

VICTORIAN



RAILWAYS |

JANUAR

1975

10 CENTS



Signals

With fiendish delight, we report that, according to *Encyclopaedia Britannica*, the first English tramway was built by one G. F. Train.

Strange goings on in Italy, according to the *Age*. We quote: "Railway functionaries openly advise travellers to ignore the time-tables, and rely on day-to-day gossip about likely runners".

Illinois Gulf Central News reports that its 770 locos are to be fitted with auto-shut-off devices to stop fuel tanks overflowing. It says the \$US88,517 cost is essential to conserve fuel—the annual waste is \$US1.5 million.

Early this year Churchill Award applications will be called for in national press advertisements. Railways staff may be eligible for these awards, which are designed "to give men and women from all walks of life in Australia and its Territories the chance to increase their knowledge by travel abroad, and to use what they learn for the progress of their country." Details are available from Dr. Ivor G. Middleton, Chief Executive Officer, The Winston Churchill Memorial Trust, Box 478, P.O. Canberra, A.C.T. 2601.

MLC for Monash, Graham Nicol, has a column in the *Toorak Times*. Happily, we quote a recent item: "Some little while ago, a young man in the Victorian Railways was given a special job. He was to organise a series of day trips to places all over Victoria. He's made a huge success of it. The trips are now a weekly occurrence. I had an unsolicited testimonial from a friend of mine for the Railways. He told me that he started doing these trips because of an advertisement in the press. Now says he wouldn't miss one. He's retired, naturally. But he tells me the train and bus travel can't be faulted, the arrangements run like clockwork, the food is excellent and the places visited are fascinating. David Rashleigh, often helped out by his attractive young wife, hosts the trips, and would be delighted to welcome you on any of them. Ever thought of trying them?"



Fascinated commuters watch the television crew, the fitness experts and volunteers.

The 8.41 training. . . .

Keep fit classes on the train to work?

A London physical training expert suggested the idea, and a GTV 9 film crew from *A Current Affair* decided to try out the idea recently.

They chose the 8.41 a.m. from Box Hill for what proved a most interesting exercise.

Interviewer Gail Jarvis introduced Golden Bowl Fitness Centre instructor Maureen Williams to a silver carriage full of commuters, and even had some trying the simple exercises.

Most of the passengers approved of the idea, and some said they would keep it up.

However, the happenings inside the train were upstaged near Camberwell.

Two pantographs fouled the overhead, and the train ground to a halt, unfit for duty.

Six buses were chartered to carry on the Camberwell-Box Hill service while repairs were made, and the film crew waited patiently for another silver train to continue the journey to Melbourne.

On the move again, they wasted no time getting more passengers stretching and twisting, while, almost as quickly, an electrical gang completed repairs above the tracks.

The unexpected delay dampened no-one's enthusiasm: perhaps Victoria will soon be able to claim the nation's fittest commuters.

RAILWAYS

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Contributions are invited from Railways employees or other readers—either in writing, or by 'phone—and a fee is paid according to the nature and

amount of material published. Pictures are especially welcome.

Editorial offices: Room 59, Railways Administrative Offices, 67 Spencer St., Melbourne, 3000. Telephone 61 001 (internal auto and extension 1181).

FRONT COVER

A big haul—and an unusual sight. Two X-class locomotives speed a long, fast freight train on the down side of Seymour, Victoria.

Interstate rail fares rise

Interstate rail fares throughout Australia increased by an overall average of about 10 per cent—on a single fare—from Sunday, December 1, 1974.

In addition, return tickets are now charged on the basis of two single fares.

Interstate fares were last adjusted on July 1, 1974 and since then, operating costs have increased very substantially.

Examples of the new fares are (with previous fares in brackets):

	1st \$	Econ. \$
Melbourne-Adelaide	19.00 (17.50)	14.00 (13.00);
Melbourne-Sydney	24.00 (22.00)	18.00 (16.50);
Melbourne-Canberra	24.00 (22.00)	18.00 (16.50);
Melbourne-Brisbane	41.00 (37.00),	31.00 (28.00);
Melbourne-Kalgoorlie	64.00 (58.00),	43.00 (39.00);
Melbourne-Perth	80.00 (72.50),	54.00 (49.00).

Sleeping berth charges have also been increased:

Melbourne-Sydney— <i>Southern Aurora</i> and <i>Spirit of Progress</i>	Increased from \$5.00 to \$6.00 (includes breakfast tray service charge on <i>Spirit of Progress</i>);
Melbourne-Adelaide— <i>The Overland</i>	increased from \$5.50 to \$7.00 (includes breakfast tray service charge);
Sydney-Brisbane— <i>Brisbane Ltd.</i> <i>Express</i>	increased from \$4.00 to \$5.00
Sydney-Port Pirie via Broken Hill, Port Pirie-Perth	
Per night—1st—	increased from \$6.00 to \$7.00
Economy	increased from \$5.00 to \$6.00



Peter Scheiber left, watches as teacher George Coop and Wayne Bower discuss models of a theoretical Doncaster Transportation Centre.

STUDENTS EXCEL ON RAIL PROJECT

Two Form IV students at Templestowe High School have produced designs for a Doncaster Transportation Centre, which could be part of the proposed Eastern Railway.

The Parliamentary Public Works Committee's Second Inquiry into the Eastern Railway proposals is still under way, and VR's submissions to the Inquiry have been reported in *Rail Ways* April and December, 1974.

The designs, by Peter Scheiber and Wayne Bower, were part of a project in Graphic Communication.

Teacher George Coop, a rail fan, suggested the Transportation Centre as one of three topics for the year's project.

He said the centre would have to provide:

- a loading and unloading point for the larger part of the local population who work in Melbourne;
- all day parking, pick up, and set down facilities for private cars;
- bus terminal facilities for further transportation to off-rail areas;
- basic shop, restaurant, and service facilities.

The students had to produce a scale model, plans, and a 500 word essay describing their plans.

They worked entirely at home.

Peter spent two months on his design, which is on one level, and features a station and a bus terminal separated by four shops—dry cleaners, newsagency, milk bar, and a pharmacy.

Car parking facilities include staff car parking close to the station.

Wayne chose a four-level design.

Above ground there is a two storey building, with entrance lobby and

shops below a restaurant and bar.

Both are light and airy, with large glass surrounds.

Below ground is a car park, with about 60 parking spaces, surrounding the ticket office and, one level deeper, the island platform.

All levels are served by escalators, and Wayne claims one advantage of his plan is that the limited surface area allows extensive above-ground car parking as well.

BRITISH RAIL FARES RISE

(from our correspondent)

LONDON British Rail has raised its passenger fares by an average 12.5 per cent.

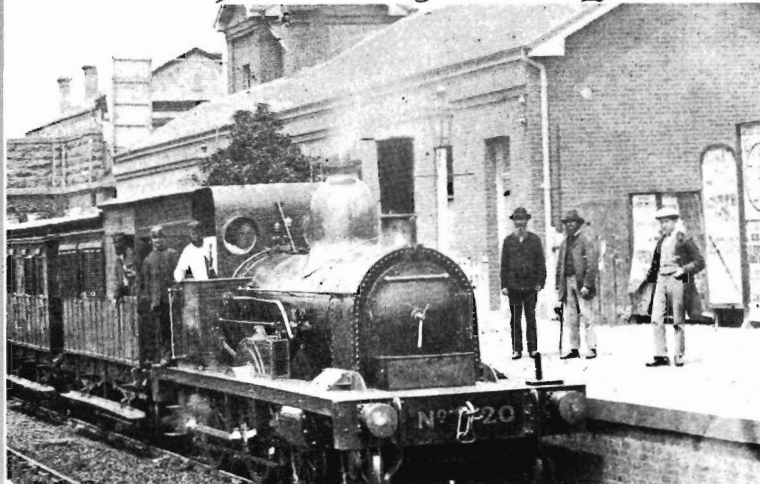
The increase, from January 26, follows a similar rise in June 1974.

Chairman of the British Railways Board, Mr. Richard Marsh, said the latest increase was expected to lift revenue by about £40 million a year.

He said both rises had been necessary because British Rail's expected deficit for this year was at least £150 million. They mean the first class fare for the 614 km return trip between London and Exeter has gone up from £11.70 to £13.20.

It was less than £5.00 in 1969.

One hundred years ago...



In the days of the Melbourne and Hobson's Bay United Railway Company, a steam train pauses at South Yarra station, just 100 years ago.

Victorian Railways bought the Hobson's Bay Mine Company in 1878, although separate management continued for another three years.

The company operated Melbourne, and Australia's, first train in September 1854.

short lines

HOOTS MON!

The whistle of a steam train will be heard once more in the Scottish Highlands.

According to the *Geelong Advertiser*, a group of rail enthusiasts has bought an 8 km stretch of track, including a station at Boat of Garten, and a loco depot at Aviemore, Inverness-shire.

The line, part of the original Highland Line, which opened in 1863, was closed in 1965, but will soon be re-opened for summer services.

BRISBANE RAIL STUDY

British Rail offshoot Transmark has won a contract to study electrification of Brisbane suburban rail services, according to *La Vie du Rail*.

The report says 145 km of lines are to be electrified (320 km of track) in the next four years.

The 25 kv British catenary system will be used, at a cost of about \$33 million.

NSW PTC TO LEAVE EVELEIGH

The NSW Public Transport Commission, as part of a six year plan to modernise bus and rail workshops, will move from its 52 hectare Eveleigh Workshops.

According to the *Australian*, the PTC will dispose of the site, which will then be thrown open for re-development.

NEW CARRIAGES CONTRACT LET

The NSW Public Transport Commission has let a \$2.3 million contract for the manufacture of 10 luxury air-conditioned sleeping cars for its *Gold Coast MotoRail Express*.

They will replace older non-air conditioned carriages now in use, and will be built to the same design as those on *The Indian Pacific*.

Each will have twinette compartments, with individual shower and toilet facilities, as well as panoramic windows and seating for day use.

Since the service between Sydney and Murwillumbah began in March 1973 it has carried about 7,000 motor cars.

EARLY START FOR NEW LINE

Nickel ore trains are already running on the new 221 km Greenvale line in North Queensland, although the line is not expected to be ready for handing over to the Commissioner for Railways until next April.

The line links the Greenvale Nickel Mine with a treatment plant at Yabalu, 24 km north of Townsville.

It will be owned and operated by Queensland Railways, and the total cost, including locomotives and wagons, will be \$75 million.

NSW BUYS \$1M COMPUTER

The NSW Public Transport Commission will install a \$1 million computer in mid-1975, according to *The Australian*.

It will replace the PTC's present computer.

One of the new computer's tasks will be a stores control system.

The PTC is also considering a number of other applications, including an integrated financial information system, information systems for improved freight movement and customer service, personnel administration, and maintenance scheduling and control.

MILDURA IMPROVEMENTS

Railways plan improvements to Mildura station which will lengthen the platform by 76.2 metres and give rail passengers a comfortable new reception area.

Announcing this, the Minister of Transport, Mr. E. R. Meagher, said that the extended platform would be 228.6 metres long and allow for 10-carriage trains.

The new reception area would be heated and furnished with seating and writing desks for passengers.

THANKS SOMEONE

Mr. G. K. Watts, of Long Gully, near Bendigo is one of the latest retired railwaymen to be placed on the free subscription list for *Rail Ways*.

He wants to thank the unknown railwayman or woman who has been kind enough to drop a copy of the magazine, unasked, into his post box each month.

Rail Ways will be sent free to any retired railwayman or woman who wishes—call or write to the Public Relations Department, Head Office, to make arrangements.



Picture shows Chief Traffic Manager, Mr. Ronald, with VR teleprinter operators (from left) Mrs. Margaret Wilson, Miss Lucy Calvitto, Miss Barbara Nation and Mr. Paul Chircop, Chief Teleprinter Officer, on Darwin duty.

RAILWAYS, POLICE, OTC AID DARWIN RESCUE

Victorian Railways staff joined State police and Overseas Telecommunications Commission staff in the massive rescue operation after Cyclone Tracy almost obliterated Darwin. Nineteen VR teleprinter operators worked around the clock from December 28 to January 4 to help maintain national communications links with the stricken city.

This followed an urgent radio message to VR Chairman, Mr. Gibbs, who is also O.T.C. Chairman, from the Darwin office, which was maintaining the city's sole link with the rest of Australia.

O.T.C. Darwin had established

the fragile link via the ship Nyandra lying off-shore.

The Darwin station, which normally provides only overseas communications, had been demolished except for the shore station building and one 50 ft. mast.

Mr. Gibbs contacted Chief Traffic Manager, Mr. Mike Ronald, who alerted Mr. Paul Chircop, Chief Teleprinter Officer, to the emergency.

Nineteen of Mr. Chircop's staff volunteered to work 24 hours a day in three shifts—not knowing how long the emergency could last.

They left their New Year champagne at home and brought coffee into Head Office instead.

Volunteers were: Miss Rose MacLennan, Mrs. Marlene Peters, Miss Rose Langham, Miss Jillian Brooks, Mrs. Colleen Perris, Miss Lucy Calvitto, Miss Fotene Michaelides, Mrs. Margaret West, Mrs. Louise Traill,

Miss Colleen Ryan, Mrs. Angela Collins, Mrs. Margaret Wilson, Miss Barbara Nation, Messrs. George Cooper, Jim Haeusler, John Kennedy Carmel Sultana, Maurice Van arkadie, Geoffrey Strange and Mr. Chircop.

Mr. Chircop said the team initially operated telex machines at Police Headquarters.

As the traffic grew, VR machines at Head Office were brought into action to cut tapes for transmission from Russell Street.

Many operators volunteered for double shifts to cope with the flow.

The machines transmitted details of evacuees arriving in Melbourne to the central information bureau in Canberra, as well as general traffic.

Mr. Gibbs and Mr. Ronald gave a personal thank you to each of the operators for their help—and for forgoing their New Year celebrations.

A section (below) of the urgent cable alerting Mr. Gibbs to OTC's Darwin plight.

RADIO STATIONS. THE CYCLONE VIRTUALLY DEMOLISHED THE AERIAL SYSTEM, THUS PUTTING THE STATION OFF THE AIR. THE BUILDING AND EQUIPMENT ARE SUBSTANTIALLY INTACT. A TELEX MESSAGE FROM THE STATION AT 7A.M. ON 25TH ADVISED THIS FACT BEFORE THE TELEX LINK WAS CUT. BY 12.25P.M. ON 25TH MR. BOB HOOPER OTC MANAGER ADVISED THAT RADIO HAD ARRANGED WITH THE VESSEL NYANDA, BERTHED AT DARWIN. FOR OTC STAFF TO TAKE OVER THE SHIP'S RADIO ROOM CONTACT WAS ESTABLISHED WITH THE SYDNEY COASTAL RADIO STATION. THIS CONTACT IS STILL WORKING AND TELEGRAMS AND LIMITED TELEPHONE ARE

Urgent

RECORD SUPER HAULS

Victorian Railways had record loadings of superphosphate during October, November and December last year.

Efficient handling, quick turn-around time of rail wagons and the excellent co-operation of the phosphate company and grain handling authorities enabled more wagons to be supplied for moving superphosphate and wheat than originally expected.

Deputy General Manager Mr McCallum said appeals to farmers, Shire Presidents, newspaper Editors, farm co-ops and other thought-leaders, stressing the need for early superphosphate delivery, had been met with great co-operation.

"This co-operation by all enabled the best possible distribution of rail wagons for the massive job," Mr. McCallum said.

"Farmers had to get their superphosphate delivered by December, the peak of the grain harvest season. With a minor exception this has been done."

In all 12,547 wagons carried a total of 253,996 tonnes of superphosphate during the three months.

The total increase for the three months over the 1973 figures was 8,258 wagons carrying 169,996 tonnes.

"These were record figures," Mr. McCallum said.

With the rail movement of new season's wheat now well under way the Victorian Railways have every available bulk grain wagon—more than 6,200 open and 350 hoppers—fully employed.

THE CORE OF THE MATTER



Engineering drilling rigs in action along the banks of Melbourne's River Yarra have sparked the imagination of train travellers.

The crews have been drilling next to the viaduct joining Flinders Street and Spencer Street stations.

Were they seeking oil, precious metals or—perish the thought—Yarra water?

VR Chairman Mr Gibbs is pictured above with the answer—a core sample from the original foundations for the viaduct.

Tests are being made to see whether the old foundations will support the proposed additional lines between the two stations. *Full report next issue.*

RETIREMENTS . . .

ROLLING STOCK BRANCH

- Agius, J. L., North Melbourne, 20.12.74
- Bicknell, D. V., E. R. Depot, 15.10.74
- Bijelic, D., Newport, 22.10.74
- Bober, M., Newport, 21.10.74
- Boczuk, W., Newport, 30.9.74
- Bosco, A., North Melbourne, 12.11.74
- Camm, D. N., Newport, 29.10.74
- Centolifanti, P., North Melbourne, 2.1.75
- Carroll, W. D., Newport, 13.2.75
- Chancellor, V. G., Nth. Melb., 25.10.74
- Cholebrook, R. E., Newport, 7.11.74
- De Jong, P. A. J., T. L. Depot, 23.9.74
- Demir, I., Newport, 1.1.75
- Di Mauro, A., Newport, 24.1.75
- Dow, J. G., Newport, 23.2.75
- Foreman, C., Bendigo North, 27.1.75
- Harvey, H. G., Newport, 28.1.75
- Harrington, J. K., Bendigo Nth., 16.2.75
- Holden, A. E., Newport, 18.11.74
- Howlett, C. J., South Dynon, 15.11.74
- Kelly, V. T., Newport, 30.1.75
- Mewes, G. J., T. L. Depot, 25.2.75
- McKay, J., Newport, 13.2.75
- McMahon, J. G., Bendigo North, 4.1.75
- Monks, A. S., South Dynon, 9.10.74
- Peobles, D. P., Newport, 11.12.74
- Piper, H. C., Newport, 12.1.75
- Price, H. G., Bendigo Loco., 7.11.74
- Roberts, T. H., Bendigo North, 24.1.75

- Ross, D. H., North Melbourne, 1.12.74
- Saccuzzo, S., North Melbourne, 4.1.75
- Sartori, D. W., Newport, 19.11.74
- Schreiber, M., Jolimont, 14.10.74
- Smethurst, J. J., Nth. Melbourne, 17.1.75
- Turnbull, E. K., Newport, 19.11.74
- Ward, J., Bendigo North, 23.2.75
- Wilkinson, W. B., Geelong, 30.9.74
- Witherington, J. E., E. R. Depot, 31.10.74

ACCOUNTANCY BRANCH

- Goodwin, R. S., Head Office, 3.12.74

TRADING AND CATERING SERVICES BRANCH

- Dumigan, J., (Mrs) Flinders Street Cafe, 13.11.74
- Thomas, W., (Miss) Ararat R. R., 21.11.74
- Willimas, R., Dining Car Depot, 13.11.74

STORES BRANCH

- Eaton, L. J., Newport W'Shops., 15.11.74

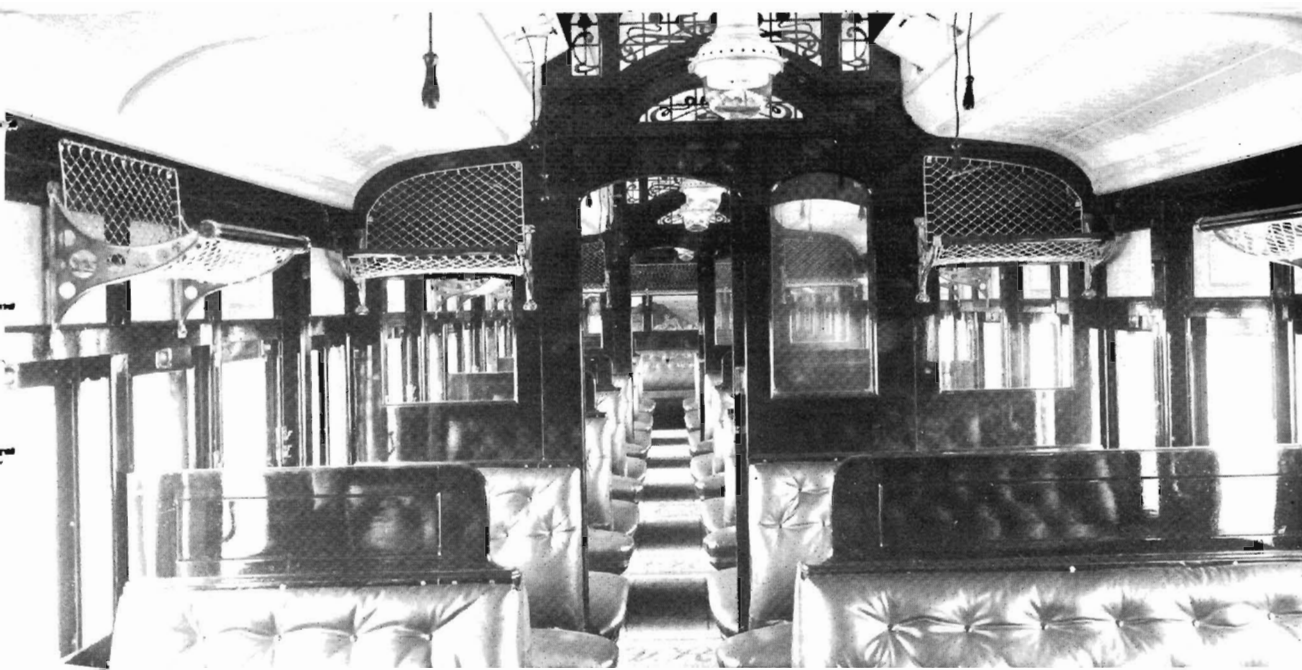
TRAFFIC BRANCH

- Beaton, J. T., Moorabbin, 17.2.75
- Booth, R. H., Reservoir, 8.1.75
- Bradley, R. F. G., Mordialloc, 15.1.75
- Canavan, J. K., Melbourne Yard, 23.10.74
- De Marco, P., Melbourne Goods, 31.12.74
- Dyson, W. J., Mount Waverley, 18.11.74
- Gaffy, R. S., Nunmurkah, 21.1.75
- Godfrey, S. L. A. Melb. Gds., 5.2.75
- Illingworth, E. W., Melb. Gds., 23.1.75

- Jensen, P. C., Benalla, 2.2.75
- Kelly, W. J., Melbourne Goods, 7.2.75
- Knox, R., Nagambie, 21.1.75
- Maltby, H. D., Port Melbourne, 7.2.75
- Maddin, J. S., Creswick, 21.1.75
- McDonald, Mrs. A. M., Bendigo, 15.11.74
- McDonald, N. A., Yarram, 7.2.75
- Morrissey, F. X., Head Office, 11.11.74
- Pitts, E. L., Rosedale, 10.12.74
- Rice, O. M., Bendigo, 21.11.74
- Ryan, J. T., Melbourne Goods, 22.1.75
- Reynolds, J. J., Geelong, 6.11.74
- Simpson, W. J., Footscray, 2.12.74
- Turner, F. W., Benalla, 8.1.75
- Ward, L. E., Flinders St. Yard, 4.2.75
- Whitehand, C., Wodonga, 18.2.75

WAY & WORKS BRANCH

- Astuto, S., Metro. Dist. Engr., 20.2.75
- Barker, L. J., Spotswood, 20.2.75
- Brunt, E. A., Ouyen, 10.2.75
- Butcher, F. J., Bendigo, 21.2.75
- Hearn, V. G., Flinders Street, 28.11.74
- Huddle, E. S., Bendigo, 16.11.74
- Laspatzits, P., Engr. of Spl. Wks., 13.2.75
- Lawrence, J. W., Head Office, 1.12.74
- Lewis, J., Laurens Street, 7.2.75
- Maraspin, G., Flinders Street, 31.1.75
- Morton, F. E., Spencer Street, 4.2.75
- Raeburn, H. G., Maryborough, 18.11.74
- Rendina, L. M., Newport, 18.2.75
- Schwarz, L. N., Ararat, 3.12.74
- Skorupkas, V. V., Shepparton, 18.11.74
- Todaro, F., Newport, 4.12.74



ELEGANCE at rest

A fitting resting place for an elegant relic of train travel in the 'twenties is in a house of good cheer.

Recently the Graham Hotel in Swanston Street, Melbourne, acquired from VR the shell and fittings of a Tait wooden-bodied carriage which had been retired from suburban service.

It has become the focal point, see picture below, of the City Square Station Bar—a wry comment on the Melbourne City Square, still unfinished, which sits opposite the Graham.

Above is pictured the interior of a Tait car built in the 1910-18 period and fitted with both

electric and gas lighting, the latter fuelled with Pintsch gas.

Later Tait's were built in the 1922 to 1927 period following electrification—and most are still in service.

Although not greatly loved by today's travellers, they carried the service through what former Chairman Mr. G. F. Brown dubbed the "28 lost years" to 1956 during which only a handful of carriages was built.

The Harris blue train began to come into service in 1956 and these days the stainless steel silver trains are greeting the public at the rate of about one a month.



CONTAINING RECORDS

In 1969 Victorian Railways began handling overseas shipping traffic in containers. And each year since, this form of rail business has increased dramatically.

In the first financial year of operations, 1969-70, 22,036 containers were railed to and from Victorian country centres, South Australia and New South Wales on the standard gauge line.

The number increased to 62,601 in 1973-74 and already in 1974-75, 35,975 containers have been railed. The figure for the full year should be a record, over 70,000.

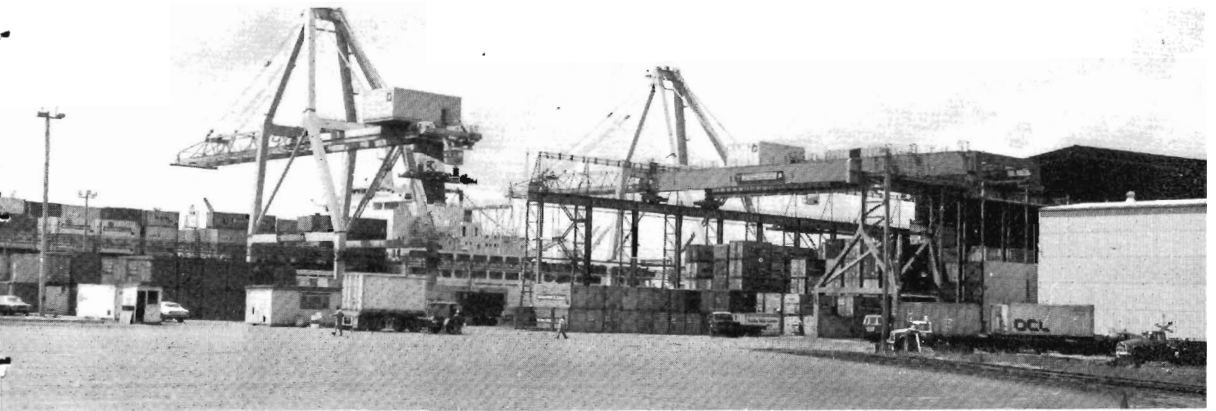
Primary produce, much of it in complete train loads, is railed to the docks each year for export and the bulk of import traffic comes from manufactured goods from the U.K., Europe, U.S.A. and Japan.



Container handling and storage under cover.



Container handling and storage in the open.



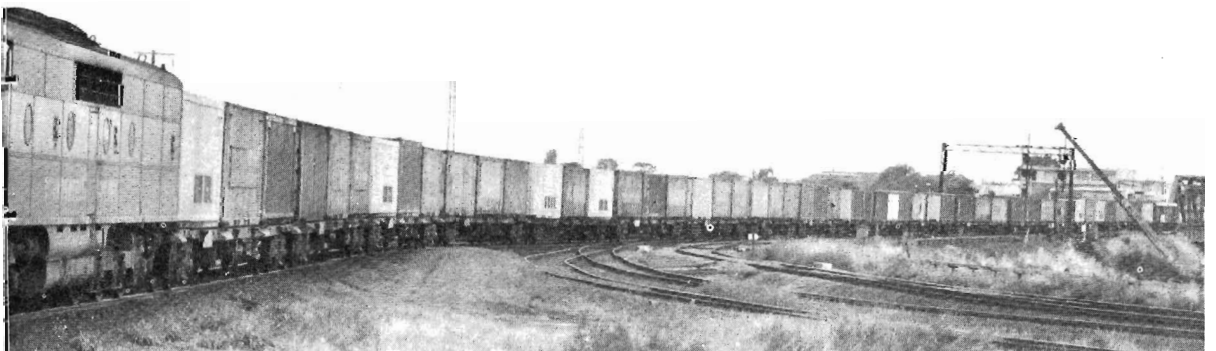
^ The Swanson Dock container handling area.

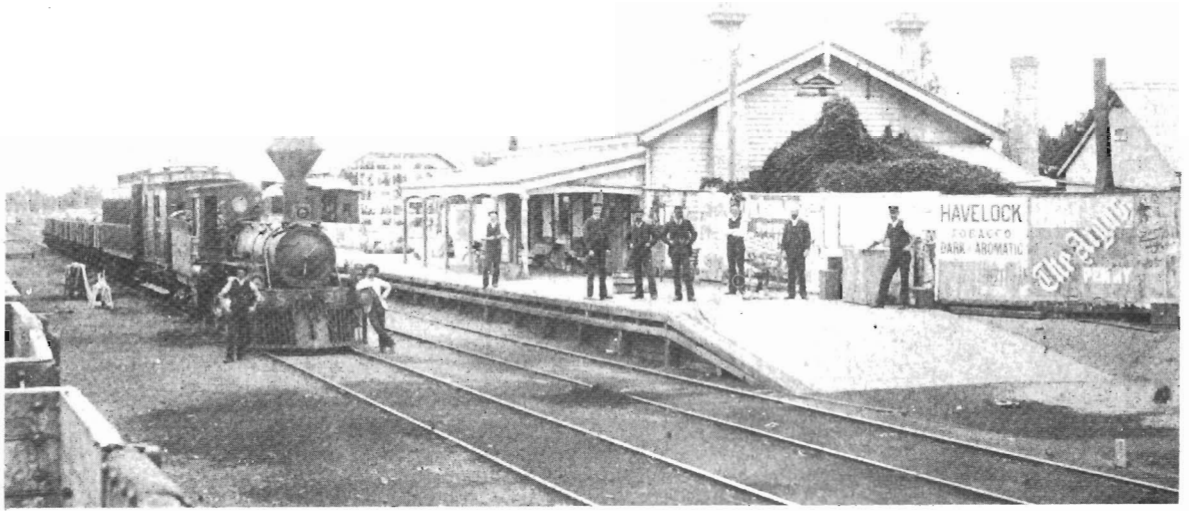
< Gantry crane transferring a container from road vehicle to rail at South Dynon



Loaded container wagons marshalled for despatch from Swanson Dock area.

Train load of containers departing on the Standard Gauge line to Sydney.





Donald Station about 1890 – staff members pose for the camera.

Come to the fair...

Donnybrook, a few miles outside Dublin in the Irish Republic, was the scene of one of the world's best known fairs.

Although it had an equally strong reputation as a rough-house, most historians now agree this is unjustified.

Today, Donnybrook is a pleasant suburb typical of much of Dublin—and the name has been adopted for the area 33 km north of Melbourne near Craigieburn.

The history of many Victorian station names was published in 1918, in a book by Thos. O'Callaghan J.P.

This is part of a continuing series of *Rail Ways* features detailing some of the widely varying histories.

Dalyston—Named by Mr. Daly, who owned the land on which the township was built. The name has been contracted from the original "Daly's Town".

Dandenong—After a nearby creek. In 1837 Captain Lonsdale wrote of Dan-y-nong and, during the 40s,

the first surveyor called it Tangenong mis-hearing the native word, which means "high" or "lofty".

Darling—in honour of Sir Charles Henry Darling, Governor of Victoria from 1863 to 1866.

Dartmoor—after the large moorland in Devon, England, which is best known for its prison.

Daylesford—after a place in Worcestershire, England. It had previously been known as Jim Crow Diggings and Wombat Hill.

Deep Lead—from the deep run of gold discovered nearby.

Deer Park—the former depot for the Melbourne Hunt Club's deer.

Deniliquin—first known as The Sandhills. The present name is a corruption of the native Denilakoon, the name of the local tribal king at the time of white occupation.

Derrinallun—from the native for "white sea birds", which flock over the nearby salt marshes.

However, another authority quotes the native Tirrinchillum, meaning "hill of fire".

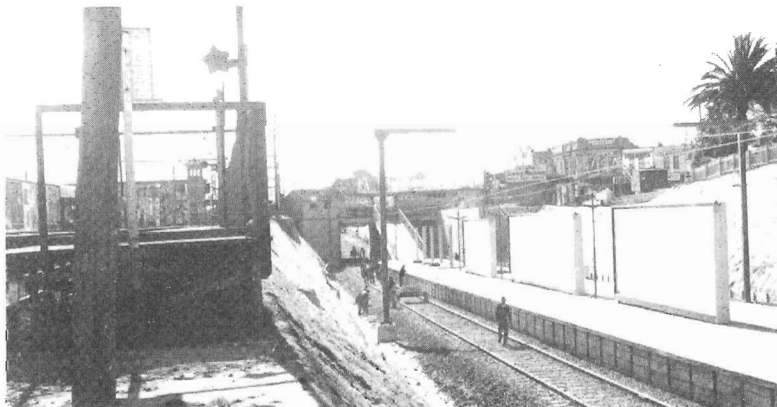
Detpa—native for "wait", or "stop a bit".

Devenish—formerly known as Major's Plains, was named after an island, now with the ruins of an ancient abbey and a round tower in Lough Erne Ireland.

Diamond Creek—so named because crystals could be seen at the bottom of the very clear stream.

Diggers Rest—a favourite resting place for gold diggers travelling between Melbourne and the goldfields during the 1850s.

Dimboola—named by the surveyor who laid out the town, Mr. Wilmott, after Dimbula in Ceylon (Sri Lanka). The name means "a land of figs".



Old and new stations – the new platform at Elsternwick with the old platform at left.

Donald—After two brothers who owned a nearby sheep station in 1839.

Dookie—when local surveyor, Mr. Wilmott, was surveying the area, a Mrs. Turnbull, who then owned Major Station (see *Devenish*) was continually lamenting the loss of the land which made up Dookie. Mrs. Turnbull had lived on the Malay Peninsula, and Mr. Wilmott's own knowledge of the Malay language led him to name the area Dookie, meaning "lament".

Drouin—named after the Frenchman who invented the "wet chlorination process" for extracting metals from ores.

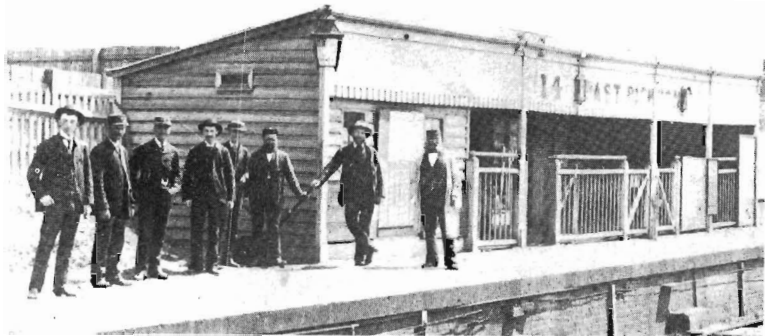
Eaglehawk—according to the *Ben-digo Independent* in 1890, the name was given after a shepherd killed an eaglehawk which had been attacking his sheep.

East Richmond—after Richmond, England, on the River Thames, where an English King built a castle.

Echuca—native for "meeting of the waters". It was formerly known as Hopwood's Ferry.

Elaine—named by an enthusiastic reader of Alfred, Lord Tennyson's poetry. "Elaine the fair, Elaine the loveable, Elaine the lily maid of Astolat".

Elmhurst—after a place in Staffords-hire, England.



East Richmond Station in 1886 – things have changed!

Elmore—another English name, from Gloucestershire.

Elphinstone—once known as Saw-pit Gully, it was named after Lord Elphinstone, Governor of Bombay and Madras.

Elsternwick—from the German Elster—"magpie"— and Wick—"harbour, estuary or village".

Eltham—Eltham, England, is a suburb of London which once featured the Palace of the Kings of England (from Henry III to Henry VII).

Emerald—named by the Reverend Dr. Bleasdale, who found precious stones in a creek.

Epsom—after the English town and race-course.

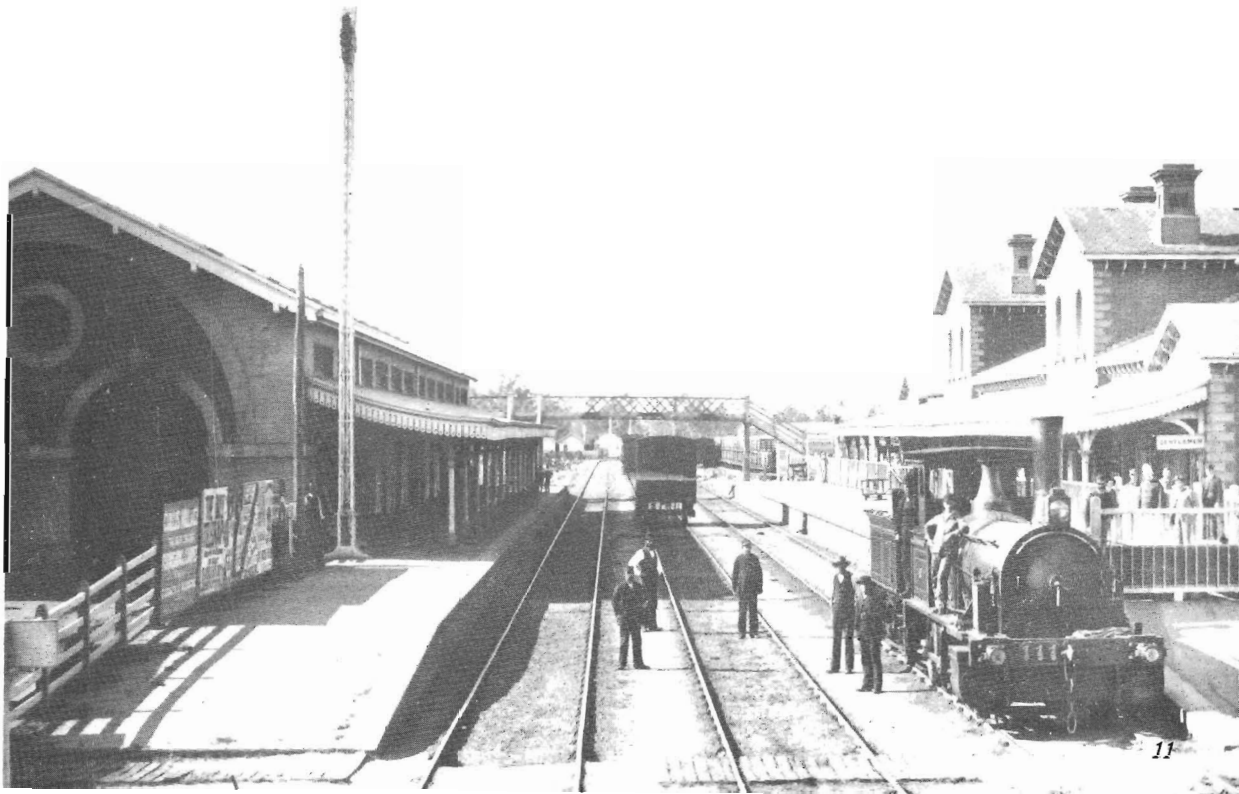
Essendon—surveyed in 1852 by Mr. E. Bellairs, who named it as Essendon and Hawstead, on the Five Mile Creek. Essendon and Hawstead are both English names.

Eureka—after the famous Eureka Stockade.

Eurobin—native for "big lagoon at foot of a mountain".

Everton—named after a local pastoral station. Everton, although Mr. O'Callaghan does not mention this in his book, is a suburb of Liverpool, England —home of a famous soccer team. RW

The station at Echuca – "Meeting of the Waters".



Ganger Maurie Brown and friend - see story below.



STEAM UP AT WODONGA

Diesels may have replaced steam locos on Victorian Railways, but the steam era still has a great fascination for many people.

VRI members Alan Douglas (rotary hoe operator) and Maurie Brown (ganger), of Wodonga are steam fans.

They have developed the land behind the Wodonga VRI into a miniature steam loco system, demonstrating again the versatility of many railway men.

Neither has had any Rolling Stock Branch experience—yet they have built two miniature steam locos about 0.5 m long, and operate them on a 88.9 mm gauge line.

They have also made and laid 116 m of track with a watering point, a small cutting, a long span of trestle bridge, and hope in the near future to

include standing bays for the engines.

The locos are fired on crushed briquettes, and develop enough power to haul a carriage (which runs on 139.7 mm gauge) carrying two adults.

The locos are finely detailed, and even give off sparks and smoke.

Both men have put a lot of time and money into their hobby—parts of the small engines had to be imported from England.

They also had to buy equipment, including small lathes, to turn out specific items for the locos.

The engines were built over 10–12 months, and it wouldn't be hard to imagine the agony when some minute part didn't fit exactly.

Alan has also built a model T class

diesel loco, which, he said, "I knocked up in about eight weeks, and the kids drive it around."

From that it is not hard to see what loco power holds pride of place in his mind.

The two men attend rallies held throughout the State, and recently travelled to Moorabbin for a get-together with members of the Steam Locomotive Society of Victoria.

This club has a magnificent set up: on the first Sunday of each month it opens its gates to the public from 1.00 p.m. to 5.00 p.m.

Alan and Maurie are justifiably proud of their achievements, and the Wodonga Institute is pleased to have been able to help two of its members bring their hobby to fruition.



Wally Lawrie

INTER-SYSTEM UNION GIVES LIFE MEMBERSHIP

At the recent ANZRI Table Tennis Carnival held in Sydney (see *Rail Ways*, December 1974), life membership of the Intersystem Table Tennis Union was bestowed on VRI Table Tennis Association secretary, Wally Lawrie.

Wally, who is a clerk in the Electrical Engineering Branch, first started playing table tennis for the Institute in 1951.

When transferred to Warragul in 1955 he played in the local competition, and, until he transferred back to Melbourne in 1958, his team remained undefeated.

Back in Melbourne, Wally played for the Institute again, and involved himself with the administrative side of the sport.

He took over as VRITTA hon. secretary from Graeme Smith in 1971, and his record of attendances at Intersystem Carnivals since 1953

INSTITUTE
SPORT

shows he has only missed one—in Brisbane.

It is the first time life memberships have been presented since 1958, and it is good to see such devotion to fostering table tennis in Victoria being recognised at a national level.

NO RAIL, NO PORT!

“You can have a railway without a port, but you can't have a port without a railway.”

Portland stationmaster Alan Cleland's words sum up the value of the Railways to the magnificent deep water port which serves a wide area covering one of the most richly-producing hinterlands in Australia.

The town is home for a number of industries following the State Government's decentralisation assistance and many find the rail links throughout the State, and to Mount Gambier, invaluable.

Portland is described by locals as “the cradle of Victoria”—it was first settled by Edward Henty in 1834—and is now developing faster than ever

The Portland Harbour Trust Commissioners recently reported that import trade through the port for the last financial year was over the half-million tonne mark for the first time since the Harbour Trust was formed in 1950.

This was a 12.4 per cent rise over the previous year. *Rail Ways* July 1974 reported how two large shipments of newsprint were railed from Portland to Melbourne, alleviating a serious shortage.

The Harbour Trust Commissioners reported that this shipment helped boost the year's figures. They have also said that VR upgrading works since 1960 would have “not only far

reaching effects on the flow of traffic to and from the port, but are designed to improve rail services within the area generally”.

Present stationmaster Alan Cleland came to Portland in 1968, and, to cope with traffic increases, his staff has doubled since then.

His arrival co-incided closely with the transfer of VR operations to what was Portland North station.

AQUARIUM

The original Portland station was on the sea front, and was linked to one of the main piers.

Little remains today—but the old goods shed has been slightly updated to become an aquarium.

What was Portland North became Portland—but Mr. Cleland does not refer to the neat new buildings as the “station”.

He prefers to call them passenger and freight terminals, in keeping with the modern image of efficient freight and passenger handling.

Local rail users feel the image is apt.



Portland stationmaster Alan Cleland.

One of Australia's leading rose growers, Ted Treloar, said the service was excellent.

Last year he sent about 20,000 roses by rail to Brisbane—finding the service more suitable than air freight.

Smith and Nephew are Australia's only hypodermic needle manufacturers, and manager Mr. Harold Salmon

To page 15

BIRDIES AT SWAN ISLAND

Once again the delightful Swan Island Golf Club was the venue for the Western District Championships, and 75 golfers hit off in brilliant sunshine on Sunday November 24.

With 18 holes played, three players were tied for the championship.

A “sudden death” playoff resulted in V. Nivarovich (Geelong) beating J. Kennedy (Melbourne) and R. Morris (Seymour) to take off the trophy.

The minor championship was won by R. Demir (Melbourne), while the ladies championship went to Mrs. B. Thomas (Dimboola).

SNOOKER TEAM REACHES FINALS

On Tuesday November 26 the VRI snooker team visited the South Yarra Club to play University in the “Willis 2” competition grand final.

However, they had no Eddie Charlton, and the lads from the Halls of Learning won five games to three.

We congratulate the University team, and commiserate with the Institute players—but there is always next year.

TRIGGS SHIELD RIFLE SHOOT

The next competition in this series will be held before the Queen's Shoot at the Williamstown Rifle Range on Wednesday March 5.

All Railways riflemen, who are members of the Victorian Rifle Association and the VRI, and who would like to be considered for the Victorian team, should submit their application to the Manager, VRI, Flinders Street, not later than January 31.

Each applicant should include details of latest scores, certified by his club captain, over 500, 600, and 700 yards, which are the ranges for the shoot.

SPORTING CALENDAR

Bowls

Transport Industries competition—Sunday February 2

API v VRI—Sunday February 9.

Cricket

API v VRI—Wednesday February 12

ANZRI Carnival, Hobart—February 16—28.

COUNTRY BOWLS

Country bowlers are reminded Country Bowls Week will be from February 17-21 this year.

Once again play will be on the API-VRI, Middle Park, Footscray City, Port Melbourne, and Carlton Bowling Clubs' greens.

Entries for the fours, pairs, and singles championships close with the Manager, VRI, Flinders Street, on Monday January 27.

Single entries are most welcome, and these players will be placed in composite fours and pairs, and will, of course, be able to contest the singles.

CUTHBERT BLAZED RAIL TRAIL

One hundred years ago a Victorian Railways surveyor or Kingston Cuthbert completed yet another of his Departmental surveys.

It laid the groundwork for the construction of 53 miles, 3 chains, 66 links of steel highway from Hamilton to the 'birth place' of Victoria—Portland.

From the time of Edward Henty's arrival at Portland in his ship Thistle on November 19, 1834, to the advent of the Railways, produce of the hinterland was transported by bullock team.

Situated 200 miles from Melbourne and 300 miles from Adelaide the port and its environs progressed rapidly during the settlement's early years.

The port was being used by shipping for the import and export trade of Western Victoria and the south east of South Australia.

Cuthbert completed his survey in 1874 and on April 27, 1876, the first sod was turned to begin the rail link.

TOO SMALL

Two piers had already been built off the Portland foreshore, but they were too small to handle the ships carrying the rails for the line.

The ships anchored at sea and their cargo was transferred to lighter vessels able to berth at the piers. This was a dangerous operation as heavy swells often hampered the work.

[Today shipping is well protected inside a deep sea Harbour, the present Port facilities being completed in 1960.]

During construction of the line, three ships with a total of 5,000 tons of rails entered the port and other equipment was shipped from Melbourne.

The station was built and the line opened for service on December 19, 1877 under the supervision of stationmaster Wells.

On March 1, 1897, the original station became Portland North when a station and goods shed earlier erected on the waterfront became known as Portland.

The construction locomotive

PORTLAND PEOPLE

TREVOR'S WINNING WAY WITH DAHLIAS

A good bed of loose loam, plenty of manure, a good spray of delium and—nature permitting—you should have a fine dahlia garden.

The advice comes from Portland station master of dahlias, Trevor Edrich (No relation!)

Trevor has won many prizes for his beautiful blooms at Portland's annual Dahlia Festival and Show.

Last year he won four first prizes and three seconds.

He has been growing dahlias as a hobby for the past 20 years, and has about 250 bulbs planted in his home garden.

Before he joined the Railways six years ago he was Portland's travelling grocer.

Now he has helped to beautify the surroundings of the station and freight terminal with shrubs, petunias and, of course, dahlias.

used in the track building work was called the Richmond.

Although Richmond had done most of the work on the new tracks it did not have the honour of hauling the first train on a regular service into Portland.

FLOWERS

Locomotive No. 5, one of five Beyer Peacock 0-6-0 tenders engines with balloon-shaped funnels, brought the train from Hamilton and was clothed in an array of multi-colored flowers for the occasion.

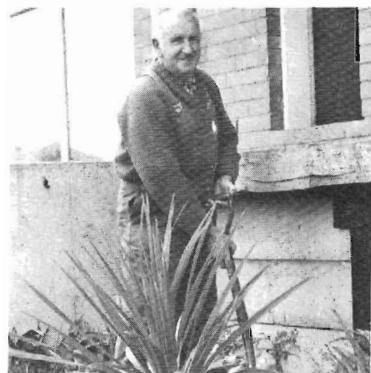
During construction the Richmond failed its master, the contractors Overend and Robb, on several occasions and eventually another loco called the 'Phoenix engine' had to be used to help speed up track work.

In 1968 Portland station on the waterfront was closed and on May 5 that year Portland North became Portland once again.

It is now the Victorian Railways' sole terminal at Portland handling all freight and passenger services.

The Portland Harbour Trust has its own locomotive which connects with the VR state-wide network.

Little now remains to give



Trevor Edrich M.D. (Master of Dahlias!)

From December to April his dahlias are a colourful station feature—he has planted about 150 bulbs around the building.

Stationmaster Alan Cleland says there have been many favourable comments on the display.

Trevor thinks dahlias are a nice, showy flower and last longer than other garden flowers.

He tries to grow them bigger and better every year—and claims to have some "big as a dinner plate!"

On the job, Trevor is a goods trucker, cleaner, and wagon checker.

He also finds time at home to breed canaries and budgerigars.

visitors any visual idea of the early Railways era in Portland.

The waterfront front goods shed still remains, but has been renovated and painted to become Portland Aquarium.

Fortunately photographers of the period were busy and many pictures of Portland stations have been preserved. Many have been re-printed in Keith Turton's book 'The Portland Railways.'

THE BOOK

Perhaps the greatest remaining relic of the era is Portland station's Lost Property Book.

Bound in thick cardboard with a leather spine and leather tipped corners, it remains in magnificent condition.

Many a railwayman's thumb print shows in its pages.

Three days after the official run of the first Portland train the first entry was made in the book—a hat case.

Next on the list came a parasol, then a carpet bag and another parasol.

It seems the dear ladies of the day were carried away with the excitement of their new railway and became rather forgetful.

Surprisingly, the book is still in use today.

RAIL BOOSTS BLOOMS

TRADE

Mr. EDGAR LEIGHTON

checks carnation blooms in the main growing house at his "Avonmore" carnation farm, near Portland. Mr. Leighton sends carnations by rail as far as Western Australia and Queensland.



The next carnation you buy at Spencer Street or Flinders Street station will probably come from Edgar Leighton's "Avonmore" farm at Portland.

"They told me I was crazy to try to start a business in Portland," he says. But he persevered, and now his carnations are railed to all parts of Australia.

Mr. Leighton was forced to leave China, and a flourishing import-export business, more than 20 years ago.

He then planned to turn his favourite garden hobby into a business at Portland, but friends warned him not to set up so far from the markets.

Today he sends his 27 distinct

From page 13

NO RAIL, NO PORT

said rail, with an overnight service to Melbourne, was the obvious answer to the company's transport problems.

The company was set up in Portland in 1946 by its United Kingdom parent, under the Government's decentralisation scheme.

Mr. Cleland said passenger traffic though Portland was increasing, too.

Important factors included the 38 per cent saving in country day return fares introduced in October 1973, and the introduction of the air-conditioned diesel rail car in 1971.

He also felt the town's rising status on the State's tourist map was significant—and he is actively involved in promoting Portland.

Mr. Cleland is a member of the National Trust, which has classified many of Portland's historic buildings, and believes it is not necessary to follow the trend towards reconstructing history.

"We should concentrate on preserving what we already have!" he said.

varieties of carnations—developed from seeds sent from England—by rail from Portland as far afield as Forrestfield, Western Australia, and Ingham, Queensland.

The carnations are cared for by hand from the moment they are planted as cuttings in special frames, through the rooting and hardening process, until they are big enough to be sold in punnets.

More—almost 30,000 plants—are then kept in the huge main growing house, to be sold when in bloom.

Mr. Leighton said the laborious manual process was one of his biggest problems, because of the rapid rise in labour costs.

He has already tried two automatic watering systems in the growing house, without success, and hopes a third type may help him solve that problem.

NEW STYLES

Now 75-years-old, the English born Mr. Leighton is still developing new colours and styles of carnations on his two hectare property.

"It takes two or three years to try out a new strain after seeding and developing before it is ready for sale," he told *Rail Ways*.

He had been successful at this year's Melbourne and Adelaide Shows—despite the poor weather in Melbourne his entire stock was sold.

Carnations sent by rail from the farm are specially wrapped in polythene to help retain moisture during

PORTLAND

the journey—but fast delivery is still essential.

The packed flowers would suffer during too long and hot a journey—the heat would raise the humidity.

Overnight rail services from Portland to his main markets, Geelong, Ballarat, and Melbourne have helped to solve this problem.

Mr. Leighton's venture in the flower business is the latest step in a varied career.

For many years he controlled an import-export business in Tientsin, North China. His war-time attempt to leave Hong Kong by sea earned him four years as a prisoner-of-war of the Japanese in the infamous Stanley prison.

The war ended, he returned to Tientsin, and found everything, even his house, gone.

But he tried to set up again, had his property returned, only to find more trouble during the Communist take-over.

RETIRE?

He stayed for almost 10 months, through the fighting, but found it "just impossible".

So he came to Portland, where his one-time hobby has blossomed into a successful business.

Now he is "trying to retire", but plans to keep working on the beautiful house he has restored, and, whenever he has time, will continue with his other hobby—sailing.



Eight—fifteen on a July morning
at Canterbury station, near Mel-
bourne.
This picture, looking east, was
taken by P. Klay, of Mitcham.

VICTORIAN



RAILWAYS

FEBRUARY

1975

10 CENTS



It's always good to see the appreciative letters keep rolling in—we don't have enough space to publish many of them in *Customers Say*. But one traveller has called on us to repeat the appreciation he had already expressed in a letter to the Chairman. He was a retired journalist, Mr. Henry Hodges, of Williamstown who travelled to Flinders Street on *The Gippslander* on December 21 last year. One of the buffet car crew, who we haven't been able to identify, saw Mr. Hodges was having difficulty transferring his baggage between platforms, and was more than helpful. We promised to convey Mr. Hodges' thanks for her courtesy, kindness, consideration, and compassion, and also his appreciation to the guard of the Williamstown "spark" the same day.

Usually it's a compliment when rail services are compared with air travel, but we're still wondering about the Western District newspaper which reported the aftermath of a road vehicle blowing a tyre on a Colac level crossing, damaging a rail. We quote: "The 5.33 train to Melbourne could not take off."

Mrs. L. Crocker took a train the other day for only the second time in her life when she went from Jeparit to Adelaide on *The Overland*. Not bad considering Mrs Crocker is 83 years old and had her first rail trip at the age of 12.

A recent issue of *Railway Transportation* quotes a comparison by the US National Transportation Safety Board—train travel is twice as safe as air and bus travel, and 23 times as safe as travel by private car.

The same magazine reports Canadian National Railways is building a 541 m tower in Toronto. The tower, the world's largest free-standing structure, will be for communications purposes, but will also have a revolving restaurant, observation areas, broadcasting studios, and glass enclosed lifts right to the top. It will also house a consultant psychiatrist—who, presumably, will do good business treating acrophobia.



Don't just stand there!

Well known entertainer and radio personality Paul Jennings certainly fooled the peak hour crowds at Flinders Street.

He became a station assistant for a morning as part of a 3KZ promotion—complete with uniform and cap.

The idea was that listeners to 3KZ's breakfast show would find out Paul was in disguise at Flinders Street—commuters who recognised him got a free double pass to the cinema.

Despite reasonable success giving away the passes, his impersonation led to a few unexpected incidents.

While he stood idly on No. 1 Centre platform, a head station assistant, in all innocence, told Paul to stop standing around, and get to work.

A young lad, struck by the employment situation, asked Paul if he could get a job.

And, asked by an inexperienced traveller when the next Nunawading train left, Paul professionally looked at the indicator and told the grateful passenger.

In the tight spots Paul was ably helped by traffic inspector Peter Dobell.

Paul is known in Melbourne for his impersonations of such people as Gough Whitlam, Bill Snedden, Bob Hawke, John Gorton, Billy McMahon, Liberace, and Bert Newton.

● "In character again," Paul said, as he helped unload a trolley under the watchful eye of Flinders Street stationmaster Les Paulsen.

RAILWAYS

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FRONT COVER

Double-headed R Class locomotives power a vintage train up Ingliston Bank, between Bacchus Marsh and Ballan, last year. The locomotives are R 761 and R 707.

This month *Rail Ways* features steam traction in South Africa—with eight photographs on pages 30-32.

LIVING WITH LEVEL CROSSINGS



Last year Victoria led all other States in cutting its road death toll by 14 per cent compared with 1973.

But this figure could be cut by another two per cent if the “familiarity breeds contempt” problem on level crossings could be impressed on some motorists.

VR has organised a major publicity campaign to help combat the problem, which is also of major concern to train crews.

And the potential danger to rail passengers as well as crews is a serious worry to all concerned.

With recent increases in the number of road vehicles, and therefore vehicle miles, the problem has grown tremendously.

Accidents at level crossings, although a numerically small part of the overall road toll, are unusually severe.

VR staff are proud of their own accident record compared with the number of passengers carried.

