N. Du Burgh, R. Blair (Cpt.), H. Grice (representing donors of the shield).



Spotswood 'Shops, winners of the Pimms Cup, B grade, V.R.I.T.A. Left to right : L. Tozer, F. Cantwell, H. Jones (representing donors of cup), I. Martin, E. Grant (Cpt.), B. Matthews.

Archery Club

AMONG the lesser known sports in which railwaymen are taking part is archery. Clem Lamb, of the Rolling Stock Branch, is well known to Victorian archers. A member of the Victorian Archery Club, he has produced a weekly archery bulletin, which circulates not only in Australia but also in England, Canada, U.S.A., South Africa, New Zealand and Fiji. Clem says he will be pleased to meet any member of the Department who is interested in archery and wishes to join the club.

Howlers

The spinal column is a collection of bones running up and down your back and keeps you from being legs clean up to your neck.

Napoleon presented Josephine with a jewel case which had her entrails engraved on the lid.

Achilles was the boy whose mother dipped him in the River Stins until he was intollerable.

Socrates died from an overdose of wedlock.

A sincere friend is one who says nasty things to your face instead of saying them behind your back.

Before a man can become a monk he had to have his tonsils out.

A simile is a widening of the face when pleased.

Acrimony is what a man gives his divorced wife.

An adult is a man that has stopped growing at both ends but not in the middle.

Anatomy is the study of heavenly bodies.