In the last 55 years there have been only 11 passenger deaths for about 8 500 million passenger journeys—a risk of about one in 770 million.

But they are not complacent, and are seriously concerned about the risk of a major level crossing accident involving a passenger train.

Fatalities

Recent railway records include several accidents, involving freight and passenger trains, some of which lead to the train driver's death, but not to passenger fatalities.

The Herald quoted Australian Federated Union of Locomotive Enginemen State secretary Steve Gibson: “It is a problem we deal with constantly. Men with nervous trouble and cases involving compensation where there has been an accident.”

He said train drivers had near misses just about every day of their working lives.

VR Board Chairman Mr. A. G. Gibbs asks why, when Victoria has been cutting its road toll each year, and by 14 per cent, last year, we should accept a fairly constant level crossing death rate?

“One only has to travel with the driver of a locomotive—as I have done—to see what chances car drivers take, and hear of the effect on train crews, particularly after a serious accident,” Mr. Gibbs says.

And he says the union is particularly worried over health failure problem arising from such cases.

Emotional

Level crossing accidents between motor vehicles and trains are usually traumatic events resulting in a highly emotional public reaction.

Such accidents are usually severe—almost eight times the State average in terms of fatalities.

Last year's State road toll was the lowest for 11 years—but there has been little change in level crossing accident toll figures during that time.

The number of people killed—excluding pedestrians—has averaged 23 a year, with an average of 80 injuries a year.

These figures can change dramatically if one near miss becomes a serious accident—in 1951 12 people were killed, and 12 injured, in a single level crossing accident.

Not so many years ago a petrol tanker hit a passenger train, killing the train driver, derailling the train, and causing a serious fire.

Saved

The fact that there was a car wagon between the locomotive and the first passenger carriage probably saved the passengers' lives.

Level crossing accident statistics illustrate some of the problem:

Continued page 20.

● **The appalling aftermath of a level crossing accident involving the Mildura passenger train.**

● 70 per cent of level crossing accidents in the past year did not involve a train.

● About 70 per cent of the accidents involving death or injury happened in the country.

● 65 per cent of accidents happened in daylight hours.

● 72 per cent of the daylight hours accidents happened at crossings protected by electrical or mechanical devices.

And 77 per cent of people killed in level crossing accidents between 1971—74 lived either in the town where the crossing was located, or nearby.

Contempt

This is why "familiarity breeds contempt" is cited as a major problem.

Excepting incidents involving only vehicles colliding with railway gates, and so on, vehicle-train accidents have happened at about 90 to 120 a year for some 14 years.

The figure has probably stayed constant, despite the increase in vehicles on the road, because of the considerable amount of crossing protection already implemented, as well as the elimination of some crossings.

More than \$15,400,000 has been spent on grade separation, flashing lights, and boom gates during the last five years, but there is not the time, money, or manpower to eliminate the problem overnight.

Answering a letter in *The Sun*, which suggested trains should stop at all level crossings, Mr. Gibbs pointed out the practical situation, where a train travelling at 20 mph took almost 150 yards to stop in an emergency, a car could stop in about six metres in the same circumstances.

The ultimate responsibility for avoiding level crossing accidents must rest with the motor vehicle driver, he said.

The VR Board has studied the problem to determine what the Department should do.

● It is pursuing its policy of installing flashing lights to the limit of existing finance—already 577 crossings (18 per cent of the total) have flashing lights, boom barriers, hand operated gates

● Older type flashing light installations will be upgraded

● Greater cooperation between VR and authorities such as the CRB to investigate various possibilities, including "low cost" level crossing improvements, such as new and improved warning signs.

Rumble strips are another idea now being investigated.

Mr. Gibbs warns that some Councils and local residents are increasingly



Press commends Pakenham extension

The extension of Melbourne's suburban electrified rail network 27 km to Pakenham has been hailed nationally as the start of a new era in Australian rail transport.

National newspapers have noted that, for the first time in recent years a rail service has been extended into country areas in anticipation of housing development.

The Australian Financial Review's leading correspondent Christopher Jay, commended VR for its initiative in providing the service.

Other media commented that, with the general swing back to rail travel, further expansion would follow on suburban systems in other capitals in line with VR's example.

The Dandenong News said: "The railways' decision makers by their approach to this extended service have clearly shown they are in the vanguard of community thinking and not in the guard's van."

The Pakenham extension was officially inaugurated by the Minister

of Transport, Mr. E. R. Meagher and VR Board Chairman Mr. A. G. Gibbs on January 20.

Simultaneously, extensive track work on the Glen Waverley line has cut the minimum journey from there to Flinders Street to 32 minutes—with an average morning peak service at five minute intervals.

Other lines have also benefitted from new time-tables— including Ringwood, Box Hill, Lilydale, Belgrave, Alamein, and Altona.

At the Pakenham extension inauguration: VR Board Chairman Mr. A. G. Gibbs; MLA for Gippsland West Mr. R. C. Maclellan; Minister of Transport Mr. R. Meagher; and local Shire Clerk Mr. Canobi.

reluctant to accept closure of "open" crossings—with only warning signs—where suitable alternative routes are provided.

But it is important that someone should evaluate the balance between additional road travelling time and safety before reaching any decision.

The most important factor of all is road driver education.

Road vehicle drivers must learn that all lives lost at level crossings could have been saved if they had exercised due care and caution.

To the properly careful driver who watches his road signs, and therefore knows he is approaching a level crossing, the message should be:

"Treat the crossing with suspicion and not contempt. Lower the window and look for the unexpected."

HE CAME SO CLOSE

VR Board Chairman, Mr A. G. Gibbs, inspecting the Chandler Road level crossing near Noble Park, spoke of catching one of the "lemming-like creatures" trying to cross the tracks as a train approached.

Herald transport writer John Townsley says a woman living "just round the corner" from the crossing called to say Mr. Gibbs didn't know just how close he came to catching one of them.

Her name? Mrs. Pam. Lemming. She said her family was the only one of that name in Victoria.

Lemmings are small rodents which periodically commit suicide in large numbers.

THE BOARD IN THE PAST SIX MONTHS

In August, 1974, Rail Ways carried a report from the Chairman, Mr. Gibbs, on the Board's activities during the first half of the year.

This month we publish a summary of some of the more important subjects covered by the Board at its fortnightly meetings during the second half of 1974:—

Alignment of the two tracks to be added to the Flinders Street—Spencer Street viaduct for the City Loop.

The alignment at the Flinders Street end of the present four viaduct tracks was dictated by the necessity to avoid a "swinging basin" which existed in the Yarra at the time of their construction.

The question arose of whether the two new tracks to be added on the south side should follow the present alignment with its added curvature or be built on the more direct alignment, which is now practicable.

Associated with this problem is whether a station should be built on the viaduct between William and Market Streets.

The Board reached no conclusion regarding the first problem as it considers the alignment of the new tracks a question to be resolved from the community rather than the railway viewpoint.

It decided, however, that provision of a station between Flinders Street and Spencer Street could not be justified.

The Board suggested that the practicability of building a moving walkway or "travelator" westwards from Flinders Street platform be investigated as an alternative.

Level Crossing improvements:

The problems surrounding the elimination of level crossings by grade separation were explained to the Board by Mr. D. D. Wade, Chief Civil Engineer, who is Chairman of the Abolition of Level Crossings Committee.

Mr. Wade pointed out that in the case of a typical busy suburban crossing under consideration for grade separation, it can take up to two years to evolve a scheme which is acceptable to all concerned, including the local council.

Further problems arise when major rail projects such as track duplication or construction of a modal interchange are involved.

Finance is another factor which limits progress, and the rate of availability of funds for grade separations will determine the progress that can be made in this direction.

The Board also reviewed the progress being made with the installation of additional flashing lights and boom barriers. It was pleased to note the increased amounts being made available from the Transport Fund for this purpose.

Future transport systems:

The Board has considered the future of the suburban railway network in relation to the predicted growth of Melbourne.

The study embraced both the planned extension of the network in its present form and the scope for supplementation of the rail system by application of new concepts or technologies—particularly those with potential to extend the rail system's influence beyond its traditional radial role.

No decisions were reached in regard to new technologies, but overseas developments will be reported upon from time to time.

New centralised Freight Accounting system:

The consulting firm of Arthur Andersen and Co. and a working party of Departmental officers are introducing a new centralised freight accounting system.

They are proceeding with the detailed systems design and implementation of the computer-based system, which will yield operating economies rising to more than \$1 million a year in its fifth year of operation.

Work of the Special Investigation Division:

The Board is particularly concerned with the related problems of vandalism and misbehaviour on trains with the consequent effect on staff.

It has put its full weight behind the efforts of the Special Investigation Division to control these problems.

To maximise the effectiveness of this campaign the Special Investigation Division and the Ticket Checking Division have been brought under unified control in the Secretary's Branch.

Steps are also being taken to upgrade the training of recruits and to give the Special Investigation Division greater mobility and better communications.

Freight Rate Increases:

The Board submitted proposals for increases in freight and parcels rates designed to achieve a target—set by the Treasury—of \$9 million additional revenue in 1974/75.

By Government direction fares were not to be increased.

The proposals submitted entailed rate increases up to 22½ per cent.

Following consideration of these proposals by the Government the target of additional revenue was reduced to \$7.5 million.

This enabled the rate of increase on grains, superphosphate and livestock to be limited to 10 per cent.

Works and Services Programme:

The Works and Services programme for 1974/75 provides for an expenditure of \$19.75 million from State funds and \$13.37 million of Commonwealth grants for urban works.

In 1974/75 the amount allotted to match the Commonwealth grants is \$6.68 million.

This is being spent mainly on quadruplication of the South Kensington—Footscray section; the r d tracks between Caulfield—Mordialloc and Macleod—Greensborough; duplication between Sunshine and Deer Park West; signalling works and new suburban trains.

The \$9.37 million available for non-urban works is being devoted mainly to construction of wagons; purchase of main-line diesel electric locomotives, re-laying of tracks, reconstruction of bridges, and general improvements to stations and yards.

The remaining \$3.70 million is being spent on general works including those in the urban area (such as track re-laying, bridge reconstruction and electricity supply improvements) to which the Commonwealth does not contribute.

FLEMINGTON—BOSS OR BUTCHER?

Flemington must be Melbourne's best known suburb, if only because it is the home of the Melbourne Cup.

However, there are three contenders in the race for the honour of naming the suburb—a butcher, an estate manager, and a Melbourne man.

The butcher was Bob Fleming, who was one of the area's early settlers.

Another Fleming, John, was born in Melbourne in 1837, is also credited with the name, and his claim was supported by *The Herald* in 1913.

But Thos. J. O'Callaghan, J.P., in his history of Victorian Railways station names, backs the origin quoted by the now defunct *Argus* in 1896, quoting one Thomas Kissock.

Flemington was named by Mr. Watson (Watson and Hunter were early pastoralists) in honour of his wife, whose father was manager of Flemington Estate, in Scotland, according to Mr. Kissock.

Rail Ways continues its series from Mr. O'Callaghan's book.

Fairfield—originally Fairfield Park. Named by Mr. C. H. James, who bought and subdivided the land, after a town in Derbyshire, England. The original name comes from the old Norse, or Danish, meaning "sheep fell".

Fawkner—after one of the Port Phillip district's early settlers, John Pascoe Fawkner, whose name is also commemorated on VR

locomotive S307. Fawkner was a member of Victoria's first Legislative Council.

Fernbank (Melbourne to Orbost)—purely a descriptive name, because of the thick bracken.

Fern Hill (Woodend to Daylesford)—another descriptive name, given by former Railways Commissioner Mr. Speight.

Fish Creek (Korunburra-Yarram)—again descriptive. The fish were Blackfish.

Fitzroy—in the 1840s, it was part of an area known as Newtown, but was renamed Fitzroy, after Sir Charles Fitzroy, Governor of NSW from 1846 to 1855.

Flinders Street—the street was named by Sir Richard Bourke in 1837, after Captain Matthew Flinders, R.N. Flinders' name is also proudly borne by VR locomotive S300.

Flynn (Traralgon to Sale)—formerly Flynn's Creek, it was called after James Manton Flynn, the first police constable stationed there, and the first Chief Constable at Alberton in January, 1848. The name was then wrongly spelt, as Flinn.

Footscray—after Foots Cray, in Kent, England. "Foot's" is said to be the foot of England,

CUSTOMERS SAY

HAPPY RAIL DAYS

"Congratulations on the much improved PR of the Railways—my children have even noticed that they can now understand announcements at all stations en route, the ticket collectors have gone so far as to wish us a happy day, and the other day the chap selling me tickets at Box Hill told me to buy a family excursion ticket because it was cheaper."

—Mrs. Elaine Hatfield, Box Hill North,
writing to the Chairman.

WIDE-AWAKE SERVICE

"I feel I must express my appreciation of the splendid service experienced on my first journey on *The Vine-lander* on Thursday January 30. The staff, from booking office to actual train personnel, were the epitome of courtesy—particularly the lady (female conductor Mrs. Bjarnason—Ed.) who attended to the passengers and wakened me at Clunes. May my thanks be conveyed to this lady!

"PS—My family will not be using the motor car for Melbourne trips henceforth."

—Mr. L. H. Clark, Clunes,
writing to the Manager, Public Relations.

MILDURA—BAIRNSDALE

"... to thank you for the courtesy and help of your employees on my recent journey from Mildura to Bairnsdale. The conductor and his young assistant were so helpful I felt the comforts of home, and a renewed faith in travelling.

"Heaven knows, they needed sleep just like the rest of us, but he and his mate were continuously helpful and polite..."

"Thank you for the higher standard of Railways services in so many departments..."

—Mrs. T. E. Stewart, Bruthen,
writing to the Secretary.

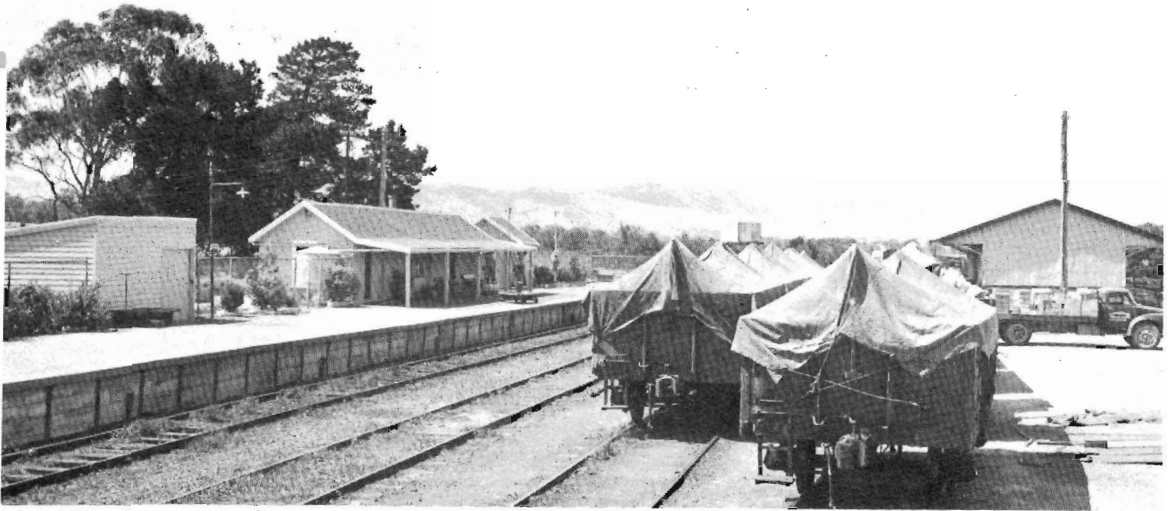
PARCEL TO LABURNAM

"... I am writing to express my appreciation for the excellent service I received from your station assistant, Mr. Garry Cooke, at Laburnum station..."

"... on making inquiries about a parcel I was expecting he, without any urging on my part, inquired its origin and likely time of arrival, and went outside the call of duty to deliver it on his way from work.

"Over the years I have noticed a fair amount of criticism of VR, and want you to know that the standard of conduct in recent times has been very good."

—Mr. N. M. Walker, Blackburn,
writing to the Secretary.



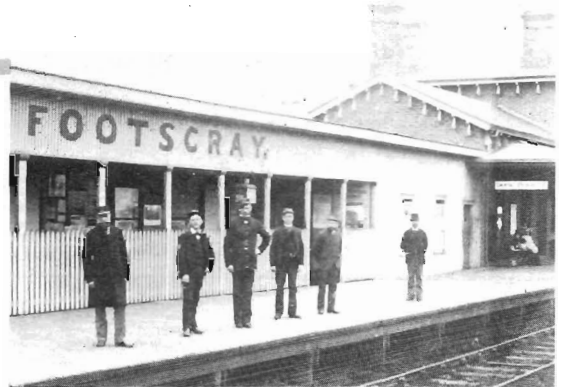
while "Cray" means a small stream.

Foster—first known as Stockyard Creek, the present name is after W. H. Foster, Police Magistrate and Warden.

Frankston—named in 1854 after Charles Franks, killed by aborigines at Werribee in 1836. His remains were buried at Flagstaff Hill, the first Port Phillip burial place after 1835. Frankston was once part of Mr. Charles Wedge's station, and he may have suggested the name, as his family's property at Werribee was near that of Franks and Armitage, where Franks was killed.

Above—Foster station has an attractive setting, with a hilly background.

Below—the old Footscray station, on the Williamstown line, adjoining Napier Street. The Bendigo line station was then at Nicholson Street. The present station, combining suburban and main line traffic, was built in 1902, and the old stations were demolished.



sighted children aged three and four, travelled by *Intercapital Daylight* from Sydney to Melbourne.

"... we sincerely thank the staff on the train for the courtesy and consideration shown to Mr. and Mrs. Rennick and their family for the entire journey. . . particularly the hostess service.

"... understand the hostess from Junee to Melbourne was Pat Kingsley. They rate the service all the way first class, and they both state they'll have no hesitation in recommending rail transport to any blind person in the future. . ."

—Mr. W. H. Smith, Secretary,
Queensland Society of Blind
Citizens, writing to
the Chairman.

HAMER EXPRESS

"We wish to place on record our appreciation for the arrangements made for the surprise *Hamer Express* for the evening of October 26.

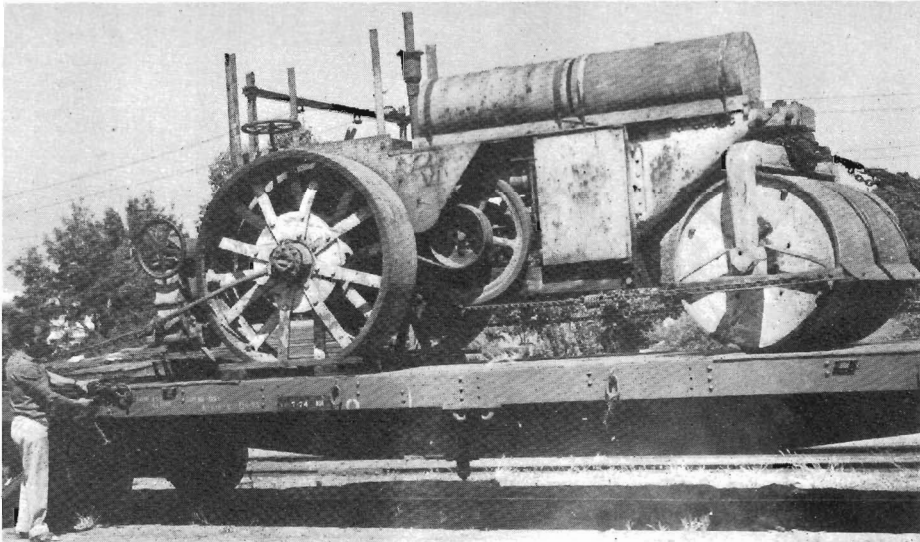
"Everything went smoothly for the occasion and the Premier and the other guests were very happy with the overall event.

"We also want to let you know our appreciation of Mr. McMahon, stationmaster at Woodend, who has been separately thanked. . ."

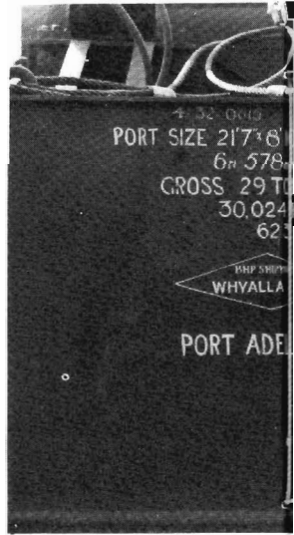
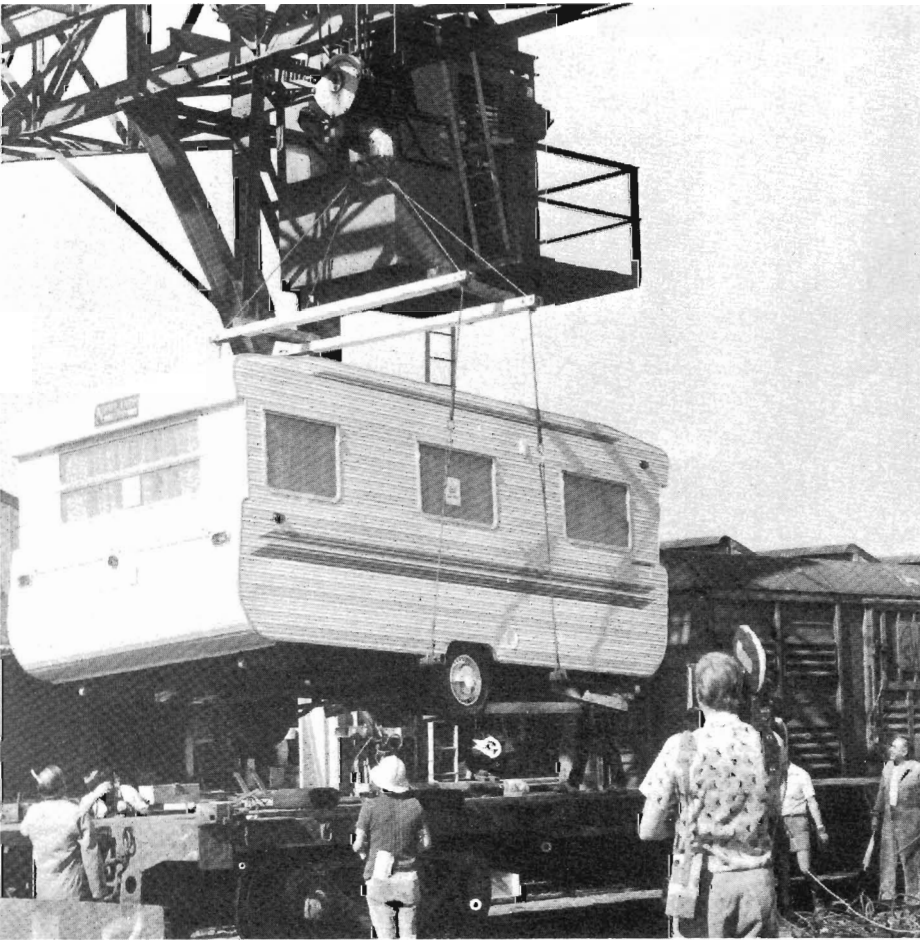
—Mr. K. H. Grant, President,
Kew— Studley Park Branch,
Liberal Party of Australia—
Victoria Division, writing to
the Manager, Passenger Operations.

BLIND TRAVELLERS

"... the president of this Society, blind pensioner Mr. K. Rennick and totally blind wife, and their two



unusual loadings



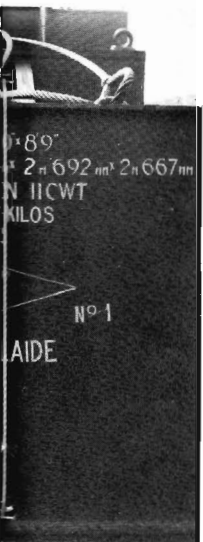
▶ An old steam-roller, a gift from the Council to the Swan Hill Museum for its journey.

◀ Caravans being loaded at Dynon. The television cameras give a view of the destination - 1

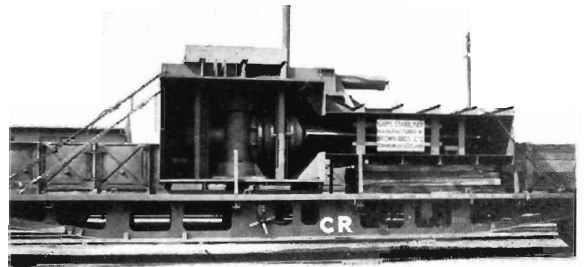
A grader, loaded at Dynon, Australia.



^ A huge pressure vessel makes an impressive out-of-gauge loading sight.



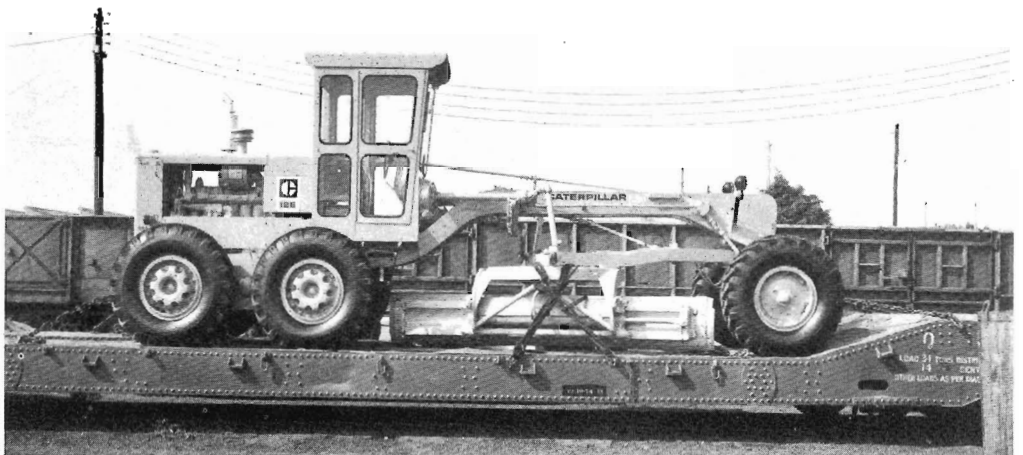
< The markings tell the story of a ship's stabiliser (right). The stabiliser came by sea from Scotland to Melbourne.



in the Port Melbourne Museum, starts its rail

on for Alice Springs. a clue to the eventual Darwin.

for Kewdale, Western





VRI MEETING HONORS FIVE

VRI members voted five honorary life membership at the 1974 annual general meeting.

All five recipients have rendered outstanding service to the Institute, in varying fields, over a number of years.

Hamilton ganger Bill Marr was elected president of the local centre in 1963, after a number of years service, and still holds the position.

Bill has raised, through his own efforts, funds needed for the centre's children's Christmas party every year for the past 11 years.

Alan Fell, senior VRI vice-president, presented Bill with his life member's medallion at a social function after the Hamilton centre's AGM.

Life membership is rarely bestowed on a non railway member—but *Harold Simmons*, a retired PMG technician, deserved this honor.

A member of the VRI wireless club for 40 years, the last 20 as president, he is also station engineer, and is largely responsible for the design, construction, and maintenance of the club's transmitter and testing equipment.

Bob Wright was VRI general president when voted a life member—and his subsequent retirement from VR and the VRI Council is on page 29.

He served on council for four years, and was appointed general president in 1971.

VR Deputy General Manager *Lindsay McCallum* also served four years on council before becoming a vice-president—a position he held for seven years.

On his appointment as VR Deputy General Manager in May last year he relinquished his VRI position.

Both he and *Bob Wright* willingly sacrificed much of their limited leisure time to visit country centres throughout the State, as well as countless hours attending the many and varied VRI sporting events.

Norm Roberts retired from Council last year, and was a most active member, particularly in the sporting sphere.

A member of the Traffic Branch operating staff, he worked in many parts of the State, and first joined the VRI in Bendigo during 1929.

He started his administrative involvement more than 20 years ago as a member of the Warragul centre committee.

In 1960 he was a member of the Geelong centre committee—and he still holds that position.

Norm nominated successfully for Institute Council in 1966, and continues to serve on the Geelong committee, despite his retirement.

At an Institute social function in December, VR General Manager, Mr *Ian Hodges*—himself a VRI life member—presented *Harold*, *Bob*, *Lindsay*, and *Norm* with their medallions.

In extending congratulations to the five latest life members, the general membership adds its sincere thanks for the work performed on its behalf.

● *Left to right: Messrs. N. B. Roberts; L. A. McCallum; H. A. Simmons; R. M. Wright; A. J. Fell; I. G. Hodges.*

Go Wrest, railway man

Weekends at Hobart's **Wrest Point** casino are now available to VRI members at reasonable rates.

The suggested tours are for groups, travelling TAA, and include flights, transfers between airport and **Wrest Point**, bed only accommodation, and a day tour, including three course lunch, to **Port Arthur**.

One possible itinerary is:

Friday — 1845—leave Melbourne.

1950—arrive Hobart. Transfer to **Wrest Point**, evening free. *Saturday*—coach tour to **Port Arthur**, returning about 1700—evening free.

Sunday—coach tour of Hobart, returning about 1130. Transfer to airport for 1525 flight to Melbourne arriving 1630.

More details, including dates and costs, are available from the Institute on auto 1642.

Institute INews

Retirements . .

ELECTRICAL BRANCH

Williams, A. S., Distribution Division, 18/1/74

ROLLING STOCK BRANCH

Agnew, F., South Dynon, 22/11/74
 Brandsma, C., Ballarat Nth., 11/3/75
 Challis, A., Newport, 17/1/75
 Demangos, E., Newport, 9/3/75
 Dyer, J. B., Elec. Running Depot, 21/11/74
 East, P. J. G., South Dynon, 17/1/75
 Economou, G., South Dynon, 2/3/75
 Gian, F., North Melbourne, 5/3/75
 Green, S. C., Newport, 3/3/75
 Harding, W. O., Head Office, 28/3/75
 Hon, P. E., Ballarat Nth., 12/3/75
 Johnson, N. J., Newport, 17/3/75
 Keating, O. J., Head Office, 22/2/75
 Lagana, M., Newport, 11/12/74
 Male (Miss), M., Newport, 30/1/75
 Marchingo, W. F., Bendigo Nth., 14/3/75
 Patterson, G. W. L., Portland, 27/11/74
 Phillipot, J. E., Nth. Melbourne, 21/3/75
 Samiotis, A., Newport, 9/12/74
 Schlachter, W. E., Newport, 11/3/75
 Stevenson, K., Newport, 20/3/75
 Taylor, J. A., North Melbourne, 27/11/74
 Walsh, J., Newport, 31/3/75
 Williams, T. K., Elec. Running Depot, 14/12/74
 Winnell, A. T., South Dynon, 7/3/75

TRADING & CATERING SERVICES BRANCH

Jackson, Mrs. B., N/E. Mini B/car, 25/11/74

RAILWAYMEN REMINISCE



**"Remember Harold Clapp and his white gloves?"
"Six three nine was the best engine I ever drove."**

These were some of the memories revived during the Retired Railwaymen's Association annual reunion dinner at the VRI ballroom in December.

About 160 retired railwaymen and their guests set down to lunch, provided by Trading and Catering Services, washed down by liberal doses of "the ale that cheers".

Guests included MLA for Melbourne Barry Jones, VR Deputy General Manager Lindsay McCallum, VRI general president Alan Fell, and representatives from unions, the Institute, and country retired railwaymen's clubs.

In his welcome speech, jovial Association secretary Merv Feehan mentioned Frank Meyers and Charlie Collins—both in their eighties, the oldest members present.

Any retired railway man or woman wishing to join the RRA will be welcomed by Merv—at 19 Estella Street, Glen Iris, telephone 25 1561.

● Engine 639 was a D3 class 4-6-0.

● Mr. Barry Jones, MLA for Melbourne, speaks to the members of the Retired Railwaymen's Association at their annual Reunion Dinner.

TRAFFIC BRANCH

Allen, Mrs. F. L., Victoria Park, 10/1/75
Barr, J. A., Melbourne Goods, 25/11/74
Brehaut, R. H., Essendon, 30/3/75
Bunworth, S. D., Melbourne Goods, 20/11/74
Dixon, S. R., Wodonga, 29/3/75
Foulds, A. W., Melbourne Goods, 28/2/75
McPhee, J., Dynon, 11/3/75
Nicholson, W. R., Flinders St., 22/3/75
Perry, W. S., Warragul, 11/1/75
Wilde, A. W., Bendigo, 18/11/74
Williams, T., Ballarat, 25/3/75
Wolfli, J., Melbourne Goods, 8/3/75
Woolacoot, R. H., Bendigo, 3/1/75
Worme, L. E., Bendigo, 24/3/75

STORES BRANCH

Merakov, P., Reclam. Dept. Spotswood, 7/3/75

Angelakos, P., Newport Workshops, 7/1/75
Henshaw, C., Collins Street, 7/1/75
Hrynko, A., Permanent Way Depot, 24/1/75
Papadopoulos, C., Reclamation Depot, 9/12/74
Parissi, A., Newport Workshops, 22/1/75

WAY AND WORKS BRANCH

Aldridge, A. G., Special Works, 5/3/75
Baird, J. L., Geelong, 7/3/75
Banbridge, F. S. C., Warragul, 26/3/75
Barter, J. P., Wangaratta, 16/3/75
Cavarra, B., North Melbourne, 26/3/75
Coombs, A. J., Head Office, 3/12/74
Cox, J. J., Geelong, 19/3/75
Crosher, W. C., Flinders St., 22/3/75
De Santis, D., Laurens St., 22/3/74
Faulkner, C. H., Head Office, 13/3/75

RAIL WAYS REGRETS TO RECORD THE FOLLOWING DEATHS

TRAFFIC BRANCH

Brimble, J. R. J., Laverton, 1.12.74
Dawkins, C., Melb. Gds., 3.11.74
Butler, J. W. J., Melb. Gds., 4.11.74
Gantley, R. J., Warragul, 28.10.74
Scott, J. W., Sth. Kensington, 17.11.74

WAY AND WORKS BRANCH

Matheson, W. R., Korong Vale, 3.12.74

ROLLING STOCK BRANCH

Bright, L. E., Jolimont, 6.12.74
Culbert, A. F., Newport, 20.10.74
Flett, V., Ballarat Nth., 22.10.74
Larsen, C. H., Head Office, 5.12.74
Newbould, A. L., Sth. Dynon, 17.11.74

Panozzo, E., North Melbourne, 13.11.74
Protopappas, Z., Jolimont, 23.11.74

Rash, H. G., Jolimont, 17.10.74
Reilly, J. W., Shepparton, 9.12.74
Vaux, G. A., Warragul, L., 4.11.74

TRADING AND CATERING SERVICES BRANCH

Rubas, J., Mt. Buffalo Chalet, 10.11.74

STORES BRANCH

Cunningham, J., Electrical Depot Storehouse, 7.11.74
Stewart, L., Printing Works, 16.11.74

INSTITUTE SPORT

VRI POSTS GOLF WIN

VRI golfers easily beat the API 11-4 in the recent match at Northern Golf Club.

VR Chief Electrical Engineer, and former VRI vice-president, Alan Firth, welcomed the API team on behalf of the VR Board and the Institute at the presentation dinner.

Assistant director of engineering, Gordon Martin, replied on behalf of the API and, helped by chairman of the API recreation and branches committee, Jack Jackson, presented the R. L. Edwards Perpetual Shield.

API ACES VRI

API reversed its golf defeat with a 5-4 win over VRI at the Albert Ground Tennis Courts in December.

Singles wins to VRI members Wayne Schulz, Doug Coleman, and Bruce Pearce left scores even at 3-3, but API took the doubles 2-1.

Russell Booley-Mel Davey, and Bruce Pearce-Wayne Schulz went down, but a win for the "old war-horse" Maurie Barker, partnered by "the young colt" Doug Coleman, was some consolation.

Director Posts and Telegraphs, Bill Pollock, welcomed all present at the after-game social, and VR Deputy General Manager Lindsay McCallum replied on behalf of the guests.

CHESSMEN SQUARE UP

Ten hours of chess provided the basis for the VRI Chess Club's Christmas function, which featured a lightning tournament.

The nine round competition attracted 10 players, and the eventual winner, Alec Cruziz, scored eight out of a possible nine points.

Seventeen-year-old Stephen Marshall—a nephew of the club secretary, A. Marshall—scored seven to finish second, with Osvalds Rode third with six points.

Later Doug Hamilton, twice Australian Chess Champion, played 12 club members simultaneously.

Keith McGenniskin won his match, but the other 11 were well beaten.

Railwaymen interested in chess are invited to call at room two, third floor, VRI, Flinders Street on Wednesday nights.

Further information is available from Bill Hutchieson—but not during morning and evening peak periods—on auto 2334 or 1205.

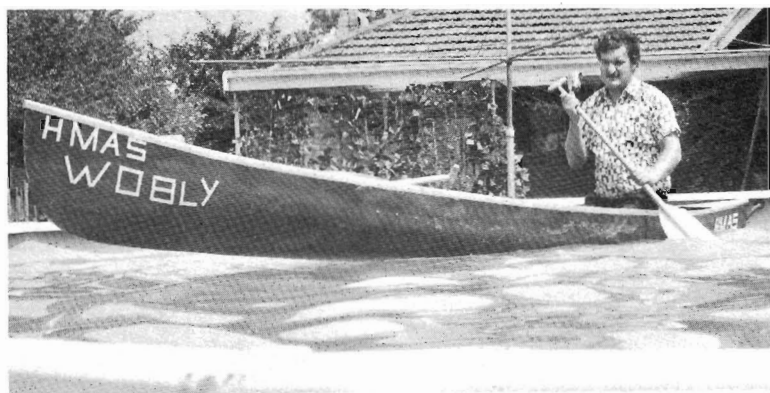
BASKETBALL OFFERS BERTH IN PERTH

Western Australia will host the 1975 Intersystem Basketball Carnival, from October 13-24.

VRI is defending its women's championship—and appeals to all female basketballers for support.

It offers the opportunity to spend 10 days in beautiful Western Australia enjoying basketball and WARI hospitality.

Applications, and further information, are available from Anne Bradbury (auto 1347).



Twenty-one year old chief train controller's clerk Ian Sutherland has rowed a canoe down the Murray River five times, and rowed the full length of the Yarra and Goulburn rivers.

He has his own four-wheel drive truck, and he says he's built like a truck, at 110 kilos, so it's not hard to understand his nickname—"Truck".

During his spare time Ian is assistant Scout Master to the 1st Nunawading Venturers.

He joined the scout movement when he was eight, and has been through the ranks as a cub, Queen's scout, rover, and has been assistant scout master for the past two years.

During the Christmas holidays he took nine scouts to Yarrowonga to take part in the gruelling 400 km Murray Marathon canoe race to Swan Hill.

With fellow scout Michael Pacey, 16, Ian managed to finish 13th out of about 250 entrants.

He found the Murray Marathon physically and mentally tough.

It took five days to finish the race, covering 80 km in 9½ hours each day.

Ian said the race helped raise money for the Darwin disaster appeal—his group raised \$700.

During the marathon Ian met another VR man—manager North Melbourne Workshops, John Kift, who is secretary of the 1st Heatherdale Scout Group.

John not only barracked for the Heatherdale crew, but gave Ian's Nunawading team valuable support.

Ian said he had been given quite a few scouting tips by VR General Manager, Mr. Ian Hodges.

Mr. Hodges is Victorian Branch Commissioner for Administration, and Deputy Chief Commissioner (Vic. Branch) for the Scout Association of Australia.

There were a lot of railwaymen involved in the scout movement, Ian said.

"Truck" demonstrates his style for Rail Ways—not on the Murray River, but in his swimming pool.

SOCCER TEAM SCORES AT LAST

After lean times, the VRI soccer club reached the semi finals of its competition, and despite its defeat by Ericsons, has proved itself a force to be reckoned with.

The club finished fourth on its ladder, and is now looking forward to the new season, starting in April.

It urgently needs an experienced coach—and interested railwaymen should contact M. Christy, driver, South Dynon Loco, with details of age and experience.

New players, too, are welcome, and practice is held on Tuesday and Thursday nights at Middle Park oval, near Middle Park station.

These are the awards for suggestions adopted in November, December, and January.

- Replacement of millet brooms with plastic brooms \$250
- Elimination of retaining rings in W class locomotive wheels \$ 75
- Elimination of white copies of form SB174 \$ 50
- Deletion of gold stripe at end of Harris carriages \$ 45
- Elimination of special Traffic Branch envelope H139 \$ 25
- Fitting a protective screen on front of platform trollies \$ 25
- Renewal of baulks at Bayswater \$ 10
- Reduction in size of mail waybills \$ 10

- Pre-packed sealed bearings for generators \$ 10
- Air blasting discontinued at electrical workshops \$ 10
- Application of anti skid strips on steps at Departmental residences \$ 10
- Printing of SB249 forms \$ 10
- Provision of lighting at rail motor stopping places \$ 10
- Direction and location signs and provision of a counter at Geelong road motor depot \$ 10
- Production of L class locomotive gear cases \$ 10
- Installation of manual light switch at Donald yard \$ 10
- Cut in size of form PL19A \$ 10
- Provision of PMG telephone at general office, inwards shed, South Dynon \$ 10

- Removal of blackberry growth at Blackburn car park \$ 5
- Tree planting and beautification at South Dynon locomotive depot \$ 5
- Amendments to train departure board at Flinders Street \$ 5
- Moving circuit breakers at electrical workshops \$ 5
- Date stamp to be printed on "to pay" parcels \$ 5
- Removal of ties for male uniform staff \$ 5
- Display of "toilet" signs in rail motors \$ 5
- Fitting flashing lights to emergency vehicle VR250 \$ 5
- Waybilling of wool instructions amended to show Brooklyn \$ 5
- VR heading for form PL19A \$ 5
- Provision of MotoRail advertising sign at Mildura \$ 5

ARMY GIVES WAY TO RAAF

A former World War II Spitfire pilot, who joined VR as a laborer, has been appointed Manager, Personnel.



people

Keeping the guests happy . . .

The Case of the Inconvenient Corpse is one of many anecdotes from the rich fund accumulated by the recently retired Manager, Personnel, Bob Wright.

He was managing the Mount Buffalo Chalet at the height of the summer season when a staff member collapsed and died.

As a JP, Bob Wright promptly appointed himself coroner, and, in swift order:

- Had the body moved to avoid disturbing the guests;
- Called a doctor from nearby Myrtleford to certify the death;
- Sent the widow back to Melbourne with the day visitors;
- Sent the body with the doctor to the Myrtleford morgue.

With the guests still blissfully unaware of the drama, Bob then arranged for the body to be railed from Wangaratta, and met in Melbourne.

But the Wangaratta stationmaster asked: "Who pays?"

Said Bob: "Freight free—annual leave pass."

The auditor of revenue, Bob says, didn't like that—but Bob wound up with the Chairman's commendation for initiative.

WELFARE WORKER RETIRES

Jack Ryan (*right*) shakes hands with goods superintendent Austin Tierney after his retirement presentation.

He retired as a divisional representative at Melbourne Goods after 34 years with the Department on January 22.

The next night he left on a short tour to Brisbane, and plans longer trips to Queensland and Western Australia later in the year.

Jack was always involved with union activities, in the welfare field, particularly with migrants.

When he left his office he took with him hundreds of postcards from men who returned to Italy and Greece on holiday.

And if he ever visits Italy he has an address book full of names of people to visit.

Jack is a father of 10, including triplets now aged 19. Six are married, and he has 11 grandchildren—but none of them joined the Railways.

"There wasn't the opportunity a few years ago when they left school that there is now," he said.



The railway men who ferried troops, food, and munitions into Darwin during the blitz of 1942 still meet regularly in Melbourne.

But their ranks are depleted at each annual meeting of the Commonwealth Railways Volunteers League in the first week of March each year.

Secretary Ted Hobday, who still works as a driver at South Dynon, would like to hear from league members who want to attend future meetings.

He is Vincent Winter, (*left*) who succeeds Mr. R. M. Wright, a former Lt. Colonel.

Mr. Wright retired last month, one day before his 65th birthday, after almost 50 years VR service.

His successor said: "I hope to continue his good work."

Mr. Winter joined the Department in 1935 and became a junior clerk in the Rolling Stock Branch the same year.

As a junior and as an adult he worked at depots, workshops, and head office.

From 1941 to 1945 he saw active service with the RAAF, flying Spitfires from Britain and New Guinea.

Mr. Winter transferred to the Secretary's Branch in 1952, and gained staff and industrial experience as secretary to the staff board, assistant industrial advocate, and industrial advocate. From 1961 to 1974 he was a member of the staff board, which became the personnel section last year.

Mr. Winter is a Fellow of the Chartered Institute of Transport, a foundation member of the Industrial Relations Society, and currently a member of its committee.

He completed the advanced course of the Australian Administrative Staff College in 1969.

In 1970 Mr. Winter undertook an industrial relations study tour of the UK, Europe, and US.

Mr. Robert Myles Wright, ED, FASA, ACIS, JP, joined VR in Melbourne as a junior clerk.

He served in the Rolling Stock Branch until 1937, and with the Refreshment Services Branch (now Trading and Catering Services) until 1951.

Wright was a clerk at Mt. Buffalo Chalet from 1937 to 1939, and was manager there from 1947 to 1951.

He saw full time Army service with the AIF from 1939 to 1947, and was discharged as a Lt. Colonel.

From 1951 to 1958 Mr. Wright was with the Secretary's Branch as assistant to the staff board, and made two overseas tours to recruit staff during this time.

He was chief clerk in the Way and Works Branch until his appointment to the staff board in 1961.

Mr. Wright became chairman of the staff board in 1972, and manager personnel in 1974.

STEAM



IN SOUTH AFRICA

Four groups of Australian railway enthusiasts during 1974 visited the last great bastion of main line steam action—South Africa.

Although only a relatively small country of about 1,224,220 square kilometres, the Republic has a fully developed railway network of some 22,195 km—including 706 km of 610 mm (2'0") gauge.

To run the system, 2,216 steam locomotives, 1,358 electric and 606 diesels are used.

With steam motive power on most major routes, as well as secondary and branch lines, there was plenty of action for the steam connoisseur.

The tour included travel over the Johannesburg–Bloemfontein, Kimberley–Cape Town, Cape Town–George–Port Elizabeth, Bloemfontein–Pietermaritzburg and Durban–Pretoria main lines, as well as some fascinating branch lines.

One of these was the Port Elizabeth–Avontuur line, a 610 mm branch which carries limestone and, in season heavy fruit traffic.

All groups travelled on this line to Lorie behind NG15 2-8-2 locomotives crossing Van Stadens viaduct—at 78 metres it is the highest narrow gauge bridge in the world.

Twenty-six trains leave the waterfront Port Elizabeth terminal each

Report by VR systems analyst Ross Cropley and pictures by staff photographer John Phillips who recently visited South Africa.

weekday on the intensive steam worked suburban service, usually with 16CR class Pacifics.

The Aliwal North–Barkly East line is reminiscent of the Pichi Richi Pass in South Australia, climbing through dry rocky hills.

A deep gorge was to have been crossed by a tunnel-bridge-tunnel combination, but the ship carrying the bridge was sunk during world War I, and a deviation using six reverses was built instead.

To get maximum use of the photogenic locations on the branch, members of each group travelled on the

train in one direction and used self-drive vehicles in the other.

Locos on the line are 19D 4-8-2s and, although trains are short because of the length of the reverses, hard work is involved on the steep grades and many curves.

In the Durban area, two isolated 610 mm gauges were visited, both worked by Garratts—mainly NG16 2-6-2 and 2-6-2, some built as recently as 1968.

These immaculate engines handle the heavy timber and sugar traffic.

However, main line traffic was not neglected, with massive 15F and 23 class 4-8-2s and 25 and 25NC class 4-8-4s pounding the rails with a never ending procession of fast passenger and freight trains, many double-headed.

For instance, between Kroonstad and Bloemfontein 85 to 100 trains a day run on the double track making it the most heavily trafficked line in the



Facing page—Class 19D 4-8-2 3353 works hard at the head of the Graaf Reinet to Rosmead goods.

Above—The highest narrow gauge bridge in the world—78 metres high. A 610 mm gauge NG15 locomotive crosses the Van Stadens viaduct, on the Avortuier line.

Right—A 24 class locomotive heads a mixed train over the spectacular Kaaimans River Bridge, on the Krysna branch.

Below—A 2-6-2 & 2-6-2 Garratt locomotive preserved at Aliwal North.

country while Kimberley–De Aar has between 80 and 90 a day.

This section is worked by the 25 NC and 25 condensors.

These powerful locomotives, sounding more like jet aircraft than steam locos, can haul more than 2,500 tonnes up grades of 1 in 120 at close to 90 kmh, double-headed.

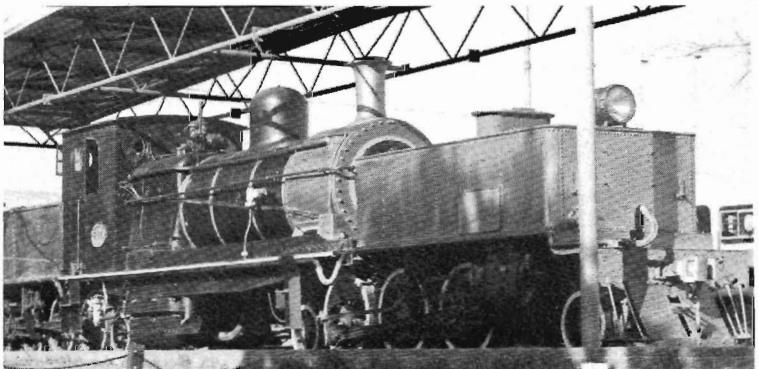
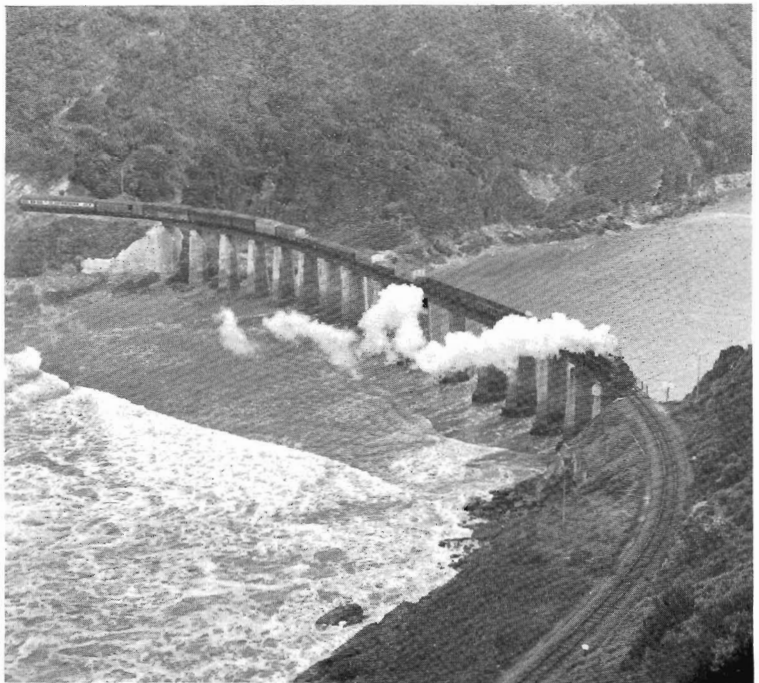
Such a sight is the finest demonstration of big steam railway operation.

As well as steam, electric locomotives handle heavy traffic around the electrified Johannesburg, Kimberley, Cape Town and Durban areas.

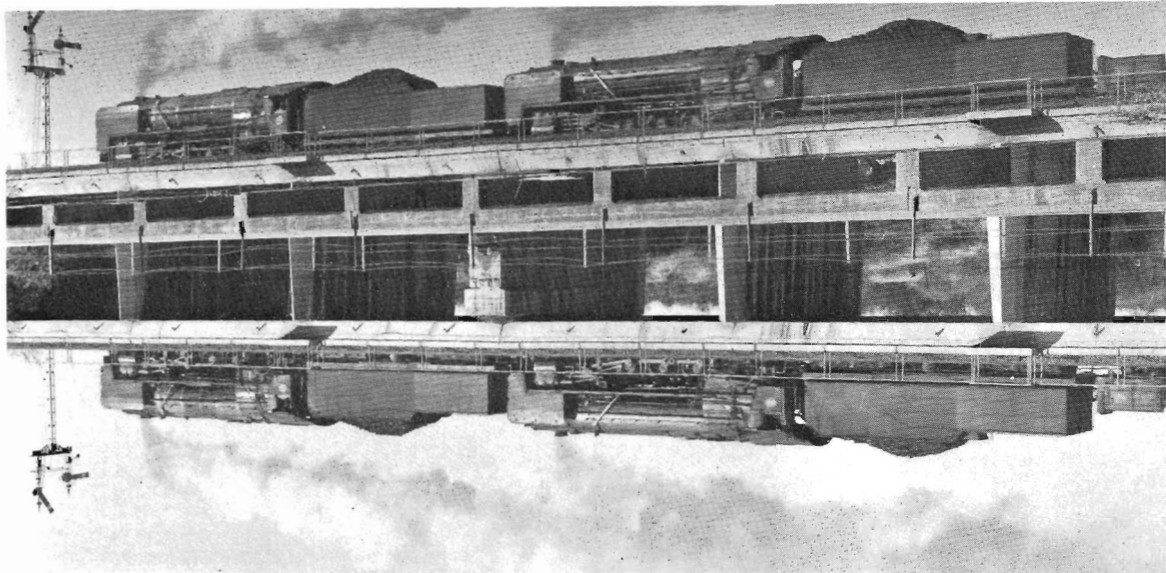
Diesels are being used more and more as steam locomotives become obsolete. Eight-thousand-tonne ore trains with five diesels hauling, and 42-vehicle block car trains one kilometre long with three units are common in the Kimberley region.

But if you wish to go to sleep listening to double 15CAs roaring away on a 16-car passenger train or five S2s shunting the Port Elizabeth docks, or see gleaming Pacifics rushing suburban commuters to and fro, mighty 4-8-2 and 2-8-4 GEA Garratts climbing mountain passes or huge condensors hurrying heavy freights across vast dry plains, then South Africa is the country you should not miss.

Steam is very much alive and in such spotless condition intends to thrill all those visitors who journey to see it.



more pictures on back page



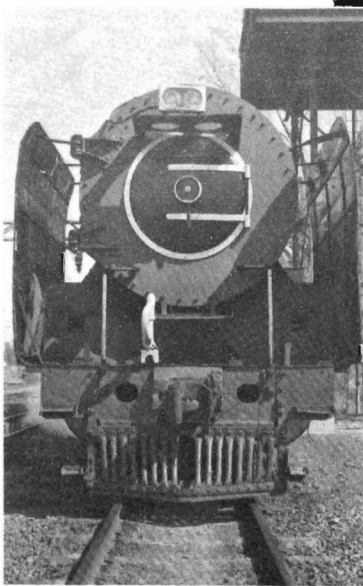
Above—Two plus two = four. A pair of class 4-8-2s double head the Kronstad goods at Glen.



Left—In the cab of a 19D class locomotive on the Aliwal-Barkly East line. A similar locomotive is pictured on page 30.

Below left—Bound for the diamond centre of Kimberley, a 25NC class 4-8-4 speeds through Spytfontein.

Below right—Another 25NC stands, immaculate, beside the water tower at Tweespruit, on the Bloemfontein to Bethlehem line.



VICTORIAN



RAILWAYS

MARCH

1975

10 CENTS



Rail fans take their hobby seriously. An Australian Railway Historical Society (Victorian Division) tour pamphlet includes a tear-off booking form. But it doesn't say "tear off and send"—but "uncouple and consign to booking officer".

Replies to last year's *Rail Ways* readership survey are still coming in every so often. The two latest we particularly like. One, from 83 year old retired NSW stationmaster J. J. Eddy, shows he has received the magazine since about 1917—when it was a VRI publication. The other comes from the Maero Library, Auckland, New Zealand, and says, in part: "Generally, *Rail Ways* is considered here the best of the Australian systems' journals." Thanks.

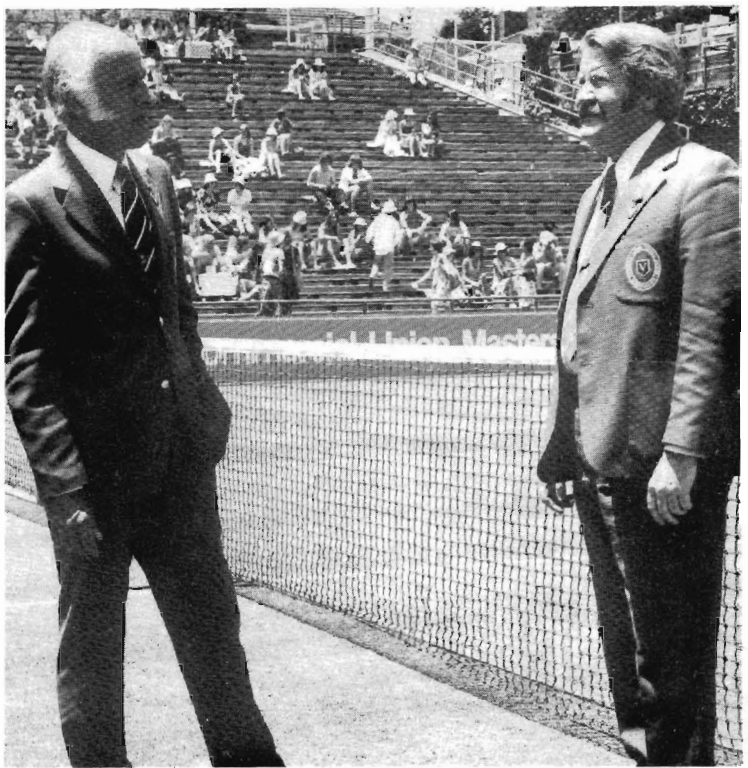
Railways terminology must be a little puzzling for the outsider at times—but we wonder what the layman might think of the job vacancy advertisement in another system's weekly notice recently. It was for a "length runner (walking)".

And we have a few more strictly unofficial Departmental definitions:

Car pool—oil leak
Hump yard—camel pen
Lay-by siding—construction pending finance
Power door—entrance to board room.

Of course, it's a standard joke that the little brown cases carried by so many railway staff are really lunch boxes. But one member of the Secretary's Branch has gone one step further. The label on his natty slim black case says, simply, "lunch".

Notice in a head office cloak-room says: "Please do not TIP tea leaves in sink". Perhaps, suggests a colleague, it should be reworded: "No gratuities". And, perhaps not.



VR men net top posts

Two Victorian Railwaymen, Kevin Bolton (Traffic Branch, Staff Division), and Phil Leek (Water Supply Engineer) again played prominent parts in the recent tennis season.

They organised and directed the umpiring, and occupied the centre chair for major matches in the International Masters Grand Prix and the Australian Championship.

Mr. Bolton then refereed the Veteran's Championship, while Mr. Leek was in charge of the Victorian Umpires' contingent to the Tasmanian Championships in Hobart.

Both are past presidents of the Victorian Lawn Tennis Umpires Association, and Mr. Bolton is Australian secretary, with Mr. Leek as Victorian secretary of the Association.

● Mr. Leek (left) and Mr. Bolton discuss the condition of the centre court at Kooyong before the Australian championships final.

RAILWAYS

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Contributions are invited from Railways employees or other readers—either in writing, or by 'phone—and a fee is paid according to the nature and

amount of material published. Pictures are especially welcome.

Editorial offices: Room 59, Railways Administrative Offices, 67 Spencer St., Melbourne, 3000. Telephone 61 001 (internal auto and extension 1181).

FRONT COVER

D3 class locomotive 619 has a new home in the impressive gardens at the entrance to Bendigo North Workshops.

The color scheme is believed to be that of the 1900-1919 era.

D3 619 was built at VR's Newport Workshops in 1914, and started life as DD 876.

The full story of the engine is on page 44.

RECORDER TAKES OVER FLINDERS ST ANNOUNCEMENTS

There is an addition to the staff on platforms four and five at Flinders Street station, in the shape of an automatic tape recorder.

Designed to help both staff and passengers, the recorder has taken over the job of announcing train movements.

It takes the pressure off the staff and tells the passengers, clearly and concisely, the exact movements of trains to Glen Waverley, St. Albans, Upfield, Gowrie, Coburg and Spencer Street.

The announcements were pre-recorded by Maggie Fraser (right) at the studios of 3DB. The push-button machine is a German-made Assmann ME3, which handles 40 messages on a reel tape.

The messages and buttons are numbered and all the staff has to do is synchronise messages and train movements.

Not as easy as it sounds when the buttons are labelled only in French and German.

Platform supervisor, Charlie Veiksans, 50, of Coburg, comes originally from Latvia and speaks neither. But he said cheerfully, "I just learned. It took me a whole day."

VR Manager Station Operations Peter Helbig said that the machine

was first tested successfully for the "Man in Grey" at Spencer Street.

"We now want to see how it stands in an operating situation and how helpful it is to our staff and customers.

"The platform cabin staff are quite often under tremendous pressure and when that happens some announcements are hurried and not as clear as we would like.

"With this machine the staff can push a button for the announcement and continue with their other work."



SCOUTS START BY TRAIN

Nineteen Venturers (senior scouts) took to the Victorian Railways on the first leg of an 11 day trip to Norfolk Island during the Christmas holidays.

The 6th Mordialloc Venturer Unit began their exciting adventure at Mentone station, and later boarded the Intercapital Daylight for Sydney where they were to catch a plane for Norfolk.

Unit Chairman and Queens Scout, Chris Steinfort said the money they saved by travelling by train to and from Sydney enabled them to spend an extra day in the New South Wales capital.

Each Venturer paid \$50 out of his own pocket for the trip, the rest of the money for fares, accommodation and meals was obtained by fund raising activities—\$1025.29 in all. The parents' committee donated \$250 towards the trip.

Fourteen of the boys were aged between 15 and 18 years and the five leaders between 19 and 23 years.

Bob carries the parcels by wheelchair

The record books show that Bob Cole is virtually unemployable—but he has proved them wrong.

Bob, 40, is spastic and confined to a wheelchair. But he has a job, six days a week on a contract basis, to deliver parcels from Malvern railway station to local businesses.

He charges an average of 20 cents per parcel and the takings from Monday to Friday go the Dame Mary Herring Centre for spastic children.

If he works on Saturday the money is his, sometimes nothing, sometimes up to \$2.

Bob, a very cheerful person, with a lively sense of humour, uses a two-wheeled wooden buggy attached to his wheelchair for his deliveries. ASM Ron Drew loads up the buggy each morning and tells Bob where each parcel has to go. He carries a money bag and an invoice book, and won't go anywhere without his blue and white checked hat.

He had a similar beat at another station for five years, until he went to live in a hostel in Queensland, but he found that too lonely and came back to Melbourne.

He has worked at Malvern station for two years and is obviously very popular with the staff. They tease him and he answers back, usually coming out on top.

Bob added: "This job was organised in conjunction with the Spastic Children's Society. I was supposed to work in the sheltered workshop but I am virtually unemployable there and here I cope fairly well."

"If a job has got to be done it has to be done properly."

Another of Bob's voluntary efforts for the Dame Mary Herring Centre is to cart empty aluminium cans to them from the station, to be sold for extra funds.

● ASM Ron Drew seeing Bob Cole off on his first deliveries of the day from Malvern station.



GOODBYE, RUMPUS!

Elphinvale Rumpus belied his name, and sat quietly at Spencer Street last month.

The two-month old kelpie pup was on his way, with four older relatives, from Hamilton to Sweden.

One of the five, all from the Elphinvale Stud near Hamilton, will break the kelpie sheep-dog tradition—by herding reindeer.

Soon he will be joined by another Elphinvale kelpie, and stud owner Tim Austin said he felt the two would easily adapt to their unusual task.

He had already seen kelpies work with sheep, cattle, geese, ducks, fowl, stumpy tail lizards, goats, pigs, and horses.

Mr. Austin breeds about 140 kelpies a year, as a diversion from sheep farming.;

Already he has sent some 1500 dogs to buyers around Australia, and most of the dogs travel by train to their new home.

Several of his dogs have gone overseas, and are working in Hawaii, Kenya, Canada, California, and New Zealand.

He said the landed value of Rusty in Sweden was about \$450, while the oldest dog, at 14 months, was worth \$800.

Mr. Austin felt breeding dogs was a good diversion from sheep farming—now farming times were “hard”.

The second reindeer dog, Elphinvale Sue, had a litter of five pups recently but she will soon leave Hamilton by rail on the first stage of her journey across the world.

Her pups will also go to Sweden.

● **Lucinda Doherty, two, gives Elphinvale Rumpus a farewell cuddle at Spencer Street before the kelpie puppy leaves for Sweden. Lucinda is the daughter of VR publicity officer Paul Doherty.**

LONDON LIFTS TUBE FARES

After a two year standstill, London Transport plans to increase rail fares by 27 per cent to 38 per cent.

International Railway Journal says the increases, designed to raise about \$65 million a year, will apply from March 26, if they are approved.

London Transport operates *Underground* services in central and suburban areas, as well as bus and coach services. Other suburban rail services are operated by British Rail, which recently lifted fares by 12.5 per cent (see *Rail Ways*, January).

RAILWAYMEN FOR MARCH

The Returned Servicemen's Section of the Victorian Railways will be marching on Anzac Day—April 25.

Assembly will be outside the SEC building, opposite Flinders Station, at 9.30 a.m.

Members should wear decorations and service medals.

The Section reunion will start at noon, in the VRI Ballroom, Flinders Street.

FIRST AID COMES FIRST

Seventy per cent of road accident deaths are caused by inhaling blood or vomit—and not by injuries, according to the Royal Melbourne Hospital's director of casualty services, Dr. Peter Bush.

These deaths could be prevented by efficient first aid immediately after the accident, he said.

The first few minutes after an accident were most vital.

If the initial care failed, there was not much point in the victim being taken to casualty.

There was a misconception in a large section of the community that a person should not be touched until skilled help arrived, Dr. Bush said.

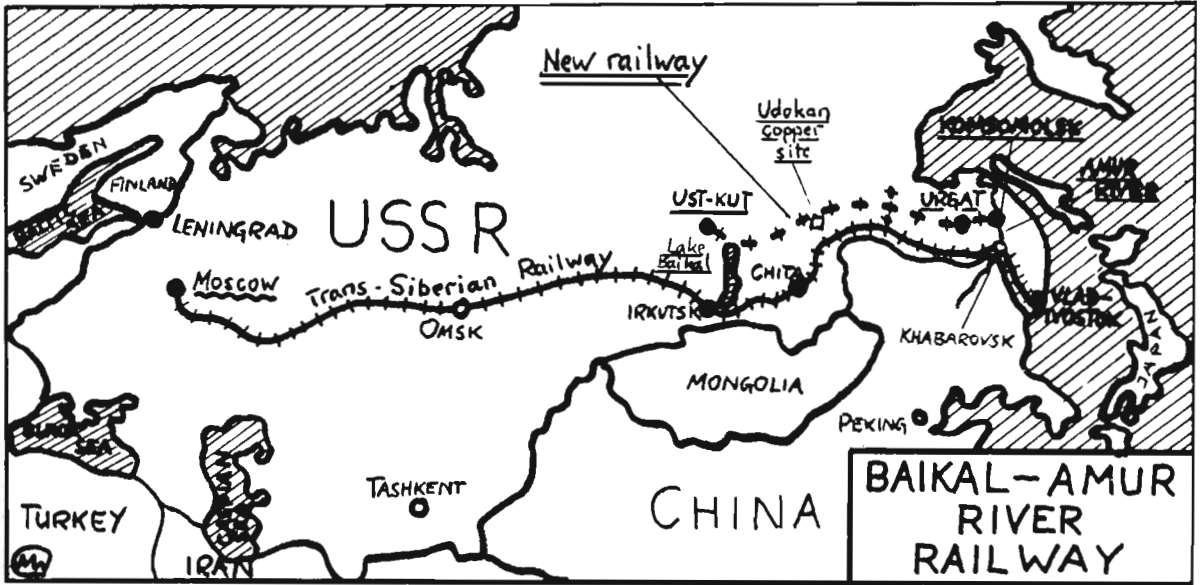
“If a victim is unconscious on his back, his tongue is just like a pound of steak—it will block his breathing.”

“Unless someone turns him on his side and dislodges his tongue, he is going to die.”

VR conducts first aid classes at various country and metropolitan centres.

For details, contact the ambulance office, Spencer Street (auto 1328 or 1845).

BAM! A 3,200 KM RAILWAY



Russia is building a 3200 km railway line, almost parallel to, but 270 to 480 km north of the trans-Siberian railway.

It will connect Lake Baikal with River Amur, and is known as "Bam", according to the *Herald*.

The report says the railway will cross some of the world's most prohibitive terrain, and 70,000 workers, assisted by large voluntary detachments of the Komsomol youth organisation, are working on the project.

The eastern terminal is known as Komsomolsk.

The new line, which is expected to have some 3,200 bridges, tunnels, and other permanent structures, is expected to be completed in the early 1980s.

It will be more secure than the trans-Siberian railway, which, for more than half its length, is almost within sight of the Chinese border.

Another object is to carry Siberian oil to Japan, instead of building a mammoth pipeline.

The railway will have at least two tracks throughout, and will carry heavy eight axle freight cars.

Hydro-electricity will be the main power source for "Bam", and three new power stations are to be built for the line, and the settlements which will spring up beside it.

The *Herald* says the area to be crossed, although it presents enormous engineering problems, is immensely rich in hitherto undeveloped mineral resources.

Fruit shed keeps it fresh

Tomatoes, beans, cabbage, pumpkin and bananas are probably regular items on your cook's shopping list.

Most people buy their fruit at the local greengrocers or retail markets—it's an easy and simple way of getting good nourishing food.

But how many people know where that fruit comes from or what helps get it to your table?

About three million packages of fruit pass through the fruit shed at Dynon each year.

Most of it comes from N.S.W., a lot from Queensland and some from South Australia.

From the time of picking to being on your table takes an average of one week for North Queensland fruit, less time for fruit that comes from places closer to Melbourne.

The goods trains arrive at the Dynon fruit shed over the week-end and at midnight Sunday the unloading works begins.

The fruit shed staff—about 30 men—can unload five, 40 tonne wagons at a time and on busy mornings probably unload about 30 of these wagons.

Something like 2,400 tonnes of interstate fruit arrives at the shed each week.

There is an interesting variety of fruit arriving at the shed. It varies from garlic, capsicums and ginger to bananas, beans, passionfruit, tomatoes, zucchini, sweet potatoes, marrow and strawberries.

About 2,000 punnets of strawberries a week arrived for seven weeks last year. They were packed in dry ice and arrived in excellent condition, according to Graham Walker, fruit shed supervisor for the Australian Growers Representatives.

He said bigger quantities were expected this year since the pack ice—the first time it had been used—was such a great success.

AGREP leases the shed from the Victorian Railways, and is the forwarding agent for the growers to the wholesale merchants at the Footscray market.

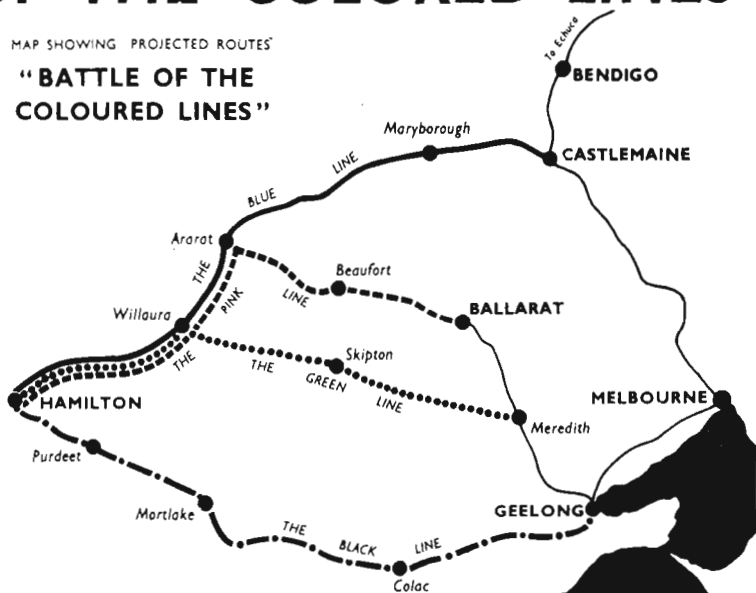
Carriers take the fruit from the Dynon shed across to the wholesale market.

The actual shed has two 122 metre long loading docks and provides both standard and broad gauge.

CAIRN TO COMMEMORATE "BATTLE OF THE COLORED LINES"

MAP SHOWING PROJECTED ROUTES

"BATTLE OF THE COLOURED LINES"



Victorian Railways will build a special cairn outside Ararat station to commemorate the important, yet little known, "battle of the colored lines."

The cairn will be unveiled on April 5, when the VR Board takes time off from its annual inspection tour to join local people in recreating history and celebrate the centenary of the rail line to Ararat.

A special Board train will arrive at Ararat at 3.30 p.m. that day.

Extension of the railway to Ararat faced many problems.

Soon after the railway reached Ballarat in April 1862, the Ararat Borough Council petitioned the Commissioner of Roads and Railways, William Mitchell.

As a result, land was reserved for the line.

However, years went by, and building plans were continually shelved.

Local identity William Wilson, who had been elected to Parliament in 1860, was a staunch supporter of the railway.

Nine years later he was appointed Commissioner for Roads and Railways, a position he held for only 19 days.

The circumstances that brought about his appointment seem lost in history, but, during his short term of office, money was set aside to survey a railway.

Mr. Wilson was reappointed Commissioner in April 1870—this time he lasted two months.

It is thought he played a big part in the Western District Railway Extension League, formed in 1870, with prominent citizens from Ararat and Hamilton.

The League marched on Parliament to press its claims.

Records show the League was granted an audience with Ministers.

In pressing its claims for a railway, spokesmen pointed out that 3,500 tons of freight, excluding wool and timber, passed through Ararat toll gate each month, and 11 Cobb and Co. coaches a day went in and out of Ararat.

But one problem was the "battle of the colored lines".

The "battle" began in October 1870, when many protagonists advanced plans for various rail routes to open up the rich resources of Victoria's western district.

Four different routes were projected by then Railways Engineer-in-Chief, Thomas Higinbotham.

Each was given a different color:

- *Black*—Geelong, via Colac, Camperdown, Terand, Mortlake, and Peshurst;
- *Green*—Meredith, via Skipton and Dunkeld;
- *Blue*—Castlemaine, Maryborough, Avoca, Ararat, and Dunkeld;
- *Pink*—Ballarat, Beaufort, Ararat, and Dunkeld.

Although the Victorian Parliament recommended two final surveys, argument was stifled by approval for extensions from Castlemaine to Maryborough, Clunes, Creswick, and Ballarat, and from Ballarat to Beaufort and Ararat.

The "battle of the colored lines" ended with the opening of the line to Ararat 100 years ago.

Twelve months after the Ararat line was completed it was extended to Stawell, and by 1877 the line to Portland and Hamilton was completed.

Incidentally, William Wilson returned to Parliament in 1881, when he defeated David Gaunson, who was forced to face an election when 600 residents called for his resignation.

Gaunson had been defence counsel at Ned Kelly's trial, and he later agitated to secure the bushranger's reprieve, much to the disgust of many of his electors.

Gaunson was not the only Ararat resident involved with the Kelly affair—Jesse Dowsett was guard on the special train taking Kelly to Melbourne for trial. More details are on page 41.

During its tour, the VR Board will take the opportunity to travel from Melbourne via North Geelong and Cressy to Ararat.

The train will be hauled by locomotive S301, named after Major Mitchell, who explored much of the area through which the special train will travel.

Today there are more than 250 Railway staff at Ararat, and the fortnightly payroll is about \$55,000.

There are 63 Railway houses there.

In a normal day more than 85 trains start at, terminate at, or pass through Ararat.



NSW PLANS MAJOR UPDATE

The most striking single fact about public transport services in NSW is not the antiquated railway stations or the high proportion of old and obsolete trains and buses but the staggering losses the system incurs.

Last financial year the NSW Public Transport Commission chalked up a deficit of \$152 million, and the 1974-55 figure will be about \$200 million.

Victorian Railways criticised the use of terms such as loss or deficit in its last Annual Report, and described the difference between its revenue and its expenses as the cost of its service to the community.

But the problem of outdated equipment and methods is more visible to the public—the customers and potential customers—and has a direct bearing on the incredibly poor financial situation.

It is possible to operate efficient services, which will cater for the needs of the public—and attract custom—with outmoded equipment, which is not only slow and inefficient but also ugly and uncomfortable.

And although many would criticise the rate of improvement, the Commission has drawn up and begun implementing plans for an unprecedented modernisation of the State's public transport system.

Looking ahead

The Public Transport Commission is now a little over two years old, and, as ordered by Parliament, issued a report on past and future activities, called "Looking Ahead", last November.

In the report, the Chief Commissioner, Mr. Philip Shirley, says the plans are feasible, and attainable in the medium term, which he defines

This is an adaptation of a feature by David Armstrong, from *The Australian*, which published the story on February 20. Text in italics has been added by *Rail Ways*.

as the next 10 years or so.

But it would be a very expensive undertaking indeed.

"There is no doubt that NSW can have a modern and efficient public transport system to provide for the needs of the 1980s and beyond," the report says, "provided it is prepared to allow the necessary capital investment which will have to be on a scale considerably beyond that permitted over the past 25 years."

Outdated rolling stock and other facilities are also placing a considerable burden on VR finance, the 1973-74 Annual Report says, and it also stresses the need for extra capital investment.

Urgent

From the public's point of view, the most notable feature of the Shirley plan is the call for the urgent acquisition of 600 double deck suburban carriages and 600 single deck buses.

After these are in service, the Commission wants follow-up purchases of at least 50 new train carriages and buses each year.

The NSW Government has made a start on implementing this part of the plan.

Tenders for 100 double deck carriages—half motorised and half trailer cars—closed this month, and tenders

for a second lot of 100 will be called soon.

The first batch will be in service next year, the second in 1977.

They will almost double the existing suburban double-deck fleet of 211 carriages.

The bill: approaching \$50 million.

Tenders

Tenders have also been called for 60 air-conditioned carriages for the interurban routes to Gosford, north of Sydney, and Lithgow, to the west.

At present the PTC has only 16 air-conditioned carriages, being used on the 80 km run to Gosford.

Work is under way on a \$17 million project to double the capacity of the Granville-Penrith line, on the outer western fringes of Sydney.

Now the Commission also has responsibility for all Sydney's ferry services, planes are being developed for greater co-ordination of rail, bus, and ferry services.

The major cost problem facing the PTC is wage increases, and plans to cut out redundant rural services are being put into effect.

Wage costs are being cut at the same time through wastage, or what the Commission calls "selective replacement".

Progress so far on the re-equipment plans, although slow, has brought some good results for passengers: the PTC hopes to be able soon to announce the last journey of the original carriages introduced into Sydney with electrification in the 1920s.

NED KELLY..the one that did

Confidential,

Memo for Mr. W. G. Thomas.

As per train table attached and previous
you will please proceed to Manjaratta tomorrow and
take charge of the running of the Police Special
covering up Kelly and his Escort & Melbourne
The train is to run at a speed of 40 miles an hour
so per table attached, and you will require to take all
possible precaution for safety. caution Guard & Br
on train subject. At the various stations when it
stop the public are to be kept back from the train.
Look carefully at train table and should any thing
occur to prevent the special arriving at the train show
against each station, wire the office and stationer in
advance should anything require to be changed
You can use your own discretion as to sending etc
of the Guard on to Reachworth. a take them better
with you by up special

I am Belalla wire to each up station the train
of arrival

J. M. Dickson
Staff Manager

Spencer St.
11th August 1880.

n't get away

A historic memorandum for Mr. W. C. O'Connor, who took charge of the police special train carrying Ned Kelly to Melbourne after the famous battle at Glenrowan.

Second left is a young Jesse Dowett at Ararat with his family - he was to be guard of the Kelly police special train.

Guard Dowett was promoted after his conduct on that historic train.



(124)



VICTORIAN RAILWAYS.

Traffic Manager's Office.

Spencer-street Station



4 Dec 1880.

*Memo. for goods guard Dowett
Sandhurst*

The attention of the Hon the Com. Treasurer having been directed to your meritorious conduct at the capture of "Ned Kelly" the bushranger, desires to express his approval of the spirit which animated you on that occasion & has promoted you to the position of passenger guard at an increase of 1/- a day from the 1st inst.

*W. C. O'Connor
Traffic Manager*

BUSHFIRES RAGE AT HATTAH

About 3,000 railway sleepers were destroyed as a scrub fire swept its way through the Hattah National Park area on February 8.

The fire cut the railway line running parallel to the Calder Highway and passengers on the train from Mildura to Melbourne that night had to go by bus.

The buses were escorted by fire tankers through the charred area around Ouyen station.

The fire ruined about 10,000 acres of scrub and closed the three highways leading to Mildura.



Track maintenance machines stand clear of the track at Hattah, between Ouyen and Mildura, during sleeper replacement operations after the bush fires.

HOLIDAY HOME SCHEME STARTS

Members of Australian Railways Institutes can now exchange or rent their holiday homes.

The scheme was proposed at the 1974 Institute officers' conference in Sydney.

Members can register their homes for exchange or rent with the VRI, and will have to describe the house, contents, facilities, and location.

They will also have to specify when the house will be available.

The forms will then go back to the Institute for registration with the controlling body, to be held until an approach is made for such a house.

Members wishing to rent a house will also contact the VRI, which will forward the request to the controlling body, which will advise availability.

Once information has been provided, final arrangements will be made direct between the people concerned.

The VRI wants to hear from anyone interested in the scheme—particularly from those who have a house for rent or exchange.

Details are available from the manager, VRI, 3rd floor, Flinders Street (auto 1642).

MEMBERS BACK TRAVEL SERVICE

VRI members have already made good use of the travel service facilities announced in August last year.

The Institute appointed Astronaut Travel Service as its official travel advisor, and the agency's experience in all fields of travel has allowed some benefits to be passed back to members.

A number of members have already taken advantage of this, and the VRI has had many favorable comments on the service provided.

Pacific cruises have been popular—Astronaut can book VRI members on highly rated P & O liners, including, *Oriana, Oronsay, Arcadia, Cathay, and Chitral.*

Cruise passengers can soak up the

sun, take part in the many day and night activities on board, tour the varied ports of call, and do some duty free shopping at places like Suva, Noumea, and Pago Pago.

The VRI, on auto 1642, has details of how to use Astronaut Travel Service's facilities.

WEATHER DISRUPTS INTERSTATE BOWLS

Victoria beat NSW 335 to 269 in the third bi-annual match at the Winsor Park Bowling Club, Albury.

Weather interrupted the first day, and one game could not be played.

NSW won the one completed game 117-106.

Individual scores were: Stephens (V) lost to Simpson (NSW) 18-24; Cowling (V) lost to Hutchinson (NSW) 18-21; Taylor (V) beat Dickinson (NSW) 28-24; White (V) tied with Gurney (NSW) 23 all; and Sawers (V) lost to Hopley (NSW) 19-25.

The Sunday weather improved to suit the VRI bowlers, who won the morning session 139-89.

They continued the job after lunch, winning the final session 90-63.

Sunday's individuals results were:

White (V) beat Dickinson (NSW) 45-11; Sawers (V) lost to Gurney (NSW) 26-20; Cowling (V) beat Simpson (NSW) 22-20; Taylor (V) beat Hutchinson (NSW) 30-20. *Afternoon:* Cowling (V) beat Hopley (NSW) 18-11; Taylor (V) beat Simpson (NSW) 20-17; White (V) beat Hutchinson (NSW) 20-7; Sawers (V) beat Dickinson (NSW) 17-11; and Taylor (V) lost to Gurney (NSW) 17-15.

President of the NSWGRI Social Bowls Club presented the Aurora Trophy to VRI Social Bowls Club president Dr. R. Wallace at the after-match function.

ARARAT WINS WIMMERA BOWLS

Ararat 1 outplayed the 18 entrants at this year's Wimmera Bowls Tournament at the Grangeburn Bowling Club, Hamilton.

Teams came from various VRI centres, including Serviceton, Dimboola, Ararat, Maryborough, Donald, Ouyen, Mildura, and Hamilton, and there were representative rinks from both the VR Board and the VRI council.

Ararat 1 beat Dimboola to win the Perpetual Cup.

The Hamilton centre provided excellent organisation, and next year's competition will be at the Ararat VRI Bowling Club.

Institute INews

Don't forget the card!

VRI members must produce their current membership cards when making a purchase at the VPI Trading Company.

Members and store staff have been embarrassed recently because out of date cards have been used.

Only 1975 cards will be recognised, and any VRI member without a current card should contact the manager, VRI.

The VPI Trading Company, at 664, Bourke Street, offers excellent shopping for VRI members.

It has a number of bargains—members should not miss out.

Another feature is that, when the VPI Company does not stock a particular item, it may be able to refer the buyer to a suitable supplier—who may offer a discount to VRI members.

VRI bats fall to API

VRI bats failed in their effort to chase the API total in a rain affected cricket match at the St. Kilda Cricket Ground.

After the start had been delayed, both captains agreed to play 30 overs, and VRI's Les Hill put API in to bat.

Although the VRI attack had the batsmen struggling early in the opening stand by Mullins and Prendergast realised 82 runs in only 62 minutes.

The API innings was closed with a respectable 5 for 163, but the six runs an over needed was expected to pose no problems for the VRI bats.

But, England fashion, disaster struck early, and three wickets fell for 15 runs in the first 28 minutes.

Despite a fighting knock of 38 from J. Courtney, the API bowlers ripped through to have VRI all out for 97.

VRI general president Alan Fell, and VR Assistant General Manager Norm Rashleigh welcomed the API at the official lunch.

Retirements..

ROLLING STOCK BRANCH

Borg, A., Newport, 28/1/75
 Brown, D. M., Bendigo North, 21/1/75
 Burgher, J. S., T. L. Depot, 14/4/75
 Elliott, J. W., Newport, 30/4/75
 Forster, R. J., Ballarat North, 15/1/75
 Hardy, T., Ballarat Loco., 24/1/75
 Hayes, N. S., E. R., Depot, 30/1/75
 Henderson, F. J. C., E. R., Depot, 10/1/75
 Jones, L. A., Bendigo North, 8/1/75
 Leed, W. G., Bendigo Loco., 28/1/75
 Matchett, T. D. B., Newport, 19/4/75
 Naismith, A. B. W., North Melb. 28/4/75
 Pratt, J. J., Geelong, 18/12/74
 Smith, A. T., Newport, 8/4/75
 Webb, R. B., Nth. Melbourne, 17/1/75
 Wyatt, C. W., Geelong, 16/12/75
 Zielinski, W., Newport, 17/1/75

STORES BRANCH

Angelakos, P., Newport W'shops, 7/1/75
 Henshaw, C., Collins Street, 7/1/75
 Parissi, A., Newport Workshops, 22/1/75
 Hrynko, A. Perm. Way Depot 24/1/75

WAY AND WORKS BRANCH

Alderson, H. J., Ballarat, 12/2/75
 Baresi, S., North Melbourne, 17/1/75
 Birch, W. J., Ararat, 11/4/75
 Bullen, F. T., Spencer Street, 14/4/75
 Coates, W. T., Ararat, 12/4/75
 Fallon, W. J., Warragul, 8/4/75
 Fowler, W. F., Hamilton, 13/1/75
 Frankel, A. C., Albion, 19/4/75
 Carreffa, A., Flinders Street, 14/1/75
 Harberger, J. H., Yaapeet, 25/4/75
 Harskalep, J., Geelong, 4/4/75
 Hornibrook, W. J., Head Office, 8/1/75
 Jones, J. A., Spencer Street, 1/2/75
 Kearney, E. J., Flinders Street, 6/4/75
 Kurnik, J., Ballarat, 16/1/75
 Pendlebury, N. R., Kerang, 16/1/75
 Pilfoot, V. A., Wangaratta, 10/1/75
 Warren, S. F. G., Geelong, 31/1/75
 Watson, C. J., Bendigo, 12/2/75
 Weigel, H. E., East Melbourne, 29/4/75

RAILWAYS REGRETS TO RECORD THE FOLLOWING DEATHS

ROLLING STOCK BRANCH

Cartledge, J. O., Ballt. Nth., 27/1/75
 Daly, B. J., Bdgo. Nth., 18/1/75
 Husar, J., Nth. Melbourne, 30/1/75
 Karanastassis, N., Sth. Dynon,
 14/1/75
 McCarthy, (Mrs.), H. H., Newport
 5/2/75

WAY AND WORKS BRANCH

Falvo, V., Spotswood, 1/2/75
 Molloy, T. J., Flinders St., 6/2/75
 McAlister, K. M. E., Heyfield,
 6/2/75
 Penzes, C., Nth. Melb., 1/2/75
 Rees, H. N., Flinders St., 30/1/75



COUNTRY BOWLERS CONVERGE ON MELBOURNE

The VRI Country Bowls Week opened at the Albert Park—VRI Bowling Club last month.

One hundred and thirty-four bowlers from all corners of the State converged for the occasion.

Mr. Lionel Holland, deputising for the AP—VRIBC president, declared the week open, and the green was accepted by VRI general president Alan Fell.

Eight teams—three from Ballarat, two from Bendigo, and one each from Geelong, Maryborough, and Dimboola were left to contest the fours after the first day.

The singles preliminary rounds were played on the second day at Footscray City, Middle Park, and Port Melbourne, and the semi-finalists emerged as W. Sutton, Ballarat, N. Bear, Traralgon, K. Miles and L. McCarthy, both Seymour.

Bear proved too strong for Sutton, and Miles edged out McCarthy on the third morning.

Kevin Miles looked set to beat

Norm Bear in the final in an excellent game, until he dropped a kitty slightly short, eventually losing 21-18

In the consolation fours Ballarat earned the chance to play Sunshine in the final.

The pairs title occupied the next day at Middle Park, Carlton, and Footscray City, with H. Liverton and R. Rivett, Seymour, J. Anthony and T. Ross, Maryborough, D. Blackman and A. Bell (Traralgon), and C. Treloar and R. Robinson, (Geelong) continuing to the semi-finals.

The last day saw a variety of finals.

Liverton and Rivett beat Anthony and Ross in one pairs semi-final, with Blackman and Bell beating Treloar and Robinson in the other.

The Seymour pair, Liverton and Rivett, took the title after a keen tussle.

Maryborough, skipped by Jack Anthony, had a great fours finals match against Ted Prebble's Bendigo 1 team, with Jack's four eventually proving to steady, and winning 17-12 after 18 ends.

Jack's team was Peter Ivey, Greg Waters, and Tom Ross.

Len Taylor's Ballarat four beat Sunshine, skipped by Jack Shorten, in the consolation fours final.

After play, VRI general president Alan Fell presented the various trophies, and thanked all hosts clubs for the use of their first class facilities.

Particular credit for the week's organisation goes to VRI councillor Des O'Donnell, Keith Donaldson, and Arthur Hargreave.

WINNING RUN CONTINUES

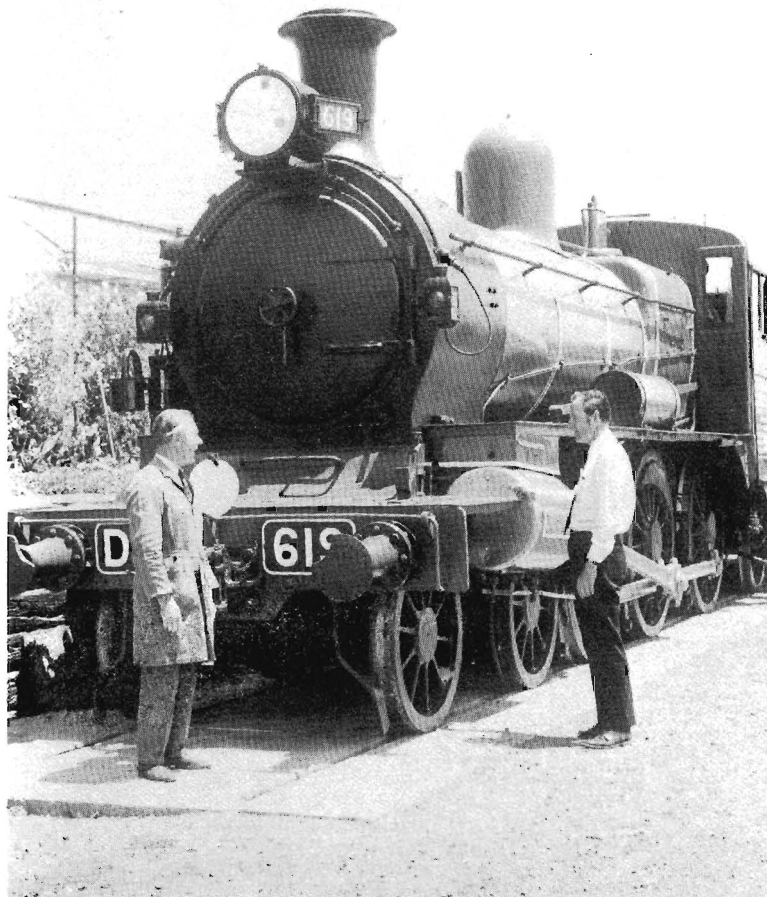
VRI bowlers beat the Australian Postal Institute team for the sixth consecutive time at their recent annual match.

In the pre-lunch session at the Hampton RSL Bowling Club VRI scored 139 shots to 103, and the second session, at 120-104, gave VRI a 52 shot win.

Teams were welcomed at the official lunch by API immediate past president H. Singleton, and VRI general president Alan Fell replied on behalf of the Institute and the VR Board.

API Bowling Club president J. Lynch presented the perpetual trophy to VRI Social Bowling Club president Dr. R. Wallace, after play.

Research pays off



Months of patient research by Bendigo North foreman painter Keith Worthy have helped make an attractive new centrepiece for the workshops' attractive gardens.

D3 class locomotive 619 has been restored in the colour scheme believed to have been in use in 1914, when the locomotive was built.

Modest Mr. Worthy spent much of his spare time researching details of the two tone green scheme, and he supervised the locomotive's repainting by car painting staff.

D3 619 was moved into its present position in November last year—"right on schedule" according to workshops manager Wynn Carney.

Way and Works Branch staff built a temporary track to position the locomotive—and Mr. Carney praises the inter-branch cooperation throughout the project.

Fittingly another steam locomotive, K 183, which is one of two steam engines still working as pilots at Bendigo North, pushed the non-operational D3 into position.

D3 619 was built at VR's Newport Workshops in

1914 as DD 876, and ran 902,804 miles before being finally taken out of service on October 1, 1964.

It actually entered service on March 20, 1914, and was numbered DD503, DD776, and D2 776 before its final reclassification.

Eight similar locomotives were built at Bendigo North between 1919 and 1920.

The engine's history is signwritten on the side of the cab.

Its present home, on an isolated track off the washdock line, is highlighted by the impressive gardens.

At last year's Bendigo Show, poppies from the gardens won a first prize, while the sweet peas won a second prize.

● Bendigo workshops now build and repair wagons and cars. About one ELX wagon is built there every two days.

at Bendigo



Bendigo people

Rail travel? Ask Ray!

Ray Willmott is a boilmaker at Bendigo North Workshops—but he's better known there as a "travel consultant".

His spare time travel interest started back in 1934, while he was at Balarat East Loco, when he and a friend, took a rail trip to Perth.

Ray had no idea how to organise the trip, but his hopeful efforts proved a big success.

So he felt he could help other travellers, and built up considerable experience travelling himself—always by rail.

When he transferred to Bendigo Loco in 1950, rumours of his travel expertise went ahead of him, and he's still advising.

Ray doesn't know how many people he's helped now—"but it is many," he says.

The most important thing is to keep up to date with time-tables, he says.

Ray started his VR career in 1925 as an apprentice at Newport Workshops but had a "chequered career".

During the depression he was reduced to a labourer, and worked mostly the Wimmera, including Glenorchy, Lubeck, Ararat, and Lethbridge.

At Lethbridge he was made a member of the permanent track gang, and had a Railways hut at six shillings a week.

"It was one shilling a day, with Sundays thrown in for free," he says.

By 1935 Ray was earning £5 a week.

Travel is not only his spare time interest.

DAVID RUNS OUT OF TIME

Bendigo North workshops boilermaker David Kitt has done almost everything a Victorian athlete can do—almost because he simply hasn't had time to do everything.

This month he travels to Adelaide as manager of the Victorian athletics team—the first time a State team manager has been selected from a country area.

He was one of three Victorian officials to represent his country at the Commonwealth Games at Christchurch, New Zealand, in January 1974.

Only ten Australian officials attended the Games, where he officiated in all shot putt and discus events.

He has been an official at the last six Australian Championships, and has been a sports commentator for local radio station 3BO for the last seven years.

David was Bendigo's first grade one athletics official—now there are two—and he is a grade one official for all track and field events except walking, as well as for timekeeping and judging.

Only grade three for walking? "You can't do everything at once," he says.

David made the news last June, when he was elected an executive member of the Victorian Amateur Athletics Association.

Most of the publicity revolved around the new executive, which was a younger group taking over from older style administrators.

He is a life member of the Bendigo Athletics Centre, and a foundation member of the Bendigo Little Athletics Association.

As an athlete he has never won a Victorian title, but has collected six silver medals—four in the 3000 m steeplechase, and two in the three miles.

Highlights of his athletics career so far, David says, were his trip to Christchurch, and his win in the 1965 Keith Hoddle Memorial Road Race, which is one of the top Australian distance events.

David started his Railways career in 1962, as an apprentice boilermaker at Bendigo North, and is one of a large Railways family.

Brother Ivan and cousins Billy and Richard are working at Bendigo North, and his father, mother, grandfather and great-grandfather were all with the Railways.

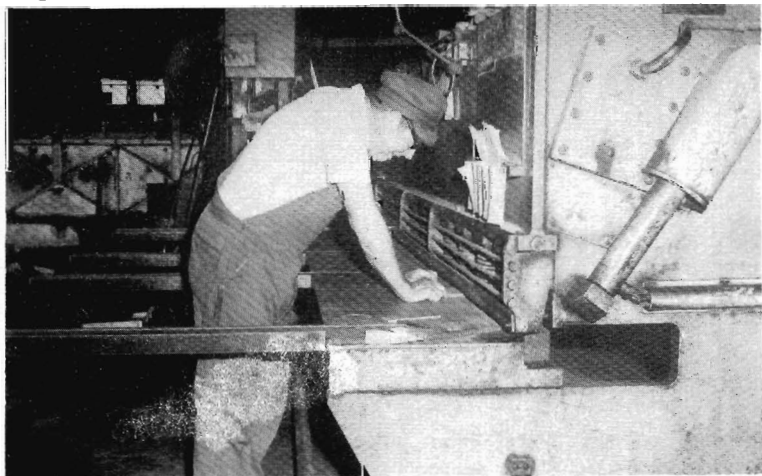
Spare time? "Ivan does the gardening," David says.

He is a member of the Bendigo Trust, and works on the restored tramway system. He has done church work all his life, and has been a member of baseball, tennis, and cricket club committees.

After almost 50 years with VR—he retires in October this year—he says he has no regrets at all about joining the Railways.

His only regret is his 33 per cent hearing loss—but he says he has made some really good friends to compensate for that.

● **Ray Willmott operates a guillotine at Bendigo North workshops.**



MAUREEN'S NEW JOB IS ALL BOOKED OUT

For Maureen Carroll (right), Victorian Railways have provided a "once in a life time chance", and it seems her working days will be fully booked.

In fact, Maureen is VR's new librarian, and her first problem is to plan the library.

"Starting a library from scratch is an opportunity you don't get every day," Maureen said.

She said it would give her the chance to put into practice new best ideas from fifteen years library work.

She felt a "special library" not only provided books but also disseminated information.

She hopes to put out regular current "awareness bulletins" alerting different branches to relevant newly published material.

She also plans to do literature research on specific subjects at the request of the branches.

Maureen has been a qualified librarian for eight years and is at present doing a part time Arts degree at Melbourne University.

In her spare time she likes to read and listen to classical music.

She admits, with some reluctance, that she doesn't know a lot about the intricacies of the railways, yet. However, over the next few weeks Maureen's railway knowledge is bound to leap ahead as she goes to a 'talk-about' with various people in all departments.

She will be finding out what their special requirements are, as well as what books and publications they have on hand to contribute to the library.

Branches who need to keep certain books close by will have them catalogued so that anyone else needing to refer to the book will know where to find it via library.

VR Secretary, Mr. Clive Miller, said it was the railways first special library.

"Railway operations involve many fields of knowledge and expertise, and there are numerous and wide ranges of books and magazines covering all the subjects," Mr. Miller said.

"If full advantage is to be obtained from that material, it needs to be concentrated at one focal point—a central reference library—to be readily available to all staff."

Mr. Miller said the library would hold books on proper railways working.

The library comes under the control of the Secretary and a committee of five has been set up to advise and assist the librarian.

The committee members are: Mr. R. J. Gallagher (Assistant Chief Civil Engineer), Mr. G. McMahon (Rolling Stock Engineer), Mr. L. Lynch (Controller Management Services Division), Mr. W. Hunter (Education Officer), and Maureen Carroll.

The library is expected to be in operation in six months.

It will be in room 109, Head Office.



people

Nagambie boasts museum and garden

Nagambie has now joined the era of nostalgia and its contribution is a museum of the area's old time transport and farm machinery.

The town's original butcher's cart is on display with tractors, log wagons, horse drawn carts, a single furrow plough, a hand operated winnower, the old chinese market gardeners cart, and more.

The museum was the idea of Nagambie stationmaster Gary Brown.

And according to Gary the work was mainly done by junior station assistant, John Sanderson, 17, a keen gardener.

About an acre of land next to the station was cleared and the exhibits, donated by Bruce Forbes, owner-manager of Goulburn Machinery Company, were towed by car and hand to their new home.

John said he spent about five hours a week for a year preparing the area, and painting and renovating the exhibits.

Gary said all the exhibits are authentic relics, some dating back about 80 years. "It's nice to bring the past back," he said.

John's green thumb has the grass growing well, the trees neat and healthy—even an old lemon tree has started bearing fruit, which it hasn't done for many years.

In fact, the job was so well done Nagambie received the Railways prize for the most improved garden in the Seymour district last year.

Gary said so far the museum had proved very popular with people visiting the town.

The Bendigo bark has a bite

It's a standard joke for Bendigo North Workshops staff to bark at manager's clerk Alan Cole and his friends.

Alan, pictured studying form with fitter Ken Thomas and painter Rob Anstee, is secretary of the Bendigo

Branch of the Greyhound Owners, Trainers and Breeders Association.

Ken and Rob, with fitters Herb Siakew, and Bill Kitt (brother of athlete David Kitt), and labourer Graham Lines, have had considerable success with their greyhounds in the past year.

Most of the dogs travel by rail to the widely scattered race meetings—Rob Anstee says his father sends at least one dog a week by rail.

"They travel better by rail," he says, "and they don't seem to get distressed."

In the meantime, the enthusiasts still put up with the "rubbishing" barks.



SM commends guard Ray

The 8.17 p.m. arrival at St. Albans was just another journey for Victorian Railways guard Raymond Homelhoff, until a fight developed on the platform.

One man was unarmed, but the other was attacking with steel nuts, pepper and fish hooks attached to a piece of cord.

Ray, 43, of Kent Street, Braybrook, told the assistant stationmaster to call the police and he went to help the injured man.

He held the attacker down by the wrists until he released the cord.

Then the man jumped up, pulled a knife on Ray and escaped, only to walk into the arms of the police.

The man was recently jailed for two years and a Sunshine court magistrate praised Ray for his efforts.

Ray, a former Navy boxer, said he had seen a few scuffles during the football season, but nothing like this.

"There was blood everywhere, but I thought if I hit the man I would be liable to be up for assault on him."

Ray, who has been with the Railways for eight years, said he would always help a customer in trouble, although in this case about 40 other passengers had done nothing to help the victim.

The eldest of his six children, Tony, 19, is in his final year as an apprentice fitter and turner at Spotswood Workshops.



ARTO CLOWNS FOR CHARITY

"Arto" the clown is really VR Printing Works storeman John James.

And "Arto" spends a good deal of his spare time collecting cash for charity.

The nickname came from another of John's talents—quick sketches.

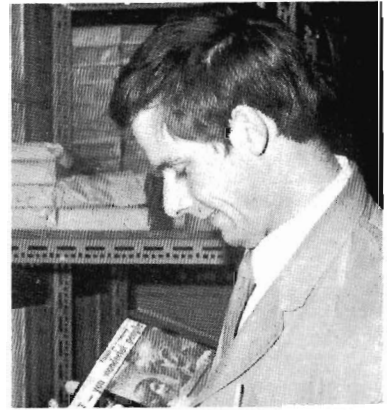
Much of his charity work has been connected with Yooralla, and the Royal Children's Hospital Good Friday Appeal.

Last year John travelled to Swan Hill to collect for Yooralla, and in 1973 he collected a cheque for \$10,000 from the Matthew Flinders Hotel, Chadstone, in aid of the Good Friday Appeal.

He is Secretary of the Clowns' Club, and, adding conjuring to his act, has become an active member of the Magic Circle Club of Victoria.

John started as a clown four years ago, and has taken part in the Moomba procession, worked at a number of shows, including Royal Melbourne, Dandenong, and Cranbourne, as well as at picnics for Railways Branches and similar organisations.

He says he's tried a number of things, and recalls the occasion he was asked to ride a horse.



John looks at his scrapbook, and at a picture of him receiving a \$10,000 cheque for the Good Friday Appeal, two years ago.

But that's one idea he may not try again—the horse, it seems, didn't take to John.

At the Printing Works he is in charge of despatch—so he's a vital link in the distribution of *Rail Ways* every month.

John started his VR career almost 10 years ago, starting at the duplicating bureau in head office before transferring to the Printing Works at North Melbourne.

Reg completes his cycle

Reg Knox went from lad porter to ASM via Kangaroo Flat, Sea Lake District, Heathcote, Melbourne, Strathmerton, Cobram, Echuca, Melbourne again, Tatyoon, Mariona, Mangalore and finally Nagambie.

At Nagambie he remained ASM for 24 years.

Throughout these years Reg, his hat, and VR No. 6 bike became an inseparable and integral part of the town.

Reg eventually got to know everyone in town and proudly reports that he never had a fight with any of them.

However on January 21 Reg retired after 47 years with the Victorian Railways.

The bike had to stay but Reg has taken his wife, along with his hat, to a new home in Geelong.

"The wife's relatives live there", Reg grinned.

In fact it seems that Reg never stops grinning—a more jovial and happy man would be hard to find.

In his spare time Reg takes to the water and is expert in plucking out the fish.

Up around Nagambie Lake and the Goulburn River Reg says he's been "very successful" in hooking cod, red fin and cat fish.

He said he's heard there's good

fishing at Geelong too.

As for VR No. 6—Reg was sorry to leave it.

Nagambie SM, Gary Brown said Reg was the only one who rode it.

He used it to go and open and close the Goulburn St. gates, collecting accounts and banking in town.

Reg said it gave him plenty of exercise.

As for the hat, Reg has collected numerous trinkets over the years to decorate it.

Some he has picked up off the station, and others have been given to him.

Here's a short list of his collection: pumpkin seeds ("for energy"); a Courage Brewery rooster, a set of clogs, half a pound note, rabbits tail, feathers, a plastic cheese sandwich, and fish hooks.

Over 200 townspeople attended Reg's farewell and helped him consume 43 gallons of beer, three large sheep, 600 sausages and other savoury delights.

A really good night. . . so we are told.

THE EARLY DAYS

One misty morning in 1865, locomotive B70, built three years before, prepares to leave Harcourt. Public traffic through Harcourt, on the Melbourne to Bendigo line, had also started three years earlier, on October 21, 1862.



VICTORIAN



RAILWAYS |

APRIL

1975

10 CENTS



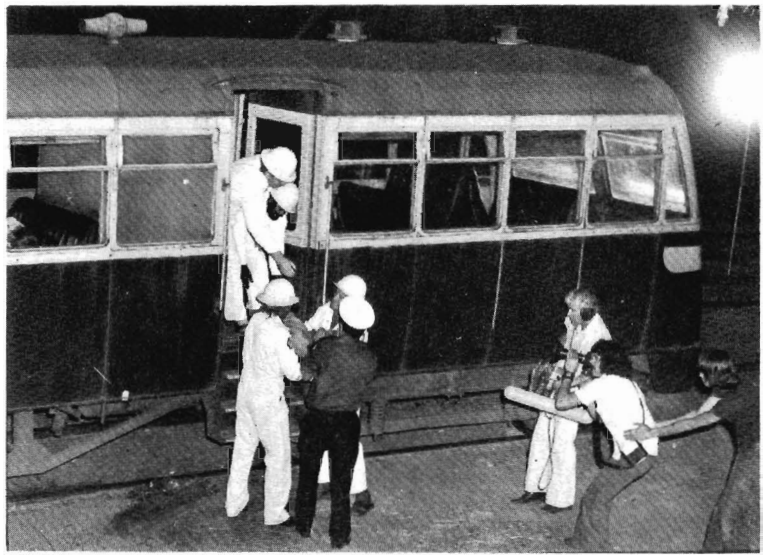
This is a *Rail Ways* in-depth scoop feature. VR's recent story advertisement featuring John Nolan, troubleshooter, which attracted television, radio, and press interest, was headed "They call him *troublemaker*". The ad explained how John causes trouble by following up every complaint he receives, and sees every fixable problem is fixed as quickly as possible. But the VR journalist who produced the successful advertisement took advantage of a colleague's effort at humour.

You see, someone had already labelled John's desk *Troublemaker*. Really, that's how it all started, so you can't say we don't give you the background to the news. Any complaints, John?

They're a good-hearted bunch at Bendigo. Repairer Bill Sheckelton, known, we understand, as *The Bendigo Gardener*, was unlucky enough to lose his pay envelope recently. His mates at the Bendigo Goods Shed platform and office had a whip-round, and Bill wants to thank them all for the \$103.

A prompt reply from manager, freight operations, Stan Bell, to the Traralgon Chamber of Commerce and Industry recently relieved some worries for local firms, and earned editorial praise from the *Traralgon Journal*. Local rumours had suggested, incorrectly, that the Traralgon goods facilities were to be closed or relocated, and the paper said the suggestion caused nasty moments for the number of firms who receive large quantities of stock by rail. *The Journal* said: "Prompt action by the Chamber in seeking the truth to the matter, and a quick reply by Mr. Bell (his reply was back in three working days) served to put the rumours to rest."

If you happen to have an unwanted copy of Leo. J. Harrigan's book *VR to '62*, we happen to have a possible buyer. *Rail Ways* subscriber A. K. Williams is the man interested, and we can put you on the right track for Mr. Williams at room 59, Head Office (auto 2397).



THE TRAIN SMASH THAT WASN'T!

Parents crowded around outside Echuca's old loco shed as rescue workers lifted their children from the rail motor and placed them upon nearby ambulance stretchers.

Police, fire brigade officers and the crew of a special emergency hospital bus stood nervously by.

Flashing red and blue lights flickered in the night stillness as the drama continued.

"Cut, cut", the producer bellowed. "We'll do the next scene."

Yes. . . Echuca's rail siding had become the scene for an ABC film of a mock train smash.

The centre of interest was the Northern District Ambulance Service's specially converted *Hospital on Wheels* bus.

It's the only one of its type in Australia as far as we know," senior ambulance officer Kevin Devereaux said.

The ABC plans to show the film in its *Torque* program.

Arrangements for the filming were made by *Torque's* producer, David Wood, and Echuca stationmaster Tom Conlon, in conjunction with Chief Traffic Manager Mike Ronald.

● Film cameras roll as a rescue crew brings a "victim" of the "smash that wasn't" out the rail motor at Echuca.

RAILWAYS

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amount of material published. Pictures are especially welcome.

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FRONT COVER

The fine bluestone bridge on the Bendigo side of Sunbury station frames T326 as it heads a northbound train.

Space-age design wins Heyington competition

A space age design—according to *The Herald*—has won the Heyington station design competition.

Last month VR General Manager, Mr I. G. Hodges, and the Victorian Chapter of the Royal Australian Institute of Architects, announced the result.

Robert Stynes and Russell Crocker visualise construction in pre-fabricated re-inforced concrete and plastic.

Most of the work can be done off-site, and the final assembly will be speeded up to avoid unnecessary disruption to rail services.

There are two means of access to the station, steps and ramps, and offices, toilet blocks, and other facilities are along the centre of the rectangular, almost train-shaped building suspended above the platforms.

The design takes full advantage of Heyington station's unique setting overlooking the Yarra River, with a full length observation window where waiting passengers can enjoy the view.

Covered waiting areas are featured on the platforms, which could be covered with "Lilydale topping"—a kind of gravel finish—or bricks.

Easily maintained materials will decorate the inside of the building.

Steps provide direct access to the building, while ramps thread their way through landscaped areas as an alternative.

There is even a children's playground.

A curved driveway, off the road, is there for "kiss 'n ride" commuters, and the U-shaped booking office will have a number of positions to cater for a rush of passengers at one time.

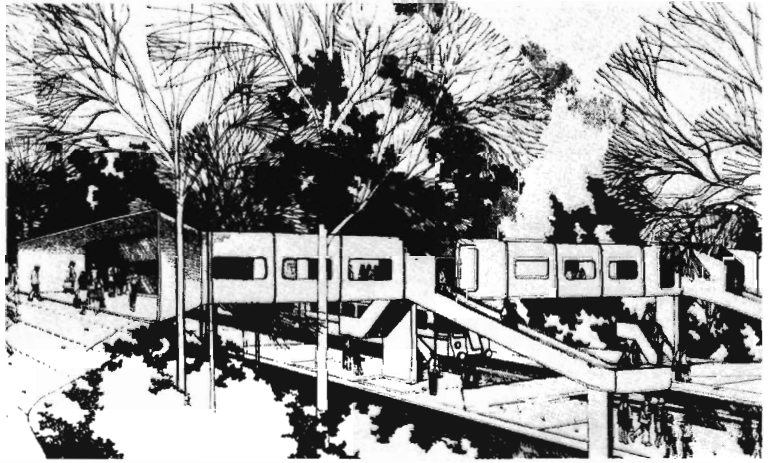
Mr Les Perrott, VR Board Member and architect, Mr Peter Staughton, architect, and the late Mr Ellis Stones, landscape artist, made up the judging panel, with VR senior architect, Mr Gus Eberhard, as technical advisor.

The panel was pleased with the standard of the 24 entries, and the fact that most came from young architects.

It was the first competition for station building design since the Flinders Street competition early this century.

Heyington will be the first of many stations to be rebuilt, and was chosen because it was the gateway to the Glen Waverley line.

The line is being upgraded as a model for future VR suburban services.



RIOS ALLEGE 238 OFFENCES

Railway Investigation officers apprehended 154 offenders for 238 offences over the Labor Day weekend.

The blitz was within a one-mile radius of the city, and on the Glen Waverley and Box Hill lines.

On Friday March 8, 38 people were apprehended on 51 offences in the city area and on the Box Hill line.

The next evening 46 offenders were caught on 72 offences—in the city and on the Glen Waverley line, while on the Monday night 70 people were apprehended on 115 offences on city lines.

Most of the offenders were aged between 14 and 18.

Six teenage girls will be charged with drinking intoxicating liquor on a train and using indecent language, and six other people will be charged with litter offences.

Other offences included throwing a burning substance from a train, wilful damage, threatening words, and protruding body from carriage.

One hundred and forty two tickets were sold on board trains to people travelling without a ticket.

At Box Hill two 13 year old boys were charged by police with breaking

and entering the Box Hill railway station.

At Little River, on the Geelong line, four boys aged 10 to 16 were charged by police with shooting out 20 fluorescent lights with air rifles and shooting at a train breaking a window.

Similar blitzes will continue throughout the metropolitan rail system.

VR General Manager Mr I. G. Hodges said: "We aim to stop vandalism, misbehaviour, and larrikinism on the Railways."

Appropriate action will be taken against all offenders.

Mr Hodges said it was disturbing such a large number of offenders were teenagers.

The public have been asked to view this matter seriously, and report all offenders.

A telephone call to police or railway investigation officers—62 2126—will result in immediate action.

Mr Hodges said that, overall, offences were on the decline, but, to stamp them out completely, the co-operation of parents, passengers, and law enforcement bodies, was needed.

NEW WARNING AT LEVEL CROSSINGS

Victorian Railways is continuing its efforts to improve safety at level crossings with a new flashing light device.

The first model has been installed at the Glenferrie Road crossing, near Kooyong station.

The new warnings, revolving flashing lights similar to those on ambulances and fire trucks will operate before the interlocked crossing gates can start to move, giving road traffic even more warning of approaching trains.

Warning signs—"Stop on red signal"—have been fitted at either side of the crossing.

Similar warnings have also been fitted at Burke Road crossing, Gardiner.

The crossings are just two of more than 3,000 crossings throughout the State under constant examination.

There is a continuing program of level crossing upgrading whenever finance is available.

More than \$15,400,000 has been spent on level crossing improvements in the past five years.

Each overpass replacing a crossing can cost between \$400,000 to \$4 million.

While neither money nor construction facilities are available immediately for blanket overpass erection, VR is striving to make all level crossings safer.

If motorists cooperate, and take more care at level crossings, the appalling death toll and succession of injuries could be arrested.

BOOK A HOTEL AT SPENCER STREET

Rail travellers can now make hotel bookings free of charge at Spencer Street station.

The new telephone booking system, *Selectacall*, gives direct contact with 20 hotels in the city, St Kilda, and South Melbourne areas.

A large panel, divided into 20 sections, shows photographs of the hotels, and, in most cases, quotes their terms.

By lifting a receiver, waiting for a dial tone, and pressing a button, accommodation can be booked in seconds, at any time.

GREEN STAR NETWORK EXPANDS AGAIN

Royal Park is the latest station to be added to the Green Star express parcel service.

The 50 cent Green Star surcharge guarantees parcels will go on the first suitable train after lodgement.

Ordinary parcels are carried on the rail parcels coach service.

The lighter side...

Victorian Railways General Manager Mr I. G. Hodges, found time to share a smile with local schoolchildren at Dartmoor during a recent inspection tour.

The inspection tours are a regular feature of VR management activities—and the tours were recently described by the *Ballaarat Courier* as "a splendid idea".

While Mr Hodges chats to his young friends, fireman Harry Greaves keeps an eye on his locomotive.



"Keep rail fares down"

A visiting US traffic expert has advocated "absurdly cheap" public transport fares to solve Australia's urban traffic problems according to *The Australian*.

Professor William Neumann head of California State University's engineering department, said governments should face the inevitable fact that public transport must run at a loss.

"It's obvious you're never going to get enough revenue from passengers," he said.

Professor Neumann said indirect benefits of getting people off the roads and on to public transport—such as reduced congestion and pollution, less capital expenditure on roads, and fewer parking demands—should be taken into account when setting fares.

He said: "People running public transport think that somehow fares ought to pay the way. But you're killing your potentially fine railways system in Australia with that kind of view."

"The logical thing to do is to reduce fares, which will result in an increase in passengers and even an increase in revenue."

● The Victorian Government's decision to cut some country and outer suburban fares in September 1973 does tend to support the policy of bringing passengers back to public transport by holding fares down and subsidising services, according to VR's 1973-74 Annual Report.



No smokin' Joe!

Sun columnist Keith Dunstan said VR was "getting with it"—it was VR's first venture into the boxing world.

"Smokin' Joe" Frazier travelled by train to St Kilda to train for his fight.

Frazier's nickname could have landed him in some sort of trouble—his train trip was in a no-smoker, while the big fight on March 2, was on a day of total fire ban.

● "Smokin' Joe" at Flinders Street with lady car cleaners Mrs. Taft and Mrs. Keats.

MORE LIP THAN ALI

The punter and his mate were in \$30 seats at Melbourne's St. Kilda Junction Oval for the big fight.

They were well equipped with powerful voices and an esky full of beer—just a couple of summer-shirted blokes in a crowd which included prominent politicians, the all male *Les Girls* revue cast, and former world champion boxers like Lionel Rose and Johnny Famechon.

Maybe they came by train, with VR's special reserved seat and discount rail tickets, to join the fight and television viewers in every continent fans watching what announcer Tony Charlton described as the biggest boxing match in Australia since 1908—when Jack Johnson fought Tommy Burns.

Like most Australian sports fans they watched the preliminary bouts quietly, slowly warming up with the surfeit of knock-out wins, and some fairly constant refreshment.

When Stan Ward of Sacramento, a member of Joe Frazier's entourage and holder of a degree in psychology, stopped Les Miller of NSW in the third they were in good voice.

And they joined heartily in the laughter when former world bantam-weight titleholder, aboriginal Lionel Rose, asked for a forecast of the big fight result: "I'll back the colored boy".

The punter was very sure, very sure indeed, that Frazier would beat Ellis in short time, but his mate was equally certain of the opposite result.

Money, big money it seemed, was riding on the outcome.

The two watched keenly, pausing only for more refreshment, as Ellis and Frazier sparred the first round.

General opinion scored both even, but the punter knew the referee had given Frazier 5 to 4.

His mate knew equally well Ellis

By Rail Ways editor Mike White, who travelled by train to watch the *Showdown* at St Kilda.

was one point ahead.

They are equally divided over the second round, but the third went clearly to Ellis.

"I'm still offering 100 to 30," the punter said, and his mate seemed ready to take the odds.

"Aw, no," said the punter, "I couldn't rob you—you're my friend."

Frazier began to look stronger than Ellis in the fourth, and the punter's mate lost his smile for a moment, but the punter was quick to reassure him: "Frazier was going good against Ali too, but he finished flat on his. . ."

He even showed foresight in the fifth, watching Frazier duck towards Ellis: "That shorn head of his—it's like razor blades."

A minute later he shocked his by now dedicated group of listeners.

"Get out of there, Jimmy," he yelled to the temporarily cornered Ellis.

"Whaddya mean," cried his mate, alarmed. "I'm backing Ellis."

After the sixth Frazier ran, grinning, back to his corner, and the punter's mate plaintively asked if he could hedge his bet. "I don't like this bloke—he's too unpredictable."

The punter was back to form as the

bell rang to start the seventh round. "Look at the fearful face on him—he looks like the devil."

Indeed, Smokin' Joe must have looked that was to Jimmy Ellis seconds afterwards, for a clash of heads started blood pumping from Ellis' right eyebrow down his bruised cheek.

The referee looked at the injury, the punter looked at his mate, and the fight continued through the eighth round.

Frazier was so well ahead, opined the punter, that the cut didn't matter.

His mate's scorecard showed Ellis leading by three rounds into the ninth, as Frazier staggered Ellis with a long powerful, left swing.

Trainer Angelo Dundee yelled at referee Bob Foster, former world champion and now Albuquerque detective, as the punter's mate told everybody how Ellis had an unbeatable lead.

All lapsed into anti-climactic silence as the referee stopped the fight.

The announcer stepped into the ring: "Official announcement—after 59½ seconds of the ninth round—Smokin' Joe."

The punter and his mate didn't listen to Smokin' Joe announce what he was going to do to Muhammed Ali, or to Angelo Dundee's opinion of what Ali would do to Frazier.

They just sat quietly, had another beer, and staggered home.

VR'S GRAIN HANDLING EARNS PLAUDITS



Victorian Railways overcame tremendous problems to move record amounts of grain this season.

And farmers from all districts have said that never before have they seen a harvest cleared so quickly and efficiently.

Victorian Farmers' Union Grains Division Chairman and Board Member, Mr Miles Bourke paid tribute to the railways efforts in shifting the grain.

In a letter to the Chairman of the Victorian Railways' Board, Mr A. G. Gibbs, the Chairman of the Grain Elevators Board, Mr. K. H. Turnbull, praised the railways' outstanding performance.

He said that it was obvious the use of "block" trains combined with the cooperation of all railways staff involved, contributed to a satisfactory, trouble-free harvest period.

Mr Max Murphy, Officer-in-Charge of the Wheat and Barley Department of the GEB, reported the season produced a high yield of both wheat and barley.

"Allied with continuous harvesting was the excellent performance of the Victorian Railways in supplying the necessary rolling stock to carry the

overflow. The end result was that the biggest harvest in the Mallee, the fourth highest wheat harvest and the second highest barley harvest, were handled with a minimum of delay to farmers," Mr Murphy said.

Mr Murphy said the railways had dealt with the overflow in record time, shifting 29,228 wagon loads of wheat and barley in only 48 days, at an average loading of 608·91 wagons per day.

The highest number of wagons loaded on any one day was on January 6, this year when 1,017 were loaded.

Victorian Railways' General Manager, Mr Ian Hodges, said this season the railways had to supply enough rolling stock and manpower to move grain and superphosphate.

Apart from a wet spell in some areas at the beginning of the season and rain on January 8, weather conditions were excellent. In the 1973-74 harvest, wheat began to move on November 20. The starting date

for 1974-75 was not until December 2.

It was the same story for barley—this year transportation was one week late in starting. In the 1973-74 season, oats began moving on October 29 and not until November 14 this year.

Mr Hodges said the record movement was due to the co-operation between the railways, the phosphate company, the Grain Elevators Board and other grain handling authorities, combined with successful appeals to farmers through shire presidents, newspapers, farm co-ops and farming organisations, emphasizing the need for early fertilizer delivery.

"The success of the movements was partly due to the use of shuttle trains running off the Meringur, Panitya, Sealake and Robinvale lines to Dunolly where they discharged 163,034 tonnes of wheat and barley between December 12, 1974 and January 17, 1975, an average of seven train loads per day.



● RIGHT—A trainload of barley gets under way from Meringur.

● LEFT—the first block wheat train of the season leaves Bannerton, near Robinvale.

“The railways worked around the clock, seven days a week to shift the harvest,” Mr Hodges said.

Efficient loading, quick turnaround and the use of shuttle trains enabled the railways to supply more transport for both grain and “super”.

Eggscellent service

The Victorian Railways is no bunny—but when it comes to Easter eggs our long-earned friend could get hopping mad.

Victorian Railways shipped over 50,000 outer cartons of easter eggs and novelty chocolates to the state's country areas this year.

An outer carton contains anything from one large easter egg to several dozen smaller ones.

Victorian Railways freight about 95 per cent of the country areas' chocolate easter supplies.

The chocolates were shipped in special ice-cooled wagons with the temperature at between 3 and 4 degrees celsius.

In all, 40 wagon loads were delivered, an increase of eight wagons on last year's loads.

Some of the late deliveries were railed on passenger trains

Mr. Perrott is new ANTA Chairman

The National Board of the Australian National Travel Association has elected Mr Les Perrott as its new Chairman.

Mr Perrott, an architect and planner, and VR Board Member, has travelled extensively in Australia and overseas, and is immediate past president of the RACV.

A substantial part of his practice is devoted to planning tourist facilities.

ANTA is the Australian travel industry's representative body, and has active divisions in each State.

Its objective is to encourage improvement of tourist and travel facilities in Australia, and to promote the leisure movement of people throughout the country.



VR ORDERS 10 “SUPER X” LOCOMOTIVES

Victorian Railways has ordered 10 3,300 hp new locomotives.

It already has 10 2,200 hp locos on order, and the first of these is expected to be delivered later this year.

The new locos, to be built by Clyde Engineering, will be similar to the existing X class.

The latest order, which follows the release of statistics showing country train journeys rose by about 16 per cent last year, will help to meet present and future traffic demands.

Transport Minister Mr. R. Meagher, said the number of first class journeys had risen 22 per cent, in-

dicating a strong public demand for higher services standards.

He said a big increase in the number of return ticket sales showed a favorable reaction to the reduced discount day return fares introduced in October 1973.

The new high-powered locomotives just ordered will be able to haul much heavier loads than present locomotives, this cutting the need for double heading—releasing more locomotives for other uses.



John Hay sets up his camera one metre high and about 40 paces from the object he is about to photograph.

Photography clearance

Victorian Railways has begun using clearances by photography.

The method was devised in Holland where Netherlands Railways have used it successfully for the past three years.

Engineer of Structural design, Mr. J. Donnelly, said the system was introduced in Victoria in conjunction with the Federal Ministry of Transport's Urban Passenger Train Project.

Because this would require a standard vehicle to suit the infra-structure clearances of the various State systems, a complete survey was necessary.

With this photographic method, Victorian Railways will be able to keep a strict record of suburban line clearances for future evaluation of out of gauge loadings.

Chief photographer Lindsay Black explained the system: "The new method involves a field team, including a photographer, which covers hundreds of miles of electrified track, recording with the camera, signals, platforms, overheads, bridges and all other equipment which possibly could be fouled by out of gauge loadings."

"The film is then developed and the negative enlarged to a 1 in 25 scale and exposed



Photography speeds accuracy checks

Using a revolutionary new method of surveying

A scaled standard out of gauge is then superimposed on to the photograph and a rapid processing machine finishes the job."

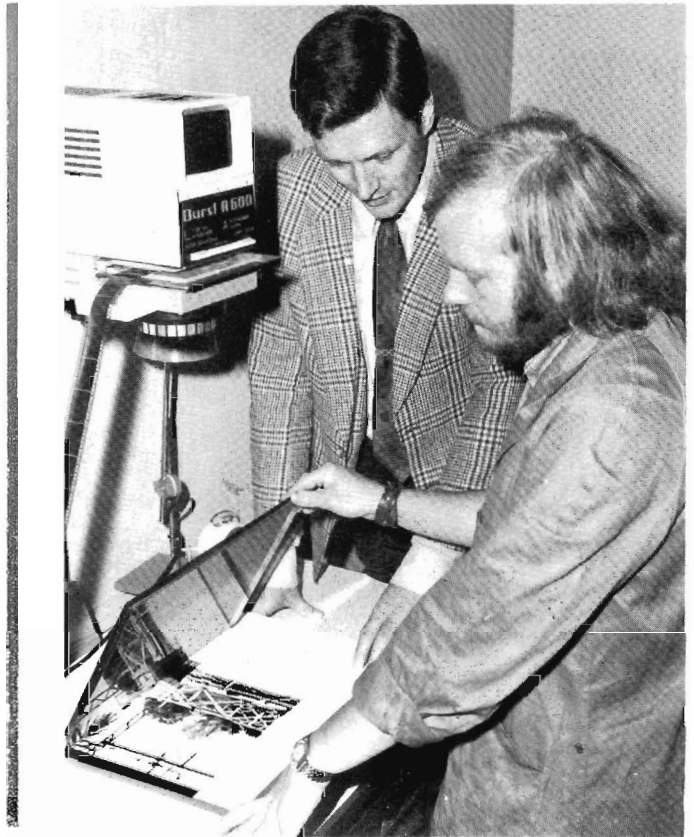
The photographs then go to the Civil Engineer's Department where they are evaluated by Structural Design Engineers, and filed for future reference.

VR began using the system towards the end of last year and in 10 weeks, three field teams took about 20,000 photographs of the electrified suburban network including sidings and private sidings.

On March 20, the Chief of the Geodetic Department of Netherlands Railways, Mr Henri Dekker, and UPTP members, visited Head Office to check on the progress of the system.

Mr Dekker said that apart from the obvious advantages of greater accuracy, the system was three times faster and four times cheaper than older methods.

Western Australia is also in the initial stages of the new system, South Australia, Tasmania and Queensland will follow. Recently NSW's system was surveyed by another method.



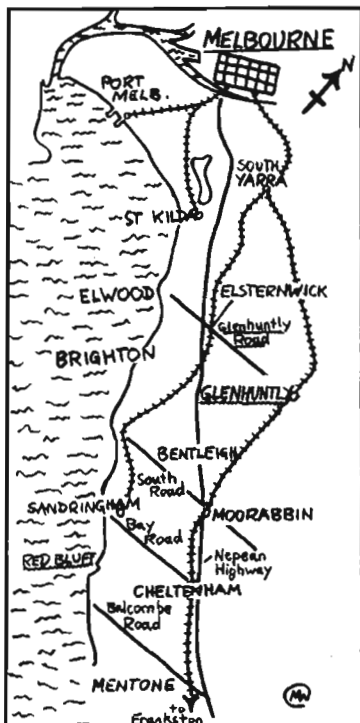
ABOVE - VR Photographer John Hay and Mr. Dekker preparing the photograph before the grid is superimposed.

LEFT - A field team at work on the electrified suburban net work using the new method of surveying.

BELOW - From left to right - VR Chief Design Engineer, Mr. Jack Emmins, Mr. Dekker, Federal Minister of Transport representative, Mr. McIntyre, Adelaide Consultant, Mr. Williamson, VR Chief Photographer, Mr. Lindsay Blackie, VR Engineer of Structural Design, Mr. Noel Donnelly, and Civil Engineer, Tasmanian Railways, Mr. D. Martin.



SAD STORY OF THE “GLEN”



● ABOVE—Glenhuntingly Road, Glenhuntingly station, and the Red Bluff are shown on this sketch map of Melbourne's south-eastern suburbs.

● BELOW—An early picture of Golden Square station, near Bendigo. The locomotive, 047, was built by Robert Stephenson, Newcastle, England, in 1862.

The Melbourne suburb of Glenhuntingly is a little known reminder of the hardships of the pioneering days.

Glenhuntingly Road, which lent its name to the suburb, was called after a ship, the *Glen Huntly*, which was quarantined in Port Phillip Bay, off the Red Bluff, on April 17, 1840.

Sadly, some of the ship's passengers died after its arrival, and they were buried on the Bluff.

In 1918, VR published a history of Victorian station names, compiled by Thos. J. O'Callaghan, JP.

This month, *Rail Ways* continues its series, taken from that book.

Galah (near Ouyen)—once known as Anderson's Plains, after a stockman on Kulkyn station. The present name comes from the well known parrot.

Galaquil (Murtoa to Hopetoun)—from the native Gaalkwill, meaning "rush".

Gama (Donald to Ouyen)—another native word, for "large wallaby".

Gardiner—after Gardiner's Creek, which took its name from John Gardiner, who, with Hawdon and Hepburn, brought the first mob of cattle to the part of Port Phillip which became known as Melbourne. He established a cattle station at Gardiner's Creek, and a slaughterhouse at Como, which was then known as the Punchbowl.

Garfield (near Pakenham)—named after General J. Abram Garfield, Pre-

sident of the United States in 1881. He died the same year. Garfield was previously known as Cannibal Creek.

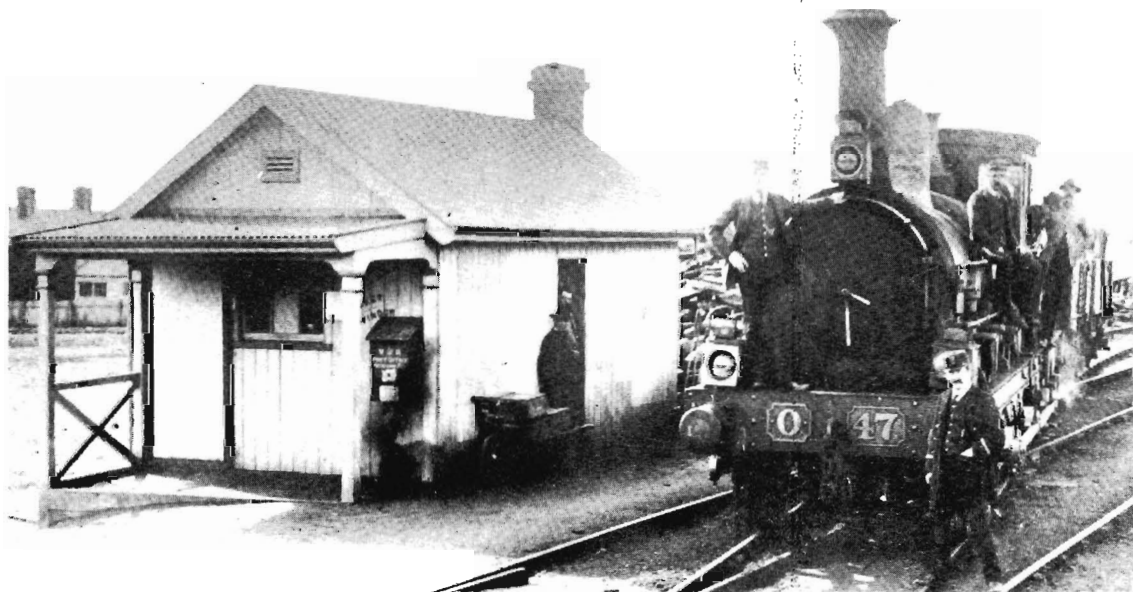
Geelong—a native word meaning "place of the cliff". The name was given in 1837 by Governor Bourke. However, other authorities say the name means either "white sea bird or curlew", or "swampy plains, resort of native companions".

Gelliondale (near Yarram)—after John Gellion, who kept a hotel at Port Albert in 1853.

Gheringhap (near Geelong)—a native word, meaning "yellow blossom of the black wattle", "a species of white gum", or "the hunt or habitat of the opossum".

Gisborne—named after Henry Fysche Gisborne, private secretary to Sir Richard Bourke, Governor of New South Wales, and one of the early Crown Lands Commissioners in Port Phillip.

Glenalbyn (near Wedderburn Junction)—from an old pastoral station taken up by Lachlan and Patterson in 1848-49. Patterson, who came from the Scottish Highlands, probably



named it after his native glen. Mr Hall, who owned the property later, called it Glenalbyn Grange.

Glenferrie — said to have been named after a house, built by old-time Melbourne solicitor Peter Ferry. His spelling of the name is shown in newspapers of the 1860s. It was previously known as Barkly Road, after Sir Henry Barkly. *The Herald* in 1913 said the name was after W. H. Glen, of the Collins Street musical warehouse, and Peter Ferry.

Glenfyne (near Camperdown) — named after a glen in Ardrishaig, Argyllshire, Scotland, near Loch Fyne.

Glengarry (near Traralgon)—from the Glengarry River, originally named in honor of McDonnell, Chief of the title, by one Angus McMillan.

Glenorchy (near Stawell)—once known as Four Posts Inn. An early settler, Robert Jenkins, gave the present name after a place in Argyllshire, Scotland.

Glenrowan—famous as the site of the Kelly gang's last defiant stand against the police, it was named after a local pastoral station owned by the Rowan brothers.

Glenroy—named by one Duncan Cameron after his birthplace in Inverness, Scotland.

Glen Thompson (Ararat to Hamilton)—after an early settler, A. T. Thompson.

Golden Square (near Bendigo)—large quantities of gold were found here.

Goldsborough (near Dunolly)—once known as Old Dunolly, until the discovery of gold nearby.

Goorambat (near Benalla)—after a nearby run or pastoral station. The name is native, and translates as "nonsense".

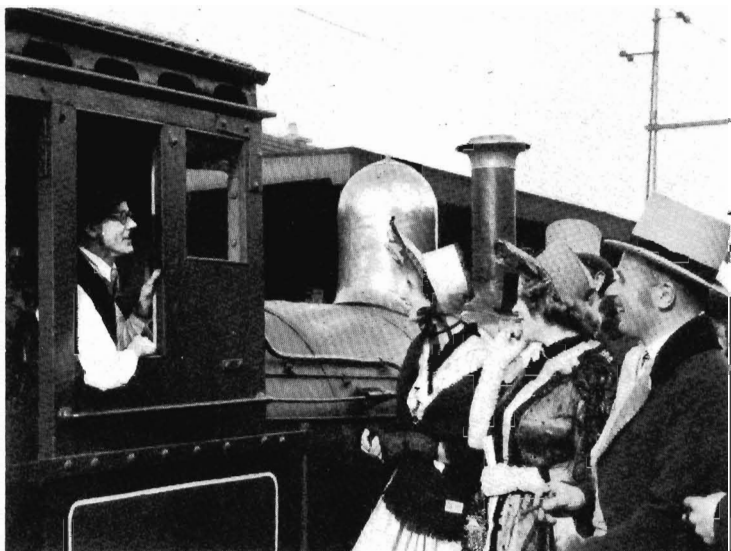
Goroke (west of Horsham)—native for "maggie".

Goyura (near Hopetoun)—native Koruya, meaning "mountain of light".

Grassdale (near Branhholme)—in Wells' Geographical Dictionary or Gazetteer of the Australian Colonies, 1848, a local pastoral station, from which the railway station took its name, is given as "Crasdale". Old colonists said this was an error, and the name is now spelt correctly. It was originally given by Messrs. Coldham, the pastoral station owner, and is descriptive.

Great Western—simply named because it is in the Western District.

Gredgwin (Korong Vale to Robinvale)—native Gredgwin or Gree-jin, meaning a small swamp or natural water hole polluted by leaves from oak trees falling in.



Members of the Australian Railway Historical Society turned out in full period regalia to show off the vintage train at Newport in June 1957, as part of the Geelong line centenary celebrations.

Credit co-operative tops the million

The Railways Staffs Credit Co-Operative has arranged well over one million personal loans for members, since it began operation almost four years ago.

In the past nine months the Credit Co-op has increased its membership by just over 10 per cent with 2,695 railways employees now taking advantage of the Co-op's wide knowledge and expertise in the financial field.

The Co-Op is available to any railway employee, over the age of 18, who belongs to an appropriate union. The rate of interest on a savings deposit account is 5 per cent and on fixed deposit accounts there is an interest rate of 10 per cent per annum over a fixed period of 12 months.

On loans up to a maximum of \$3000 the interest rate is 1.1 per cent per month on the unpaid balance, an effective rate of 2.28 per cent per annum flat.

Loans last year were granted for debt consolidation, purchase of and repairs to cars, caravans, houses, home appliances and home additions and alterations, for travel and education, for rates and taxes and many other reasons.

Applications forms are available from the Co-Op office, 3rd floor, 623 Collins Street or from representatives in most departments. You join by paying a 50 cent membership fee and buying five \$2 shares, which are refunded if you leave the Co-Op or the Railways. Deductions for deposits and loan repayments can be

made from your fortnightly pay packet.

The staff at the Co-Op are there not only to arrange loans, but also to give advice on the best way to use your money. They can help you with life and home insurance, with travel cheques, with special purpose accounts and they will discuss any problems you have in making ends meet. All discussions are strictly confidential.



BOOK NOW FOR VRI DINNER DANCE

On Friday May 16, the Institute will hold a Dinner Dance at "The Princeton" Reception Room, Exhibition Building, (Rathdowne Street entrance) Carlton, starting at 8.30 p.m.

As it will be the only function of its kind to be held by the Institute this year, it is recommended that you book early to avoid disappointment.

The all inclusive cost is \$20.00 a double, covering pre-dinner sherries and savouries, four course meal, terrific band, and, of course, liquid refreshments including table wines, spirits, and soft drinks.

Car parking is no problem—there is a large area outside the building and, with the function ending at about 1.30 a.m. this will be a distinct advantage.

Bookings can be made by ringing the Institute (auto. 1642) and don't leave it until the last minute and miss out!

Good response for new essay competition

In *Rail Ways* December the sons and daughters of VRI members were invited to write essays on "My Railway Family" or, for girls an alternative subject "Fashions of Today".

The competition was conducted by the VRI Social Group with prizes of a gold or silver pen set for the winning entry submitted by both a boy and a girl in the 8-10 age group, and a gold watch for the respective winners in the 11-13 age group.

The winning entries were submitted by:

Boys, (8-10 years)

William Wright, (10), son of R. D. Wright, driver, Dimboola;

Girls, (8-10 years)—

Kym Douthat, (8), daughter of N. W. Douthat, stationmaster, Wakool;

Boys, (11-13 years)—

Graham Jenkins, (12), son of F.E. Jenkins, assistant stationmaster, South Melbourne;

Girls, (11-13 years)—

Katrina Schaper, (12), daughter of G. Schaper, clerk, Shepparton.

The VRI Social Group Committee congratulates the various winners and sincerely thanks all the other boys and girls for their very interesting entries.

Institute INews SOCIAL BOWLERS WIN AGAIN

The VRI Social Bowls Club continued its spectacular run of wins, beating old rivals API in the finals of the Transport Industries Competition at Moorabbin.

VRI won that match 265-128, with the top rink scoring five wins, one with the best possible score—26-0.

The rink was ably skipped by R. Sawyer, supported by W. Wild, N. Kennedy, and K. Bryce.

Once again Dr. R. Wallace, VRISBC president received a trophy—this time from K. Brennan, Member of the Melbourne and Metropolitan Tramways Board.

LAST CALL FOR BASKETBALL

This is a last call for Railway basketball players, both men and women, who wish to be considered for selection in the Victorian side for the 1975 Intersystem Carnival to be held in Perth next October. It is essential both the male and female squads be finalised by June. Country players are particularly asked to apply.

Applications should be forwarded to manager, VR Institute, Flinders Street, not later than Thursday, May 1.

SURVEY RELATES RAIL AND ROAD

The Commonwealth Bureau of Roads has been interviewing rail travellers at Middle Park station as part of a recent study into the use of local residential streets.

The study was to find out where commuters travelling from the station live, and how they got to the station.

It is part of an overall study of the present uses of residential streets between Albert Park and the Bay.

Urban researcher Jim Holdsworth, who conducted the study, said: "One of the major pedestrian generators is the local station, and we wanted to learn where the train travellers lived."

About 320 people passed through the station while the survey was under way, and 241 were interviewed.

Mr Holdsworth said the survey gave a good idea of how far people

would walk to the station, as well as the demand for car parking.

"It is odd that no-one rode a bicycle—this may indicate a need for train travellers to securely leave bikes at suburban railway stations.

"The demand for car parking at Middle Park is not great, but is surprising to note how far some people do drive to catch a train, even though their own suburb is well served by rail," he said.

Mr Holdsworth undertook the study for the Bureau of Roads on behalf of the Department of Urban and Regional Development.

The data collected will be used to

develop a street layout which aims to increase the area's residential amenity.

This would involve street closures and narrowings, mini-parks, bicycle paths, and so on.

With traffic largely excluded from the area, the walk to the station, along quiet and more pleasant streets, could not only make the journey to work more enjoyable, but also attract more people to travel by train, according to Mr Holdsworth.

The survey showed that, of the train travellers who live in Middle Park:

- 189 walk to the station;
- 7 drive to the station;
- 3 are given a lift by car.

Of those who live outside Middle Park:

- 35 drive to the station;
- 7 are given lifts.

Hamilton hosts great golf . . .

Once again the Hamilton VRI must be congratulated for the way it conducted the recent Hamilton and District Golf Championship.

The Hamilton Golf Club made its facilities available to the 48 male and 12 female golfers, from all over the State, who teed off for the various events.

The main trophy, the Hamilton and District Championship, was won by A. Jack (Bendigo), with more birdies than an aviary, with a score of 78, closely pursued by I. Patterson (Geelong) with a 79.

INSTITUTE SPORT

The "A" Grade Handicap was won by B. Zimmerman (Hamilton) with 68 and the ladies "A" Handicap was won by Mrs. M. Hewitt, while the "A" Grade Scratch was taken out by Mrs. D. Collins.

R. (Bob) Matthews, who holed in one on the nearest the pin hole, was heard to remark "beat that", and no one did. Congratulations to Bob.

As always the ladies of the VRI Hamilton Golf Club supplied delicious meals throughout the day in the club house and our thanks to them for a job well done.

. . . and Ballarat gets good weather

Also on the subject of golf, the VRI Social Golf Club ran its Sunday match recently at the beautiful Ballarat Golf Course and the 33 men and 10 ladies had perfect weather in which to "chase that little white ball".

The A Division resulted in a win for W. Thompson (Dimboola) whilst W. Dey (Melbourne) took out the B Division. The ladies event was won by Miss L. Collins who is only 14 years old, and the daughter of that "gentleman of the golf" Norm Collins, driver, Ararat. It seems this young lass could be a better golfer than her old dad.



NSW OUTSHOOTS VIC FOR TRIGGS SHIELD

On Wednesday, March 5, Victoria hosted teams from Queensland and New South Wales, for the Triggs Shield Rifle Shoot.

This contest is held over 300, 600, 700 and 900 yard ranges.

New South Wales, with a total of 1120, proved too strong for Victoria, 1069, with Queensland finishing a close third with 1064.

The "Joe Kirkwood Trophy", for the best individual score, was won by Bill McArdie from New South Wales with a score of 193 from K. Drury of Queensland, with 190.

At the end of the shoot, VRI Councillor Jack Williamson, con-

gratulated New South Wales on its win on behalf of the Institute, and presented the magnificent Triggs Shield.

Jim McAuliffe, captain of the Queensland team, issued an invitation to all to be at the next Triggs Shield Rifle Shoot, to be held in Queensland during 1976.

● Retired railwayman Percy Allan, from Ballarat, and Peter Kellann, from Newport Workshops, get set to shoot for the Triggs Shield at the Williamstown Rifle Range.

VICTORIA SLIPS IN INTERSYSTEM CRICKET

Reg. Butler and his boys at the Tasmanian Railways Institute provided a very enjoyable Intersystem Cricket Carnival, in February despite poor weather.

The Victorian team, under manager Keith Hopkinson and the leadership of Les Hill, did not fair too well on the playing field, winning only one match against Western Australia, drawing New South Wales and South Australia—both games were washed out—and being beaten by Queensland, Commonwealth and Tasmania.

Final placings showed Queensland had won the carnival from New South Wales, followed by Common-

wealth, Tasmania, Western Australia, Victoria, and South Australia.

VRI captain Les Hill, who was playing in his 12th carnival, was selected as the captain of the all Australian carnival side and we feel this appointment was richly deserved.

From all reports, it was, in spite of the inclement weather, an enjoyable carnival, and our sincere congratulations go to Queensland.



PLANNING FOR AN EMERGENCY

It's 10.45 a.m. About 650 people are standing in Melbourne's AMP courtyard answering to a roll call.

Fifteen minutes earlier they had been busy working at their desks in Australia-Netherlands House, Collins Street.

The sound of a shrill whistle warned them to head, under supervision, for the fire escape stairs and proceed to the AMP courtyard.

The reason for the orderly rush could have been a fire or bomb threat, but fortunately on this day it was emergency drill.

It had all the marks of the real thing, safety helmets, first aid personnel, police and fire brigade.

VR Assistant engineer of machinery and water supply, Mr George Edney, said the emergency drill was a result of the Premier's instructions to Civil Defence to develop a standard emergency procedure in all government departments.

He said the drill was designed to familiarise workers in government departments with life saving, emergency procedures.

An important factor in leaving a building in emergency was not to run and above all obey the instructions of emergency staff.

Lifts are not used during emergencies by the building's occupants, but are reserved for the Fire Brigade.

Mr Edney said the Railways emergency staff at Netherlands House, under the supervision of Jack Maher and Ian Dole, were "first class".

He said the staff in the building were most co-operative and took the exercise in the right spirit.

In another fire drill, Jack Maher and his emergency staff were instructed by Metropolitan Fire Brigade Officer, Herb Sowerby, in the correct use of fire extinguishers and hoses.

F. O. Sowerby stressed certain fire extinguishers could only be used on special types of fire.

Yellow extinguishers can be used on all types of fire but red and blue ones cannot be used on electrical fires.

A sign near most fire extinguishers explains in detail the correct use of the different colored extinguishers.

This should be read by all staff.

people

About 313 railway staff work on the top four floors of Netherlands House (12, 13, 14 and 15th).

Each floor has its own emergency personnel who under the supervision of the controller and his deputy.

Mr Edney pointed out that standard fire fighting equipment would not reach above the 12th floor and the staff on these floors had to rely heavily on the fire escape stairs and drill procedures.

After the building has been evacuated a roll call is taken and if anyone is missing fire officers may re-enter the building to find the missing person.

Vic's off around the world . . .

Vic. Bonighton's one of the retired VR men planning to spend some of his retirement time travelling.

He retired as senior block and signal inspector recently, and should be off on his first trip, to Perth, by now. Later he plans to visit Cairns, and then to visit his son, who is on the staff of the East Anglia University, Norwich, England.



Vic. pictured with Chief Traffic manager Mike Ronald joined VR as a lad messenger in 1926.

He said he has seen many significant changes during his Railway career—which started before the depression.

His father was a railwayman, for more than 35 years, finishing his career as a train examiner at Jolimont, and his brother Stan, who is now in business in Traralgon, was a train driver for 10 years.

. . . but Bert stayed

It was only by accident Bert Stoman spent 23 years working for Victorian Railways in Wakool.

Back in 1942 he was sent from Wollan station to Beveridge station to assist in the transport of an American convoy.

He was knocked off his motor bike, after being hit by an army jeep, and sent skidding 43 yards down the road.

Bert suffered a broken wrist and ankle.

After three months light relieving in the area he was sent to Wakool station to help him get back on his feet properly.

It wasn't long before Bert was running around, but Wakool was to be his home.

At the time the most senior posting at Wakool was assistant stationmaster and that's what Bert was when he retired.

At 76 Bert's still living there. Wakool is 318 kilometres from Melbourne on the Balranald line.

Learn to ski— with VR

Ski instructors Ernst and Roman Kopp learnt to ski as they learnt to walk, high in Austria's Tyrol Mountains.

Their natural love of skiing captures everyone they're teaching at "Dingo Dell", the ski run at Mt. Buffalo Chalet.

"We'd all go skiing after school in Haiming, the little village we come from, Ernst tells the beginners.

"But," Roman says, "Australians are as quick to learn as anybody—your enthusiasm is enormous."

"Oh yes," says Ernst, "Even in the rain everyone's out on the slopes — and that's not the custom in Europe."

"Mt. Buffalo is the easiest mountain in Australia to get to and the slopes are ideal for beginners," says Roman.

Ernst is 33, Roman 35, and for years they've been flying out from teaching at Arlberg to be at "Dingo Dell".

"We were at Hotham before "Dingo Dell", but we like Buffalo so much we will never leave," Roman says.

REHABILITATION WORKS FOR IEUAN

Eighteen months ago Ieuan Charles was badly injured in a shunting accident.

He couldn't work for 14 months after losing one leg below the knee, and part use of the other leg.

Ieuan, a special class leading shunter at the time, now has a new job—the first of its type in VR—as an instructor in the shunters' class.

Not satisfied with his recovery, he's also busy finding out facilities available for disabled people.

Ieuan, who came from Wales to join VR in August 1964, is determined to publicise the Victorian Disabled Motorists' Association, which, he says, far too few people know about.

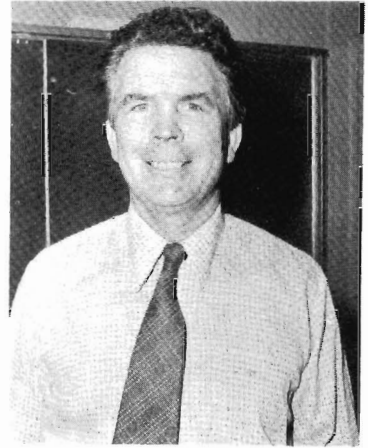
The Association is probably the only one of its kind in Australia, and has arranged a wide variety of facilities for its member.

For its \$5 subscription, the Association offers cut-rate RACV subscriptions, discounts on various motoring needs, social activities, a newsletter, and other assistance.

Ieuan is equally enthusiastic about VR's rehabilitation policy.

He says he would probably have been almost unemployable otherwise, and is particularly keen to emphasise the role of VR's welfare section when showing embryo shunter the ropes.

While safety is a prime feature of



shunters' classes at Melbourne Yard, Ieuan knows well what can be done for anyone unlucky enough to meet with an accident.

He'll be happy to tell anyone about the facilities available for the disabled—and his own determination to make good after his accident is a fine example.

people

A "FOREIGNER" KEEPS THE TRAINS RUNNING

Barnes station was pulled down about two years ago, but a little further along the track from the old station site lies the Barnes signal box.

A small sturdy building enclosing a chair a wooden table, a staff machine, a clock, telephones, and a can of spray—to keep the flies at bay.

Last winter heavy rains in the area caused the low lying land to flood and the water lapped monotonously for about a week beneath the floor boards.

But in summer there's only one word to describe the place—HOT.

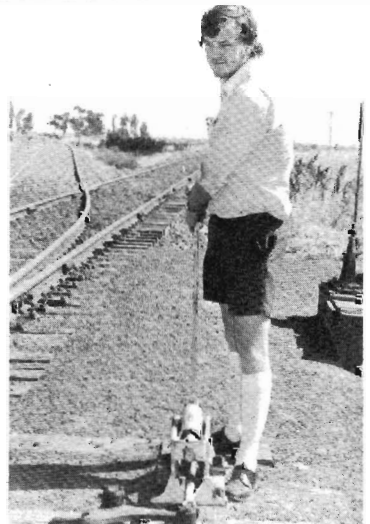
Positioned, seemingly, in the middle of nowhere, the signal box is an integral part of the safe running of trains on the Balranald and Deniliquin line.

The man responsible is Lance Burton, 22, of Mathoura, a New South Welshman working for the Victorian Railways—a good mediator in the NSW—Vic. one-up-man-ship battle.

Lance is stationed at Moama, NSW, 236 kilometres from Melbourne, but each day makes his way to Barnes to make sure the rail motors and goods trains pass through the junction safely.

It's a peaceful posting, the silence broken only by the twittering of birds and the ringing of bells.

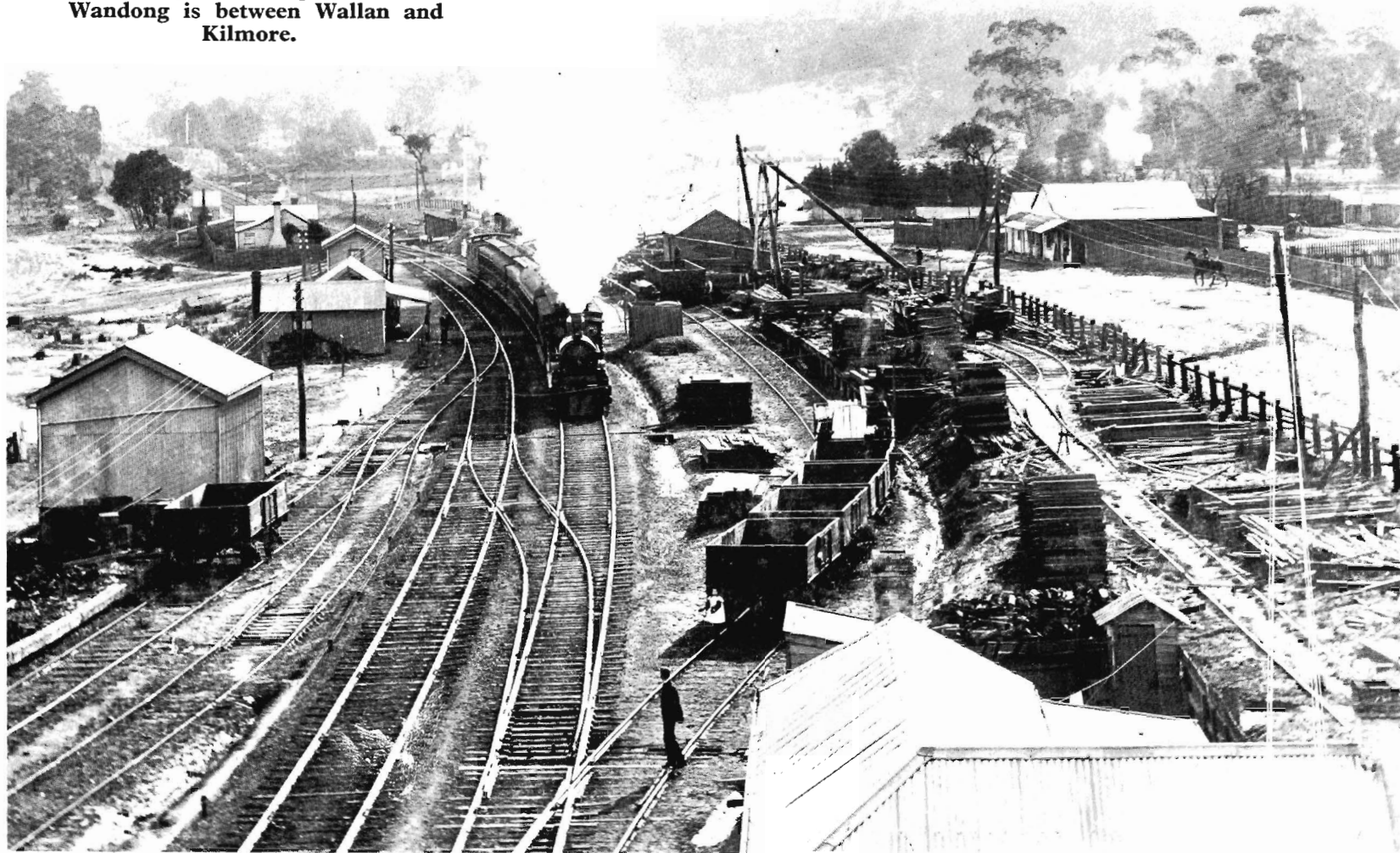
A signal assistant, Lance has been with VR since 1968.



● Signal assistant Lance Burton in the January sun at Barnes, north of Moama.

SYDNEY EXPRESS

The Sydney Express of 1898 steams through Wandong station. Wandong is between Wallan and Kilmore.



VICTORIAN



RAILWAYS |

MAY

1975

10 CENTS



Not many passengers make a special effort to approach a train cab—and driver John Mitchell didn't know what to expect when a white-haired lady approached his cab at one stop on a Princess Bridge—Hurstbridge journey last month. But she just smiled, and said: "Thank you for a safe journey". As John said, it makes your day.

On the way back from Hurstbridge John did have a minor spot of bother with a metre-high non-rail user. He was on the track near Eltham, and, despite a blast on the whistle, followed by advice to move off the line, he simply ambled along in front of the train for about one kilometre. Eventually, with the train still following a few metres behind, he ran from the track, and arrogantly leapt a clump of brambles. Trouble was, there was a muddy ditch behind the brambles. Anyone who wants to know why their great dane arrived home out of breath and dirty—that's why.

Last month *The Sun's* top columnist, Keith Dunstan, wrote a fascinating piece on how (or, to be more exact, how not to) ride a penny-farthing bicycle. The bike in question is owned by Victoria Police Sgt. Malcolm Grant, of Gisborne. Gisborne stationmaster John Morrison tells us the bike was railed to Gisborne after its arrival from the US.

Herald transport writer John Townsley tells the story of a colleague who commutes from Geelong. The unfortunate colleague spent two weeks filling in for another reporter, and found it hard to adjust to new hours and an unaccustomed routine. One afternoon, after a heavy liquid lunch, he returned to his Office. At 7 p.m. someone decided to ask him why he was still there, and not at home. Came the slurred reply—deadly seriously—"I'm waiting for my train". Sorry, but our waiting rooms don't feature telephones and typewriters—yet!



VR plays vital role in Hobart bridge repair

The Victorian Railways played a vital role in the movement of bridge building components which will form a temporary bridge across the Derwent River, Hobart.

VR joined the Army, Mayne Stephens Sea Pak and the Tasmanian Public Works Department in an effort to assist the people of Hobart.

The bridge will be constructed by the Public works department between Dowsings Point and Cleburn Point.

The military Bailey Bridge is to carry traffic until repairs have been made to the recently damaged Tasman Bridge.

The bridge partially collapsed when struck by the Lake Illawarra bulk ore carrier on January 5 this year.

VR's first shipment was carried in April and totalled 340 tonnes.

Two other shipments will come from Oaklands, NSW, 321 km north of Melbourne, in May and June.

The first shipment from Oaklands was transferred from rail to sea containers at Swallow Siding Port Melbourne.

The other two shipments of 388 and 239 tonnes will also be railed to Swallow Siding.

Other bridge components are coming from Queensland and deliveries have already been made from the Army's Broadmeadows depot, Victoria.

● ABOVE—Bridge components ready for shipment at Port Melbourne.

RAILWAYS

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Contributions are invited from Railways employees or other readers—either in writing, or by 'phone—and a fee is paid according to the nature and

amount of material published. Pictures are especially welcome.

Editorial offices: Room 59, Railways Administrative Offices, 67 Spencer St., Melbourne, 3000. Telephone 61 001 (internal auto and extension 1181).

FRONT COVER

The VR Board train, hauled by S.301 (Sir Thomas Mitchell) specially chosen because Mitchell explored much of the country through which the train travelled. It ran beside the ARHS train, hauled by a K class steamer at Ararat.

RAILWAYS RUSH EASTER CROWDS

Almost 50 country and interstate trains left Melbourne on Easter Thursday evening to take travellers away for Easter.

Destinations for extra trains included Adelaide, Sydney, Albury, Bairnsdale, Bendigo, Geelong, Hortham, Leongatha, Mildura, Shepparton, Swan Hill, Warrnambool, and Wodonga.

With the domestic airline hostesses on strike just before the holiday, VR had been working at full stretch for some days.

The *Indian-Pacific*, unable to operate its usual Sydney-Perth service because of floods across the trans-Australia line at Zanthus, near Kalgoorlie, made its first ever run to Melbourne to carry airline passengers who would otherwise have been stranded.

The train made two return trips from Sydney, carrying sitting passengers only.

Extra trains also operated on March 28 and 31, and April 1 to Sydney and Adelaide, and on March 31 for the Stawell Gift.

\$1 m computer will pay for itself

VicRail will install a \$1 million computer later this year as a first step towards developing a management information system on all major Railways activities.

The computer, a FACOM 230-45S will take over the work of two existing computers and allow freight accounting and responsibility accounting systems to operate.

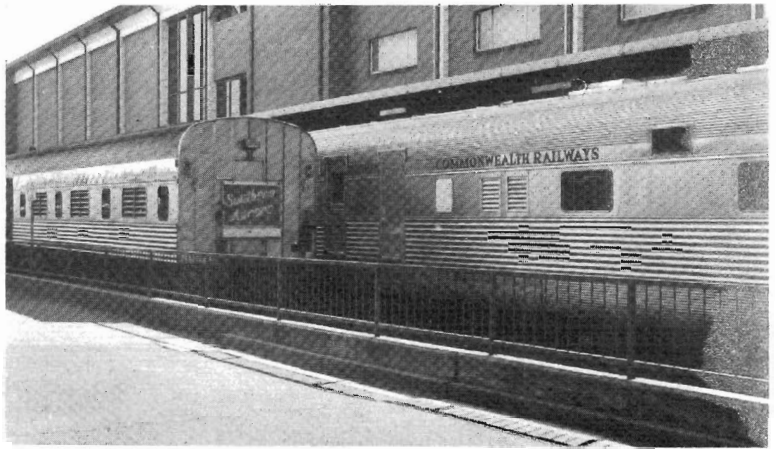
It will work on future payroll and personnel systems, and on an extended system of wagon movement analysis.

This system will pay for itself within five years, and will give more than \$1 million in operating economies in its fifth year of service.

CR buys new locos

Commonwealth Railways is buying eight new Clyde-GM diesel-electric locomotives for Port Pirie-Perth services.

Federal Minister for Transport, Mr. Jones, said the locomotives were needed to handle traffic growth on the trans-Australia line.



● ABOVE—Railway history is made. Commonwealth Railways "Indian-Pacific" carriages stand at Spencer Street No. 1 Platform, beside "Southern Aurora". The "Southern Aurora" carriages had been shunted into the next track to make way for its similar silverguest on the morning of March 25.

VR continues beautification

The Mordialloc line is expected to be next in line for the type of beautification adopted for the Glen Waverley project.

VR is developing the Glen Waverley line as a demonstration of what can be done to improve both services and landscaping on the suburban network.

General beautification has been carried out along the whole length of the Glen Waverley line and around station buildings.

The buildings have been painted in bright new colors of burnished gold, with chestnut brown trim and white window frames.

New station seats, nameplate signs and interior furniture have been added, and platform edges have been renewed.

Station fences have been replaced with chain wire to eliminate painting, and give a neater appearance.

The landscaping could not be completed before the new services were introduced because of inclement weather last spring, but are now finished.

Similar work is planned for the Caulfield-Mordialloc line, where fences will be relocated nearer the track, and the reserve outside the fencing maintained by grading, grassing, and mowing.

Most of the future care of these areas, and of the trees and shrubs to be planted near stations, will be in the hands of the local councils.

BEEF GOES CHEAPER BY RAIL

VR will carry all rail consignments of beef cattle from producers to market or slaughter at half price for the rest of this year.

State Treasury announced a 50 per cent rail freight subsidy to all beef producers in March.

It will apply until December 31 this year.

The subsidy applies only to cattle going direct to market or slaughter from a beef producer's property, and only after the producer has signed a statutory declaration.

It does not apply to cattle bought at country sales.

AUSTRILPASS GETS UNDER WAY

Last month Railways of Australia launched *AUSTRILPASS*—a first-class all lines ticket.

The ticket, similar to the European *Eurailpass*, offers unlimited travel from 14 days to three months for tourists from overseas anywhere on all Australian rail systems.

Austrilpass holders can travel more than 40,000 km of track for as little as \$70 for 14 days.

A 21 day ticket costs \$110, a month costs, \$140, two months \$200, and three months \$220.

Prices do not include sleeping berths or meals.

● The first *Austrilpass* brochure—written, designed, and printed by Victorian Railways, on behalf of ROA.

MELBOURNE COURTS HIT HARD DURING MARCH

Melbourne suburban courts handed out \$2,701 in fines and costs in March against people who broke Railways by-laws.

In all 149 people passed through the courts on by-law charges, and 127 were convicted, 18 given bonds, three had the charges withdrawn, and one case was dismissed.

The offenders, who appeared in 26 different suburban courts, had been charged by Railway investigation officers with offences including

offensive behaviour, feet on seat, indecent language, travelling without a ticket, and drinking liquor on trains.

Fines averaged \$18—the largest was \$100 given to a youth for indecent language.

VR will continue its surprise patrols and blitzes on all suburban lines as part of its efforts to eliminate anti-social behaviour and vandalism.

Heyington designs go on display

The 24 entries in the competition to design the new Heyington went on display at Spencer Street station last month.

VR Board Chairman, Mr A. G. Gibbs, opened the three-day display on April 15, when he presented cheques to the prize winners.

The winning design, by Stynes, Croker, and Associates, of St Kilda, was featured in *Rail Ways* April.

Opening the display, Mr Gibbs emphasised the importance of the Railways image, and said the winning design was a positive step towards improving part of the image.

The Glen Waverley line image was vital to future plans for suburban services, and Heyington had been chosen for the design competition because it was the gateway to the line.

Mr Gibbs expressed regret over the death of one of the competition judging panel, landscape artist Mr Ellis Stones, and said the Board, only days before learning of his death, had discussed the possibility of asking Mr Stones to landscape the Heyington station approaches.

Publicity benefits all

A renewed burst of publicity from VR's public relations department for "ticket clubs" has encouraged nine more companies to take part in the scheme.

Twenty-nine companies are now involved.

Ticket clubs are designed to help employees of participating companies save money travelling to and from

work.

Employees get long term periodical tickets, and the cost is deducted in regular instalments from their salaries.

ARARAT BOOK HAS WIDE APPEAL

The Australian Railway Historical Society has published an excellent history of the Ararat railway to celebrate the line's recent centenary.

"The Ararat Railway Centenary", by Miss L. Banfield, Messrs. K. W. Turton, and R. K. Whitehead is the third in a series of line histories published by the society—following "The North-East Railway", and "The Morwell and Mirboo Railway".

Well illustrated and attractively presented, the Ararat book is perhaps the best of the series, with, as always, a fully documented and comprehensive history, interlaced with some of the interesting anecdotes that help bring the book to life.

Our copy from AHRS Sales Department, Box 5177AA, GPO, Melbourne, 3001. The price is \$3.00.

ARARAT CENTENARY HIGHLIGHTS 1975 INSPECTION TOUR

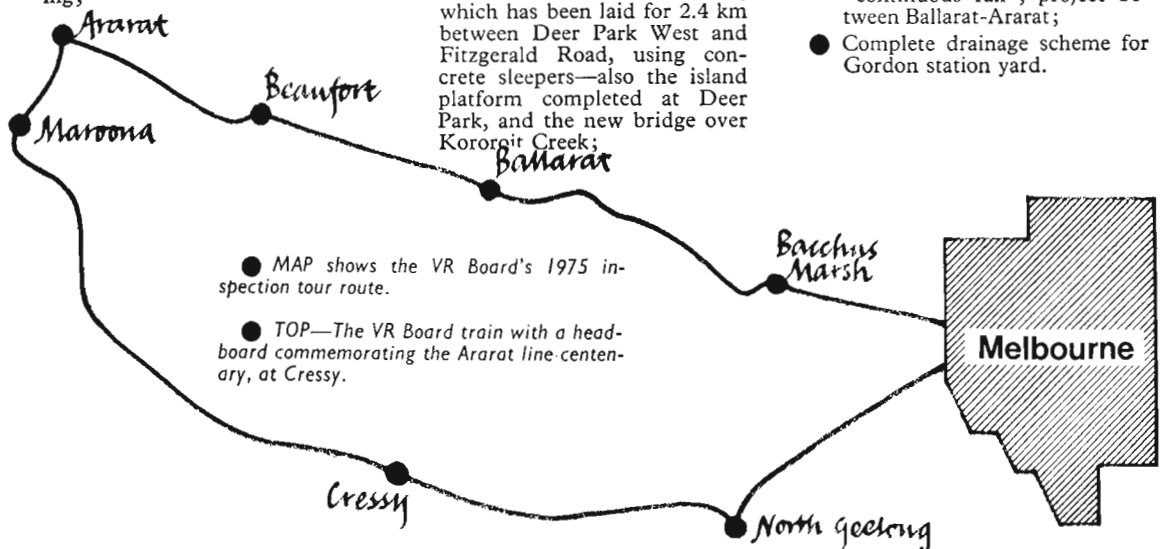


This year's VR Board inspection tour co-incided with the centenary of the first train to Ararat.

A special train, on April 5-6, ran from Melbourne via North Geelong, Cressy, Ararat, Beaufort, Ballarat, Bacchus March to Melbourne.

Board members and other railway officials on the train had an opportunity to see first hand progress of important railway works:

- Quadruplication of tracks from South Kensington-Footscray including bridgework over Kensington Road and Maribyrnong River, and under Hopkins Street;
- Commuter car park and sewered convenience block under construction at Hoppers Crossing;
- Alterations to station buildings nearing completion at Werribee;
- Commuter car park under construction at Corio;
- Proposal for construction of electric staff instrument cabin at Derrinallum;
- Duplication of track between Sunshine-Deer Park West, which has been laid for 2.4 km between Deer Park West and Fitzgerald Road, using concrete sleepers—also the island platform completed at Deer Park, and the new bridge over Kororoit Creek;
- Hopkins River timber bridges at Maroona and Ararat and the many other bridges on the Geelong-Ararat line being replaced by Armco multi plate pipes;
- Thermit welding between Trawalla-Burumbeet: only three miles remain to complete the "continuous rail", project between Ballarat-Ararat;
- Complete drainage scheme for Gordon station yard.



Ararat centenary highlights

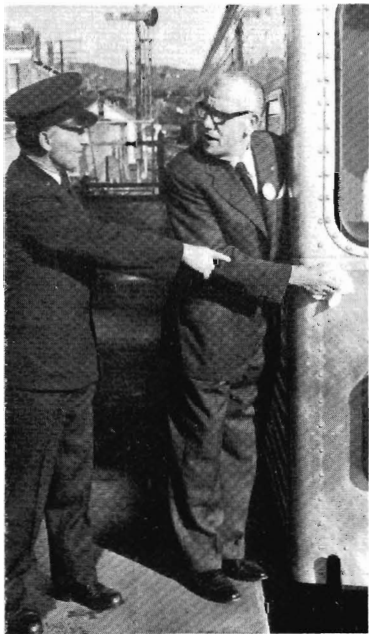
In addition, the Board was able to have an outside look at the Newport Workshops complex, where stainless steel suburban trailer carriages and VSX louvre vans are being built, and Ballarat North Workshops, where EXL open bogie wagons are currently under construction.

Ararat

When the Board train arrived at Ararat, VR Board Chairman Mr. A. G. Gibbs battled his way through thousands of people on the station to jointly unveil a commemorative plaque with the Mayor of Ararat, Cr. D. MacLennan, and the President of the Australian Railway Historical Society, Mr. W. Rapley.

The crowd had been swelled by about 400 enthusiasts who had earlier arrived at Ararat by steam hauled train specially chartered for the occasion.

Outside the station, Mr. Gibbs



unveiled a cairn in memory of the "Battle of the Colored lines". (See *Rail Ways* March.)

State School

Because the same week-end coincided with the centenary of the laying of the foundation stone at Ararat State School No. 800, local people organized a procession through the streets of Ararat, which stopped off at the station to greet the VR Board.

The procession was led by police and the Ararat City Band.

The Mayor, Shire President and VR Board Chairman followed in a horse-drawn wagon and other Board members in vintage cars and vintage fire engine.

The procession finished at the school where commemorative gates were officially opened.

Dinner

In the evening, there was a centenary dinner in the Ararat Town Hall attended by more than 350 guests.

"Before coming to Ararat on this most auspicious occasion, I knew there were about 9,000 residents here, but I did not expect to see almost every one of them turn up at our centenary today," dinner chairman, VR General Manager, Mr I. G. Hodges said.

"We employ 250 people in Ararat and we are very glad to have every one

of them. We are also happy that they join in the community life, and have played their part in the present prosperity of Ararat," Mr. Hodges added.

Mayor of Ararat (Cr. D. MacLennan) said many of Ararat's great citizens are, or were, railway employees.

In his address, Mr. Gibbs said the Board tried to visit one major country centre each year as part of a plan of meeting local people in important centres.

The Board had recently devoted a considerable amount of time to the Melbourne-Serviceton line and the connection from Ararat to the South Australian border.

This included a study of a regional freight centre at Horsham, stepping-up the main line service, and upgrading the track, with improved signalling.

While he was not yet in a position to make a public announcement of the Board's proposals he wanted to assure the people that the Board saw a great deal of potential for the line and was determined to work towards extra improvements.

Arising from all these plans would be an improved service for the people of the Ararat district.

Mr. Gibbs then proposed a toast exactly as done at the opening of the line one hundred years ago: "To the success of the Ararat railway line and the Ararat district."

On Sunday morning, Board members transferred to one of VR's two 600 hp air-conditioned rail cars and travelled to Great Western.

Later in the day, the train called at Beaufort which had its rail centen-

● LEFT—Rail motor driver shows VR Board Chairman Mr A. G. Gibbs the art of cleaning the vehicle.

● BELOW—The 620 children from the Ararat State School at Elmore for their picnic.



1975 inspection tour

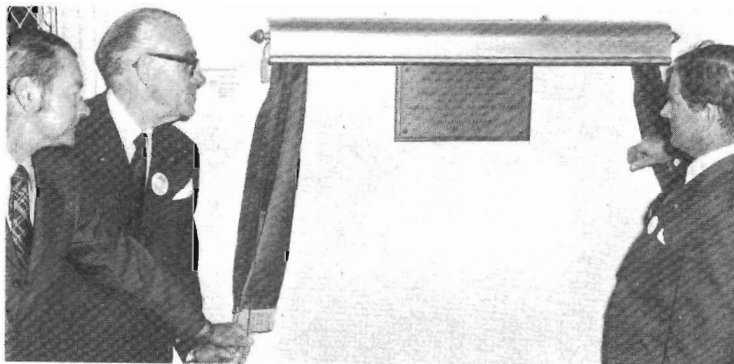
ary late last year. Another plaque was unveiled—jointly with Mr. Gibbs, Mr. Rapley and Shire of Ripon President, Cr. K. Wright.

Mr. Gibbs then planted a commemorative tree supplied by the Council and the spade was presented for safe keeping by the Shire. The tree was planted close to another planted nearly 60 years ago, and which bore this inscription: "Dedicated to the members of the V.R.U. at Beaufort to their loyal comrade, C. W. Franklin, A.I.F., killed in France, May 3, 1917".

The Shire arranged special demonstrations of wool shearing using steam driven plant, and a fire brigade contest including rope climbing. The large crowd received added and unrehearsed amusement when Mr. Gibbs walked in front of a fire hose.

On the trip towards Ballarat, the train made a brief stop between Trawalla and Burrumbeet to view the cairn marking the birthplace of James Scullin, Prime Minister of Australia (1929-32). Scullin was born in a gatekeeper's hut, since demolished. His mother was the gatekeeper.

As part of the week's celebrations, VR sponsored a race at Ararat Trots on Easter Monday. The event, the *Victorian Railways Centenary Approved Handicap*, was won by "Thoralla". The Railways arranged a very successful package tour to include the Stawell Gift, Ararat Trots, and a barbecue lunch at Seppelt champagne cellars. Mr L. A. McCallum, VR Deputy General Manager, with Mrs McCallum, travelled on the tour and Mr McCallum presented the trophy to Thoralla's joint owners, Messrs. P. Frencham, R. Lee, and N. Welsh.



● TOP—Mr L. A. McCallum, VR Deputy General Manager, presents the VR trophy at the Ararat trots to Thoralla's part-owner, Mr R. Lee. Also in the picture, from left: Mr A. G. Martin, President Ararat Trotting Club; Mrs E. A. Traynor, Secretary Ararat Trotting Club.

● ABOVE—Mr Gibbs unveils a commemorative VR plaque at Beaufort Station, assisted by Ripon Shire President Cr. K. Wright, and ARHS president Mr W. Rapley.

● BELOW—VR Board members travelled in the Norman Car. From left: Board Member Mr L. M. Perrott; Chairman Mr A. G. Gibbs; and General Manager Mr I. G. Hodges.





Ararat center



TOP LEFT: Gibbs and "battle" President

CENTER: the V.I. Club. W

TOP RIGHT: celebrat demonstrate rope c

LEFT: spa

RIGHT:

enary highlights 1975 inspection tour



V.R. BOARD VISITS ARARAT AND BEAUFORT DISTRICTS

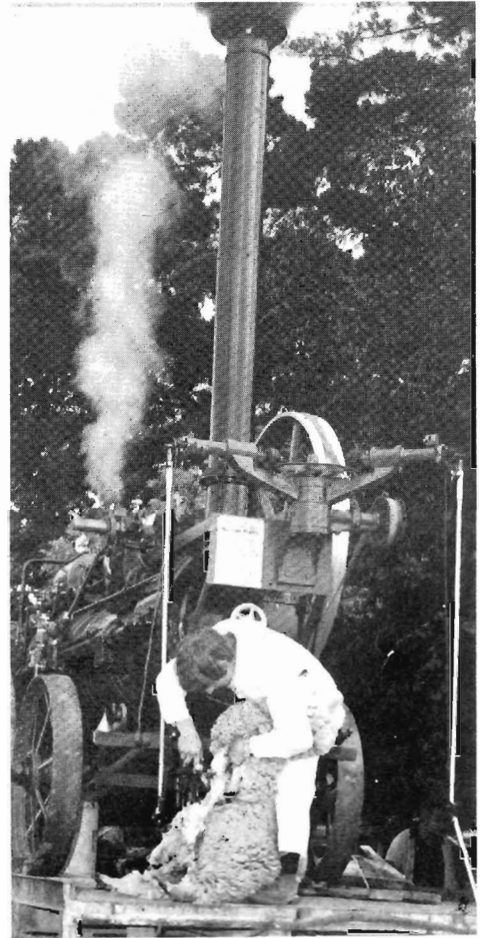
LEFT — VR Board Chairman Mr. A. G. Gibbs unveils the cairn commemorating the "Battle of the Coloured Lines", with Ararat Shire Mayor Cr D. Laidlaw and ARHS president Mr. W. Rapley.

MIDDLE — After the ceremonies at Beaufort, the Board moved to the town Rotunda, where they were met by members of the Beaufort Pony Club. With Mr. Gibbs are Mr. E. Lofts and local farmer Mr. P. Russell.

RIGHT — As part of the Beaufort District's centenary celebrations, the Shire of Ripon organised demonstrations of blade sheep shearing and wool combing. This old steam plant was specially positioned for the occasion.

Below — Mr. Gibbs flags off the ARHS steam traction engine on its return trip to Melbourne.

Bottom — The plaque unveiled at Beaufort station.



ERECTED TO COMMEMORATE THE
BATTLE OF THE COLOURED LINES
 PROJECTED BY THOMAS HIGHNEOTHAM
 (RAILWAY ENGINEER-IN-CHIEF-1860-1876)
 WHICH ENDED WITH THE OPENING OF THE
 RAILWAY TO ARARAT
 IN 1875.
 UNVEILED, A CENTURY LATER, BY
 MR. A.G. GIBBS
 CHAIRMAN, VICTORIAN RAILWAYS BOARD
 APRIL 5, 1975.

CUSTOMERS SAY . . .

Saved a life

"... sincere thanks for your prompt and efficient action that undoubtedly saved Len's life on Sunday. It has brought home to the club just how valuable St. John's Ambulance and first aid personnel are to the community and our club in particular. . ."

—Mr J. Glen, secretary Coburg Bowling Club Bowls Committee, writing to Mr W. Johnstone. Mr Johnstone, a leading hand fitter at VR's North Melbourne Plant Division, is an active Railway first-aid. He successfully applied external cardiac massage to a fellow bowler who collapsed on the rink.

Keep our railways

"... regular train traveller between Ringwood and Flinders Street, and I am writing now to congratulate you on the improvements which are taking place on the Victorian Railways under your administration. . ."

"At both Flinders Street and Ringwood I detect a noticeable improvement in the effective use of the public address systems. . . As one approaches and leaves the stations one certainly receives the impression that things are different—not the least being the change in the attitude of the staff, who seem to be developing quite a new sense of pride in serving the public. . ."

"I commend your re-iterated decision to retain control of our State railways system. . ."

—Mr E. McL. Holmes, Ringwood, writing to the Victorian Premier, the Hon. R. J. Hamer.

Missed the train

"... efficiency and courteous help your staff at Benalla station extended to me. . ."

"My daughter and I were going to Sydney on the *Spirit of Progress*, and got left behind at Benalla. The entire staff at Benalla, but most particularly the booking clerk, went to a great deal of bother to see that I was re-united with my children. . ."

"It's good to know our public transport is in the hands of such capable and pleasant staff. . ."

—Mrs A. Galvin, Cheltenham, writing to the VR Board Chairman, Mr A. G. Gibbs.

Help at Collingwood

"... wonderful help and kindness I received from the assistant stationmaster at Collingwood, Mr J. Sendobry. . ."

"My husband took a turn in the train, and we called the assistant stationmaster. With help he took my husband off the train, and put him on a seat in the waiting area. He then rang my doctor at my request, and gave me all the help he could. . ."

"Thank you for the service of the Railways."

—Mrs J. E. Paterson, Ivanhoe, writing to the Secretary.

Wonderful Wangaratta

"... wonderful service we received from the staff at Wangaratta station. . ."

"They obtained seats for myself and my children back to Sydney at the shortest of notice when our car broke down. While we were waiting at the sta-

tion they were helpful and courteous, and made the two and a half hour wait pass very quickly. . ."

"It was a pleasure to meet the men, who, while carrying out their numerous duties, showed such consideration of myself and the two girls."

—Mrs M. Luxford, Blaxland, NSW, writing to the Secretary.

Help for the handicapped

"I do want to compliment you and your staff on the excellent help that is given to handicapped people travelling by train. . ."

"I frequently travel down from Mildura by train, with my car aboard. The Mildura station contacts someone in Melbourne, and I am given every possible help. I have to be lifted off the train and wheeled in a wheel-chair. . ."

"I have been given every kindness by both the station men and girls-in-green. . . I would like to thank you all for such a helpful service."

—Miss H. Bowring, Mildura, writing to the stationmaster, Spencer Street.

Bush fire telegraph

"... sincere appreciation for the service given my family. . ."

"My teenage daughter, whose *Trans - Australian* journey had been extended by an extra day at Forrest (WA) due to bush fires had need of Adelaide contacts. A member of your staff kindly accepted the message from me and conveyed it to the appropriate authority in Adelaide. . ."

"In all, her journey was a memorable, happy event."

—Mrs G. Steffen, Elsternwick, writing to the stationmaster, Spencer Street.

Conservation trust

"... members of the Victorian Conservation Trust travelled to Warrnambool in the "Norman" car. . ."

"Although the Secretary to the Trust has written officially to the manager passenger operations, expressing our appreciation to the Railways for making the day such a success, I would like to add my personal thanks. . ."

"... If we do have one regret, it is that despite the extensive Railways network, there are some places in Victoria where we do have to travel by some alternative means of transport."

—Sir John Knott, CBE, Chairman of the Victoria Conservation Trust, writing to the Chairman, VR Board.

A pat on the back

"I must take this opportunity to notify you of excellent service and attention. . . at Croydon rail goods section. . ."

"I was attended by Mr T. Van Wegburg, who went to untold trouble to nose out goods ready for pick-up by this company. . ."

"When one is attended with such enthusiasm as this gentleman displayed, a good "pat on the back is sometimes rewarding. . ."

—Mr A. Howard Smith, Director, Highway Timber Company P/L, Croydon, writing to the Chairman.

After 4m km goodbye

C3031, the last of Sydney's original wood bodied electric suburban trains, has been withdrawn from service.

The 54 year old carriage had travelled almost four million km—equal to 10 trips to the moon, or 100 times around the earth, according to NSW Transport Minister, Mr. Fife, reported in *The Australian*.

Pakenham attracts passengers

Cars and bicycles are flocking to Pakenham station since the extension of suburban electric rail services on January 20.

Pakenham stationmaster Bob English said: "Before we got the suburban electric service you would be lucky if 12 or 15 cars were parked at the station—now we are getting anything up to 50 cars a day.

"More and more people are riding here too—there are plenty of bikes at the station."

Narre Warren newsagent Robert Bailey has also noticed a difference since his station was linked to the suburban network.

He now sells an extra 85 *Heralds* a night.

The patter of many feet

More than 250,000 people pass through Melbourne's main railway stations every working day.

A total of 261,511 were counted on March 19 this year.

Details of the count are:

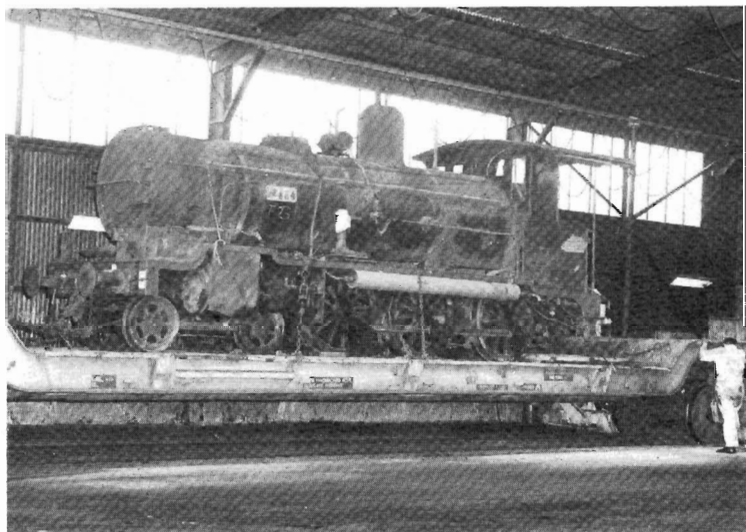
● Flinders Street—Elizabeth Street entrance—29,121 out, 34,693 in;

● Flinders Street—Degraeves Street subway and centre booking hall—22,669 out, 16,371 in;

● Flinders Street—Swanston Street area—48,318 out, 46,302 in;

● Princes Bridge—16,822 out, 18,375 in;

● Spencer Street—16,703 out, 12,137 in.



RAILWAYS BRING OLD LOCO TO GEELONG

An old Queensland Railways narrow gauge locomotive has been railed to Belmont Common, near Geelong.

It is the latest addition to the Belmont Common railway's rolling stock register.

The loco, a QR PB15, travelled, minus funnel, on a South Australian Railways wagon—fitted with narrow gauge tracks. Its tender came on another wagon.

● *ABOVE*—The loco is bogie-exchanged at Dynon before starting the last leg of its journey to Geelong.

IN INDIA, CRIME JUST DOESN'T PAY

Ticket examiners, now part of the Railways Investigation Division, might seem to lead uneventful lives.

Certainly not so in India, according to *Indian Railways*.

One IR examiner was awarded a cash reward—and we quote the story.

"The divisional superintendent, Danapur, has sanctioned a cash reward of 200 rupees to Shri Gulam Hussain, travelling ticket examiner of his division, for having shown exemplary courage and devotion to duty when he was working in a three tier partial sleeper coach of the down Lucknow-Howrah express recently.

"When the train was running from Bhita to Danapur station two armed decoits (*bandits*) jumped into the

sleeper coach. Shri Hussain confronted them with great courage although one of the two culprits whipped out a revolver. Dauntless of his own life, he caught hold of a culprit's wrist in a vice-like grip and forced him to drop the revolver. At that moment his accomplice attacked Shri Hussain with a sharp weapon and injured him seriously. The passengers in the compartment who were inspired by the courage shown by Shri Hussain fell upon the culprits. To avoid arrest they jumped out of the compartment. Subsequent investigation by the Government Railway Police revealed that both of them sustained grievous injuries from the fall and died."

COUNCIL FAREWELLS FORMER PRESIDENTS

Recently the VRI Council held a small function to bid farewell to two of its most respected and experienced members: Mr R. M. Wright, retiring from the Department; and Mr M. L. G. McKenzie, retiring from his position on Council.

Both Bob and Mal were held in high esteem not only by their fellow Councillors but also by the many Institute members throughout the State whose company they shared at country centre annual meetings and various other functions.

Between them they had a combined total of 23 years in Council, with each serving a term as General President. During their periods of office both tried to improve the Institute's image and its relationship with VR.

They were extremely successful in these areas, and ensured the Institute's objectives were carried out.

Both men gave many hours of their leisure time fraternising with Institute members, attending functions and sporting fixtures, which meant their families had to be patient and understanding.

At the farewell function Mr I. G. Hodges, VR General Manager, also a Life Member and ex Institute Councillor, paid tribute to the work done by Mr Wright and Mr McKenzie.

He was ably supported by other speakers: Mr N. L. Miller, retired Comptroller of Accounts and Life

Member of the VRI; Mr L. Lynch, VR Board Representative on Council; Mr J. Crouch, elected Councillor; and Mr R. I. Baggott, Institute manager.

Because of the retirement of Mr Wright and Mr McKenzie, and other factors, the composition of the Council and its office bearers has altered.

Mr A. J. Fell, Comptroller of Stores, is now General President; Mr W. H. Chapman, Rolling Stock special officer, is Senior Vice-President; and Mr J. K. McGowan, Comptroller of Accounts, Junior Vice-President.

Mr R. J. Gallagher, Assistant Chief Civil Engineer, has been appointed to Council by the VR Board as one of its representatives, while an elected member, Mr D. F. O'Donnell, train examiner, has accepted the position of Treasurer.

Although the Institute has lost two very capable administrators, which any organisation can ill afford, there is no doubt that their successors will prove equally as capable and efficient and the Victorian Railways Institute will continue to go from strength to strength.

Institute INews

ENTRIES INVITED FOR PHOTO COMPETITION

The Twelfth Annual Australian and New Zealand Railways Photographic Exhibition will be held in Melbourne, at the VR Institute, at 8.00 p.m. on Friday, August 1, 1975.

The Exhibition is open to all VRI members throughout the State and is in two sections. Monochrome Prints (maximum size 20"x16", minimum 10"x8") and 35 mm Color Transparencies.

Trophies will be for the best individual entry in each section, and the System scoring the highest number of points in each section will hold the Perpetual Shields for 12 months.

Entries from each System are limited, and there will be a preliminary judging of VRI entries to determine those to be submitted for final judging at the Exhibition.

The closing date by which entries must be lodged with the Manager, VR Institute, is Friday, July 4, 1975.

Further information on the conditions of entry from Mr A. Smart (auto 1287).

Suggestions adopted...

These are the awards for suggestions adopted in February and March this year.

- | | | |
|---|--|---|
| ● Improved shank-lifter at North Melbourne Workshops \$25 | ● Continued operation of the ceiling exhaust fan at Spencer Street Sandwich Shop \$5 | ● Motor operated signal on Post 7 at Longwarry \$5 |
| ● Installation of a postal telephone at the Guards Depot and Drivers Depot, Jolimont \$10 | ● Use of packet sugar at snack bar, Flinders Street \$5 | ● Installation of mirrors near Printing Works, Laurens Street \$5 |
| ● Abolition of form P. and F. 215 \$10 | ● Fitting of a fuse to "The Vinelander" hot water system \$5 | ● Availability of key to obtain power saw at Woodend \$5 |
| ● Fitting of ambulance phone number on workshop telephones \$10 | ● Additional automatic telephone for Box Hill booking office \$5 | ● Serving of hot meals, west end of Seymour counter \$5 |
| ● Modification to tie rod on Tait carriages \$10 | ● Improved liquid soap in head office toilets \$5 | ● Family fares be shown on computer printout and Form P. 172 \$5 |
| | ● Queue number system and seating at Flinders Street: Interstate booking office \$5 | ● Thickness of washers used in Harris trains \$5 |
| | | ● Alteration to height of indicator boards at Bentleigh \$5 |

Spotswood total too much for Codon

The old axiom of "get the runs on the board" was again proved when, in the grand final of the Commissioners Cup, Codon won the toss and put Spotswood in to bat.

Spotswood proceeded to carve up the depleted Codon bowling, putting on 159 runs for the loss of 9 wickets.

The main contributor was Gerry Walsh with a fine 80, and Gary Bollard added a class 50.

The best of the Codon bowlers were Paul Uccello with 5 for 47, and Jim Bourke, 3 for 44.

For Codon, Wayne Monohan was the only batsman to get on top of the bowling but once he went for 30 Spotswood's bowlers bundled Codon out for 90.

The best bowlers for Spotswood were Gary Bollard, 4 for 17, and Steve Maiolo, 3 for 38.

Gerry Walsh, Spotswood captain, was congratulated on the win, and presented with the Commissioners Cup by VR Councillor Des O'Donnell at a small function held after the game.

INSTITUTE SPORT

Football challenge is on again

Once again it's time to do battle with our old adversaries, the Australian Postal Institute, on the Australian rules football field.

The match will be played at the Junction Oval (Fitzroy Football Club's home ground), St Kilda, on Wednesday June 11, starting at 1.30 pm.

The game should be of pretty high standard and both sides are always keen to win.

We hope to field a particularly strong side and atone, somewhat, for the defeat we suffered last year.

With those two wily old birds, George Peters of Newport as manager, and Jack Sharp of Loco as coach, we have two of the most astute officials in the game.



DIMBOOLA WINS TENNIS TEAM EVENT

The second 1975 Country Week tennis was played recently at the St. Kilda Courts.

Although the entry was a little down on last year, any shortage in quantity, was more than made up for in quality.

The teams event was won by Dimboola, who completed the week without defeat.

After more years than he wishes to recall, Noel Clare was able to captain a winning team.

He was supported by John Eldridge Percy Clark and Daryl Bursill.

The runners-up were Traralgon, represented by Les Cook, Steve Stevens, David Hodson and Peter Colvin.

It was a good effort to battle their way into second position.

The individual events provided some of the best tennis of the week and also a few upsets.

The Railways single championship was won by "new boy" Peter Colvin (Traralgon) who beat Les Cook (Traralgon) in straight sets, while the Country open singles championship was taken out by Russell Booley (Geelong) who beat Percy Clark (Dimboola).

The open doubles championship proved quite a tussle but saw Percy Clark and John Eldridge (Dimboola), just a little too solid for Russell Booley and Mal Davey (Geelong).

The week was officially opened by Mr J. Lade, Controller, Development and Planning Division, and the players were welcomed by Mr A. Fell, General President of the Victorian Railways Institute.

At the end of the week, trophies were presented by Mr Lade and Mr Fell.

Visitors at the opening and presentation functions included Mr R. I. Baggott, (manager, VRI), Mr B. Pearce (Asst. Manager, VRI), Mr R. Richards, Chairman Sports and Social Committee and Mr M. Barker, President VRI Tennis Association.

ABOVE—"Well done Percy and John". Percy Clark and John Eldridge (left) are congratulated on their open doubles victory by Mal Davey and Russell Booley (right).

SA POTS VICTORIA

For many years an annual billiard and snooker competition has taken place between the Victorian and South Australian Railways Institutes, each, in turn, acting as host State.

This year it was Victoria's turn to travel to Adelaide and a confident party left Melbourne on *The Overland* on Sunday March 10.

Despite the upset during the journey—when *The Overland* was derailed—the Victorian team acquitted themselves well. But the South Australians proved too strong and took off the "Dunkling Bowl".

We fared better in the individual snooker championship which was won by J. McKain, from D. Horner

(South Australia), so the "Linnacre Cup" returns to Victoria.

In the billiards championship T. McLoughlin (South Australia) defeated L. Charman (Victoria), giving him the "Rosevear Cup".

The farewell dinner and presentation of trophies was attended by Mr G. Brookman, President, SARI, Mr R. Grant, general secretary, SARI, Mr D. Patching, sports secretary SARI and other councillors and past councillors.



The "jungle" invades Willaura

Station staff at Willaura, 248 km west of Melbourne, are delightfully calm, despite predictions by locals that tigers will soon appear in the stationmaster's office.

It might hold some truth as the office slowly cultivates its own private jungle.

A bush orchid, cactii, creepers, ivy and a variety of indoor potted plants are mapping out their own course on every available shelf.

Their plant display could easily rival the best of Melbourne hotel foyers, restaurants and business house lobbies.

The 'Fruit Salad' plant, botanically known as *Monstera Deliciosa*, looks like being the king plant.

people

Already one metre high, with broad green leaves, it looks good enough to eat—with ice cream, of course.

Junior Station Assistant, Derek Monington, 18, a somewhat reluctant gardener, has nevertheless kept all the plants growing and healthy.

Derek waters the plants every day, but, he says, "they don't need much attention to grow".

Many of the cuttings were given to the station by the town's old ladies, who also frequently go to the station to exchange cuttings.

VR staff support charity

A group of Railway staff showed their support for the Multiple Sclerosis Society by attending a chicken barbeque at Mitcham on March 15.

Over \$200 was raised for the charity, and a good night was had by all. John Kift, manager, North Melbourne Workshops, is a committee member of the Society's Eastern Suburbs branch.

Retirements...

ELECTRICAL ENGINEERING BRANCH

Camilleri, E., Overhead Div., 8/3
Latta, G., Lighting & Power, 26/3
White, C., Overhead Div., 4/4

ROLLING STOCK BRANCH

Ariss, A. D., T. L. Depot, 20/1
Armstrong, J., Newport, 7/3
Baltas, A., Jolimont, 14/3
Bourke, M. K., E. R. Depot, 28/2
Candy, M. S., Ballt. Nth., 20/2
Carmody, D. P., Jolimont, 3/1
Cima, E., Newport, 4/2
Cockfield, P. J., Bendigo North, 2/3
Colville, A., E. R. Depot, 25/2
Curwood, S. E., Newport, 19/6
De Pasquale, A., Newport, 19/6
Felini, W., Shelter Shed, 28/1
Fogarty, J. C., South Dynon, 22/6
Fraser, R. J. W., Seymour, 30/6
Gates, R. D., Head Office, 16/5
Hill, S., Bendigo North, 5/3
Lane, G. F., Bendigo North, 29/5

Laveglia, A., Shelter Shed, 12/6
Lindmayer, F., Geelong, 23/5
Locke, W. F., Newport, 29/4
Lombardo, L., South Dynon, 31/1
Martin, C. H., Bendigo North, 13/3
Matthew, S. P., Newport, 3/6
McDougall, R. G., North Melb., 28/2
Newsome, M., E. R. Depot, 4/2
Noto, S., Newport, 11/5
Pascoe, M. H. T., Newport, 25/6
Preston, P. R., Bendigo North, 14/6
Privitelli, S., Jolimont, 29/6
Ryszkow, M., Jolimont, 14/5
Sagona, S., Newport, 17/6
Sandilands, R. L., Newport, 28/4
Smart, H. R., Jolimont, 13/3
Smith, G. H., Newport, 1/6
Smith, G. T., South Dynon, 26/3
Wall, W. G., Newport, 21/4

STORES BRANCH

McCallum, N., Ballarat, 28/2

TRADING AND CATERING SERVICES

Foreman, Miss G., Spencer Street Cafe, 1/2
Magor, Mrs., T., Newport B S Canteen 10/2

TRAFFIC BRANCH

Barclay, D. A. M., Flinders St., 28/12
Bonighton, V. E., Metro. Sup't., 14/2
Brumby, Miss J. E., Ballarat, 17/2
Burge, R. C., Wodonga, 17/1
Catchpole, R. H., Garfield, 18/1
Garvie, W. L., Swan Hill, 3/3
Hart, D., Flinders Street, 31/1
Munro, G. H., Flinders Street, 8/1
Nugent, D. A., McKinnon, 31/1
O'Brien, R., Melbourne Goods, 8/1
Plunkett, G. A., Flinders Street, 15/1
Ramsay, L., Melbourne Goods, 16/1
Sambell, H. W., Sandringham, 21/1
Stick, I., Flinders Street, 14/1
Williams, R. G. T., Clayton, 14/2

WAY AND WORKS BRANCH

Aldridge, R. A., Caulfield, 27/2
Calder, D. A., Maryborough, 15/4
Church, N. A., Brim, 8/5
Crough, J. A. L., Head Office, 30/5
Dorchamcs, K., Spotswood, 24/5
Dohrmann, V. L., Spencer St., 23/5
Dwyer, F. S., Wangaratta, 27/5
Elliott, D. E., Wangaratta, 31/1
Emmett, R. C. D., Ballarat, 5/5
Hobbs, C. J., Dartmoor, 7/2
Lefkaditis, S., Spencer Street, 6/2
Marrinan, A. E., Ballarat, 29/5
Martin, D. W., Spencer Street, 2/5
North, W. F., Head Office, 21/5
Vonarx, C. F., Spencer Street, 11/2
Wiseman, A., Echuca, 25/5

RAIL WAYS REGRETS TO RECORD THE FOLLOWING DEATHS

ROLLING STOCK BRANCH

Bacon, A. R., Bendigo Nth., 3/3
Beddoe, D. W., Nth. Melb., 19/3
Brown, E. J., Wodonga, 15/2
Duncan, A. G., Newport, 19/3
Ester, R., Maryborough, 1/4
Murray, A. A., Ballarat Nth., 19/3
Samson, C. C. J., Ballarat Loco., 22/3
Sokolowski, J., Newport, 3/4

TRAFFIC BRANCH

Cenzato, G., Melb. Goods, 19/1
Harrison, A. L., Melb. Yards, 7/3
Johnson, W. R., Melb. Goods, 5/3
Kloppman, A. S., Melb. Goods, 27/2
Kribus, F., Melbourne Yard, 22/2
Maggs, J. W., Melb. Goods, 13/3
Mannuzza, F., Melb. Goods, 15/1
Pavera, G., Melb. Goods, 25/2
Slocum, K. J., Melb. Goods, 6/3

WAY AND WORKS

Koetsveld, K. N., East Melbourne, 9/3

Roses brighten George's retirement

Sub-foreman at Newport Workshops plant shop, George Smith, is all set for a bright retirement.

George retired last month after more than 49 years VR service.

He is on the Rose Council of the Rose Society of Victoria, and has about 180 roses at home.



But he won't see too much of them at first—he has just left Australia on a tour of Canada and Europe.

"My daughter left on a 12 to 18 month teaching tour 14 years ago—and she's still in England," George said.

When he gets back he'll have 90 bush and standard roses, and 90 miniatures to look after.

"They keep the back yard full, anyway," he said.

Roses aren't his only interest—he's been a member of the Mercantile Rowing Club for 48 years.

George started his VR career as an apprentice at Newport, but had to turn his hand to car cleaning and goods checking and loading during the depression.

Afterwards he returned to fitting and turning, and spent time in the erecting shop, and working on smokeboxes.

In 1939 he went to the plant shop, where he stayed, becoming a leading hand fitter in 1954, and sub-foreman in 1960.



RON STUDIES FORENSIC PHOTOGRAPHY

Among the VR photographic section's duties is the sometimes unpleasant job of recording incidents and accidents for legal purposes.

Photographic assistant Ron Irwin has handled much of this sort of work, liaising with the Railway Investigation Division, for some time.

At the suggestion of VR chief inspector Bill Ainley, Ron recently spent three weeks studying forensic photography with the Victoria Police.

Based with the Forensic Science Division at Spring Street, Ron worked with most police divisions—including homicide, drug, arson, armed hold-up, bank robbery, and accident appreciation.

He photographed the scene and victim of one murder, and developed security camera shots of "bank enemy number one"—he arrived on the scene about ten minutes after the hold-up.

But it wasn't all excitement, Ron said.

One of his places of duty was the City Morgue.

Most of the time he would travel with the Police photographers, and rendezvous with other police at the crime scene after a call from D24.

The three weeks taught Ron a completely new concept of photography.

"You've got to get a picture, regardless of the circumstances," he said.

Ron has been with VR for 13 years.

He started as a storeman, before transferring to the photographic section.

Fresh veg—he's got the lot!

Ararat stationmaster Keith Crowther uses every inch of land around his departmental residence for gardening—but there's hardly a flower in sight.

With rocketing vegetable costs he has concentrated on tomatoes, marrows, pumpkins, potatoes, lettuce, beans, and cabbage.

"That's what I call the better type of gardening," he said.

Keith started his VR career in 1944, as a lad porter at Middle Brighton.

"I joined because of discussions after a Railway promotion officer told Hampton High students about the Railways," he said.

By 1959 Keith was a stationmaster,

and was at Allansford, Lalbert, Healesville, Mansfield, Maffra, Korumburra, and Ouyen, before going to Ararat two years ago.

He also supervises Armstrong, and has a staff of 90.

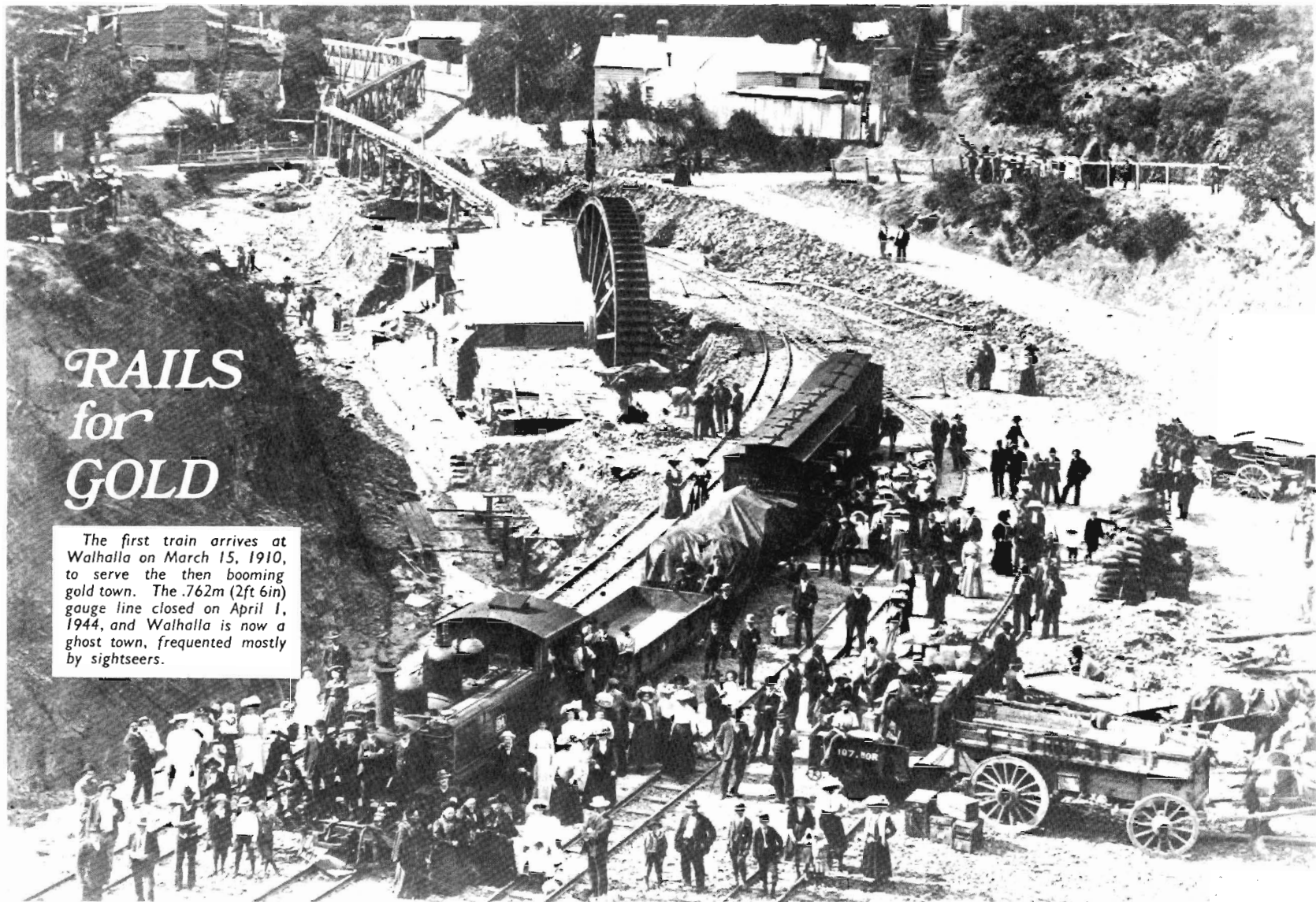
Ararat's main business is moving tractor cabins and allied equipment, as well as wool.

The stations revenue has built up to about \$30,000 a month.

Off the job, Keith spends up to four nights a week in the local pool—a love he has never relinquished since he lived near Brighton Baths.

RAILS for GOLD

The first train arrives at Walhalla on March 15, 1910, to serve the then booming gold town. The .762m (2ft 6in) gauge line closed on April 1, 1944, and Walhalla is now a ghost town, frequented mostly by sightseers.



VICTORIAN



RAILWAYS |

JUNE

1975

10 CENTS



looks at the bright side tours East Gippsland

John King is the dynamic executive director of VEDA—the Victorian Eastern Development Association—which is actively promoting the many fine tourist attractions of the East Gippsland region. Recently he was helping to show a press party around Sale when he pointed out a private siding access line crossing the Princes Highway. It's not just any level crossing, though it isn't used too often—and it's popular with the local people.

Realising the crossing was little used, it seems the police thought it would neatly disguise an amphoter speed trap wire. It did, until VicRail came on the scene. Railway wheel flanges make very efficient amphoter wire cutters, John says.

And a good tip for visitors to the region, courtesy of this column. John's office, not far from Bairnsdale station, has plenty of useful information on the whole East Gippsland area, from Sale to Mallacoota.

The *Gippslander* provides an excellent service to Sale and Bairnsdale, which are the gateways to the region. According to four teenagers overheard on a Melbourne suburban train last month, *The Gippslander's* "a beauty".

The press party, including a VR journalist and photographer, had only three days to inspect the extensive and varied region, so much of the travel was by light aircraft and coach. It was comforting to see the coach captain stop and look carefully before driving the party over every level crossing.

Near Nowa Nowa an old VicRail timber trestle bridge, classified by the National Trust, is becoming a tourist attraction.

Paynesville, Lakes Entrance, the Tambo Valley, Bruthen, and Bairnsdale feature in three VicRail weekend package tours. The first, last month, was popular, and the next two, in July and November, should be too.

Incidentally, the press party claims a tourist "first"—its coach was the first to use the logging road from Licola to Jamieson, which follows a particularly spectacular ridge by Mt Skene.

Most of the children travelling to the Lions Village at Licola go by rail to Heyfield, and *Rail Ways* will feature the attractive and interesting village soon.

Those gremlins have attacked again.

Rail Ways April was caught twice. Just to put the record straight we should have told you the Railways Staffs Credit Cooperative had topped the \$1 million in loans—not one million loans—with an effective interest rate of 7.8 per cent on loans over \$3000—not 2.8 per cent.

And *Railways* March spelt guard Jesse Dowsett's name wrongly in the centre spread story. Jesse Dowsett's niece, Mrs Minnie Bates of Ararat, has written to let us know all the names in the picture: Front row—Joe and Dave Dowsett; Mary Ann Dowsett; Grandma Dowsett holding baby Priscilla; Jesse Dowsett. Back row—Bill Dowsett and Grandfather Dowsett. The bull, says Mrs Bates, was called Nuggett.

Australian railways had only 31 steam locomotives on their books at the end of the 1973-74 financial year, according to AFULE newsletter *The Locomotive Journal*. Twenty-two belong to VicRail. At the end of World War II they had 3,493.

J. Milepost, the Elgin, Joliet and Eastern Railway magazine, quotes a poem copied from the side of a US box car way back in 1917. We can't help but quote it here.

Beside a Western water tank
On a cold November day
Inside an empty box car
The dying boomer lay.
His partner stood beside him
With sad and drooping head,
Listening to the last dear
words

His dying comrade said.
"I'm going to a better land
Where everything is bright;
Where handouts grow on
bushes
And you sleep out every night.
"Where you never have to take
a bath
Nor even change your socks,
And little rills of whiskey
Come trickling down the
rocks."

The hobo stopped, his head fell
back,
He had sung his last refrain.
His partner stole his hat and
shoes
And caught the eastbound
train.

RAILWAYS

Rail Ways is published by the Victorian Railways Board for the information of our customers and staff.

It is printed at the VR Printing Works, Laurens Street, North Melbourne. Editors may feel free to reproduce any material with or without acknowledgement.

Contributions are invited from Railways employees or other readers—either in writing, or by 'phone—and a fee is paid according to the nature and

amount of material published. Pictures are especially welcome.

Editorial offices: Room 59, Railways Administrative Offices, 67 Spencer St., Melbourne, 3000. Telephone 61 001 (internal auto and extension 1181).

FRONT COVER

Specials trains carry crowds to a wide variety of special events throughout the State.

Here, visitors to last year's Royal Melbourne Show leave a silver train at the Showgrounds Platform.

MORE PASSENGER TRAINS FOR COUNTRY LINES

A number of new country passenger train services have been introduced to help improve rail services throughout the State.

The lines involved are Bacchus Marsh, Swan Hill, Crib Point, Geelong and Werribee.

Most of the services began on May 26.

Swan Hill

A new day service return operates on Monday and Wednesday between Swan Hill and Melbourne.

The popular day return service to Bendigo on Tuesday and Thursday will be retained.

The new Swan Hill service also operates on Sunday, giving the many young people from the area who work in Melbourne a better service for weekends at home.

They can now travel from Melbourne on the 5.40 p.m. train on Friday and return by the 3.55 p.m. from Swan Hill on Sunday.

If the day return service proves popular VicRail will consider additional days of operation.

The present Swan Hill-Piangel service has not been varied, but a connecting road service from Swan Hill will be provided if necessary.

The 7.00 a.m. Swan Hill to Melbourne train on Wednesdays and Fridays will provide Bendigo, Castlemaine, and Kyneton residents with an additional train to Melbourne, scheduled to leave Bendigo at 9.40 a.m., Castlemaine at 10.11 a.m. and

Kyneton at 10.42 a.m.

Because of increased patronage accommodation has been extended on the 6.45 a.m. Kyneton to Melbourne and 5.14 p.m. Melbourne to Kyneton commuter service from Monday to Friday.

Slight alterations to the timetable will be necessary from Monday, May 26. The morning train will then leave Kyneton at 6.40 a.m. and Sunbury at 7.32 a.m., two minutes earlier than usual.

The 5.14 p.m. will arrive at stations en route to Kyneton slightly later than at present.

Geelong and Werribee

A new time-table between Geelong, Werribee, and Melbourne will provide almost hourly off-peak services from and to Geelong from Monday to Saturday.

Trains will run express between Newport and Werribee where possible.

Due to present construction projects, including MURLA, existing peak hour commuter services to and from Spencer Street cannot be altered.

An additional six trains will operate to and from Geelong on week days, with six additional trains from

Melbourne and five more from Geelong on Saturdays.

Extra trains will operate in both directions on Sundays and the varied service will connect in Melbourne with all other Country Sunday Excursion trains.

Werribee passengers will benefit from most of the extra Geelong services. Additional trains will also run to Werribee, six on week days, 10 on Saturdays and five on Sundays.

The Werribee trains will cater for all stations from Newport to Werribee. Laverton and Hoppers Crossing passengers will have an hourly shuttle service between Newport and Werribee connecting with most Geelong trains.

Western District

Alterations have been made to some other trains. The Port Fairy train will now depart Melbourne at 9.30 a.m., Monday to Saturday, arriving at Colac 11.40, Camperdown 12.15 p.m., Terang 12.41, Warrnambool 1.20 and Port Fairy 2.05 p.m. The Warrnambool evening trains will now leave Spencer Street at 6.15 p.m. Monday to Saturday and 7.40 p.m. on Sunday.

The service to Melbourne, Monday to Saturday, will leave Warrnambool at 7.30 a.m., Terang 8.10, Camperdown 8.30, Colac 9.05, and arrive at Spencer Street at 11.15 a.m.

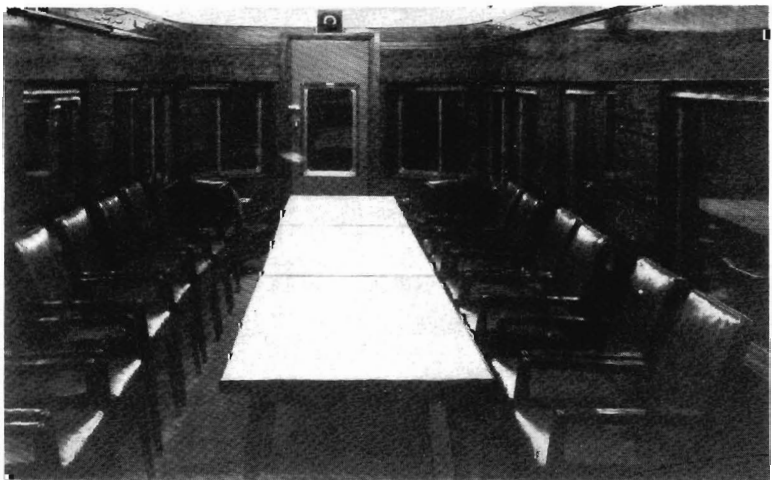
On the right track, generally speaking . . .

General Motors—Holden used the Norman Car, on a regular Albury train, for a Board meeting last month.

The Norman Car is available for hire for similar functions.

GMH public relations officer Mr Teal said the train proved excellent—much business was conducted.

“GMH is highly delighted it took advantage of the ‘Board room on rails’ for its conference,” Mr Teal said.



● ABOVE—Inside the Norman Car—ideal for a board meeting.

Plain-clothes four net many...

Four VicRail ticket examiners discarded their collars, ties and natty hats and went into a casual dress "disguise" as they travelled the suburban rail system.

The new approach paid off.

Their catch in three weeks up to March 31, was 526 offenders for a total of 738 offences.

The special quartet is working on the metropolitan rail system for a trial period of three months.

If their efforts in detecting acts of vandalism or misbehaviour meets with success other casual clothed ticket examiners may join their ranks.

Offences during the special patrols included protruding body from the train, annoying behaviour, indecent language, drunkenness and trespass.

Up to April 4 this year, over \$7,300 in fines have been handed out by the courts to offenders against the Railways.

Over \$1,300 was handed out in court costs.

As well as checking and selling tickets to passengers who had not bought a ticket, the examiners have the power to arrest or summon people for any breaches of the Railways By-Laws.

...and trail-bike trespassers, beware!

VicRail is continuing its efforts to detect trespassers, particularly trail and mini bike riders, on railway land.

"Bike riders on VicRail land are a danger to themselves and to the safe running of trains," Board Chairman, Mr A. G. Gibbs, said.

Recently a locomotive collided with a trail bike on the Gippsland line.

"This bike was being ridden by two people who jumped clear before the collision. The bike was wrecked," he said.

Mr Gibbs said surprise raids by railways investigation officers in April resulted in trespassers being charged before the courts.

In one weekend, six bike riders were charged with a total of 16 offences.

"VicRail is not against trail or mini bike riders as such.

"However, they have no place on railway property and we want to warn riders that they will be charged.

"Apart from the collision aspect,

By placing more emphasis on the detection of vandals and larrikins on trains, the examiners, combined with regular railway investigation officers, will provide a formidable force against would be law breakers.

During the last three weeks of March the special squad travelled the whole of the suburban rail system. During that time they also sold 346 tickets.

VR General Manager, Mr Ian Hodges, said law breakers would have little chance of detecting the new squad.

He said the beauty of their disguise is that they look like anyone else.

Mr Hodges said the new squad was just the beginning in overall plans to strengthen the railways investigation and ticket checking division.

He said the railways were determined to stamp out vandalism and misbehaviour on trains and on railway property.

He said all offenders would be dealt with, mainly through the courts.

we have found ballast disturbed by riders, and this could cause buckling of the track and derailment of trains.

"It has been encouraging to have the full backing of the courts in prosecuting such offenders," Mr Gibbs said.

BRIDGE IS CLOSED FOR EIGHT MONTHS

The bridge over the railway line at Dane Road, Moorabbin, has been closed to through traffic.

It was closed on March 11 for about eight months.

The bridge is being widened while VR continues its project to build a third track between Caulfield and Mordialloc.

The third track will offer many Frankston line commuters more express trains during peak hours.

Pedestrians will still be able to use the bridge while work is in progress.

"VINELANDER PLATE" TOUR ON AGAIN

For the second year in a row, VicRail will run a package tour from Melbourne to Mildura for the VicRail sponsored *The Vinelander Plate* at Mildura races on Saturday, August 16.

The Vinelander Plate coincides with the third anniversary of the overnight Melbourne-Mildura train.

80 tourists will be taken to Mildura for the week-end, leaving Melbourne on Friday night, August 15, and returning on Monday morning.

The fully inclusive adult cost of \$61 includes sleeping berths on *The Vinelander* on Friday and Sunday nights, rail travel, all meals and accommodation at the Grand Hotel, transport to and from and admittance to the race-course with race book and form guide, and a full day Sunday tour to Wentworth, the Coomealla irrigation settlement, Curlwaa, Redcliffs, and fruit and citrus groves.

In addition, tourists on boarding the train, will each receive a gift bag of Sunraysia products.

Patrons attending the race meeting will also have the chance to win a return trip by *The Vinelander* complete with roomette or twinette sleeper. Two trips will be awarded.

The Vinelander Plate would be presented by VicRail Deputy General Manager, Mr L. A. McCallum, following the 1400 m main race.

The race trophy will be exhibited, together with a railway display, in the front window of Maples Mildura store prior to the event.

(Contd. from page 83)

The afternoon train will depart Port Fairy at 3.30 p.m. Monday to Thursday, 5.30 p.m. on Friday and 3.40 p.m. on Saturday. The Sunday train will leave Warrnambool at 6.00 p.m. and arrive at Spencer Street at 9.50 p.m.

Bacchus Marsh

Bacchus Marsh commuters will benefit from an extra service to and from Melbourne on Monday to Friday.

The additional train will leave Bacchus Marsh at 5.50 a.m., Parwan at 5.57, Melton at 6.06, Rockbank at 6.14, Deer Park at 6.24 and arrive Spencer Street at 6.48 a.m.

The 6.25 a.m. from Bacchus Marsh will then leave five minutes later at 6.30 a.m. and still arrive at Spencer Street at 7.30 a.m.

From May 26, the 5.25 p.m. Ballarat train will terminate at Bacchus Marsh and an additional train will leave Spencer Street at 5.58 p.m., due Melton at 6.35, Bacchus Marsh at 6.48, then continue to Ballarat, due 8 p.m.

As well as providing Melton and Bacchus Marsh residents with an extra train, the new service gives day return Ballarat residents a longer stay in Melbourne. The 5.58 p.m. is 18 minutes faster to Ballarat than the present service.

The 4.56 p.m. to Dimboola will continue to operate and the 6.20 p.m. Spencer Street to Bacchus Marsh will depart at 6.25 p.m., arriving Bacchus Marsh at 7.32 p.m.

Crib Point

An extra train is now running on Mondays to Fridays between Frankston and Crib Point.

The train leaves Frankston at 11.55 a.m., reaching Crib Point at 12.34 p.m.

It returns from Crib Point at 12.50 p.m., arriving Frankston at 1.30 p.m. to connect with suburban electric services to Melbourne.

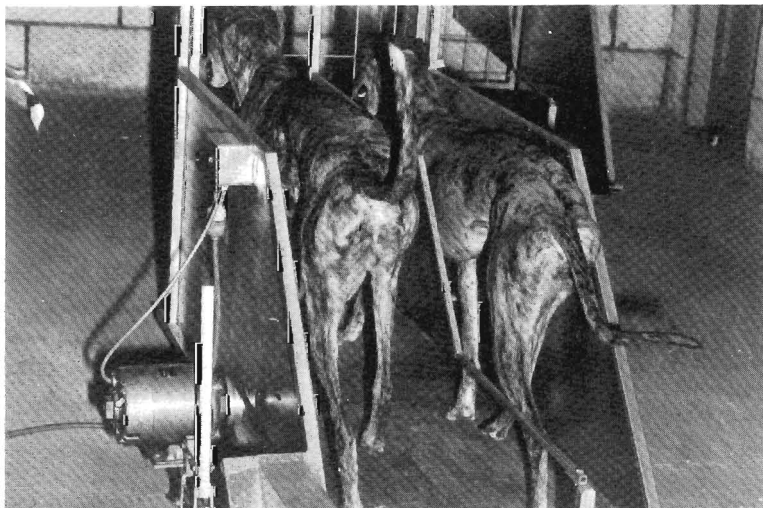
The new train has been scheduled to offer a more suitable service for shoppers in the area, following a review of timetabling.

Four trains between Frankston and Crib Point now leave earlier.

The first train from Frankston now leaves six minutes earlier, at 6.32 a.m., while the next train is two minutes earlier, at 8.05 a.m.

From Crib Point the first train is at 6.37—six minutes earlier than before, and the next train, at 8.10 a.m., is five minutes earlier.

Other trains are unchanged.



IT'S A DOG'S LIFE!

While a dog may be a man's best friend, little has been said of a dog's best friend.

It seems our technological age reached the dog and whatever allegiance the dog has given to man it could now well be in jeopardy.

Yes, dogs best friend could be a machine.

In depth reports made by *Rail Ways* in the Portland area revealed that a machine has actually made a dog grin—and that's more than some dog owners can claim.

Two ex-Melbourne conveyor belt engineers are hard at work in Portland helping to revolutionise the task of dog walking.

While not the first in their field, they are quickly gaining a strong hold providing dog walking machines to Australia's greyhound owners.

The lifeline between their small Portland factory and their customers is VicRail.

In their first six weeks about 30 machines were railed to new owners all over Australia.

Jim Robinson, 30 and Hans Dorn, 29, planned to run a general conveyor belt servicing industry in the Portland, Hamilton, and Warrnambool areas.

The dog walking machines began as a side-line and according to Jim they have now become their "number one item".

The machines are virtually hand made. They are of all steel construction with a strong nylon belt giving a walking area of 5'6" by 12" (1.7 m by 305 mm) per dog.

A $\frac{1}{2}$ h.p. motor with a four speed drive lets owners choose between 1, $1\frac{1}{2}$, $2\frac{1}{2}$, and $3\frac{1}{2}$ mph (1.609, 2.815, 4.424 and 5.6 kmh) walking speed for their dogs. As the belt moves the dog has to walk.

The machine was designed with the help of Victoria's top greyhound owners and goes under the name *Frisky Walker*.

But, according to Jim, greyhounds have not got a monopoly on using the machines. "We cater for all types of dog. The machine fits the dog," Jim said.

So far all the machines have been made to accommodate two dogs, but "single dog" machines can be ordered.

So pet owners can forget taking Fido, Rusty, or Fred for their daily walk, and let them take a three mile stroll right in the living room.

Jim pointed out that doings are usually done before the dogs start their walk.

He said that about one in 100 dogs refused to go onto the machine, but with time these dogs can be coaxled onto the conveyor belt.

Hans said the machines would be excellent for pet owners living in high rise flats, or in areas where walking space is limited.

The machines comes with an optional extra—a timer. This can be set so the dog walks for a prescribed time up to 20 minutes, the machine then switches itself off.

So if you forget about Fido, there is no way the poor dog will be left walking mile after mile along his moving footpath hopelessly forgotten in his own home.

The machines retail for about \$220, less for the single.

And according to Jim the dogs love the machine. "I've actually seen them grin," he said.

The story of Sir Harold...

On the appointment of Sir Harold Clapp as Chairman, VR Commissioners, Victorian Railways entered the new modern era of rail transport in which the whole of the operations became influenced by one objective—service.

The man who gave Victoria its first all steel air-conditioned, streamlined train, *Spirit of Progress*, never spared himself in promoting the welfare of the railway system.

Harold Winthrop Clapp, born on May 7, 1875, was educated at Melbourne Grammar School. Becoming an engineer, he spent four years in Brisbane, supervising the conversion of tramways from horse to electric traction.

Going to America in 1901 he was with the General Electric Co in New York for six years, then transferring to the Southern Pacific Railway Co—one of the biggest railway concerns in the world.

He had entire charge of engineering details for the electrification of suburban trains in several cities.

Later he became manager, and then vice-president, of the Columbus Railway, Power and Light Co, Ohio.

In 1920 he returned to Melbourne and, taking charge of the State railways until 1939, infused into their organisation the pep and hustle acquired during his long American career.

In his outlook he was more Australian than Victorian, forthright in his opinions on national affairs.

Harold Clapp not only electrified the Melbourne suburban railway lines in the 1920's but "electrified" the whole State with original ideas and high-pressure methods.

Sir Harold started out to sell railway travel to the people.

Startled

He startled stationmasters by telling them they were to regard themselves as salesmen for the railways.

If anyone transferred business from rail to road transport, they were to find out why and get it back.

After he started his "Eat More Fruit" campaign he opened fresh fruit-juice bars—then practically unknown in Australia—at stations.

He introduced the air-conditioned *Spirit of Progress* in 1937 to make express travelling faster and more comfortable.

This luxury train had a dining and Parlor carriage, and train staff included a stewardess (now called hostess)—the first such appointment on an Australian railway.

He applied efficiency systems to railwaymen including bonus payment and prizes for the best kept station gardens.

He established a crèche at Flinders Street station for mothers who travelled to the city shops and ran special long-distance country trains on Sunday with cheap fares, and introduced the Man-in-Grey to Spencer Street.

His Better Farming Trains (agricultural colleges on wheels) carried experts and equipment to teach producers how to increase their yields, and their wives how to run their homes and care for their families more efficiently.

He introduced "Reso" trains to bring together city business men and farmers.

Always he fought road transport competition that took the "cream" of goods traffic, leaving the railways

to haul heavier essentials such as wheat, wool and machinery.

Extended

He extended the work of the Victorian Government Tourist Bureau, advocating improved hotel and other accommodation at resorts.

For a time he was chairman of the Australian National Travel Association.

In 1939 Sir Harold left the Victorian Railways to be chairman of the Commonwealth Aircraft Production Commission.

A considerable time before World War II began, the Commonwealth Government had formulated plans for building aircraft in Australia.

Main assembly shops for this work were erected in Victoria and New South Wales and three sub-assembly factories established at the main railway workshops in Victoria, New South Wales and South Australia.

Late in 1941, when the Commonwealth Government assumed control over all Australia's railway systems, transport authority was vested in the Federal Minister of Transport, with the Chief Railways Commissioner in each State as his deputy.

In March 1942, Sir Harold Clapp was appointed Director General of a Land Transport Board with the intention of improving efficiency of transport control.

As a result of the difficulties which Australia's mixed rail gauges tangle caused during World War II, the Commonwealth Government early



in 1944 appointed Sir Harold Clapp to report on the standardisation of gauges.

Report

His report, presented in March 1945 provided for an almost entire conversion of existing broad and narrow gauge railways, and the construction of certain new lines, to 4 ft 8½ in. (1 435 mm) gauge.

The economic and strategic advantages of the scheme were endorsed by all competent authorities, although Queensland and Western Australia were not then prepared to participate in the scheme.

Rail Ways feature more details on page 90-91.

Later action has now seen the building of a standard gauge line from Wodonga to Melbourne to allow direct raiing of passengers and freight between Melbourne—Sydney, Broken Hill—Port Pirie and Kalgoorlie—Perth—which means that Australia has direct standard gauge rail tracks between Perth—Sydney—Melbourne—South Brisbane.

Victorian Railways is still benefiting from the genius of Sir Harold Clapp.

To perpetuate his name, the Victorian Railways named its first main-line diesel electric locomotive B60, after Harold W. Clapp, who personally attended the naming ceremony in 1952.

One of the last photographs of Sir Harold Clapp was of him sitting in the cab of this locomotive.

He died shortly afterwards.

SIR HAROLD CLAPP IS REMEMBERED

BORN A CENTURY AGO

Special ceremonies last month commemorated Sir Harold Clapp, Chairman of the VR commissioners for a record 19 years.

He held the post from 1920 to 1939.

Victoria's first main line diesel locomotive, B60, named *Harold W. Clapp*, was bogie exchanged to haul the standard gauge *Spirit of Progress* into Melbourne on May 7—the centenary of Sir Harold's birth.

Sir Harold attended B60's naming ceremony in 1952.

The beflagged locomotive carried a special headboard, and travellers on board included Sir Harold's son, Mr R. Clapp, who came from Brisbane for the occasion, and from Wodonga, two retired former *Spirit of Progress* drivers, Mr A. Reid OBE, and Mr T. Farrelley.

Guests at the ceremonies also included two former Chairmen of Commissioners, Mr G. F. Brown, still a member of the VicRail Board, and Mr E. H. Brownbill.

The ceremonies at Spencer Street featured the joint unveiling, by Harold W. Clapp, elder son of Sir Harold, and VicRail Board Chairman Mr A. G. Gibbs, beside the permanently displayed model of B60.

Melbourne's Science Museum kindly lent a 5.5 m (18 ft) model of an S class streamlined steam locomotive for the day.

Spirit of Progress was once hauled

by such streamlined locomotives.

There was also a pictorial display.

Later guests were treated to a Harold Clapp style morning tea, with freshly squeezed orange juice, raisin bread, fruit cake, asparagus

rolls, fruit scones, and coffee.

A 1937 Cinesound Newsreel of *Spirit of Progress* was then screened, followed by a short film on the Better Farming Train—another of Sir Harold's innovations.



● ABOVE—Harold W. Clapp Jr. congratulates driver L. Haining after *Spirit of Progress*, hauled by B60, arrives at Spencer Street Station. Watching (from left) are: E.-driver A. Reid; VR Board Chairman A. Gibbs; E.-driver T. Farrelley; and in doorway, fireman H. Greaves.



● ABOVE—A plaque to commemorate the memory of Sir Harold Clapp is unveiled jointly by Mr Gibbs and Harold Clapp Jr.

“AN INSIGNIFICANT DIFFERENCE OF OPINION”—*Rail Ways* looks at the story behind the variation in Australian railway gauges, and the 1945 Clapp Report on standardisation.

“1600 MM AND ALL THAT”—a summary of gauges throughout the world. Victoria's 1600 mm broad gauge is used by only two other countries—Ireland and Brazil. (Pages 90-91)

BRIDGE ON THE RIVER



A major step towards completion of the South Kensington upgrading project

Two huge girders—each 39.5 m long—were moved by road from Sandringham with a police escort.

They were then floated out on the water as the first part of the new bridge which is being built on tracks between Footscray and South Kensington.

The new tracks will ease congestion on the Altona, Williamstown, and St. Albans lines.

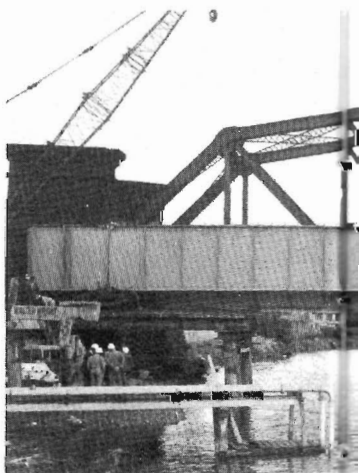
The girders were the first of eight to be floated out.

They were rolled on rail bogies on a barge which had been built by the Harbour Trust.

The barge was then pumped up the river—as the pictures show.

The final stage was for a land-based crane to take the girders on to the concrete pier.

Weather was critical for the project, with rain seriously hampering the complex operation.



● ABOVE—At the site a bulldozer helps move a girder onto a barge, ready to be floated over the river. On the far bank a crane waits to play its part in the final positioning of the girders.

● TOP RIGHT—One girder is already in position as the second is floated across the river.

● RIGHT—Almost there—the crane begins to take over for the final metre of the girder's journey.

VER MARIBYRNONG

...ing VicRail's \$6 million Footscray-
... project took place last month.

...5 metres long, and weighing 70 tonnes—
...ingham to South Kensington under police

...ver the Maribyrnong River to form the
...l is part of the project to provide two new
...th Kensington.

...gation on the Geelong, Ballarat, Bendigo,
...ans lines.

...ght to form the main structure of the new

...son to the river bank on to a Melbourne
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...al full of air, and floated out across the

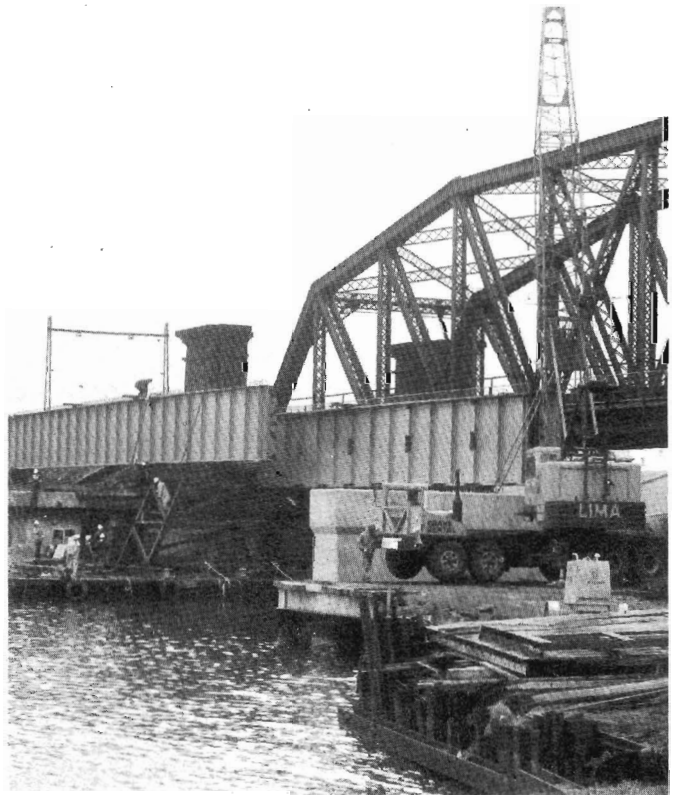
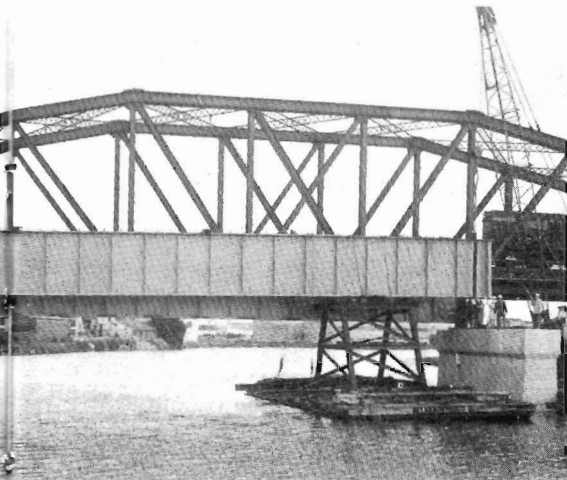
...d-based crane on the far bank to lower the

...eration—wind in particular could have
...ob.



● ABOVE—The first girder, preceded by its police escort, moves slowly towards VicRail's head office on its way to the Maribyrnong River bridge.

● BELOW—Another view of the second girder on its way into position, with the land-based crane ready to guide it down onto the pier.



“An insignificant difference of opinion”

An “insignificant difference of opinion” led to a “national economic disability”, according to Leo. J. Harrigan in his book “VR to ‘62”.

The problem was the variety of rail gauges across Australia—a problem that confronted Sir Harold Clapp on many occasions.

Sir Harold, who was Chairman of the Victorian Railways Commissioners for 19 years, was appointed in 1944 by the Commonwealth Government to report on the standardisation of gauges.

In 1962 the standard gauge link with Sydney reached Melbourne, and regular passenger services started at 6.45 p.m. on April 16 that year.

The first train from Spencer Street was *Spirit of Progress*—introduced by Sir Harold in 1937, when passengers had to make the once famous connection across the platform at Albury.

But the variety of rail gauges was a problem with roots almost as deep as those of Australian railways themselves.

“VR to ‘62” says that, even in 1845, a British Royal commission, commenting of the then difference in British gauges, said break of gauge was “an evil which alone would neutralise half the benefits of the railway systems”.

But with Australia divided into colonies, the seeds were sown.

Decision

After the 1845 British gauge decision, the Secretary for State for the Colonies, W. E. Gladstone, recommended to NSW Governor Sir George Gipps (after who

Strzelecki named Gippsland) that, if railways were built in Australia, 1435 mm (4 ft 8½ in) should be the gauge.

The Sydney Railroad and Tramway Co. was then being formed, and the British Parliamentary Commissioners of Railways recommended 1435 mm as the gauge.

This was backed up by Gladstone’s successor, Lord Grey, in 1848, who intimated a uniform gauge was desirable throughout Australia.

The South Australian Government, in its regulations for proposed railways, had already adopted 1435 mm.

In 1850 the Sydney Railway Company started building a line to Parramatta, and company engineer, Francis Shields, converted the directors to the 1600 (5 ft 3 in) gauge he favored.

The Company approached the Governor General, Sir Charles Fitzroy, saying there was plenty of time to notify neighboring Colonies of the change as this would be the first railway in the country.

Change

Lord Grey approved the change and the NSW Legislative Council adopted 1600 mm as its standard gauge on July 7, 1852.

South Australia and Victoria were told of the decision.

So both prepared orders for suitable rolling stock—for 1600 mm gauge.

But meanwhile James Wallace had replaced Shields as Sydney Railway Co. Engineer, and, as an ardent 1435 mm supporter, he convinced the Company to change its mind again.

Fitzroy approved the change, and told Charles La Trobe, Lt Governor of Victoria, of his decision.

La Trobe protested, saying Fitzroy had not given sufficiently conclusive reasons for the reversion, but Fitzroy replied that it would be his duty to bring the matter to the notice of the British Government.

Report

Late in 1853 the Victorian Government appointed a select Committee to report on the best gauge for Victorian railways.

Without reservation it recommended 1600 mm—and deprecated the building of railways to various gauges.

In November 1853 La Trobe wrote to the British Government, asking that the Queen’s assent to the Bill enabling NSW to adopt 1435 mm gauge be withheld until the subject had been fully and fairly reviewed.

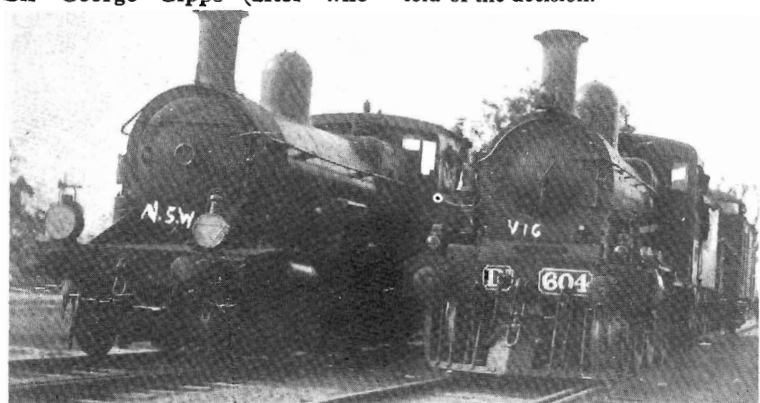
It appears the Colonial Office did recommend postponement of the Queen’s signature, and told Fitzroy to have the NSW Legislature reconsider, but the action seems to have been ignored, or unsuccessful, and the Act was given Royal Assent in 1854.

So 1435 mm became standard gauge in NSW, while Victoria and South Australia continued with 1600 mm.

“Thus,” says ‘VR to ‘62’, “an insignificant difference of opinion contributed largely to the great national economic disaster of Australia’s different railway gauges.”

A world-wide financial depression between 1886 and 1889 restricted capital investments, and economy in building new lines was vital.

Queensland’s first line, built in 1865, was 1067 mm gauge, and as South Australian extensions also used



ABOVE—1915—Victorian and NSW locomotives run side by side at Tocumwal in a third rail test. The third rail system was an idea to help bridge the difference in rail gauges between the States. Tocumwal is in NSW, but is, in fact, an outpost of the VicRail system.

this gauge, the Victorian Government conducted an extensive investigation into new railway costs and gauges.

During the inquiry, VR engineer-in-chief, Thomas Higinbotham, recommended the addition of a third rail on Victorian and NSW lines to permit through Melbourne-Sydney travel.

Early in 1872 tenders for new lines were called, for both 1600 and 1072 mm gauges.

The quotes varied by only about \$150 a mile, and the limited margin encouraged the Government to continue with 1600 mm.

In 1889 E. M. G. Eddy, NSW Railways Chief Commissioner, called his Government's attention to the need for unification, but his call was unheeded.

Eight years later at the Australian National Conference on Federation the topic was revived.

From this over the next 30 years, came a series of conferences, investigations, and reports on the need for unification.

In July 1920 a Royal Commission was appointed to report on the problem.

In 1921 it recommended 1435 mm as standard, at an estimated cost of \$114 million for entire conversion.

— continued page 92

● BELOW—April 16, 1962—A special headboard celebrates the last broad gauge run of "Spirit of Progress".



** * ** * **

1600 MM AND ALL THAT

Ever heard the story about the Irishman, the Brazilian, and the Australian?

Lord Kitchener must have heard a version—in a 1910 report to the Commonwealth Government he said: "... railway communication has, while developing the country, resulted in lines which appear to be more favorable to an enemy invading Australia than to the defence of the country. Different gauges in most of the States isolate each system..."

An almost unbelievable variety of rail gauges provide vital transport services around the world.

Of lines with regular scheduled passenger or freight services, Britain claims the narrowest lines—the short Ravensglass and Eskdale line has a 381 mm (1 ft 3 in) gauge, with another British private line, the well known Romney, Hythe, and Dymchurch, just 3 mm wider.

The widest claim is well spread. India, Ceylon, Pakistan, Bangla Desh, Argentina, and Chile all have 1676 mm (5 ft 6 in) gauge lines, while Spain claims 1674 mm (5 ft 5 15/16 in), and Portugal 1665 mm (5 ft 5 9/16 in).

Next come the four strange

track-bedfellows, Victoria, South Australia, Ireland, and Brazil. All share the 1600 mm (5 ft 3 in) gauge.

Russia is the biggest user of 1524 mm (5 ft) gauge, which also exists in Turkey, Finland, Czechoslovakia, and Panama.

Standard

But "standard gauge", 1435 mm (4 ft 8½ in) is used on most of the world's other major railways.

It is generally agreed standard gauge had its origins in the wheel spacing of Roman chariots. These formed ruts in the early British roads after the Roman invasion in 54 BC, and later highway vehicles followed the standard set.

By 1845 Britain had a rapidly expanding rail network, with most lines standard gauge.

But the Great Western Railway, under the genius of its engineer, Isambard Kingdom Brunel, had adopted a 2134 mm gauge (7 ft), and a Gauge Commission, appointed by the British Government, decided on the 1435 mm gauge for all British railways.

Resigned

Brunel, who had been appointed GWR engineer in 1833 at the age of 27, resigned shortly after the gauge decision.

Not all countries seem to have accepted the odd half-inch, however.

Algeria opted for 1450 mm (4 ft 9 in) as its alternative.

Narrow gauge lines are used in most countries throughout the world. Many were built, as in Victoria, to cut construction costs on lines unlikely to carry heavy traffic.

Some countries — notably South Africa—adopted narrow gauge as standard.

South Africa's rail network has more than 21 000 km of 1067 mm (3 ft 6 in) gauge track.

CHAIRMAN APPOINTED TO CSIRO COMMITTEE

The VR Board Chairman (Mr A. G. Gibbs) has been appointed a member of the Commonwealth Scientific and Industrial Research Organisation Victorian State Committee, the Chairman of which is Professor J. M. Swan (Pro-Vice-Chancellor, Monash University).

Other members of the State Committee are:—Mr D. S. Wishart (Director, Victorian Department of Agriculture) Professor S. Clark (Dean, Faculty of Law, University of Melbourne) Dr R. G. Ward (Research Director, B.H.P.) Mr A. D. Butcher (Deputy Director, Ministry of Conservation) Mr R. Lyon (Architect).

The committee held its first meeting at Ballarat with local representatives from the Ballarat Council, commerce and industry.

The theme of the meeting was technical problems arising from the rapid expansion of a country city, which might have relevance to the CSIRO research programme.

It is proposed to hold other meetings in country centres over a period of time with the object of advising on facilities available within CSIRO to help with local problems.

Big display for Spencer Street

A passenger rolling stock display is being planned for Spencer Street station on Sunday August 31 this year.

It will commemorate the world's first passenger train, from Stockton to Darlington, England, 150 years ago.

Rail Ways will carry more details next month.

Suggestions adopted...

These are the awards for suggestions adopted during April, 1975.

- | | |
|---|------|
| ● Reduction in form GF 72 at Melbourne Yard | \$10 |
| ● Passenger shelter and platforms at rail motor stopping place No 16, Mornington. | \$20 |
| ● Trolley for toilet cleaning equipment, Head Office. | \$ 5 |
| ● Reward offer for detection of vandalism. | \$ 5 |
| ● Height alteration of indicator boards at Glen Waverley. | \$ 5 |
| ● Alterations to Form 1A. | \$ 5 |

"An insignificant difference of opinion"
— from page 90

Choice

The choice was virtually determined by the adoption of 1435 mm for the trans-Australian railway.

Broad gauge would have needed replacement of sleepers throughout other lines—but 1435 mm meant about 90 per cent of sleepers on broad gauge lines could be saved.

The structure gauge for 1600 mm is no larger than the 1435 mm gauge.

The Commonwealth, NSW, and Queensland agreed on a standard gauge link between Kyogle and South Brisbane, and this line was completed in 1930.

Because of the difficulties caused by mixed gauges during the Second World War, Sir Harold Clapp was called to make a report on standardisation in 1944.

He presented his report in March 1945.

It called for an almost complete conversion to 1435 mm, as well as some new lines.

Conferences between all the mainland States followed, but it soon be-

came clear Queensland and Western Australia were not then prepared to take part in the scheme.

Agreement

In 1946 the Commonwealth Government and the Victorian, NSW, and SA Premiers entered into a gauge standardisation agreement.

All worthwhile lines in South Australia, and almost all Victorian lines were to be converted to standard—1435 mm—gauge.

The estimated cost then was more than \$140 million, and "VR to '62" says the cost would already have doubled by 1962.

Before the work could start, each State Government had to ratify the agreement.

South Australia and Victoria did so, but NSW let the matter lapse.

In 1949 the Commonwealth agreed to adopt the South Australian portion—the work to be done over a

number of years, and financed by joint contributions.

Committee

Partial standardisation was again raised in 1956 by a committee under W. C. Wentworth MP, which recommended standard gauge lines between:

- Wodonga and Melbourne
- Broken Hill and Adelaide, via Port Pirie
- Kalgoorlie to Perth and Fremantle.

The Victorian line was authorised in 1957, and major construction started in December 1958.

January 3, 1962, saw the first through goods train reach Dynon from Sydney, and another freight train left for Sydney the same day.

The new Dynon freight terminal was opened that day.

Southern Aurora, built specially for the through service, left Sydney on its first trip on April 12.

Regular services started from Melbourne on April 16, 1962—first was *Spirit of Progress* at 6.45 p.m., followed by *Southern Aurora* at 8 p.m.

WHY HAMILTON?

There is no record of how Hamilton got its name, according to Thos. J. O'Callaghan's book on Victorian station names.

The 1910 book—still an authoritative history—says Major Mitchell named a stream in the area Grange Burn in 1836, and the local settlement became known as The Grange.

In 1851 the Government Gazette said the site had been selected for a town, and the name was given as Hamilton.

Mr O'Callaghan suggests it was named in honor of the Duke of Hamilton and Brandon, whose seat was at Hamilton, about 18 km from Glasgow, Scotland.

This month *Rail Ways* continues its occasional series on Victorian station names.

Harcourt—named after English statesman Sir William Harcourt.

Hawthorn—named after Lt Hawthorne, RN, of the frigate *Phantom* or the frigate *Electra*, which visited Melbourne between 1852 and 1854. The name was spelt with a final "e" for some time.

Healesville—Named after the Hon. Richard Heales, Chief Secretary of Victoria 1860–61.

Heathcote—Once known as McIvor Creek Diggings, it was called after Sir William Heathcote, a prominent British MP.

Heidelberg—Named by "continental" Brown, a land agent, after the German city on the banks of the River Neckar. The name for the Government township there was Warringal—native for Eagle's Nest.

Horsham—after the English town. Mr O'Callaghan says the town was in Essex. (My records show Horsham is in Sussex—Ed.). It was earlier known as Wopetbungundilar—"house of feathers."

Inglewood—The borough after which the station was called was named by Mr John Catto of Rheola—but then the place known as Old Inglewood. People named Thompson, relatives of a Mrs Hall, had found gold at "Thompson's Gully", and Mrs Hall asked the place be called Inglewood, after the English forest where her people had lived. As the "rush" had to be named, for

postal purposes, Mr Catto put up a notice outside the Post Office, saying "Inglewood Goldfields", giving directions for forwarding letters. He also notified the Secretary for Mines.

Jeparit—Native for "a small bird."

Jolimont—Named by the Swiss wife of C. J. LaTrobe, Lt Governor of Victoria 1851–54, to the little hill on which their home was built. Mrs LaTrobe gave the name after her home in Switzerland.

Kangaroo Flat—Named in pre-"diggings" days because of the number of kangaroos.

Kaniva—Probably a corruption of Kanizba, a town in Hungary. There were many Germans and Austro-Hungarians among the early settlers there.

Katamatite—From the Catamatiet Creek. However, the town is on the banks of a creek called the Boosey, which led to the suggestion it was a contraction of "Kate, am I tight?" The answer was: "Yes, you're on the Boosey".

Kensington—Called after the London suburb.

Kilmore—After a town in County Cavan, Irish Republic. It means big church.

Koo-wee-rup—Native—Kowe "water" and Werup "blackfish".

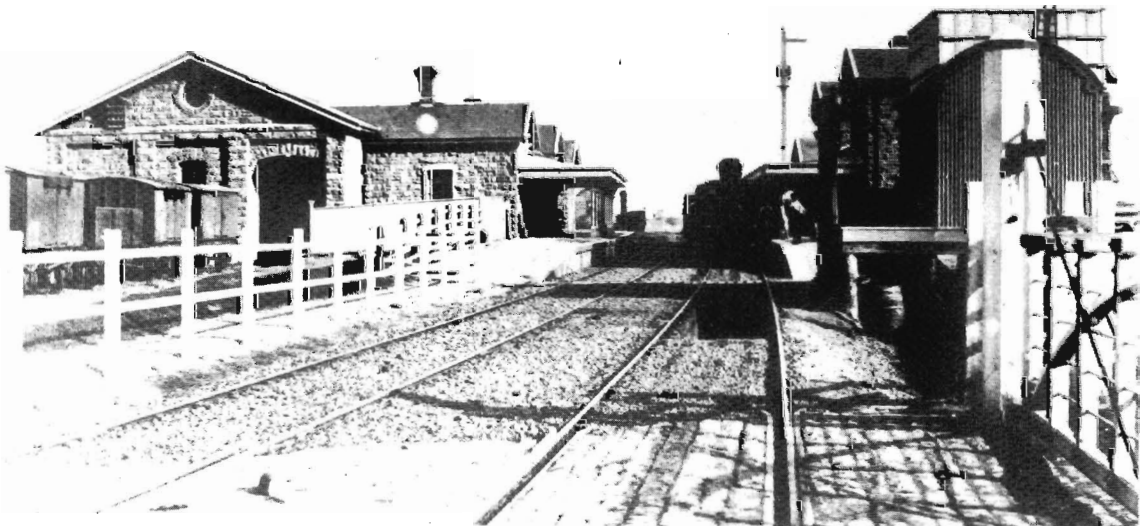
Kooyong—Native for resting place.

Korong Vale—Korong is native for "canoe" or "boat".

Korunburra—Native for "maggot".

Kyabram—Another native word for "thick forest".

Kyneton—Victorian Lt Governor C. J. LaTrobe gave Mrs Jeffery, a relative of the owners of nearby Carlsruhe Station, the privilege of naming the area. She suggested Kineton, the name of her English native town, but the name was changed to Kyneton, meaning "town at the back of the wood".



● An early, but undated, picture of Kyneton station.

VRI news and sport

VPI STORE EXPANDS

Bowls

date

set

The next ANZRI Bowls Carnival will be held in Adelaide from February 1—13 next year.

Applications for inclusion in the team will be called later this year.

VRI HAS MIXED GOLF FORTUNES

Victoria tasted success and defeat during the recent Intersystem Golf Carnival.

The Carnival was held in Canberra during April, and one member of the VRI party credited the event as "leaving nothing to be desired".

Victorian, Tasmanian, South Australian, West Australian, and Commonwealth teams travelled on *Inter-capital Daylight* to Yass Junction, before transferring to their motels by bus.

The next day New Zealand, NSW, and Queensland teams arrived for the welcome dinner at the Lakeside International Hotel.

Speakers included Australian Minister of Transport, Mr C. K. Jones, Commonwealth Railways Commissioner, Mr K. Smith, and carnival chairman, Mr E. McCauliffe.

The first day's play, Wednesday April 23, was at the Yowani Country Club, and winners of the par event were: A grade—A. Coghlan (WA)
B grade—B. Sparks (Qld).

Royal Canberra hosted the first round of the teams event on April 24, as well as a major and minor event.

Queensland led Victoria, with NSW, WA, NZ, SA, Tasmania, and Commonwealth following.

Victoria, however, scooped the pool in the day's stroke event, with B.

The VPI Trading Company's store has expanded to 603-611 Lonsdale Street, Melbourne—where it features a new sporting and leisure centre.

The store is exclusively for API and VRI members.

Its modern new street level premises will stock a wide variety of sporting equipment, as well as Cyclops Wheel Toys, health equipment, exercise bikes and rowing machines, camping gear, and Flexaluminum lawn lockers.

A large range of travel goods, including the Bon Voyage range, will also be stocked.

The bicycle section will be in the

new store, and includes Peugeot bikes, as well as the exciting "Cross Rider", recently introduced into Australia.

Facilities for ordering Dunlop products, as well as other referrals, will also be available.

Because of the support manufacturers have given this new venture, buyers will be sure of a wide choice at low prices.

The new store will open on Monday July 7, and will be open Monday to Thursday from 9 a.m. to 5.30 p.m., and on Friday from 9 a.m. to 9 p.m.

Telephone inquiries and orders can still be made on auto 2231, and another line, 1513, will also be available.

The expansion will also allow a larger scale display of goods at 644 Bourke Street.

Williams winning the A grade, and W. Short the B grade.

After three days of relaxation and tours, the teams event resumed on April 28, at the Federal golf course, with Queensland stretching its lead.

J. McMahon provided consolation for Victoria, winning the Veteran's Trophy, and finishing second in the B grade event.

The Queanbeyan Golf Club hosted the stableford event on April 29, and Victoria's only success was S. Climpson's second in the A grade section.

Queensland sealed its teams win on April 30 at the Yowani Country Club, with Victoria retaining the second place spot.

S. Climpson won the Diggers Trophy, and three Victorians were runners up in other events.

They were B. Williams in the major trophy and A grade events, W. Short in the minor trophy, and N. Collins, B. grade.

Victoria's J. McMahon had a win in the final day best ball event.

The VRI party returned full of praise for the organisation and hospitality during the Carnival.

Team manager was Alan Collins, and Jack Williamson was the Institute representative.

Chessmen repel boarders

The VRI Chess Club has beaten a Melbourne Women's Chess Club team.

The MWCC team included Lynda Pope, who was the only player of 30 to force a draw with Budapest grand master A. Matanovic during his 1971 Melbourne visit.

Another visiting star was Irene Geremin, who has won the Victorian Women's Championship every year since 1972.

The ladies were given white (first move) on four of the seven boards—and came close to taking full advantage.

However, VRICC managed three wins and two draws to win four points to three.

The VRICC is keen to foster this kind of club event, and invites anyone interested in chess to call at room 2, third floor, VRI, Flinders Street, on Wednesday evenings.

Footy gets started

The VRI Football League is again running a Sunday competition at the Ransford Oval, Royal Park.

At Rail Ways press time Traffic heads the ladder, followed by Waysec, Accounts, Newport, Marketing, and Melbourne Yard.

Anyone interested in playing in this competition should contact Geoff Holness, auto 1228, or Peter Dwyer, auto 1788.

Broadmeadows wins shield

Broadmeadows easily beat Caulfield to win the Dunkling Shield tennis competition.

It is the first year Broadmeadows has entered the competition.

The match highlight was the contest between John Hannett (Broadmeadows) and Ian Penwarn (Caulfield).

John won 8-7—the third time he has beaten Ian by that score this year.

Retirements..

ACCOUNTANCY BRANCH

Wells, R. E. B., Head Office, 6/5

ELECTRICAL ENGINEERING BRANCH

Albutt, J., O'hd. Div., 16/4
 Barker, M. A., O'head Div., 19/3
 Camilleri, E., O'head Div., 8/3
 Corbett, W. P., Testing Div., 4/4
 Eddy, G., O'head Div., 31/1
 Gurr, C., Distribution Div., 30/5
 Hester, R., Testing Div., 11/6
 Latta, G. A., Lighting & Power Div., 26/3
 Michael, R., Testing Div., 28/4
 O'Dwyer, R., Lighting & Power Div., 21/2
 Rogers, R., Distribution Div., 8/5
 White, C. G., O'head Div., 4/4
 Williams, A., Distribution Div., 18/1

MARKETING BRANCH

Allen, T. B. J., Head Office, 29/4

ROLLING STOCK BRANCH

Bleazby, G. A. R., North Melbourne, 23/5
 Challis, G. A., Newport, 14/3
 Correnze, G., Jolimont, 8/4
 Cursio, N., South Dynon, 27/7
 Dallis, J., Newport, 16/7
 D'Arcy, J. B., Ballarat North, 17/7
 Fidler, G. E., Jolimont, 2/7
 Gesualdi, M., Shelter Shed, 13/7
 Giles, J. J., Dimboola, 20/3



HARD HATS TAKE OVER "TURTLES"

On April 28 1975 at the Education Centre, Princes Gate, Chief Electrical Engineer, Mr A. Firth presented safety hard hats to ten members of the Electrical Engineering Branch.

The reason for the ceremony was that each of the recipients had been saved from serious injury or death by wearing a safety hard hat. The presentation helmets carry a badge "VR Hard Hat Club".

It is hoped when these helmets are seen on the job being proudly worn by their owners others will be encouraged to keep their own hard hats

on their heads instead of hanging in lockers as sometimes occurs.

Electrical mechanics assistant Herb Mandel came from Ouyen for the ceremony and high tension lineman Vic Mead and welders assistant Sid Burley came from Warragul.

Others to receive helmets were: high tension lineman Ron Bastin; asst high tension lineman Bernie Blencowe; asst high tension lineman George Cottell; electrical mechanic's assistant Pat McMahon; electrical mechanic's assistant Con Lo Giudice; electrical mechanic Kazy Czapor; electrical mechanic B. Sweeney.

Three others who were eligible for membership of the Hard Hat Club, but who were unable to attend were: acting overhead sub-inspector Frank Walsh, high tension lineman Arthur Bastin, low tension lineman Graeme Leerson.

They will receive their helmets at a later ceremony.

The Hard Hat Club has been formed to replace the now defunct Turtle Club—an American organisation which actively promoted the wearing of safety hard hats.

It presented hats carrying Turtle Club badges in properly authenticated cases of persons being saved from injury by wearing hard hats.

Also present were Mr E. Rudolph, Assistant Chief Electrical Engineer, Mr W. Cox, chief safety officer, Mr V. Hayes, assistant chief safety officer, formerly Electrical Branch safety officer, Mr R. Wain, present Electrical Branch safety officer, Mr W. Wilkins, lighting and power engineer, and Mr P. Burt, overhead engineer.

RAIL WAYS REGRETS TO RECORD THE FOLLOWING DEATHS

ACCOUNTANCY BRANCH

Dacy, H., Head Office, 26/12/74

ELECTRICAL ENGINEERING

Evers, H. W., Lighting & Power Div., 12/1/75

ROLLING STOCK BRANCH

Challis, E. A., Newport, 6/1/75
 Martin, L. R., Toolamba, 27/12/74

TRAFFIC BRANCH

Brain, F. H., Flinders St., 26/12/74
 Carmichael, W. F., Flinders St., 19/12/74

Cockburn, J. B., Spencer St., 16/12/74

Hasegawa, L. P., Rupanyup, 22/12/74

Wojcik, L., Flinders St., 22/12/74

WAY AND WORKS BRANCH

Cunningham, D., Seymour, 30/12/74

Klamic, S., Seymour, 12/1/75

Nichels, F. J., Ballarat, 12/12/74

Robertson, M. G., W. M. Spotswood, 11/1/75

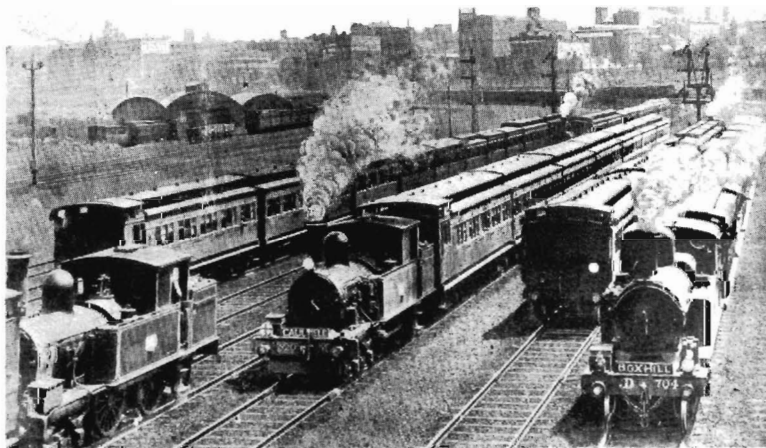
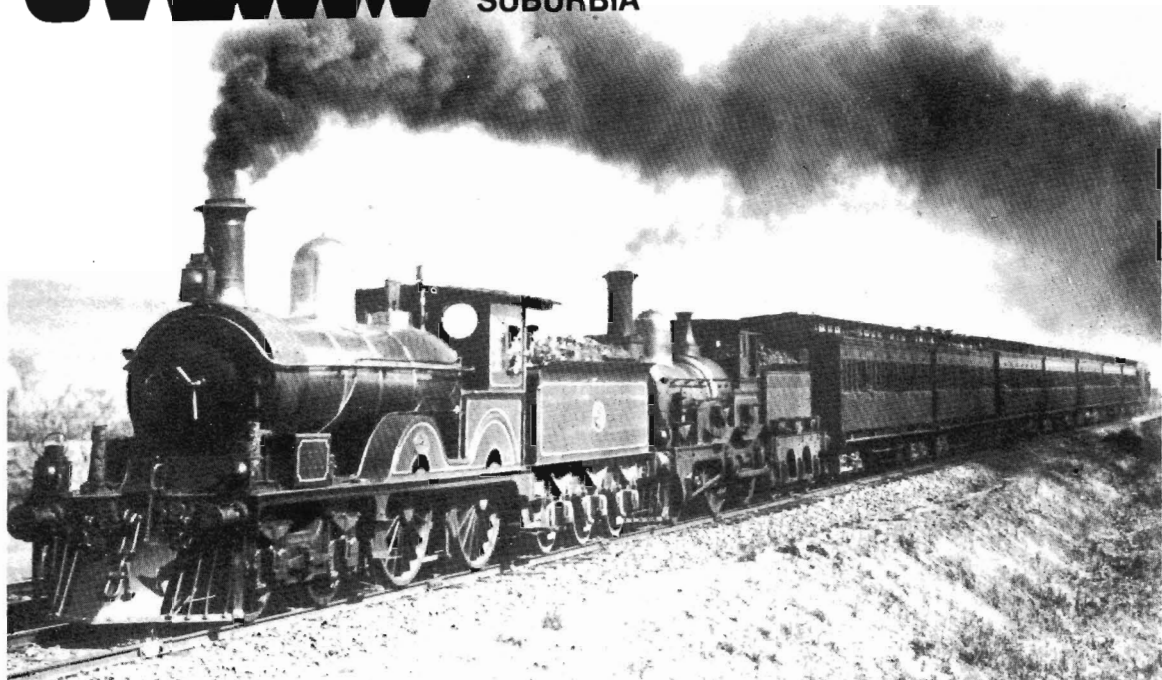
Slattery, K. J., Bendigo, 9/10/74

Biris, P., East Melbourne, 12/4

Darlington, C. R., St. Arnaud, 25/3

Perara, F. F., Caulfield, 7/4

STEAM TO SYDNEY & SUBURBIA



● ABOVE — Steam shades a Sydney express on Glenroy Bank in 1889. "New" A class locomotive 398 heads the train, assisted by a B class loco.

● LEFT—Six suburban trains weave their way through Jolimont yards in this undated picture. M and D class tank locomotives are clearly visible.

● BELOW — A short Sydney express halts for the camera in 1885. "Old" A class loco waits to get under way.



VICTORIAN



RAILWAYS |

JULY

1975

10 CENTS



There's a feature on the London Transport Executive on page 107 of this *Rail Ways*. Before London Transport existed London's famous underground railways were operated by a variety of private companies. The present Bakerloo Line was run by one which gets a fascinating mention in *The Railway Magazine* in January 1909.—

"Then the Baker Street and Waterloo Railway is seeking powers 'to charge for the use of lifts and stairways'. The use of the little-known word stairways is evidence of the American domination of this line, and gives color to the suggestion that this proposal contains an example of Yankee cuteness that is, as yet, not understood on this side of the herring pond. There is, probably, a

good explanation forthcoming as to what is meant by these cryptic words, as the management can scarcely mean that if they obtain their wish, announcements will read: 'Fares 1d; with use of lifts 1d extra; those using the stairways only, ½d extra.' If so, goodbye to most of the passengers."

Our *Signals* item in February about the Canadian National tower in Toronto has brought a letter from Long Beach, California, US. The writer, Thomas Ennis, sent us a brochure describing the tower, which is basically a communications aid, as "definitely a people place". The tower claimed to be the world's tallest free-standing structure at 550 m, surpassing Moscow's Ostankino Tower, at 533 m. Scheduled opening for the tower, which has been going up at a rate of about six m a day, is early next year.

Mr Ennis also had some very kind words for *Rail Ways*, which are always appreciated. They brought a favourite item, "*The Editor's Dilemma*", to mind:

"Getting out a journal is no picnic.
If we print jokes people say we are silly.

If we don't people say we are too serious.
If we clip things from other magazines,
We are too lazy to write them ourselves.
If we don't we are struck on our own stuff.
If we don't print every word of all contributions we don't appreciate genius.
If we do print them then the columns are filled with junk.
If we make changes in the other fellow's article we are too critical.
If we don't we are blamed for poor editing.
Now, like as not, someone will say we swiped this from some other source.
We did."

John Thompson of the Puffing Billy Preservation Society has had a few complaints from a gentleman who is constantly phoned for information about the steam train service.

It seems somebody is giving callers the wrong number for information about the service.

John said the number to ring for Puffing Billy running schedules is 870-8386.

This is a recorded service with up-to-date Puffing Billy schedules.

RAILWAYS

Rail Ways is published by the Victorian Railways Board for the information of our customers and staff.

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Editors may feel free to reproduce any material with or without acknowledgement.

Contributions are invited from Railways employees or other readers—either in writing, or by 'phone—and a fee is paid according to the nature and amount of material published. Pictures are especially welcome.

Editorial offices: Room 59, Railways Administrative Offices, 67 Spencer St., Melbourne, 3000. Telephone 61 001 (internal auto and extension 1181).

FRONT COVER

A silver train in a bush-land setting, just 8.5 km from Melbourne.

The Glen Waverley-bound train is approaching Kooyong station.

One feature of the Glen Waverley line upgrading project is the beautification of lineside areas.

Do you know?



The half-observed station name-board no longer exists—but can you identify it? *Rail Ways* will award a \$10 prize for the first correct entry drawn on August 15.

Entries on postcards,—with your name and address in block capitals, please—to *Rail Ways* editor, room 59, head office.

Railways earnings are a record

Australia's seven government railway systems earned a record \$696.5 million last financial year.

The figure is \$19.6 million up on the previous year.

But expenditure also reached a record level, according to the Railways of Australia newsletter, *Network*.

On every system expenditure was higher than revenue, mainly because of heavy wage and salary increases, *Network* says.

Freight traffic was up on all systems but overall passenger traffic was down.

Commonwealth, Queensland, and WA systems, however, had passenger traffic rises.

From ARU to VR Board

Recently retired ARU Victorian secretary J. J. Brown has been appointed to the VR Board.

He was appointed to fill a vacancy created by Mr J. G. Urbahns' leave of absence.

Mr Urbahns will be overseas until the end of the year.

Mr Brown first became ARU state secretary more than 30 years ago, and held the position, except for a short break, until his retirement this year.

His father was a railwayman, and Mr Brown was originally a boiler-maker's assistant.

Although total staff was cut by 2 652 to 113 297, salaries and wages were up by 24.6 per cent to a record \$703.1 million.

VicRail faced the second highest increase, of \$28.9 million, after NSW with \$53.3 million.

The average Australian railway employee earned \$6 206.26 during the year.

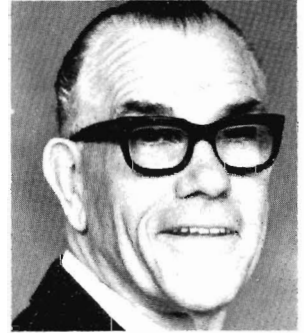
The systems operated 1 553 diesel electric locomotives—23 up on the previous year, and electric locomotives used only in NSW and Victoria, were static at 76.

Steam locomotives on the system's books dropped from 74 to 31, and 764 less freight vehicles were in service—mainly due to the withdrawal of obsolete wagons being replaced by vehicles with a higher carrying capacity.

Passenger rolling stock went up by 459 units to total 7 341.

The national rail network totalled 40 503 km, and capital investment in Australian railways stood at \$2 183 million.

CHAIRMAN IN FIRST AO LIST



The Chairman of the VR Board, Mr A. G. Gibbs, was one of eight Australians to be made an Officer of the new order of Australia (AO) in the Civil Honours List.

Mr Gibbs' award was "For distinguished service of a high degree in the field of transportation and public service".

Officers of the Order of Australia will take precedence immediately after Knights Bachelor, and ahead of companions and officers of any other order.

The Queen's Birthday Honours List was the first to include the Order of Australia.

ROA LIFTS INTER-STATE FARES

All rail fares between interstate capitals went up on July 1.

The rises were not across-the-board percentage increases, as in the past.

Instead, special stage inter-capital fares have been set.

First-class sleeping berth charges, except on the *Indian Pacific*, between Sydney and Perth, and the *Trans-Australian* between Port Pirie and Perth, have also gone up.

Railways of Australia said the increases were due to substantial rises in wages and operating costs.

The last interstate fare rise was in December, 1974.

The new single fares, with sleeping berths, except for economy class travel between Melbourne and Sydney,

Adelaide and Melbourne, and Melbourne and Brisbane, include:

Melbourne-Sydney \$38 first class, \$20 economy;

Adelaide-Melbourne \$32 first class, \$16 economy;

Melbourne-Brisbane \$76 first class, \$40 economy;

Sydney-Perth via Broken Hill \$166 first class, \$122 economy;

Sydney-Perth via Melbourne \$182 first class, \$119 economy.

Return fares are double the single fares.

Victour gains new PR man

Mr John Fraser has succeeded Mr Hendy Brandy as public relations officer for the Victorian Ministry of Tourism.

Mr Brandy is now manager of Victour's Sydney office.

A professional publicist, Mr Fraser has worked to promote decentralisation with the Division of Industrial Development for the past two years.

FOURTEEN IS A LUCKY NUMBER



A 14 carriage Tait (red) train has successfully tested a new electrical device. The test run put an abnormally high power loading between North Melbourne and Royal Park sub-stations to try out a new protective device. The device—a relay which can distinguish between load and fault by the rate of rise in current consumption in the 1500 volt dc overhead wire—will help to cut VicRail costs. It will allow heavier loadings on sections where it is installed, and allow sub stations to be further apart, with a resultant cut in costs. And, in the short term, it was a rare view of a 14 carriage train.

VicRail will accept Bankcard

VicRail will now accept Bankcard to pay for rail travel at Flinders Street and Spencer Street country and interstate booking counters.

Bankcard will also be accepted progressively at selected suburban stations, which will display the Bankcard sign.

VicRail is the first Australian railway system to join Bankcard.

Rail patrons will be able to use the card to buy tickets by presenting the card and signing a docket.

Commuters will find it easier to save up to 25 per cent, buying yearly tickets and spreading payments over a suitable period.

There will be a \$5 minimum on Bankcard transactions with VicRail.

A similar advantage will apply for country and interstate travel, as well as VicRail package tours, which include Cairns, the Gold Coast, Mildura, the NSW south coast, and the Snowy Mountains.

Wheat line history is published

Morkalla station, which was closed in 1964, almost 33 years after its opening, had the distinction of having the furthest milepost from Melbourne on the Vic-Rail system.

The line from Redcliffs, near Mildura, is now open only as far as Meringur, and handles mostly wheat and superphosphate traffic, but the history of the entire 98 km line is recorded in the latest Australian Railway Historical Society book *Rails to the Millewa North*.

The 60 page book has 78 photographs, as well as maps and diagrams.

The fourth in the ARHS Victorian Division's series of Victorian Railways histories, *Rails to the Millewa North* was issued on the occasion of the Back to the Millewa celebrations last month.

Well detailed, the book was written by Bruce McLean, and edited by R. K. Whitehead.

It sells for \$3, from the ARHS Sales Division, Box 5177AA, GPO, Melbourne 3001. **M. White**

SPENCER ST DISPLAY PLANS TAKE SHAPE

VicRail will be on display later this year.

The public-VicRail's shareholders—will be able to see at first hand how their money is spent, and proposals for the Railways' future.

A planning committee has been formed with the ultimate plan of ensuring this exhibition is the greatest highlight in Victoria's railway history since Australia's first train ran here in 1854.

Present plans are for sample rail trips to Deer Park, for example, to see the extent of railway works in the Western suburbs.

There will be many give-aways and some free trips, and among the static displays probably the last chance to explore steam locomotives.

The various railway societies will have displays at the Spencer Street terminal, and visitors will be able to see our modern trains—and out of date rolling stock—as well as diesel electric locomotives and examples of swing-door, Tait, Harris, and silver metropolitan trains.

It is hoped at least one MURLA tunnel at Spencer Street will be open for inspection.

Full details of the event will be featured in next month's *Rail Ways*.

ALL ABROAD • ALL ABROAD

● **DB—German Federal Railways**—is going ahead with its purchasing plans after government decisions on spending. Emphasis is on long-distance traffic, with suburban investment likely to suffer under a slight slowdown of the plans. Sixty-two new electric locomotives and 126 diesel locos are due for delivery, as well as some diesel multiple units.

—*Railway Gazette International*

About 15 000 timber coaches are to be publicly auctioned in Indonesia this year. All are more than 40 years old. No more timber coaches will be ordered.

—*International Railway Journal*

● **British Rail** has added 10 000 MotoRail car spaces to its 1975 program. Last year BR carried 90 000 cars on 36 services, compared with 71 600 cars on 31 services the previous year. Substantial rises in charges are forecast to cope with extra costs.

—*International Railway Journal*

● Iran and Egypt are among the latest countries expressing interest in the French RTG gas turbine multiple unit train. The units have proved successful in service with the US Amtrak organisation and on the Lyon-Bordeaux and Lyon-Nantes routes in France. Iran has ordered four of the units, with an option for 22 more.

—*Railway Gazette International*

● Britain will probably electrify the present 736 km single track line between the Iranian capital of Teheran, and Tabriz. The line will eventually be shortened, by building a double track 170 km cut-off line through mountainous country which is now bypassed by a long detour. A trade agreement signed earlier this year gives 29 British firms priority in bidding for the entire upgrading and electrification project.

—*Railway Gazette International*

● More Americans travelled by rail, bus, and waterways in the third quarter of last year, but airlines lost passengers, according to US Department of Transport figures. Major railroad freight traffic was up, but air and water transport volume dropped.

Compared with the same period in 1973, rail travel was up 3.7 million to almost 66.3 million. Motor vehicle miles dropped nearly one per cent, while air passenger miles dropped nearly four per cent.

—*UTU News*

● **RENFE** — Spanish Railways has recently finished a major upgrading on a 272 km line through the mountainous Sierra Nevada. The six-year project involved replacement of 77 bridges, and will allow more powerful locomotives to be used.

—*Railway Gazette International*

● The first 180 km section of the Lake Baikal—River Amur railway (*Rail Ways March*) was due to be opened last month, according to Moscow press agency Novosti.

—*International Railway Journal*

● US rail road *Chessie System* has become the country's third carrier with 5 000 miles (8 000 km) of continuous welded rail. The mark was reached when a 400 m stretch was spiked down in Charleston, West Virginia. *Santa Fe* was first to reach the mark, last year.

—*UTU News*

● Korea will build 1500 two axle general purpose freight wagons for *New Zealand Railways*. Delivery is due to be finished by mid-1976.

—*Railway Gazette International*

● John H. Burdakin, President of US railroad *Grand Trunk Western*, has tried an off-beat way to boost business. He offered a

\$100 bonus to any of the carrier's 4000 employees buying a domestic or light industrial motor vehicle —saying "whatever can be done to keep the wheels of industry turning will keep the wheels of transportation moving".

—*UTU News*

● **Soviet Railways** reached its 1975 freight traffic target one year early—in 1974, according to Moscow Press Agency, Novosti. The system carried about 40 million tons more than planned, and there were 3000 million passenger journeys.

—*International Railway Journal*

● **Rhodesian Railways** almost doubled its 1973 net operating deficit last year, although freight and passenger traffic increased. The freight rise was 1.75 per cent, first class passenger 12 per cent, second class passenger eight per cent, and third class passenger one per cent. All fares were lifted, which RR says led to a cut in fourth class passengers—9.4 per cent.

—*International Railway Journal*

● Shortage of finance is one of VR's major problems—but for US railroad *Penn Central* the same shortage is posing a far more serious problem. PC has been losing money heavily for some years, and derailments on the system have risen 35 per cent, despite operation at reduced speed because of poorly maintained track. With no money available because of a court challenge to the Rail Reorganisation Act, which could supply some funds to help, *UTU News* says rail officials fear derailments may exceed last year's rate of 20 a day. PC was expected to have a cash shortage of more than US\$35 million by the end of January. It has been declared bankrupt.

—*US United Transportation Union newsletter*

Train travel proves faster

It is more than twice as fast to travel from Box Hill to Flinders Street by train than by car.

A special test on Tuesday May 27 during the morning peak involved the 8.03 train from Box Hill, and a car leaving Box Hill station at 7.35 a.m.

The train, which reached Flinders Street almost seven minutes behind schedule, took 20 minutes for the journey, while the car took 42 minutes for the equivalent trip.

A second car left Glen Waverley station at 7.40 a.m., reached Melbourne 46 minutes later.

The 7.53 a.m. train from Glen Waverley, which ran four minutes late, took only 36 minutes.

Times for a third run, from Frankston, with the 7.15 a.m. train running six and a half minutes late, showed the car journey was one and a half minutes faster.

None of the times allowed for car parking.

The test was run in conjunction with a helicopter survey with the Herald and TV channel HSV 7, and radio links between the cars and the helicopters involved were maintained through radio telephones linked to a mobile two-way radio.

HSV 7 chartered the second helicopter specially to cover the event.

Train times were also reported to the helicopters, and both trains and cars were specially marked to be visible from the air.

VR Board Chairman Mr A. G. Gibbs led the helicopter party, and the survey also featured some of the work now under way in the metropolitan area.

A recent RACV survey quoted 38 minutes for a Box Hill-City journey.

This included walking times at both ends, and waiting time for a train.

FIFTY MORE "QUICKSILVERS" MAY COME

Specifications are now being finalised for a further order of 50 silver trains for Melbourne metropolitan electrified services.

Fifty silver trains are already on order, and 15 are in service.

They are being delivered at 10 trains a year.

The new order would mean about two-thirds of Melbourne suburban trains would eventually be "quicksilvers".

VicRail is spending more than \$32 million on work now under way to improve and upgrade metropolitan services.

Most of the work was recommended by the Metropolitan Transportation Commission in 1969, when the system carried almost 382 000 passengers a day.

Now about 439 000 passengers a day use the system.

VicRail is now on schedule in meeting the improvements recommended in the MTC report.

A complete tally of passenger figures for a set period each year by VicRail research and development officers help decide priorities for the recommended work.

The VR Board, which took over from the Commissioners two years ago, is responsible for implementing the MTC recommendations.

Works now in progress include new tracks, stations, and bridges, as well as new trains and a wide variety of renewals and upgradings to enable the system to cope with 1985 traffic predictions.

Car parking facilities are being improved and extended at as many stations as possible—there are now 147 car parks with 13 888 parking spaces.

Although progress on the work recommended by the MTC was hampered in the early stages by a lack of finance, work has accelerated since the Australian Government decided to make funds available for urban public transport improvements.

Rail Ways presents a summary of some of the works now in progress—many of which are being financed on a two to one Commonwealth-State basis.

South Kensington —Footscray

Two new tracks are being added to speed train running on the Geelong, Ballarat, Bendigo, Altona, Williamstown, and St. Albans lines.

Work is well in hand, and includes alterations at Footscray station, rebuilding Hopkins Street road bridge, a new bridge over the Maribyrnong River, another bridge over Kensington Road, and new buildings and platform alterations at South Kensington station.

Rail Ways featured the new Maribyrnong River bridge last month.

The project is expected to cost \$6.1 million, and work could be finished by December this year subject to a satisfactory supply of fabrication steel for bridges.

Sunshine—Deer Park West

An extra track is being laid to link Deer Park West with the

metropolitan network at Sunshine.

The project features two new stations, at Ardeer, between Sunshine and Deer Park, and at Deer Park West, between Deer Park and Rockbank.

Work is proceeding satisfactorily—the Kororoit Creek bridge is finished, and tracklaying, using concrete sleepers, is under way between Deer Park and Sunshine.

Work will probably be finished late this year, and is expected to cost \$2.931 million.

Greensborough— Macleod

Train running will be speeded when a second track is completed.

Earthworks are well under way, but further construction has been suspended pending CRB advice on freeway proposals.

Present plans allow for the freeway to cross the line between Watsonia and Greensborough.

The overall project is expected to cost \$2.06 million.

Viaduct is vital to MURLA project

Two extra tracks are needed between Flinders Street and Spencer Street to cope with the growth in peak hour train schedules.

The four-track viaduct now limits through running of trains at Flinders Street.

Flinders Street has 11 platforms leading onto the viaduct.

Therefore a number of trains from the eastern suburbs have to be reversed at Flinders Street, as well as to balance the train running with the greater proportion of passengers from the eastern suburbs.

Under the MURLA project there would be two extra viaduct tracks, giving a 50 per cent increase in capacity.

If the viaduct is built ahead of the loop it could be finished by 1978, allowing VicRail to expand its peak hour schedules in readiness for the loop opening.

Without the extra tracks the Flinders Street bottleneck remains, with no outlook for improvement.



● The 11 tracks converging from Flinders Street station on to the four track viaduct to Spencer Street stand out in this picture, taken from a helicopter almost directly above Melbourne's Olympic Park sports complex.

Ringwood area

Train running on both sections will be speeded by a \$6.73 million duplication project.

The Bayswater section will mean double track from Melbourne through to Ferntree Gully, and the Croydon section double track through to Mooroolbark.

The cost includes power signalling, and both are due to be finished during the 1977-78 financial year.

Mordialloc—Caulfield

The third track project is well under way—when completed it will allow more express running on the Frankston line.

Improved signalling in both directions will permit better running according to peak hour demands.

Work on the estimated \$10.5 million project is under way at Bentleigh Ormond, and McKinnon stations, as well as bridgework.

The Glenhuntly—Cheltenham section is due for completion in 1977, and the two remaining sections in 1979.

Grade separation projects are being considered for Neerim Road and Glenhuntly Road—VicRail is awaiting approval for this work, which would take about two years to complete.

Glen Waverley

Work is well advanced on the upgrading project to make this line a model for the suburban system.

It includes trackwork, communications, signalling, beautification of roadside areas, and station refurbishing.

New station buildings have been

built at Mount Waverley, and Heyington station will be rebuilt shortly.

East Malvern, Glen Iris, and Tooranga stations are also to be rebuilt, and other stations along the line are being updated and repainted.

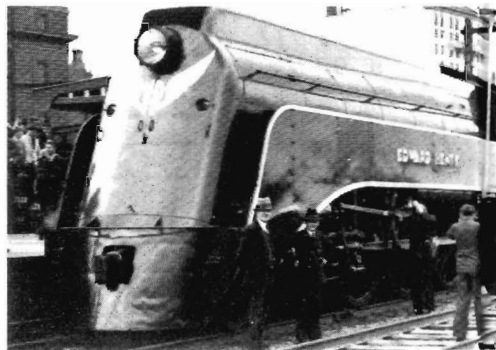
Other works

Other VicRail work now under way on the metropolitan system includes new stations at Yarraman, between Noble Park and Dandenong, and at Kananook, between Seaford and Frankston.

VicRail is building the four entrances to the MURLA underground loop—three at Jolimont, and one at North Melbourne.

Because of the MURLA work at North Melbourne VicRail has temporarily lost the use of two of the six tracks through the station.

A bird's-eye view of metropolitan works — next month



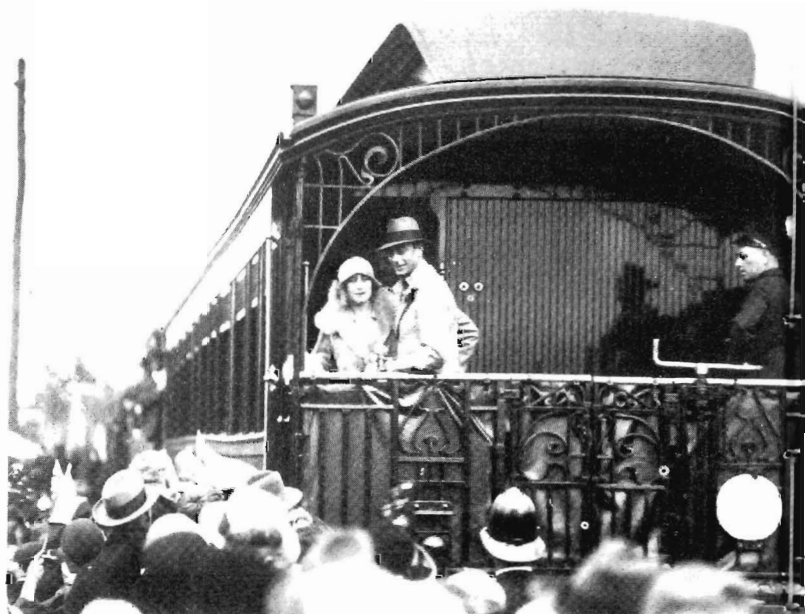
One eye on

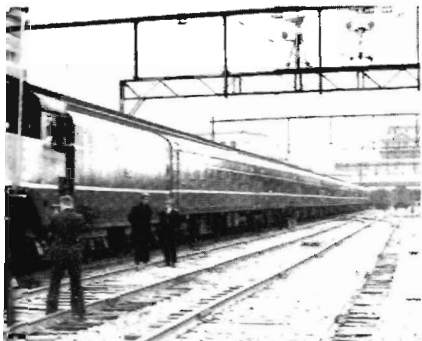
In his 49 years of V.R. service, VicRail photographer [name] has taken a camera on a wide variety of significant and interesting events.

He retired this month, and *Rail Ways* presents a selection of his best work on these pages.

The story of his career, and his talented family, will be featured in a special issue. Clockwise, from top left, the pictures show:

- 1920s fashions at Flinders Street
- The first run of "Spirit of Progress" in 1937
- A TV cameraman moves in to get a close-up of a batsman during a VFL cricket match.
- 1969 – Sir Henry Bolte speaks at the opening of Melbourne's hump yard.
- The 1927 Royal Tour – the Duke and Duchess of York are greeted by an enthusiastic crowd.
- June 22, 1971, and former Lord Mayor of Melbourne Cr. Ted Best talks with then Minister of Transport Mr. V. Wilcox at the ceremony for turning the first sod for the Melbourne underground loop.





n history

ographer Harry Millane has focused his
arresting events.

nt: a limited selection of his pictures on

ity, is on page 111 of this issue.

1937.

ep-up of the fire attack train.

1931

opening

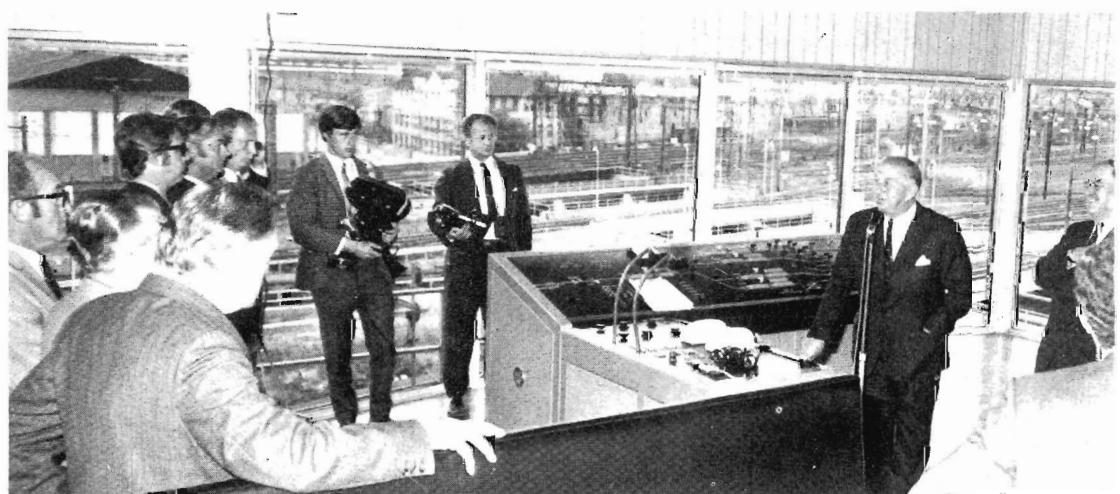
Chess

of

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urning

1901.



CUSTOMERS SAY . . .

Thanks from Canberra

"While travelling to Adelaide on the *Overland* recently, I needed to obtain information urgently from the Canberra Office of my Department; this was at a very late hour, and obviously posed considerable communications problems.

"Although Victorian Railways staff were not involved in the actual transmission of information, I was most favorably impressed by the courtesy and efficiency displayed by Victorian Railways officers at Ballarat, who arranged for me to be able to contact Canberra. The Victorian Railways officers involved were Mr Corbett, clerk in charge, and Mr Geddes, assistant clerk.

"I have sent a personal note of thanks to these gentlemen..."

—Australian Minister for Transport, Mr C. K. Jones, writing to Victorian Minister of Transport, Mr E. R. Meagher.

Mr V. F. Wilcox, Acting Victorian Minister of Transport at the time, said in his reply to Mr Jones: "...I have also experienced similar courteous and efficient treatment from staff employed by the Victorian Railways..." and, forwarding copies of the correspondence to VicRail Board Chairman Mr A. G. Gibbs, added: "...I know that their actions are representative of other Railways staff."

Level crossings

"Having just received a copy of the February *Rail Ways*, I am prompted to write of an experience I had last week. Whilst on my duties (SEC), I was driving south in Anderson Road, Sunshine, when the flashing lights started to operate for the 3.30 p.m. Ballarat goods train. Whilst stopped at the crossing, and the train not yet in sight, I was amazed to see at least five motorists drive north through the crossing.

"I heartily endorse the remarks of the author (VR Board Chairman Mr A. G. Gibbs—Ed) re accidents at level crossings. I also hope that your publicity campaign is a success."

—Mr C. A. Sebire, West Footscray, writing to the Secretary.

A younger view

"Over Easter I had the pleasure of riding in the front seat of the rail motor between Stony Point and Frankston. The train journey itself was excellent, but it was the incidents along the way that worried me. I do not envy the driver or other drivers their job. Along the way, not far from Crib Point, the RM was fast approaching a level crossing which was equipped with flashing lights and bells. The crossing was on a slight angle but the visibility was good, but do all these warnings, including the RM driver's continued blowing of the whistle slow an oncoming car—no, the car skidded to a halt a few feet back from the train as it went past.

"The incidents did not stop there.

Near Hastings, as the RM rounded a slight curve, we viewed three boys playing near a bridge. On the bridge, at neat intervals of about four feet were stones and pieces of wood on both rails. This was felt as seven thuds in a row. I didn't think the boys "joke" was funny.

"Further along two boys on mini-bikes crossed the railway bridge over a creek in front of us.

"Again, near Frankston, two small children aged about five were playing quite near the track. A long blast of the whistle shifted them.

"If this was an average trip of about 32 km I would not be in the driver's seat for anything..."

—Stephen O'Dwyer (15 years), Numurkah, writing to the editor, *Rail Ways*.

Dear M^r Stationmaster,

Thankyou for letting us have a ride on the train. Thankyou for letting^{us} look at the big engines and all the carriages, and having us visit.

From

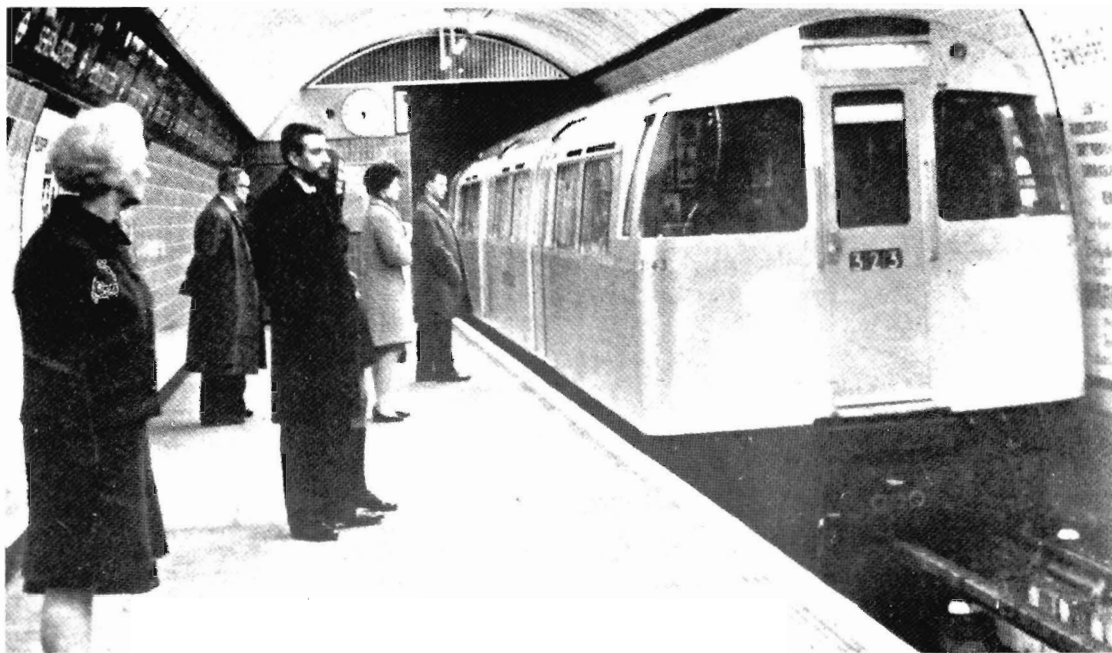
Grade 1A.

Wendouree Primary School.



● Chris, Lucinda, and Martin also drew for the letter to the stationmaster, Ballarat.

LONDON TRANSPORT



MOVES MILLIONS

In 1973 the London Transport Executive was responsible for moving nearly 2 100 million passengers—1 439 million by bus, and 644 million by rail.

The Executive, which employs about 55 000 staff—almost double the VicRail numbers—operates the famous “tube” network.

But only 160 km of the network is underground; and the total route kilometres are 402.

VicRail had 6684.87 route km open for traffic at the end of last financial year.

Most British rail services are operated by the British Railways Board; LT provides the connecting network in Central London as well as some suburban services.

The LTE, which took over responsibility for the system in 1970, is appointed by the Greater London Council.

It operates rail and bus services throughout the London area, but *Green Line* long distance coach services, which its predecessor, the London Transport Board, operated, are now controlled by a separate company.

LTE is required to cooperate with the British Railways Board, whose suburban services carry heavy commuter traffic.

LT has links with the main BR London terminals—Euston, St Pancras, Kings Cross, Liverpool Street, Charing Cross, London

Rail Ways looks at the rail transport situation in central and Greater London. Details of the London Transport Executive's operations, and Greater London Council plans come from the British Information Service, and were prepared last year. Most figures are for 1973—and were the most up to date comprehensive figures available when the story was written.

Bridge, Waterloo, Victoria, and Paddington, as well as at a number of other points throughout the network, which serves 278 stations.

Many commuters travel from outer areas by BR, using the LT connections for city area travel.

LT owns 249 of the stations, at which there are 246 escalators and 71 lifts.

At the end of 1973 LT owned 4 379 carriages, and 22 railway depots and workshops.

The system is divided into a number of separate, but interconnecting, lines.

They are the *Metropolitan, District, Circle, Northern, Central, Bakerloo, Piccadilly, and Victoria*.

A new line will be known as the *Fleet Line*.

The minimum “tube” fare is about 10 cents.

New lines and modern techniques for moving hundreds of thousands of passengers a day are part of the present day London scene.

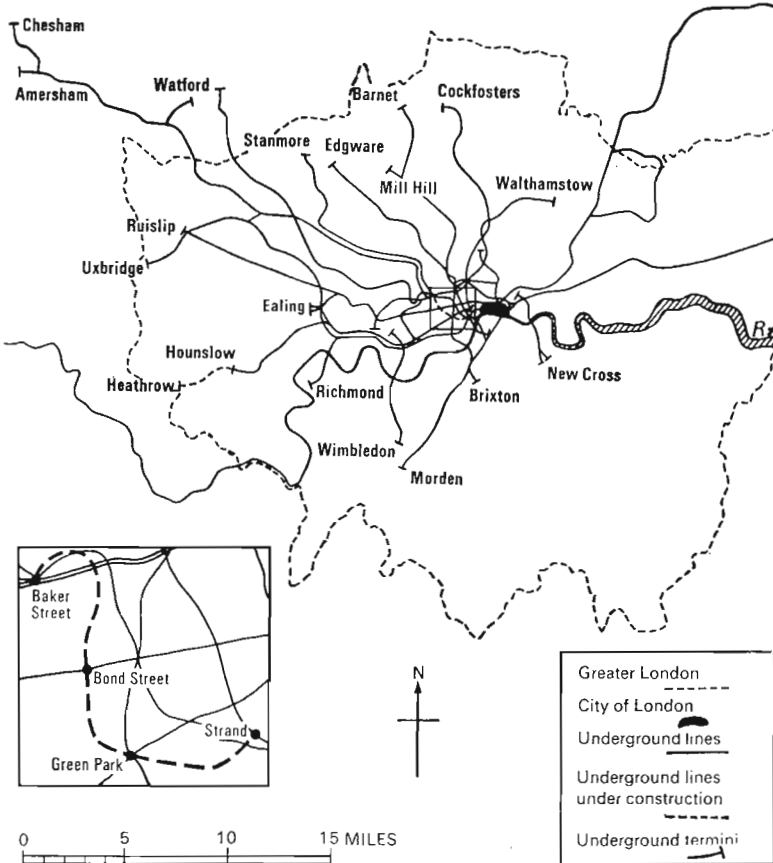
Work on the 23 km *Victoria Line*, from Walthamstow in the north-east to Brixton, in south London, was finished in 1971.

A survey of the highly automated line, with one-man operated trains, has shown that more than 90 million passengers a year use the line, which has generated a significant amount of new traffic.

It has helped to cut road congestion.

to page 108

LONDON TRANSPORT MOVES MILLIONS — continued



● The basic London Transport network, showing the outer suburban terminals. The inset illustrates the Strand Line, now being built, linking some of the other lines crossing the city's west end. The central area is well served by a variety of lines, with stations close together.

A 5.5 km extension of the *Piccadilly line* to serve London's Heathrow airport is under construction, and a 4.4 km first stage of a new line—the *Fleet*—is due to be finished in 1977. It will link Stanmore, in the north-west to Lewisham, in the south-east.

New lines

Three more new lines are being considered as part of a London rail service study.

LTE is now engaged on a 20 year modernisation program, costing an estimated \$1034.5 million at 1973 prices.

Developments include an extension of automatic ticket issue and control, new signalling and train control techniques, improved rolling stock, and station rebuilding.

The Government is meeting 75 per cent of the cost of converting 35 *Circle Line* trains, and part of the *Metropolitan Line* to one-man operation.

Electricity for operating trains, lifts, escalators, signalling equipment, ventilation, fans, lighting, and heating, is mostly supplied by the LTE's own plants at Lots Road, Chelsea.

A stand-by plant at Greenwich, which provides peak-hour support, can be remotely controlled from Lots Road.

World's oldest

London's underground network is the world's oldest.

Passengers transport, in its modern sense, started there in 1829, when the first horse-drawn omnibus appeared on the streets.

The first regular tram service, also horse-drawn, started in 1870.

The world's first underground steam railway, the *Metropolitan*, was started in 1863, and was built by the cut and cover method.

This method is being used for Museum station on the Melbourne

underground loop.

In 1870 the first "tube" railway, the cable-operated *Tower Subway*, was built under the River Thames.

It operated for only a few months. The world's first electric tube, the *City and South London*, opened in 1890, and was followed by the *Central London Railway* in 1900.

Unified

Shortly after, the steam lines were electrified.

Until 1933 a number of separate undertakings controlled London's transport, but most were then invested in a public corporation, the London Transport Board.

The LTE took over in 1970, under the GLC's transport policy to encourage the use of public transport in Greater London, with its 7.3 million population.

This includes financial support for LT's capital expenditure.

Since 1973, LTE's financial target has been to balance its revenue account each year.

Broadly, this means operating costs and revenue have to balance, while the GLC gives a "depreciation and renewal" grant for replacement and renewal of assets.

LTE also gets a grant to cover the loss of revenue resulting from free off-peak bus travel for Greater London's elderly residents.

Surplus

In 1973 the LTE made a revenue surplus of \$17.2 million, mainly because of a staff shortage.

This includes a credit of \$31.2 million for the depreciation and renewal grant.

Traffic receipts topped \$235 million, of which \$134 million came from rail operations.

A bus deficit was more than offset by a \$36 million rail surplus.

A program of improved pay and working conditions has been started to offset a growing staff shortage (11.5 per cent at the end of 1973).

The program includes housing help—the LTE can nominate tenants for a limited number of homes provided by the Greater London housing associations.

Other transport in London is provided by almost 10 500 taxi cabs, as well as a number of privately owned car hire companies,

Mt Waverley mural brightens subway

VicRail undertook a unique project at Mount Waverley station last month, in an effort to discourage vandalism.

The station subway was notorious for collecting graffiti from spray paint cans.

A local commuter, Mr Lin Jones, of Pamela Street, Mount Waverley, who uses the subway daily was annoyed with this and he suggested the VR Board arrange for a more professional paint job to cover the subway walls.

The Chairman, Mr A. G. Gibbs, and his Board were enthusiastic and they made plans with lecturers and students from the Prahran College of Advanced Education.

The students submitted a design and they were impatient to get to work immediately. They painted for almost two weeks before they were satisfied with the result.

Local residents thought the idea was great and many of them stopped to discuss the mural and admire the work. Apart from one incident during the first week of painting, vandals have stayed away from the mural.

Mr and Mrs Gibbs, with several other railway officials, went out to Mount Waverley to inspect the mural. They met ASM Mr Andrew Arthur, the lecturers, and students, before Mr Gibbs donned a dust-coat and cap to put the "finishing touches" to the mural.

Mr Gibbs used his own specially-designed stencil and a can of red paint. To a chorus of instructions from the students he painted the stencil along the outer wall.

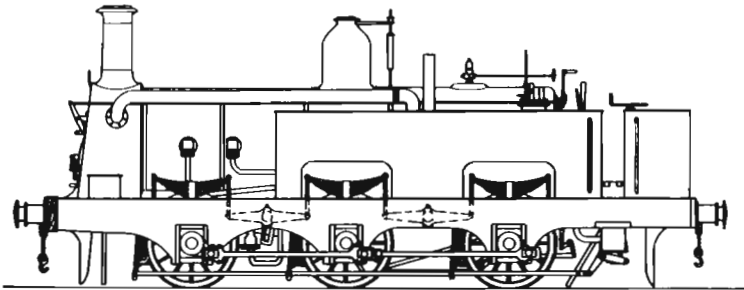
He then presented the students each with a small bottle of champagne with the thanks of the Board.

The idea has certainly proved popular and the students themselves have already drawn up plans for another effort.

This time they want to tackle the wall at the down side of Richmond station—a much bigger project.



LONDON TRANSPORT MOVES MILLIONS



● An 1868 locomotive specially designed to work the Metropolitan Railway St Johns Wood Branch. The line, which serves the world-famous Lords cricket ground is now part of the Bakerloo line.

which, although they cannot ply the streets for hire, are not subject to the strict controls applied to licensed cabs.

In 1973 144 000 passengers came into the central London every day between 7 and 10 a.m. on 3 200 buses

The 90 000 cars travelling at the same time carried only 128 000 people.

The average car load was 1.4 people, compared with a 45 people bus load.

During the same time 800 000 people used LT rail transport.

Less than 12 per cent of all travellers came to central London by car.

While the GLC works to cut the number of private cars and lorries using the already congested central area, it is encouraging motorists to use rail services from outer suburbs by providing park and ride facilities

at London Transport and British Rail stations.

In central London the GLC is cutting the number of parking spaces available to commuters—and the possibility of converting office car parks to other uses is even being considered.

THERE'S A WORD FOR IT

Railways terminology is rarely understood outside the Department. Even within many might feel the dictionary could be rewritten. Consider these definitions from a colleague:

Hot Box—lunch bag with leaking thermos;

Pantograph—ECG on commuter running for train;

Secretary's Branch—typist out on a limb.

VRI news and sport



VRI TOPPLES POSTIES

VRI produced a strong final quarter effort to win the annual football match against the Australian Postal Institute at the Junction Oval, St Kilda, last month.

Scores were level at half and three-quarter time, and VRI broke the deadlock despite having to finish against the breeze.

Playing with the wind in the opening session, accurate kicking gave VRI a 5.2 (32)—1.2 (8) lead, but API pulled level with a second term 3.7 to VRI's 0.1.

The strong VRI defence had combined well to hold the API, and both defences held firm in the third quarter to keep scores level with VRI 8.5 (53) to API 7.11 (53).

After a stern warning from coach Lindsay Murphy, VRI turned on a fine final term performance into the wind to score 2.1 to 0.4, and run out nine point winners.

VRI goal kickers were: P. Davenne (3); M. Powell, (2); S. McKee (2); D. Cross, J. Young, and M. Jolly.

Best players were D. Cross, G. Grose, and P. Davenne.

API President Jim Carroll welcomed the teams, and VRI President Allan Fell responded.

The perpetual trophy was presented by API captain R. Parker to VRI captain M. Powell.

George Peters was VRI assistant coach, and Tom O'Neill was the timekeeper.

● *With their trophy held aloft, members of the triumphant VRI football team prepare to celebrate after the game against the API.*

Dance for your dinner

The unflinching success of the VRI Dinner Dance disappointed about 50 people this year.

One hundred and ninety-four people attended the function on May 16 at the Princeton Room, Exhibition Gardens—but the Institute could not accept bookings from many who rang to reserve tables after the official closing date.

The \$20 a double charge covered an excellent hot meal, and unlimited drinks, as well as a good band.

Col. Johansen demonstrated his version of the "shunter's shuffle", Graeme Smith accounted for the "budget sidestep", while Doug Maxfield supervised proceedings in general.

Les Wignall gave the girls a fine "kiss of life" demonstration during the barn dance, and Paul Chircop trod on many toes—he didn't telegraph his changes of direction.

The function has been a popular Institute feature for four years—please book early for next year, and avoid disappointment.

The weekend has been postponed...

Unfortunately, due to lack of interest, the proposed Wrest Point Casino trip had to be cancelled.

It is intended to organise another such week-end in late August or early September and further information will be featured in *Rail Ways* and *Weekly Notice* later.

Providing the numbers can be obtained, the week-end will consist of the following arrangements:

Friday evening TAA flight to Hobart. Transfer on arrival to Casino, and settle in to your accommodation.

The Casino rises 21 storeys above the Hobart skyline, and the approach to the hotel is past a beautiful boat harbour containing most of the City's yachting flotilla.

The accommodation is excellent—rooms have own refrigerator, TV, and so on.

Meals can be obtained at the 24-hour Grill Room, or the elegant revolving "Wrest Pt. Restaurant" situated on the top of the Tower.

It is not difficult to imagine the magnificent views from this Restaurant at night.

You can enjoy a swim in the indoor heated swimming pool, try a sauna, play squash, browse through the Casino's Shopping Gallery, be entertained by top artists in the Cabaret Room, or dance in the discotheque until 3 a.m.

But the focal point of the excitement and action is in the Casino Room itself.

During the day, tours can be arranged to take in some of the most scenic spots around Hobart and the city itself.

Your return journey will be on Sunday evening, again by TAA.

Any member interested in making this trip can obtain further details by ringing auto 1642 or by calling at the Institute, 3rd Floor, Railway Buildings, Flinders Street.

VRI FENCERS REPRESENT AUSTRALIA

Five VRI Fencing Club members have been included in the 11 strong Australian team for the 1975 World Fencing Championships to be held in Budapest, Hungary.

Nine Victorians were selected.

The VRI members chosen to represent their country are:

Ms C. McDougall; H. Smith; and E. Okalyi; Messrs E. Simon; and G. Scott.

The team manager is VRI's own "Mr Fencing"—VRI Fencing Club Secretary E. J. "Andy" Szakall.

VICS WIN INTERSTATE CLASH

The VRI Football League hosted a South Australian Railways Institute football team over the Queens Birthday weekend, and proved too strong for its visitors in the big match.

After an even first quarter, with both sides scoring 3.2, VRI were never headed.

After taking a second term lead, kicking 3.2 to 2.1, the Vics went right on with the job in the second half, and finally won 11.15 (81) to 7.7 (49).

South Australia, however, had the best player on the ground in captain B. Johnson, while M. Lawrin was best for VRI.

The SARI party travelled on *The Overland*, and were welcomed by the VRI before being taken to their hotel.

Entertainment included tickets for the WA-Victoria football at Waverley, and to the night trotting at the Showgrounds.

HELP!

The beautifully repainted D3 locomotive at Bendigo North Workshops has stirred up some controversy over color schemes used by VicRail in the early part of this century.

We're studying very informative letters from retired Chief Mechanical Engineer Mr A. C. Ahlston, and *Rail Ways* subscriber Mr M. H. W. Clark, and hope we will be able to publish full details soon.

In the meantime, we will be interested to hear from anyone who can help with details of VR color schemes between 1900 and 1930.

Harry closes the shutter on 49 years

VicRail photographer Harold (Harry) Millane retired on July 8, just one day short of his 65th birthday.

His retirement ended a career in the Railways which spanned 49 years.

Harry's work took him and his camera all over the State, taking shots for *Newsletter*, for vandalism investigations, for signalling and communications, for engineering projects, shots of overpasses, bridges and all the other subjects now carefully indexed for continuing use by Victorian Railways.

Some of Harry's pictures are featured in this month's centre spread.

Harry was the Mt Buffalo Chalet photographer for some time in the 1930s.

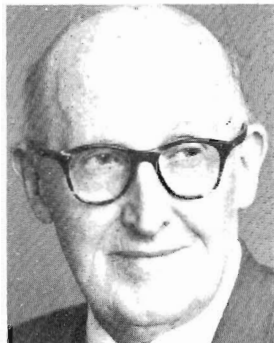
He covered Royal Tours, his first in 1927, when the then Duke and Duchess of York, parents of Queen Elizabeth, visited Victoria.

Before he joined the Railways, Harry's ambition was to become a doctor, but in the depression years there was not enough money for his medical training.

He satisfied an ambition for the stage as a founder member of the VRI Theatrical Society, appearing in the Gregan McMahon Repertory group and playing in the first production of the National Theatre in Melbourne, "The Bards of Wimpole Street".

Harry and his wife Mary, have 10 children and four grandchildren. A daughter, Mary, is an opera singer in Germany, a former winner of the Melba singing scholarship.

One son, after winning scholarships to both Melbourne



and Monash Universities, is a Doctor of Engineering and an Economics student at Oxford University, England.

Another great interest for Harry during his working years was cricket.

He played for Caulfield sub-district, and took many photographs for the VRI team.

Harry was also a founder member of the VRI Athletics and Debating Societies.

Harry's father Frank was a senior clerk in the VR Metropolitan and District Engineer's office at Oakleigh, and his grandfather Peter, was a VR works inspector at Dunolly, back in the last century.

Harry, who wants to do some overseas travelling in his retirement, took something of a busman's holiday in 1971 when he travelled overseas for 10 weeks and came home with a mere 1400 color slides.

Harry's last thought on the Railways before he retired was that they would be big again, simply because of the natural evolution of transport.

Suggestions adopted...

These are the awards for suggestions adopted during May.

- Heyington cash bag forwarded to Toorong. \$5.
- Updating of entrance signs at Dynon Goods. \$5.
- Introduction of correspondence bags in Way and Works Branch. \$5.
- Welding of noisy rail joint at Huntingdale. \$5.
- Reduction in number of gummed stickers. \$50.
- Fitting of clamps for signal masts. \$25.
- Alteration to the size of fruit drink glasses. \$10.

Draught horses rally for rail



Last month *Rail Ways* featured the positioning of massive girders to form the main structure of the new Maribyrnong River rail bridge.

This is part of the Footscray–South Kensington track duplication to ease congestion on the Geelong line.

The girders, a total of eight each 130 ft. long and weighing 70 tons, were fabricated by Johns and Waygood in Melbourne.

Pictured is another Johns and Waygood job for VicRail, from the company's archives.

Taken in 1928 outside Head Office, the picture shows a 123 ft, 50 ton girder being hauled up Spencer Street hill on its way to form part of the rail bridge over Dynon Road, Kensington.

Forty-four horses made up the team for the haul with an extra five being added to cope with the hill.

Former VR senior architect Mr Dudley Cook, now a consultant to the Board, recalls that the statues shown on the front of Head Office were taken down about 1933 because they were cement-made and were crumbling.

One of his early jobs was to re-design the porches for after the statues were removed.

VICTORIAN



RAILWAYS |

AUGUST

1975

10 CENTS





America's United Transportation Union newsletter *UTU News* includes a few "minigags". We confess to "borrowing" this one: "Drunk (walking along railway track): 'Man, these stairs are killing me'. Buddy: 'It ain't the stairs so much as the low bannisters.'"

Much nearer, home, *SEC News* tells a story about a fellow who fell asleep on the train home one night. He awoke as the train stopped, and hurried to get out, landing in a heap beside the track. Embarrassed, he climbed back in, muttered "wrong side" to his astonished fellow travellers, and got out the other side. He found out the hard way that the train was stopped between stations.

Former VicRail chief ambulance officer Keith Mackenzie—who joined VR in 1921 as a *superummary daily paid acting junior clerk*—has sent us a cutting from the Queensland *Sunday Mail* apropos of the *Rail Ways* story on VicRail's "plain clothes" ticket examiners. The report, from Sydney, suggests a more dramatic disguise: "These days, they (louts and bashers—Ed) are finding that the lonely, unshaven drunk in the old army greatcoat with a bottle of wine bulging the pocket is quite likely to transform himself into a bulky Public Transport Commission official at the first sign of trouble."

From Western Australia comes a report on "what is believed to be the world's longest train." It ran on May 19 from Mt. Newman to Port Headland, with five locomotives, 230 iron

ore cars, and a 'loctrol' van. Three locomotives headed the 2.5 km long train, followed by 170 cars, the van, the other two locos, then the rest of the ore cars. The train carried 21,800 tonnes of ore. Although Hamersley is reported to have run a 240 car train five years ago, the Mt. Newman train is said to have been 0.2 km longer overall. Our correspondent is Jim Kiely, ex Newport Workshops, now enjoying retirement at Joondanna.

Story now going the rounds tells of the chap watching a lion tamer's act at a circus. Suddenly the lion escaped, and started menacing members of the audience. Without hesitation, our hero rushed from his seat, grabbed the lion by the scruff of the neck, and pushed it back into its cage. Onlookers were full of praise for this incredible act of bravery, but the hero was modest—saying his job was tougher than that. "What is your job?" they asked. "Oh," he said, "I'm guard on a school train."

We often wonder how engineers, responsible for huge amounts of expensive steel, manage to sleep at night wondering if their plans are 100 per cent accurate. Pity the poor people involved in building \$40 million worth of new trains for the London Underground—news agency reports say the trains are too big for the tunnels. Engineers are now working to try to lower the trains.

Last month *Rail Ways* carried a story about the General-Motors-Holden's Board using the Norman Car for a successful meeting en route to Albury. GMH has written to Railways Board Chairman Mr. A. G. Gibbs, with more praise of the Car, all the various arrangements, and the catering staff. The car crew—Messrs Stoneman, Caun, and Corva—were

mentioned, and it turns out Mr Corva is father of the GMH safety engineer at Fisherman's Bend.

On Monday June 9, driver Lance Little called at the district superintendent's office, Ararat, to commend "the greatest exhibition of public relations I have ever witnessed during my many years with the railways, and quite beyond what one should normally expect from any employee".

That morning—one of the coldest in the district for some years—a passenger train was delayed at Great Western for 92 minutes, because of a broken rail between Ararat and Armstrong.

Driver Little said Mr Ed Cunningham, assistant stationmaster at Great Western, had explained the cause of the delay to the 35 or so passengers on the train.

Mr Cunningham then took the passengers into the station office to warm in front of the fire, then sent down to the local store and bought newspapers for them.

He went to his departmental residence, and brought crockery, tea, sugar, and biscuits, and, at his own expense, gave every passenger refreshments.

We regret that, four days later, Mr Ed Cunningham collapsed and died while on duty at Great Western.

His son, Peter, is a clerk in the district superintendent's office at Ararat.

Forestry Commission bloke down Orbost way reckons the potatoes grow so quickly you have to plant them walking backwards. Otherwise they'll come up behind you and hit you where it hurts most. Or thereabouts.

RAILWAYS

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Contributions are invited from VicRail staff or other readers, either in writing or by 'phone, and a fee is paid

according to the nature and amount of material published.

Pictures are especially welcome.

Editorial and subscription offices: Room 59, Railways Administrative Offices, 67 Spencer Street, Melbourne, 3000. Telephone 6 1001 (internal auto and extension 1181 — editorial — or 1367 — subscriptions).

FRONT COVER

A Melbourne-bound mixed goods train passes through Jung, 309 km west of Melbourne, headed by a powerful X class locomotive.

The long train has just climbed the incline approaching Jung, and is starting on the downgrade towards the wheat centre of Murtoa.

Public Relations Manager dies

Rail Ways regrets to announce the death this month of Manager Public Relations, Alan Brook.

Although Mr. Brook had only been with the Railways for a short time, he brought with him a wealth of information and knowledge to give this Department a new outward image.

He will be greatly missed.

Camels make the big smoke

Nine camels have exchanged the burning sands of the Red Centre for the cold pavements of Melbourne. The thought is enough to give anyone a hump in the throat.

The camels reached Newmarket livestock yards last month after a six-day rail journey from Alice Springs.

Their new owner, Mr John Ferguson of Diamond Creek will sell the camels at about \$300 each, depending on their sex and whether or not they are broken.

The camels have made the rail trip in cattle wagons. They will go to private zoos and pet parks.

Mr Ferguson has brought camels to Melbourne once before, but they did not sell well. This time he took some advance orders before going to Alice Springs to round up some wild camels.



NEW ZONE FARES LOOK TO FUTURE

The new Victorian passenger and freight rates announced last month feature a zone system for metropolitan fares.

The 13 zone scale will simplify ticket issuing, and will enable ticket machines to be used.

Five ticket machines have been ordered for testing, and the first two were due for delivery from the manufacturers, Makomat, of West Germany, at the end of July.

They are to be installed at Princes Bridge and Reservoir.

Two more machines, from Landis and Gyr, also of West Germany, are expected by the end of the year.

Ticket selling machines are to be introduced gradually at a limited number of locations.

The extent of their introduction, if the trials are successful, will be decided in the light of customer service and freeing staff for other duties.

There will be no redundancies because of their introduction.

Increases

The increases in rail and tram fares were announced by the Premier and Treasurer, the Hon. R. J. Hamer, last month.

Mr Hamer said VicRail had been given a target this financial year of increasing revenue from passenger traffic by \$6.5 million, and from freight by \$9.5 million.

These figures represented about 20% of present metropolitan passenger revenue, and about 10 per cent each of country passenger and freight revenue.

But freight rates rises on wheat, other grains, wool, livestock, and superphosphate have been deferred because of current difficulties in rural industries, until conditions improve.

Tram fares were increased by an even five cents.

Mr Hamer said rail and tram fares had not been increased since 1971 — in fact some fares had been cut in 1973 to help boost public transport.

But heavy increases in wages and salaries since then — average weekly earnings in Victoria had gone up 68 per cent since the 1971 fare rises — had made it imperative that in future fares scales kept pace with inflation.

Details

As well as the increases, the discounts incorporated in longer term metropolitan periodical tickets have been reduced, and this, combined with the silver coin fare scale, means the percentage increases vary from station to station.

Most return fares are to be charged as two single fares, but the single fare

plus 50 per cent country discount day return, and metropolitan off-peak return concessions will be retained.

Country fares will go up by five per cent single, and 20 per cent on ordinary return tickets.

Parcels charges generally have gone up by 15 per cent, with the minimum charge set at 75 cents.

Perishable parcels, formerly charged at 66 per cent of normal rate, are now charged at full rate.

Most freight rates have gone up 20 per cent, but by only 15 per cent for timber, cement, and petroleum products.

The former MURLA surcharge of one cent on metropolitan fares has risen to two cents.

Free

In contrast to the rises, shoppers, folding prams and pushers will now be carried free during specified hours.

Even after the latest rises Melbourne's fares will still be below Sydney levels — where fares were lifted twice last financial year.

Announcing the rises, Mr Hamer said railway operating costs, disregarding interest and other debt charges, had doubled since 1971.

The operating deficit had risen from \$21 million in 1970-71 to \$115 million in 1974-75.



ABOVE—The Hills family—including (from left) Fitzroy and Tootles, Ma, Grandma with a helper, and (right) Billy and Blowjoe.

Credit Co-op grows fast

This year the Railways Staffs' Credit Co-operative has reached its first major milestone since beginning operations in October, 1971.

Secretary-Manager Mick Lorikin told the annual general meeting on June 24 that assets now exceeded \$1 million.

He said this had been achieved through the support and confidence of members.

Mr Lorikin reported that there had been an increase of 910 members in 1974-75, bringing the total to 2759.

During the year 695 loans were granted, amounting to \$833 287.

Loans were granted for a variety of reasons, including the purchase of land and houses, debt consolidation and the purchase of home appliances and furniture.

The average loan was \$1 201.

The members at the meeting elected Jack Crouch, engineer, Newport Workshops to his third consecutive term as a Co-operative director. Also elected for a two-year term were Vern Brown, clerk to the Chief Traffic Manager, and Matt Langan, leading shunter, Melbourne Yard.

They join four other directors, who were appointed last year.

The meeting made two major changes to the organisation's rules by agreeing to raise the maximum loan possible from \$3 000 to \$5 000 and to raise the entrance fee from 50 cents to \$1.

COMPETITION PRIZES DOUBLE

Prizes for the 1975 tree planting and decoration competitions have been doubled to bring them into line with the initiative and effort involved.

The first prize in each section of the competitions — full name "Tree planting and decoration of stations, depots, barracks, and rest houses competitions" — will be \$102.

Second prize will be \$62, and third prize \$32.

Nominations for the competitions, which are fully explained in *Weekly Notices* 24 and 25, close on December 31 this year.

It was an uphill journey!

Ma "Adelaide" Hills was giving the orders, but Grandma Hills wasn't too interested.

Billy Hills said he could lick any country kids, two at a time, and he wanted to fight a "city slicker".

Fitzroy, Sandringham, Tootles the dummy, Blowjoe the duck, and the rest of the family had their say, too.

VicRail conductor Ian Mellington had enough of a shock when he saw the group about to board his Albury-Melbourne train at Broadmeadows, and his reaction to reports of a duck on board will go tactfully unreported.

Seymour guard Kevin Connerford was equally non-plussed when the talkative, argumentative, and colorful family arrived at the guard's van door to get Grandma's wheelchair ready before the train reached Spencer Street.

But, despite a minor disagreement with Billy, who said he was on his first trip to the "big smoke", Kevin made friends with Grandma, which earned him a boiled lolly.

Just what the other passengers, and the onlookers at Spencer Street and Broadmeadows, thought of the family remains a mystery — but there is a reasonable explanation.

The family was "The Hills Family Show", from the Australian Performing Group, promoting a revival of the show popular 15 or more years ago.

Press and TV cameras awaited the Group's Spencer Street arrival, and were duly entertained with a few impromptu songs and dances.

The family was alleged to have come by train from Kyabram rather than Broadmeadows, which, after Fitzroy's eloquent utterings on how Melbourne had changed since he saw it last, was almost credible.

No-one could explain exactly what the show was about — the publicity said it featured Australian comedy, favorite vocals, ventriloquism, mind reading, ballet and tap dancing, bellringing, and simultaneous dancing.

Just before the group left Spencer Street to prepare for the show's grand opening at Carlton's Pram Factory, Fitzroy, with some confusion from Tootles, tried to explain.

But Billy picked a fight . . .

"UNDERCOVER" SQUAD GETS BIGGER

Victorian Railways special "undercover squad" has detected 1 263 offenders for a total of 1 725 offences during a special three months trial period. Also 1 175 tickets were sold to people found travelling without a ticket.

In effect the special squad of four detected one offender every hour.

The special squad will now have its numbers increased to nine and will work in conjunction with the Investigation Division's Vandal squad.

Victorian Railways General Manager, Mr Ian Hodges, said, "It's time these offenders and others like them realised they cannot get away with offensive behaviour of this type.

"They inconvenience numerous passengers and cost the community a great deal of money". Mr Hodges said last year vandalism cost the Victorian Railways more than \$350 000.

Last year 1 348 trains carriage windows were broken and 606 light fittings were damaged, costing nearly \$8 000 to replace.

In the same year 16 175 globes were removed from suburban carriages. The cost of replacing them was over \$6 000. "It might be pointed out that these light globes are specially made for trains and are useless for any other purpose," Mr Hodges said.

"In January last year a carriage was burnt out costing \$20 000, and in August another carriage was badly burnt costing about \$30 000," Mr Hodges said.

Vandalism acts for the year resulted in 525 trains being delayed and 123 being cancelled.

"We believe we have made significant progress in detecting offenders, which must be attributed to a concentrated clamp down by the Investigation Division officers patrolling the rail system."

Not all offenders against the railways are involved in acts of vandalism.

Offences such as indecent language, feet on seat, annoying behaviour, wilful damage which affects the comfort of other passengers, trespass, protruding body from train, jumping from moving trains, all of which are dangerous to the offender, still provide a big problem.

The vandal squad combined with the special squad will prove a formidable force to detect these types of offenders, Mr Hodges said.

With the concentrated patrolling of trains by investigation officers and the help of the general public vandalism can be defeated.

"The Railways special hotline — 622 126 — is the most direct way the public can get in immediate contact with these officers."

VicRail is safe rail

Rail travel offers a risk rate of one in 770 million while the road toll continues to increase.

In the last 65 years only 11 rail passengers have died in Victorian Railways accidents — more than 8,500 million passenger journeys have been made in that time.

Where else could one get better safety odds?

Today there is more public awareness of the frequency of road accidents, with their attendant human suffering and damage to property, as well as pollution problems, and the ever-increasing road congestion.

However, trains have an outstanding safety record, and many other advantages.

The more cars that are used for city commuting, the more pressure there will be for more lanes on arterial roads, and more demand for costly car parking spaces in the city area.

The aim of the public transport game is to move people as economically and efficiently as possible.

Some peak hour trains carry more than 1 000 people — the average car carries 1.4 passengers.

The results of a recent RACV survey, which suggested motor cycles and bicycles offered faster transport to work than trains, could be misleading.

I do not wish to knock the motor cycle or bicycle, but I suggest a very small percentage of the travelling public would, or in fact could, commute 16 km on a bike from Box Hill to Melbourne.

Faster

But it would be far more practical to cycle to the nearest station and commute to work on a safe and frequent rail service.

The cyclist should gain from the exercise, too.

VicRail is now surveying the need for more bike racks at stations, starting with the Glen Waverley line.

You can talk speed, safety, efficiency, energy consumption, pollution, environment — rail has the advantage on balance, and is much safer.

—VR Board Chairman, Mr. A. G. Gibbs.

VR LINKS WITH ROAD

From July 1 Victorian Railways has operated an additional service from Melbourne to Hamilton and return, in conjunction with Ansett Roadways.

Passengers using this new service will travel between Melbourne and Hamilton by coach, any day except Sunday, using railway tickets at rail prices.

The service will take passengers who want an early start along the Glenelg Highway by coach, via Ballarat, Linton, Westmere, Lake Bolac, Glen Thompson and Dunkeld and into Hamilton at noon.

It will mean the people of Lake Bolac, Westmere, Skipton, Linton and districts will be able to travel to and from Melbourne, for the first time, and on low rail fares.

The new service will be an advantage to pensioners and other concession card holders, although it would not apply to party concessions.

The present Monday to Saturday rail service will not be altered from the 8.30 a.m. departure from Spencer Street and the 1.40 p.m. arrival at Hamilton.

On the Hamilton line this stops at Ararat, Maroona, Willaura, Glen Thompson, Dunkeld and Hamilton.

The new coach service will leave Ansett's building in Franklin Street at 7.30 a.m., pick up passengers at Spencer Street station at 7.50.

The daily return journey starts from Ansett's building in Hamilton at 12.45 p.m., goes on to the station at 12.50, reaching Spencer street station at 5.15 and the Ansett building in Franklin Street at 5.25 p.m.

CUTTING SLEEPERS IS A



● The sounds of warmth—a boiling billy and crackling fire. Here the boys take a well earned break. Left to right Brian, Ken, Pat, Stephen (Alan's grandson); and Alan.

FAMILY BUSINESS

Clarence Arthur (Pat) Donchi's family tree has timber in its blood.

Pat, 71, says without doubt the family's timber leanings date back at least to 1864 when his grandfather Baptista Donchi arrived in Australia from northern Italy.

He says its a fair guess that his Italian ancestors were in the timber business also, but Pat's story is long enough if we just start at 1864.

Baptista cut timber in the Chiltern area, 271 kilometres north west of Melbourne, and with it operated a charcoal burner to supply electricity to towns in the region.

He lit such towns as Albury, Rutherglen and Wangaratta.

"Grandfather was the main supplier: he was the only one burning charcoal for electricity at the time," Pat said.

Taking a leaf out of Baptista's book, Pat's father James Donchi joined the timber business.

In the late 1890's he began cutting sleepers for Victorian Railways. The Railways later paid the fare for his family to move from Chiltern to Orbost in 1920, where the Donchi family have become a legend in the sleeper cutting business.

Orbost is situated just across the

Snowy River, 372 kilometres east of Melbourne. Population 2 924.

In 1921 Pat started, at 17 years, in the timber business with his father.



For three years he had been a sign writer and painter in Chiltern. In 1923 he got his sleeper cutting licence with the Victorian Railways.

The last week in May this year saw the end of Pat's 54 years in the business—the grandfather of the Orbost timber cutters had hung up the axe.

His cutting licence was handed over to his grandson Brian, 21.

"I don't like leaving the business," Pat said, but after 54 years he thought it time to hand over to one of the younger ones and take a well earned rest.

According to Pat it's a lot easier cutting sleepers these days.

He recalled how he had to ride a bike 10 miles to the logging area six days a week, do a full day hand cutting about 10 sleepers, then ride back home.

In those days the sleepers were cut in the bush and later 'dumped' alongside the railway line after being shipped there on a horse drawn wagon.

About 1930 trucks took over the haul and delivered the cut sleepers direct to the rail terminal at Orbost.

But it wasn't till the 1940's that the Donchi family had the luxury of a truck, so for about 27 years Pat made the long ride to work and relied on other cutters to road haul his sleepers.

He said the tools of the day were broad and narrow axes, hammers, wedges and cross-cut saws—today mechanical swing saws with specially designed slip tooth blades, chain saws, tractors, bulldozers and trucks make the job a lot easier.

Pat remembers reading a headline about a cyclist who recorded 50,000 miles in one year. He still wonders

why he didn't make the headlines in those days after riding 5,000 miles a year and cutting thousands of sleepers in between—and why not?

He said he found working "a pleasure . . . I've enjoyed it all my life."

The Donchi family, like other sleeper cutters, are under contract to the Victorian Railways.

There are 28 cutters in the Orbost area.

They cut on crown land and only cut specified timber following directions from the Forestry Commission.

At present they are clearing land about thirteen kilometres out of the Orbost township.

The older timber is being cut down to make way for new enriched growth.

A section of forest cut by the Donchis about three years ago is already booming with hundreds of new trees all approaching four to six metres high.

Pat talks about this new growth with the excitement of an expectant father.

The sleepers are usually cut from white or yellow stringybark trees—they are durable species and mainly used for heavy construction work.

"The best trees are as straight as gun barrels," Pat said.

Just looking at a tree Pat can give a pretty accurate run down on its quality, the likely number of sleepers he can cut from it and the type of tree it is.

An average of eight sleepers are cut from each tree, but of course there are the records.

Pat, with his son Alan and grandson Ken, 20, have cut 180 sleepers from two trees, cut 22 sleepers from one nine foot log. Their best week was 111 sleepers and their best year, 1952, when they cut 4 000 sleepers.

Sleepers average about nine to the tonne and measure 2.743 m by 254 mm by 127 mm.

The tree trunks are cut into suitable lengths, measured and sliced into sleepers.

"We've been going over our own sleepers for years," said Pat, a frequent train traveller.

"We know they are good safe sleepers," The average life span is 12 years for untreated sleepers and 40 years for treated sleepers.

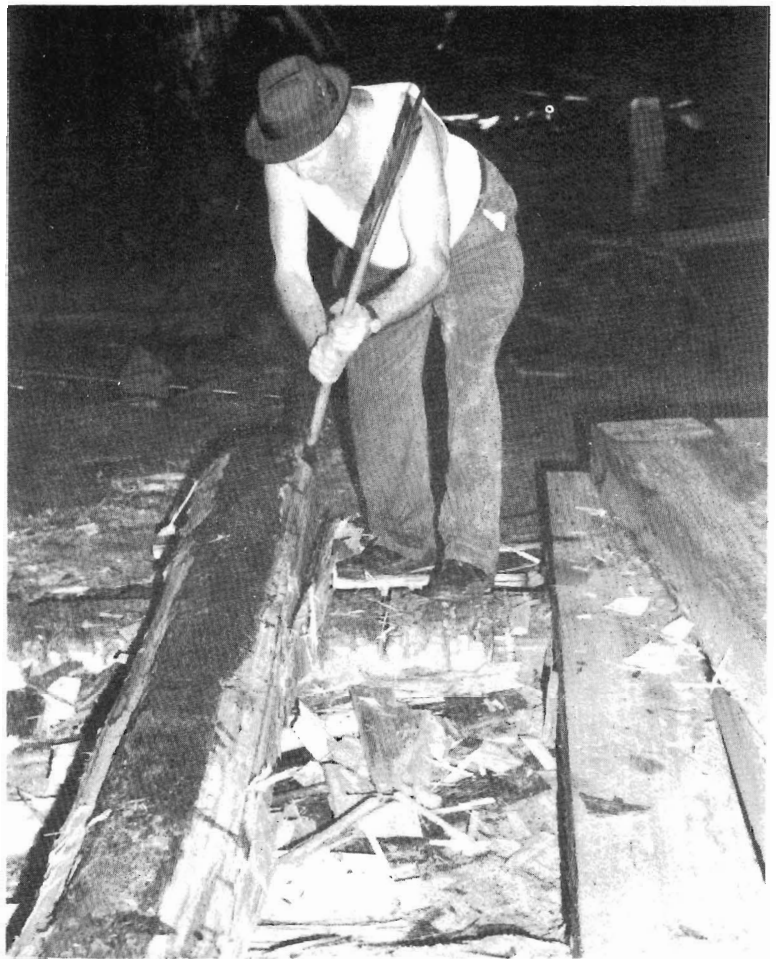
The newest comer to the Donchi sleeper cutting business is Brian, 21, although his younger brother Ken has had his licence for a while.

We found them with their father Alan deep in the Orbost bush working on their portable landing.

If it's an outdoor job you're after this has to be it.

The sun skirts the tree tops and filters down to an otherwise darkened undergrowth, and the smell of freshly cut timber wafts around.

The stillness is broken only by the chatter of voices and the intermittent buzz of the chain saws.



● Pat Donchi shows he can still swing an axe better than most.

"I love the bush life," said Brian. Until he gained his grandfather's cutting licence Brian had worked for the Forestry Commission.

He thought he'd begin sleeper cutting "to keep the tradition going in the family".

And that's some tradition. Pat's three brothers Lindsay, Jimmy and Baptista have all been cutters at some stage. Baptista's two sons Mack and Lennie were also cutters. Between the five they have totalled up some 173 years in the business.

Pat's sons Jeff, Alan, John and Gary have so far totalled up 79 years, with Alan still cutting. Two other sons, Clarry and Bill, stayed out of the business.

Pat's father cut for over 50 years, his uncle Fred and his four sons managed a total of 88 years and his uncle Bob recorded 60 years.

There have been daughters in the families, but none have had the call to be cutters.

But with 26 grandchildren and eight great grandchildren you never know.

In his spare time Pat takes an interest in horse racing and has travelled by train every year for the past 20 to watch the Melbourne and Caulfield Cups.

But he'll be seeing more of the big city soon as he moves with his wife Helna to spend his retirement in Melbourne.

Just to show that he still has all the skill of old, Pat gave our photographer a demonstration of hand cutting a sleeper with a broad axe. His record time back in 1932 was six minutes for the four sides of a sleeper.

In summing up the family's 'timber history' Pat said, "Trouble is we all like the game."



more pictures
centre pages



ORBOST

ABOVE - The bulldozer is a sleeper cutting business. Here

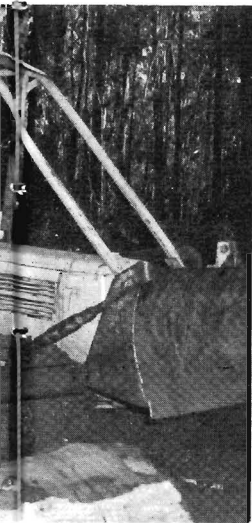
LEFT - A wide eyed view of Sleepers can be seen next to foreground are the cut off w Many of the cut offs w

ABOVE RIGHT - The skipper the feet of Alan as he guide it and Pat rig

BELOW RIGHT - Pat Dono to the modern chain saw t: le easier trn

BELOW - The freshly cut see truck. Left to gl





timber country

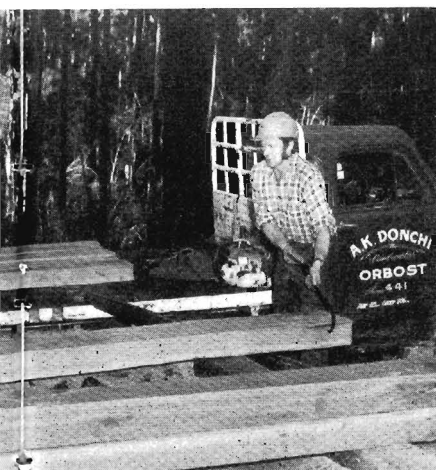
er plays an important part in the modern
Here Ken takes it through its paces for
our camera.

w of the sleeper cutting landing at Orbst.
to the landing awaiting loading. In the
ffa which will be sent to the timber mill.
are suitable for making fencing planks.

p-tooth swing-saw buzzes only a metre from
les it through the measured log. Ken (back)
at right) stand nearby.

ncini shows he's no amateur when he takes
to lop the big timber. He says it's much
than swinging an axe.

t sleepers are loaded on the Donchi family
o right: Brian, Ken and Alan.



HIGH ABOVE MELBOURNE-



Suggestions adopted...

- | | | | |
|--|--------|---|--------|
| ● Water supply at Geelong Road Motors. | \$10. | ● "Guard" sign on door of certain carriages. | \$5. |
| ● Replacement of door seals in Harris trains. | \$15. | ● Interlock in battery field circuit on X-class locomotives. | \$100. |
| ● Fitting shades over warning lights in rail motors. | \$10. | ● Fitting of a metal shunters step on Tait trains. | \$10. |
| ● Position of switches on diesel locomotives. | \$15. | ● Wheeled stand for Z van springs. | \$50. |
| ● Difficulty of cleaning diesel locomotive windows | \$5. | ● Keyway on armature shafts. | \$20. |
| ● Apology incorporated in Form P. and F. 118. | \$15. | ● Relocation of time clock from Room 222 | \$5. |
| ● Closure of Swanwater as an intermediate block post. | \$10. | ● Boring machine cutting container at Newport Workshops. | \$10. |
| ● Fitting of signs on toilet doors of "Southern Aurora". | \$10. | ● Train circulars discontinued to Tra-wool | \$5. |
| ● New style of template for boring sleepers. | \$200. | ● Outside windows of AZ and BZ cars to have safety glass. | \$20. |
| ● Resurfacing of MotoRail ramp at Mildura. | \$20. | ● Disposal of Norman car waste. | \$10. |
| | | ● Fuel hose automatic shut off valve at Spencer Street station. | \$5. |

a new view of VicRail

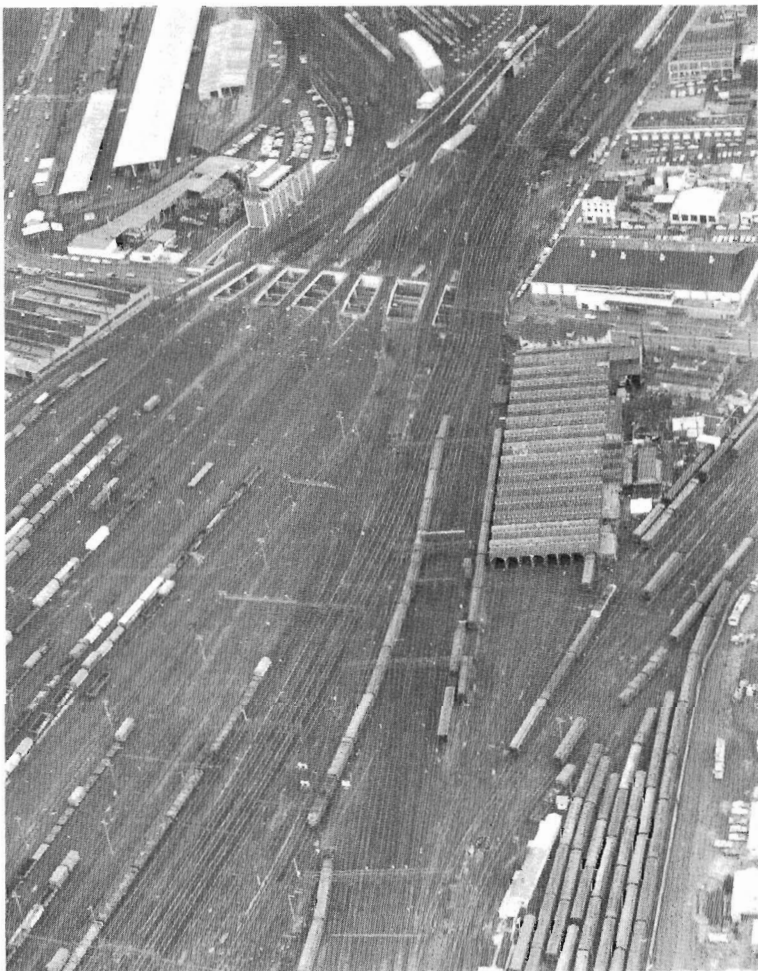
The aerial survey reported in last month's *Rail Ways* offered a new view of Melbourne and its suburbs.

Here are some of the pictures taken from the VicRail helicopter on that misty autumn morning.

● LEFT—The ever-rising city skyline seems to dwarf head office (mid-left), but Melbourne Yard stretches away to the right as the River Yarra sweeps towards the Bay. Flinders Lane points straight to Head office, but most other city streets are hidden. The Board of Works building almost hides Spencer Street station.

● RIGHT—The last few of a rake of wagons are about move over the hump (top right) as an S class locomotive hauls a passenger train into Spencer Street station (centre). Opposite the hump, a Tait train also approaches Spencer Street, while a B class locomotive climbs the North Melbourne flyover towards Dynon diesel depot.

● BELOW—A silver train starts to move out of Glen Waverley station with its commuter cargo, as another waits its turn to make its way to Melbourne.



Retirements

TRAFFIC BRANCH

Baker, E. C., Sandringham, 25/3
Barrett, E. B., North Geelong, 7/5
Bartlett, G. H., Melbourne Goods 20/5
Bignell, A. G., Ballarat, 8/5
Bolechewsky, J. W., Spencer Street
25/4
Brown, H. F., Riversdale, 12/6
Carroll, J. B., Bendigo, 2/8
Carroll, J. P., Caulfield, 13/5
Chalker, L. R., Heidelberg, 8/4
Christopherson, G. G., Melb. Yard, 17/3
Coad, J. H., Spencer Street, 28/6
Compagnino, V., Melb. Goods, 22/7
Coswello, K. J., Ballarat, 16/5
Cumming, A. N. F., Geelong, 5/7
D'Assira, E. J., Melbourne Goods,
18/4
Fagan, E. V., Ararat, 4/7
Flynn, E. J., Ballarat, 20/5
Healand, A. M., Maryborough, 11/6
Hemphill, S. H., Bunyip, 9/6
Hovey, T. B., Maryborough, 23/6
Ivanecvic, S., Anstey, 1/5
Jackson, G. W., Melb. Yard, 9/7
Jennings, J. H., Melbourne Goods,
25/4
Jurekic, L., Melbourne Yard, 9/5
Kelly, J. F., Ballarat, 12/7
Langlake, A. T., Flinders St., 21/6
Looker, M. A. L., Melton, 4/4
Loughlin, J. H., Warragul, 28/5
Loughman, J. E., Benalla, 1/7
Mitchell, F., Richmond, 10/6
Moloney, T. J., Colac, 7/4
Moore, A. E., Mordialloc, 23/7
Morcom, A., Melbourne Yard, 28/4
Morris, J. S., Glenhuntly, 7/6
Murray, D. S., Newport, 5/5
Nugent, L. G., Shepparton, 11/7
Orme, F. H., Melbourne Goods, 7/4
Peri, F., Melbourne Goods, 21/5
Petkovic, Z., Dynon, 31/5
Pillipovic, P., Melb. Goods, 29/5
Pupko, M., Glen Waverley, 24/2
Quick, H., Ararat, 9/4
Quigley, J. E., Melbourne Goods,
24/3
Roberts, Mrs. E. M., Caulfield, 27/5
Ross, D. C., Flinders Street, 10/6
Stapleton, L. J., Ballarat, 14/7
Starke, N. G., Ashburton, 26/4
Turner, J., Melbourne Goods, 1/4
Warren, R. H., Stawell, 6/7
Wright, S. H., Melbourne Yard, 21/3

RAIL WAYS REGRETS TO RECORD THE FOLLOWING DEATHS

TRAFFIC BRANCH

Arthur, F. P., Flinders St., 8/6
Cameron, N. K., Altona, 28/6
Cunningham, E. P. M., Great
Western, 12/6
Dean, R. J., Wonthaggi, 9/6
Kovachevic, D., Darling, 10/7
Tingay, B. A., Shepparton, 25/6

WAY& WORKS BRANCH

Dowe, T. G., Korong Vale, 7/6
Clough, G., Plant Engineer, 8/6
Hourigan, C. D., Seymour, 21/6
James, A. C., Nth. Melb., 31/5
Lansdown, K. A., Nth. Melb., 12/8
Little, A., Shepparton, 31/5
Nagle, J. J., Benalla, 10/6
Willis, H. R., Ouyen, 17/6

ROLLING STOCK BRANCH

Abberton, R. W., Newport, 4/6
Healy, J., Newport, 21/5
Jirschausen, D. W., Ballarat Nth., 2/7
Kroger, C. W., Ballarat Nth., 7/7
Rizzo, M., Nth. Melb., 15/6
Triantaf, F., Jolimont, 15/6
Webb, P. C., Bendigo Loco, 25/6

WAY AND WORKS BRANCH

Angove, S. F., Bendigo, 4/3
Avramovic, A., East Melbourne, 9/7
Barefoot, E. W., Head Office, 30/5
Barefoot, J. T., Metro. Dist. Eng., 18/8
Barszowski, P., East Melbourne, 30/6
Beasley, G., Geelong, 2/6
Bover, A. E., Spencer St., 13/6
Bowd, J. P., Caulfield, 18/4
Burton, E. T., Bendigo, 25/7
Calder, D. A., Maryborough, 15/4
Carey, J. J., Wangaratta, 8/7
Chesley, E. A., Geelong, 16/5
Ciavarella, L., Spotswood, 11/8
Court, G. J. A., Geelong, 6/6
Crane, M. T., Seymour, 30/6
Delios, N., East Melb., 15/5
Dimase, A., Mildura, 28/8
Dingey, C. G., Spotswood, 21/3
Donaldson, G. W., Ballarat, 9/4
Dorrington, M. K., Kilmore East, 1/7
Dunn, C. W., Flinders Street, 17/7
Durda, S., East Melb., 13/6
Elliott, J., Foreman Plumber, 16/8
Fedus, M., Windsor, 11/8
Findlay, D. J., Dandenong, 3/8
Flood, R. C., Ararat, 23/5
Franks, A., Shepparton, 29/9
Fusco, C., Spotswood, 17/6
Gebhart, J., Ouyen, 22/6
Grant, G. E., Sale, 9/6
Haberfeld, F. A., Caulfield, 27/5
Hampton, E. J., Flinders Street, 24/4
Harper, H. H., Benalla, 21/5
Hawke, L. C., Maryborough, 22/5
Hilet, J. C., Seymour, 27/5
Hotschilt, M. G., Nth. Melb., 6/9
Jenkins, A. A., Blackburn, 20/8
Jewell, H. B., Flinders Street, 30/6
Kakantonakis, E., Foreman Painter, 22/4
Kostarakis, G., Caulfield, 28/4
Kozak, J., Seymour, 21/2
Maddern, L. D., Bendigo, 18/6
Mallett, W. J., Metro. Dist. Eng., 13/8
Maloney, E. J., Murchison, 11/7
McKay, G. W., Ararat, 3/5
Milne, W. S., Bridgewater, 16/6
Mitchell, G. E., Korong Vale, 22/4
Montgomery, E., Shepparton, 17/4
Moore, L. A., Kilmore East, 5/9
Morgan, L. H. J., Warrnambool, 12/6
Munce, J. P., Flinders Street, 22/6
Murdock, L. J., Foreman Painter, 23/4
Neagle, F. S., Dimboola, 9/5
Papanastassiou, C., Spotswood, 15/6
Patman, J., Geelong, 10/8
Peters, I. S., Ararat, 25/4
Peterson, L. D., Bendigo, 4/3
Pickering, W. J., Benalla, 13/6
Purcell, M., Ultima-Chillingolla, 6/6
Rees, W. J., Yarrowonga, 30/6
Refman, J., Spotswood, 23/5
Rossi, A., East Melbourne, 4/8
Schwabe, O., Spotswood, 8/9
Shirley, A. G., Ararat, 30/8
Small, L. G., Spotswood, 14/9
Stratton, H. K., North Melbourne, 18/6
Thomas, H., Caulfield 27/6
Thorpe, F., Caulfield, 2/5
Twyerould, L. J., Ararat, 2/7
Vaughan, D. A., Seymour, 8/4
Wain, E. R., Camperdown, 24/9
Wallace, S. F., Warragul, 26/8
Warren, S. D. G., Geelong, 23/6
Wootton, A. J., Swan Hill, 17/6

STORES BRANCH

Chisholm, M., Newport W'Shops, 5/5
Christopoulos, A., Printing Works, 19/8
Hanger, A., Newport W'Shops, 22/4
McGregor, J. Per. Way Depot, 15/5
McGregor, J. T., Spotswood, 15/5
Merakov, P., Reclamation Depot,
7/3
Millane, H. E., Photography Div., 8/7
Miller, L., O'Head M'nance, 28/4

ACCOUNTANCY BRANCH

Baker, H. A., Head Office, 9/8
Jones, S. V., Head Office, 12/8

TRADE AND CATERING SERVICES

M. Cxonka, (Mrs), D. D. D. (Linen
Room.), 24/1
Darroch, E., Nth. Dynon Cafe, 24/7
Fabier, B., Central Store, 11/6
R Griffiths, (Miss), Spencer Street
Cafe, 21/3
Heath, V., Flinders St. Stall, 16/7
Holzinger, G., S/G Buffet Cars, 16/7
M. Kumetaitis, (Mrs), Spencer Street
3/3
Smith, M., Spencer St. Cafe, 9/5
Sutton, B., Dining Car Depot, 27/6

ELECTRICAL ENGINEERING BRANCH

Frankley, J., Light & Power Div., 3/7
Jankiewicz, Z., Dist. Div., 9/6
Jemmeson, T., Dist. Div., 3/8
Keogh, R., Testing Div., 8/8
Luscombe, A., Dist. Div., 28/6
Quarterman, E., Light & Power Div., 27/6

SECRETARY'S BRANCH

Glinski, J., 470 Collins St., 26/4
Kostarakis, P. (Mrs.), Head Office, 24/4
Marrison, R. A., Head Office, 30/7
Sussich, E. (Mrs.), Head Office, 22/4

ROLLING STOCK BRANCH

Acciarito, A., Newport, 18/7
Allott, C. W. C., E.R. Depot, 16/8
Blazby, G. A. R., Nth. Melb., 2/7
Baldwin, N. W., Bendigo Nth., 9/5
Campbell, A. C., Head Office, 30/9
Catalano, S., Nth. Melb., 19/9
Cosgrove, L. J., Yea, 4/6
Davey, M. G., Geelong, 17/7
Delaland, A., Ballarat Nth., 4/6
Dickson, F. J., Ballarat Nth., 21/8
Dizane, G., Jolimont, 25/9
Down, C. S., Newport, 22/8
Ennis, T. L., E.R. Depot, 30/5
Genever, K. A., Newport, 19/8
Groom, E. J., Newport, 20/6
Hall, M., Newport, 27/6
Harbridge, W. V., Bendigo Nth. 9/8
Heeps, W. J., Bendigo Nth., 19/8
Hendy, M. A., Jolimont, 18/6
Hendy, M. A., Jolimont, 18/6
Imperatrice, G., Nth. Melb., 19/9
Korczewski, G., Newport, 1/5
Kowalczyk, S., Shelter Shed, 4/7
Lang, J. E., Portland, 28/5
Lehman, R. A.H., Head Office, 4/7
Murdock, D. McK., Bendigo North, 3/15
Molnar, C. W., Jolimont, 5/6
McDonald, K. D., Sth. Dynon, 19/8
McGregor, H. B., Newport, 13/8
Negri, C. R., Ballarat Nth., 23/7
Nicholls, D., Newport, 18/7
O'Brien, E., Ballarat Nth., 7/6
Patterson, T. H., Ararat, 11/7
Phillips, D., Bendigo Nth., 15/9
Phillips, W. E., Ballarat Nth., 13/9
Pokalski, M., Melb. Nth., 25/7
Quantrell, H. B., Newport, 3/8
Reid, W., Bendigo Nth., 28/9
Rickard, A. L., Ararat, 15/8
Sanna, G., Geelong, 6/6
Swyer, A. R., Sth. Dynon, 12/9
Setet, I., Newport, 15/8
Skapetis, H., Jolimont, 30/4
Smart, A. E., Newport, 9/8
Stoneham, W. E., Ballarat Nth., 27/6
Thomas, D. H., Korumburra., 10/6
Turnbull, J. W., Head Office, 4/7
Turner, A. W., Ararat, 4/6
Ventieri, C. A., Newport, 17/8
Yekim-Kanga, N., Newport, 31/8

VRI news and sport

VRI fencers take out Australian championships

For the Australian Junior Fencing Championships held in Brisbane on June, 14-16 the ladies team of five fencers included three VRI girls, while in the mens team, four of the five selected were VRI members.

Victoria won the Women's foil, Men's foil, Epee, and Sabre team events.

In the individual events VRI Fencers were well placed: *Womens foil*-G. Moody 1st, G. Farkashazy 3rd.

Mens foil-A. Drew 1st, G. Scott 2nd, C. Shepherd-Clark 3rd.

Mens Epee-G. Scott 1st, A. Drew 4th, Z. Vilagos 6th.

Mens Sabre-A. Drew 2nd.

In recognition of her involvement in fencing, Helen Smith of the VRI Fencing Club has been named as "Sportswomen of the year, Fencing". She was the only girl to be nominated from the 12 amateur sports represented.

Miss Smith now holds the title of Australian Ladies Foil Champion, and has also held the Junior Ladies Australian Foils Championship.

VISITORS FLOCK TO PRESENTATION

More than 100 visitors, mostly parents, attended the annual VicRail apprentices awards presentation at Flinders Street last month.

This was double the number expected.

Fifty-five apprentices qualified for awards this year.

Applications for the next intake of VicRail apprentices close on September 1 this year.

The awards will be detailed in *Rail Ways* September.

MORE CONCESSIONS DUE SOON

Ever conscious of the high cost of a "night out", the Institute some time ago reached an agreement with Melbourne's leading live theatres so members could see the latest shows at reduced rates.

Those members who have already taken advantage of the theatre booking scheme will be delighted to learn that the Institute is negotiating with some of Melbourne's leading licensed restaurants for concession rates. So far, replies have been most favourable—with discounts of up to 20 per cent being offered.

This new service will come into operation very shortly and when coupled with our existing theatre service, the savings available to YOU, THE MEMBER, could be substantial. We recommend it to members.

Australian Motel Industries Ltd. a 10 per cent discount on accommodation when staying at any of their Koala Hotel-Welcome Inns throughout Australia. Any member who

has ever had to pay a motel bill will realise this benefit could represent a considerable saving.

A leading rent-a-car organisation has indicated its willingness to extend concessions to members, and negotiations in this field are almost finished.

Members will be advised full details of the firms participating and discounts offered when all arrangements have been finalised.

These services are further examples of the Institute's progressive policy, and when added to our existing services, again prompts us to ask the question: "CAN YOU AFFORD NOT TO BE A MEMBER?"

"Alby" does it again

In ideal conditions the Bendigo V.R.I. Golf Club held its 5th Annual Golf Tournament at Eaglehawk on Sunday June 8.

This year 101 players entered for the various events and after some good scores were recorded all agreed that once again the organisers had excelled in the provision of facilities for the day.

For the third year in a row Alby Jack (Bendigo) won the feature event, "The Goldfields Championship". His score was 71 off the stick.

The *A. S. Dix Trophy*, for the best net score was won by Joe Lorenz (Castlemaine) with 57.

The "A" grade scratch was won by Len Prior (Bendigo) with a 73, while the handicap event went to our old friend Joe De Araugo (Bendigo) with a net 63.

The ladies scratch event went to Mrs. E. Smith (Bendigo) with 91, and the handicap was won by Mrs. J. De Araugo (Bendigo) with a net 71.

Council was represented at this event by Councillors I. Adcock, J. Williamson, J. Kennedy and A. Collins.

SOCIAL GROUP FIRES ON

Recently the VRI Social Group held a dinner dance at the Salzburg Lodge, Heidelberg, which was attended by thirty four members and friends.

All enjoyed themselves eating, dancing and singing in the old Austrian atmosphere.

During the evening the groups treasurer, John DeVincenzo, and his wife Lena, were wished Bon Voyage for their forthcoming trip to Europe.

Another of the group's activities was a tour of the Reservation Bureau and Train Control Centre. Brian Nightingale, Personnel Branch, and the officials at the Reservation Bureau and Control are thanked for their assistance on these nights.

Any railwayman or woman interested in this type of outing should get in touch with the secretary, Richard Burns, ASM, Burnley, auto 1784 or Peter Dwyer, C/- stationmaster, Footscray, auto. 1788.

Michael leads efforts to help the disabled

A VicRail man's efforts to help the disabled are proving highly successful.

The man is officer-in-charge of the empty returns depot at Melbourne Yard, Michael Field, and his special project is the Victorian Riding for the Disabled Association.

VR Newsletter August 1971 reported on Michael's part in starting the project.

The Association is now part of a national body, the Australian Council of Riding for the Disabled Associations.

The VRDA now teaches about 80 people a week at three centres in the Melbourne area.

people

Most of the pupils are spastic children, but other handicapped children, and some adults, take part.

"Age is no bar," Michael said.

There are some disabled people learning to ride in Geelong and Ballarat, and there has been interest shown as far away as Albury-Wodonga, but so far these efforts are not under the VRDA umbrella.

Riding for the disabled is a world-wide movement—its use as a treatment dates back to Paris in 1875.

Its biggest boost was at the 1952 Olympic Games, when Mrs Lis Hartel of Denmark, won a silver medal in a dressage event.

At one time she had been crippled by polio.

Michael said teaching disabled riders needed plenty of volunteer helpers — and all VRDA officers are unpaid.

Some of the groups own their own ponies, and others are helped by local pony clubs.

Fundraising is important, and Michael said the VRDA would expand slowly, first consolidating its efforts.

Michael is VRDA president, and will be pleased to hear from any individuals or organisations interested in the venture.

He particularly wants to help start riding for the disabled in country areas.

ARRIVEDERCI MICHAEL



They called him the 'Secretary-General' of the shelter shed because he seemed to have as many international friends as that other secretary-general—the one in the United Nations.

Michael Gesualdi was indeed a friend to all his colleagues. He acted as interpreter, complaints officer, and confidant to many of his migrant workmates in the car builder's shop at the Spencer Street shelter shed. He retired on July 10 amidst speeches by his Australian and migrant friends at a farewell lunch.

Senior car builder Ian Ross said the majority of workers in his section were of foreign origin.

"Mick was always on hand to help them with any Departmental problems," he said.

"He was a good friend to all his fellow workers."

Like most retirements it was a

little sad for the man leaving, but the company of some of his older workmates, now retired, made leaving that little bit easier.

Michael arrived in Australia from Italy in 1951 and began working for VicRail in 1955.

Two weeks after starting he joined the car builders and remained there till retirement. He worked at North Melbourne and the shelter shed.

He said he enjoyed work and helping people.

But now it's time for him to relax and what better way than a trip to a few Australian cities followed by a few months back in his birthplace with his wife Justina.

After that he will be helping in his son's leather factory and generally pottering about the garden and his workshop. The men at the shelter shed presented Michael with a watch to mark his retirement.

THAT FAMILIAR FACE - - -

A face probably known to thousands of commuters has gracefully left Flinders Street.



Miss Gladys Carson retired last month after nearly 28 years as a VicRail ticket collector at Flinders Street.

Before joining us she worked for David Jones department store in Sydney and prior to that spent four years as a volunteer at the Maribyrnong explosives factory.

Gladys said she enjoyed her job

as a VicRail employee 'very much'.

Naturally Gladys didn't get the chance to talk to all the passengers who passed through the barriers, but many of them would say hello to her.

"I think a lot of them believed I remembered them," she said with a grin.

When holiday time came Gladys also joined the train travelling set, often taking to the interstate rails.

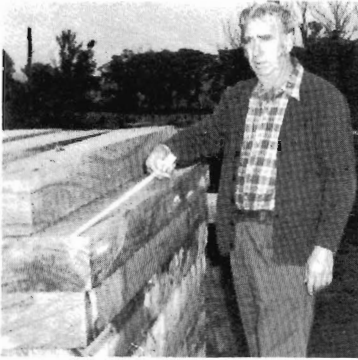
She has travelled over most of Australia by train and in her retirement plans to do a lot more train travelling.

She seemed a little sad that Flinders Street was not as busy in off peak times as it used to be. She put this down to television, cars and outer suburban shopping centres keeping people away from the city.

Gladys had nothing but kind words to say about all the Flinders Street staff and the passengers she met so briefly each day.

SLEEPERS GET THE NOD

For 16 years Vic Marriott has been inspecting VicRail sleepers—the timber variety.



He began work with VicRail in bridge gangs around Maryborough and Ballarat in 1948.

Now, as a timber inspector, his territory covers Orbost, Bairnsdale, Bruthen, Nowa Nowa and Tostaree.

Vic said these areas supply about one third of VicRail's sleepers.

His job is to make sure the timber is of good quality and that its measurements are correct.

Timber is loaded at Orbost three days a week and so far this year more than 35 700 sleepers have been railed out of Orbost.

He said about 1 100 go to Officer each week for treatment to ensure a longer life span.

The sleepers are loaded by crane aboard, I, GY and QR wagons in bundles of between 28 and 35.



JEFF'S GOT A HEAVY FOOT ON THE PEDALS

One hundred and four km/h . . . that's what we call real pedal power.

The man who reached it is Jeff Hibberd, the 26 year-old station-master at Lismore, 166 km west of Melbourne.

On the side, Jeff admits a good down hill run helped a bit even though he was pedaling like mad.

When not trying to break the sound barrier, Jeff is content to pedal along at 55 to 60 km/h.

Like most young boys Jeff had a trike but his mum wouldn't let him have a two wheeler until he was 10. "It wasn't safe," she used to say, according to Jeff.

Now it seems it's hard to get him off a bike.

His wife Merle and daughter Shelley, 18 months, just pace Jeff in the family car.

You can't blame them. Jeff rides 161 km every Sunday, 30 km a day during the track season, and 56 km a day during the road cycle season.

He has won 12 'first' sashes (11 in the picture, one to come).

A member of the Camperdown Amateur Cycling Club, Jeff has completed in competitions all over the State.

Of course cycling has its hazards, and the major one is "falling off your bike", said Jeff. He's torn three new jumpers this year alone.

Jeff says he has spent thousands of dollars on cycling over the years: new bikes, tyres and jumpers.

To buy a good road bike you're up for about \$350 he said.

The tyres, at around \$20 each, could last for five metres or hundreds of kilometres.

Jeff is also quite a hand at gardening and, with the enthusiastic help of junior station assistant Jimmy Pyke, has the Lismore station almost looking a small royal cottage.

They plan to topple Port Fairy for the Railways Geelong district garden prize this year. They ran second to Port Fairy in the last awards.

Jimmy said they had done a lot of work planting shrubs, arranging potted plants on the platform, and grassing the approach to the station.

It's almost good enough for the Queen to visit and Jeff's pure bred corgi should make her feel right at home.

Hail, Prince Sean!



VicRail sales representative, David Rashleigh, and his wife Chris were recently taken into the realm of 'royalty'.

Their year-old son Sean was named 'Prince of Babyland' at a shopping centre baby show.

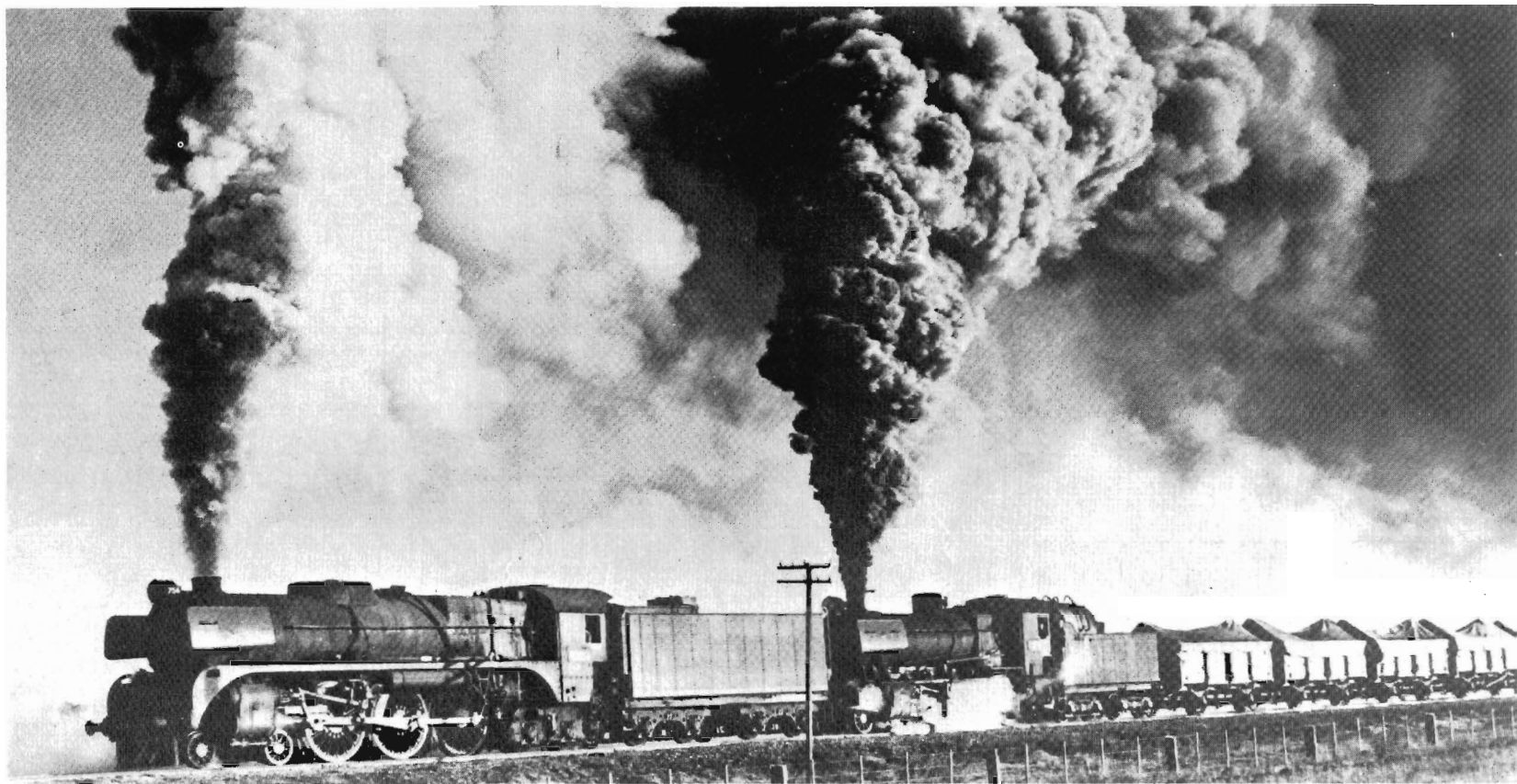
Our picture shows Sean in his 'royal' robes.

Sean is also the grandson of VR assistant general manager, Norm Rashleigh.

David hasn't let the 'royalty' tag change his family's way of life though.

You might say that it was just in a day's shopping.

As for Sean, it was all a big gurgle.



Early-bird offer for our readers

The Australian Railway Historical Society is making a special offer for *Rail Ways* readers on its forthcoming pictorial record *Victorian Steam*.

The book is expected to be available in mid-October, but *Rail Ways* readers ordering copies before OCTOBER 1 will pay just \$5.95 a copy. The normal price will be \$7.00.

Ted Payne and Bob Carlisle prepared the book with nine other rail photographers.

It will have 107 pictures on its 112 pages, and will be hard-bound, and printed on heavy art paper.

The format will be 210 mm by 279 mm, and the five sections feature depots, special working, "wheatland weekend" including the Goroke line, steam portfolio, and pilot working.

Orders for the special pre-publication offer must reach the ARHS sales office, GPO Box 5177A, Melbourne 3001, by OCTOBER 1.

- Pictured—the dust-jacket photo for *Victorian Steam*.

VICTORIAN



RAILWAYS

SEPTEMBER

1975

10 CENTS

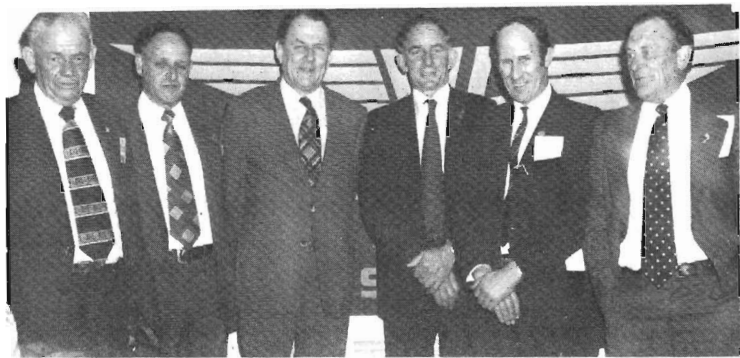


Got to hand it to our RIO's—they never forget a face. Real hawk eyes. In fact they immediately recognised a moustachioed passenger the other week and in good detective fashion kept an eye on him. Unfortunately it was one of our PR staff. Better luck next time fellows.

It's surprising how a mistake can be discovered. For more than 50 years it's been a matter of historical record that Kaniva took its name from a town in Hungary, and *Rail Ways* named the town as Kanizba, following the spelling in a 1918 "official" record. But Flinders Street station assistant S. Todh, born in Hungary, has asked us to correct the spelling to Kanizsa. He says Kanizsa is well known in Hungary, and features in a popular song.

Rewards were probably the last thing on the minds of Jim Mawditt and Harry Simpson of the Victorian Railways testing division. For about two years they have volunteered their services to collect bottles and crush cans for the Royal Children's Hospital. They have raised about \$480. To thank them for their efforts they both were recently awarded honorary life governorships of the hospital.

Our request for answers to the July competition on postcards brought a few interesting ones. We didn't really mean picture postcards, but now we're glad we didn't say that. One featured the Mildura Working Man's Club, which, the card said, had the world's longest bar. Another fine color shot was of Flinders Street station—and the card was printed in Cabinteely, County Dublin, in the Irish Republic. But the best of all was a 1927 VR card showing Mt Feathertop from Mt Hotham. The text was part printed on the back, and suitably completed. We quote: "I am in receipt of your letter of the 'Rail Ways' July 1975 respecting name board identification and beg to inform you that this matter has been referred to solved."



VR RETURNED SOLDIERS MEET

The Victorian Railways Returned Serviceman's section recently held its annual conference.

Following the conference a dinner was held for about 70 guests, including VR Board Chairman, Mr A. G. Gibbs.

At the conference life membership certificates and badges of the Victorian Section were presented

to Allan Newton and Mr A. Anderson of Geelong.

Our pic shows (left to right)—Eric McGillien, Ararat, Clive Dovey, Ballarat, Mr I. G. Hodges, Doug Walker, George Roseburgh, Geelong, and Allan Newton.

TRIHOLM!

TRIHOLM—that's the name you've all been looking for.

The mystery station in July's issue of *Rail Ways* was not such a mystery after all for 152 of our readers, all of whom submitted the correct answer.

Only a few missed out, most of them going for *Dergholm*.

The winning entries were put in a box and one drawn out. The winner was Mr W. J. O'Brien, of 34 William Street, Greensborough, who is now \$10 richer.

Many of the entries came complete with background information about the station. In fact, Triholm was a station on the Koo-wee-rup to Strzelecki line, which was opened for traffic on June 29, 1922.

Unfortunately the line lost money and the section between Triholm and Strzelecki was closed on November 22, 1930.

Our congratulations to Mr O'Brien and thanks to all of you who sent in your entries.

RAILWAYS

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Contributions are invited from Railways employees or other readers—either in writing, or by 'phone—and a fee is paid according to the nature and

amount of material published. Pictures are especially welcome.

Editorial offices: Room 59, Railways Administrative Offices, 67 Spencer St., Melbourne, 3000. Telephone 61 001 (internal auto and extension 1181).

FRONT COVER

The *Gippslander* prepares to leave Traralgon station for Sale and Bairnsdale on its 21st Birthday trip.

It had been hauled to Traralgon by an L class locomotive.

Our picture shows a T class ready to take **The Gippslander** on the final leg of its celebration run.

OPERATION "ELECTRIC TRAIN" SPARKS ARRESTS

Operation "electric train" netted 167 offenders for a total of 272 offences on the nights of July 25 and 26.

The special blitz was a combined effort between Victoria Police and Railway investigation officers.

In all 20 police and 19 Railway officers took part—divided into eight teams and backed by eight radio patrol cars.

The blitz followed closely on the heels of a series of crimes against the railways on the week-end of July 12 and 13 when about \$300,000 damage was done to Railway property.

On that week-end vandals burned down the Hughesdale station and set fire to railway carriages at Reservoir and Frankston.

Since then three youths have been charged in connection with the Hughesdale fire and will face court prosecutions. Others have also been charged in connection with the train fires at Frankston.

Throughout the year vandalism on the railways has shown a decline, but that weekend shows there is still a malicious element in the community that has to be weeded out.

As well as riding the trains the weekend patrols paid close attention to stabled carriages at suburban sidings and station premises.

Offences detected included offensive behaviour, drunk and disorderly conduct, offensive language, over age on tickets, drinking intoxicating liquor, wilful damage, indecent language obscene language, travelling without tickets, feet on seat, littering, smoking in no smoking compartments, spitting, unlawful entry, unauthorised exit, protruding body from

train, throwing burning substance from train.

Eight of the offenders detected were females and the bulk of offenders were aged between 15 and 20 years.

"I wonder how many parents know where their teenagers are and know what they are doing—especially on the weekends," VR General Manager Mr I. G. Hodges asked.

"Like the police, we care and the cooperation of the police on this blitz has once again shown what is happening on our trains and in our streets.

"Alcohol played a major part in many of the offences," Mr Hodges said.

"It is a pity these teenagers have not got something better to do with their time.

"Good and lawful behaviour is basically left to the individual to uphold—but parents can help in this regard.

"Teenagers doing their 'own thing' plus alcohol, can often have serious consequences for these teenagers and the public.

"Our job is to operate a safe, reliable railway. Anyone who interferes with this will have to take the penalty," Mr Hodges said.

Members of the public and staff should not hesitate to ring the Railways Investigation Officers (62 2126) or the Victoria Police (662 0911 emergency 000) if they notice acts of vandalism or misbehaviour on trains.

"THE VINELANDER" — a success story

The Vinelander, which links Melbourne and Mildura overnight, celebrated its third birthday on August 8.

Victorian Railways General Manager Mr I. G. Hodges said *The Vinelander* had been a success story since the modernised train was introduced.

"Patronage is so great that sometimes older sleeping carriages have had to supplement the regular roomette and twinette carriages," he said.

"*The Vinelander's* MotoRail service is also booming."

To mark the train's third birthday VR again sponsored "*The Vinelander Plate*" at Mildura races.

More details of the race, and the popular package tour for race fans, will be featured in *Rail Ways* next month.

The reluctant hero



Chairman of the Victorian Railways Board, Mr A. G. Gibbs, has written to a modest VR hero to congratulate him on saving a woman's life.

Laurie Stinson, a boiler-makers assistant working on the third track project between Caulfield and Mordialloc, was busy at Bentleigh station on July 11 when an elderly woman stumbled and fell across the rails at the level crossing, in the path of an oncoming train.

Laurie, a 34-year-old bachelor, rushed to her aid and with help of another man pulled the woman and her shopping jeep clear.

He said: "I think she could have got up herself, but she was facing the train and she was petrified."

After the incident Laurie, who lives at Essendon, claimed no credit for his actions and quietly went back to work.

He has been with the Railways for about five years and on this particular project about five months.

In his letter of congratulation Mr Gibbs said that although he always hoped people would take extra care at level crossings, incidents like this did happen. He commended Laurie's quick thinking and bravery.

MINISTER ANNOUNCES NEW TRANSPORT CENTRE FOR FRANKSTON

Work is expected to start in the next few months on a new transport centre for Frankston.

The Minister of Transport, the Hon. E. R. Meagher said the new transport centre, together with the one being developed at Box Hill, would be the first of its type in Australia.

It would be a unique concept of integrating major transport facilities with community activity and development, he said.

The designs had been prepared by consulting engineers, architects, and town planners engaged by the Ministry of Transport, including overseas experts brought specially to Australia.

Mr Meagher said the reconstruction of the railway area at Frankston would be taken well beyond the usual concept for a railway station, to involve full passenger interchange facilities in a project designed to fit in with and assist the district's continued development.

The designs had been prepared in full consultation with the Frankston City Council to ensure the plans for

this development conformed with local needs and future development plans.

"We have not just thought in terms of a new rail station," Mr Meagher said.

"I firmly believe such areas are real and strategic focal points in local communities and must be developed as such for the improvement of those communities.

"Reconstruction of the station area into a transport interchange will now be carried out to be consistent with with the social, retail, commercial, and recreational interests of the whole community."

Mr Meagher said funds for the Frankston interchange would be provided from the Ministry's transport fund.

He said a request to the Federal Government for financial assistance

for the Frankston and Box Hill projects had been refused.

Pressure of population growth in the metropolitan area, together with the many recreational attractions Frankston had to offer, had brought about increased urbanisation on the region, Mr Meagher said.

During the past decade the population of Frankston and surrounding districts had more than doubled.

As a result, Frankston had now become one of the largest regional centres in the Melbourne metropolitan area, offering a wide variety of good living conditions, employment, shopping, and recreational facilities.

It was also the gateway to the Mornington Peninsula.

"The new transport interchange will help to bring about unification of the whole community," Mr Meagher said.

"It will also bring other benefits—create a totally new environment along Young Street, provide an impetus

● An artist's impression of the proposed new transport centre for Frankston.



for rejuvenation of the existing properties, and generally improve the whole area and market place."

The area involved in the new concept is about 90 000 sq metres of retail area, with another 28 000 sq metres for other commercial use.

The centre will provide easy public access to all travel modes—rail, bus, taxi, and private car.

All major roads in the vicinity will be grade separated to allow uninterrupted passage for rail and road traffic.

Mr Meagher said the Melbourne Transportation Committee, in its transport plan for Melbourne, had selected Frankston as one of the centres for a passenger interchange, and recent surveys on local travel needs had confirmed this.

He said a large proportion of travellers each day used trains to commute to Melbourne.

Mr Meagher said a number of alternative concepts had been considered, but the basic consideration was the separation of travel modes to minimise traffic congestion and conflict.

The preferred concept envisages:

A new station elevated 5.2 metres, with four tracks serving two island platforms, with an additional track for good trains;

A multi level car park for 1500 commuters' cars;

Bus and taxi loading bays below the rail station on both sides of the terminal;

A "kiss and ride" area as the centre of the car park next to Railway Parade;

Beach Road crossing below the elevated tracks, and Quality Street to be extended to Young Street;

Young Street to be closed to all traffic south of Station Street and north of Balmoral Street.

These two streets would also be closed. Young Street would be restricted to buses and taxis only from Wells Street north and Rossmith Avenue south;

Railway Parade to be extended north to cross under the tracks, and be widened to connect with Dandenong Road. Railway Parade and the extension to Quality Street would provide a viable alternative route for traffic now using Young Street, but not destined for the central area;

The closed section of Young Street to become a pedestrian mall—Balmoral and Station Streets would offer pedestrian links between the interchange and Balmoral Park;

An office tower with pedestrian access to the terminal. Service type

shops could be located next to the busways, and behind the office tower facing the terminal—more commercial space would be available under the elevated station;

A rail parcels office with access to the Quality Street extension.

Mr Meagher said the preferred concept would be built in stages, and would make train travel more attractive, eliminate conflict between road and rail traffic, offering pedestrian safety and a much improved environment.

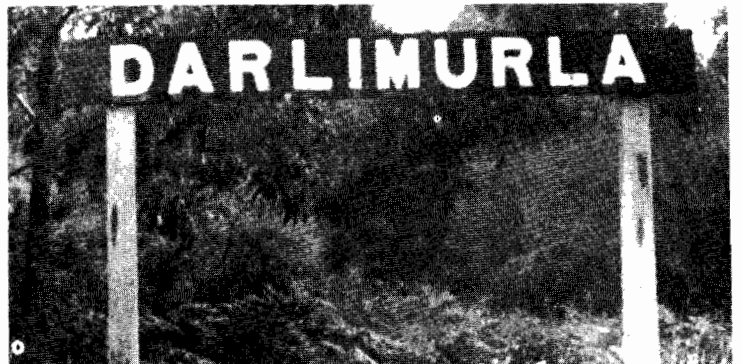
IF THE CAP FITS



VR engineman John Scully has every reason to smile at the latest addition to his cap—but it's only a brief modelling assignment.

The model is VR graphic designer Felicity Smith, and John's helping her show off the latest in trendy Railway headgear.

The denim enginemen's caps, with a bright VR emblem, are on sale to all comers at room 59, head office, for just \$2.



A sign of the times...

Darlimurla was a small station on the Morwell-Mirboo North line, which closed in June last year—but local residents are up in arms about the nameboard.

The board was shifted to a roadside location some months ago, and proudly announced the township to passing travellers even though the railway had gone.

Now the sign has gone too—and a hunt is on for the thief.

It's not an easy thing to hide, and the locals are more than keen to recover it. If you've seen the sign, please let Rail Ways know.

FINANCE MAY BE BOARD'S BIGGEST PROBLEM

Finance for new works and trains has been one of the most discussed problems at VR Board meetings during the first half of this year.

The seven man Board, under the Chairmanship of Mr A. G. Gibbs, discussed a wide variety of topics dealing with Railway business at its fortnightly meetings.

Board members are Mr I. G. Hodges (VR General Manager), Mr J. J. Brown, Mr R. W. Ellis, Mr L. M. Perrott, Mr G. F. W. Brown, and Mr N. G. Wilson.

Rail Ways presents a summary of some of the more important subjects discussed so far this year.

Viaduct

Mr Gibbs told the Board that additional tracks on the Flinders Street-Spencer Street viaduct would enable the Melbourne suburban rail system to meet traffic requirements until the underground loop begins operation.

He said MURLA had accepted the need to give the viaduct a high priority for available funds.

A cost-benefit study is now being prepared to gauge the feasibility of isolating the viaduct's alignment from the associated MURLA works for the purpose of seeking Federal Government funds.

Financial submission

In a comprehensive report in April to the Minister of Transport, Mr Meagher, the Board surveyed the financial problems it faced, and set out what it felt should be done in the areas both of rationalisation and investment from 1975/6 to 1979/80.

If the Board's opinions are supported, by 1980 the Railways will be:

- performing only functions which are justified either in the limited business sense, or the broader community service sense;

- steadily gaining in physical efficiency;

- presenting financial results which will realistically reflect VR's contribution to community welfare and provide a sound basis for future development.

It was emphasised that, without the full support of the Government—financial and otherwise—the Board's task in pursuing these objectives would be impossible.

The Board still feels its target for 1980 is possible, but the events of the last year and the more recent indications of limited finance from Federal and State sources have done nothing to build confidence that this will, in fact, be attained.

Flinders Gate

The Board has discussed the pending development of air space over Flinders Street station at length.

Plans at various stages of completion have been shown to the Board for its consideration.

Rail Ways plans to feature the development in a future issue.

At present Flinders Street is one of the busiest stations in the world, with more than 70 million travellers passing through the barriers each year.

Bankcard

Victorian Railways has become the first rail system to accept Bankcard to pay for commuter and tourist travel.

Bankcard is accepted at Flinders Street and Spencer Street country and interstate booking counters, and is being gradually introduced at selected suburban stations.

There is a \$5 minimum on Bankcard transactions with VR.

The Board felt Bankcard would help to encourage rail travel and the purchase of longer term periodical tickets—recent figures bear this out.

Silver trains

During the first half of the year the Board frequently discussed the acquisition of more silver trains.

Fifty are now on order—17 have been delivered so far—and production has been stepped up to 10 a year.

The Board wants to increase this order by at least 25 to speed up the elimination of Tait (red) trains.

Now there are 77 Tait trains in service.

Locomotives

The Board approved a further order for 10 3 300 hp diesel electric locomotives.

This order, with the earlier order for 10 2 200 hp locomotives, will adequately meet locomotive needs for the immediate future.

New Board Member

In June the Board welcomed Mr J. J. Brown to his first meeting.

Mr Gibbs expressed his confidence that Mr Brown's wide Railways experience and practical approach would be of considerable help to the Board.

Mr Brown recently retired as Victorian secretary of the Australian Railways Union after more than 30 years with the Union.

Mr G. F. W. Brown—a former Chairman of Commissioners—was re-appointed as a Board Member for two years from May 8.

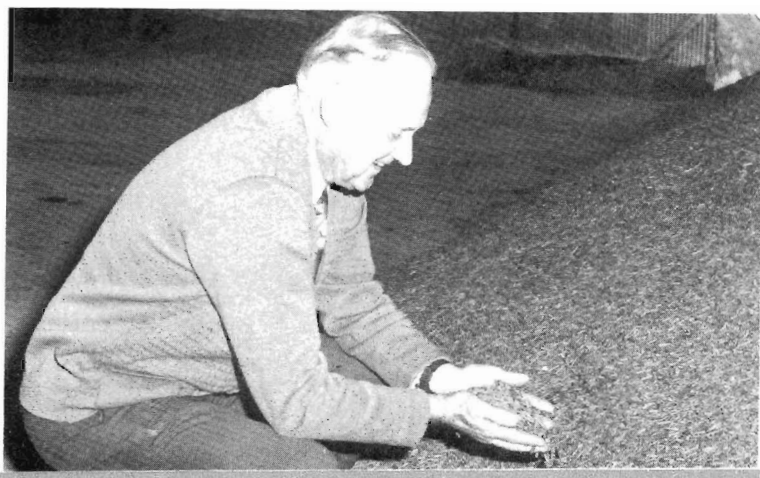
Heyington station

The Board announced the winning entry in the Heyington station design competition earlier this year.



● Four guests at the Mt Buffalo Chalet enjoy some mild winter weather.

Mildura solves a fruity problem



Mildura industry believes it has dramatically solved a major environmental problem—disposal of orange, lemon and grapefruit peels.

This costly problem has escalated in recent years with the boom of fresh citrus juice products.

A special plant imported from the US has been built by Mildura Co-operative Fruit Company Ltd at Mildura to process the remains of fresh citrus peel, rag and seed into pellets following juice extraction.

To the Railways, it means business.

The 500 tonnes processed so far has been bulk railed to various country centres as livestock feed.

It was expected that the company would reach its production peak around November.

"We then expect to be processing 20,000 tonnes of peel a season," Mr J. Newman, Manager, Mildura Citrus Products Pty. Ltd. (left) said.

The process was developed in 1950, mainly to solve a serious peel disposal problem then facing the American juice industry.

Mr Newman said that Australia was fortunate to be able to gain from this overseas experimentation because "locally we would have been hit with a costly peel dumping programme which would become unacceptable environmentally".

Simply, the manufacturing process is to shred the fresh citrus pulp in hammer mills, then extract any water by the addition of lime and agitation, followed by pressing, drying and pelletization.

"Value of the pellets as a stock feed was primarily the large amount of nitrogen free extract, sugars, and pectins which it contained, and its ease of digestibility," Mr Newman added.

Apart from being a feed with a high degree of water absorption, the dry carbohydrate concentrate had a total digestible nutrient content averaging about 74 per cent. Analysis showed 6.5 per cent of crude protein; animals actually gain weight.

For these reasons citrus pellets were expected to be widely accepted by farmers, stock agents and abattoirs, continued Mr Newman.

While the pellets may be fed either wet or dry, trials indicated that it was best fed dry.

"Citrus pellets are ideally suited to bulk railing," Mr Newman said.

"And we at Mildura Citrus Products have an added advantage in that the company's rail siding is beside the processing plant", he added.

The pellets had also been successful in helping to eradicate local rabbits—baited citrus pellets are being readily accepted by the rodents.

The \$1000 first prize went to Stynes, Croker and Associates of St Kilda.

Entries came from 24 recognised architects.

Overseas study tours

The Board approved overseas study tours for VR senior architect Mr G. Eberhard, and district superintendent Mr J. Draper.

They visited North America, Britain, and Europe for about four weeks, studying the design and operation of passenger stations.

Assistant chief traffic manager Mr R. Barden and senior design engineer Mr J. Emmins are on an eight week study tour of North America, Britain, and Europe to look at the design and operation of freight terminals, with particular regard to VR's regional freight centre concept.

Mt Buffalo Chalet

Earlier in the year the Board commissioned the Manager of the Australian National Travel Association to study the operation and future promotion of the Mt Buffalo Chalet.

The Board decided the study would be in three phases: market research; a review of the marketing and reservation systems and the management organisation, operating procedures and controls to reduce costs; and an examination of the Chalet's layout, structure, design decoration, and landscape, as well as an assessment of possible ways of improving its operating viability.

The completed report has been considered by the Board, and it is plan-

ned to make a further submission to the Parliamentary State Development Committee, which is inquiring into the development and promotion of tourism in Victoria, to seek approval for more funds.

Rail Ways October 1974 reported VR's initial submission to the Committee.

Melbourne-Hamilton service

The Board approved a coordinated rail/road service between Melbourne and Hamilton for a three month trial period.

The Transport Regulation Board supported the idea, and VR now operates the service in conjunction with Ansett Transport Industries (Operations) Pty Ltd.

Passengers who want to travel early in the day can go by bus, using rail tickets, and travel on a different route from the regular Monday to Saturday rail service.

Centralised Freight Accounting System

In May VR General Manager Mr I. G. Hodges reported to the Board that two teams were training and informing country staff on the new accounting methods.

The new system will be introduced from March next year.

Changes in goods checking procedures will be introduced at pilot country centres following the accounting system's introduction.



New Bridge means Fishing Treat

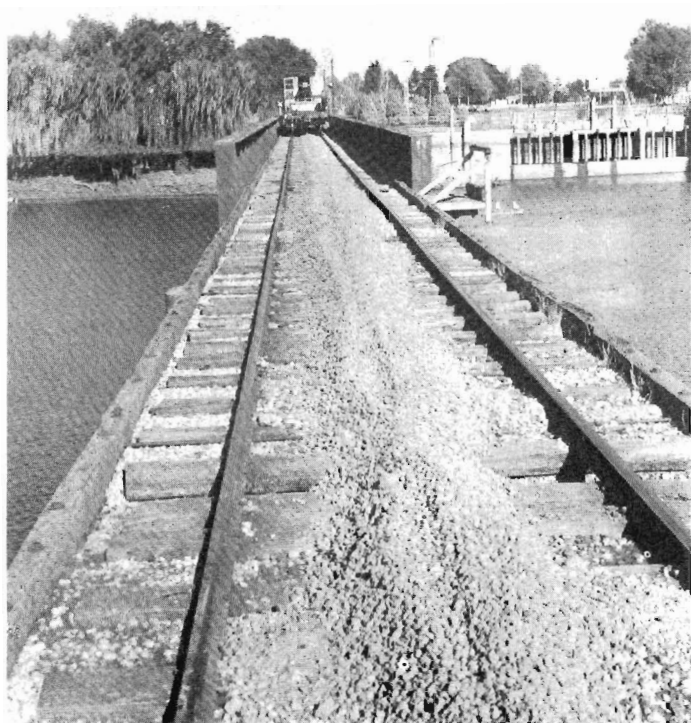
Yarrowonga station staff – and area residents and tourists – dined extremely well when Lake Mulwala was drained recently.

The lake, noted for its water skiing, is created by a weir across the River Murray and is normally up to 10 metres deep.

The old wooden trestle rail bridge linking Victoria with N.S.W. across the Murray was nearing the end of its life, the weir was opened and the lake drained so that it could be replaced with an earth bank to carry the track.

The existing steel girder bridge was retained and some of the bridge left in the earth bank so that the Murray could continue to flow.

Draining the lake left pockets of water on the mud floor and these were packed with Murray cod and crayfish. Local fishermen netted up to 200 cod in a single expedition, reports Yarrowonga A.S. Russel Newman, and hotel coolrooms were filled to capacity.



Lower left – workmen's train laying ballast on the section of the bridge to be retained.

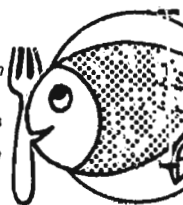
Top left – the old bridge, with the wooden trestle section stretching over to N.S.W. on the right and the lake at normal level.

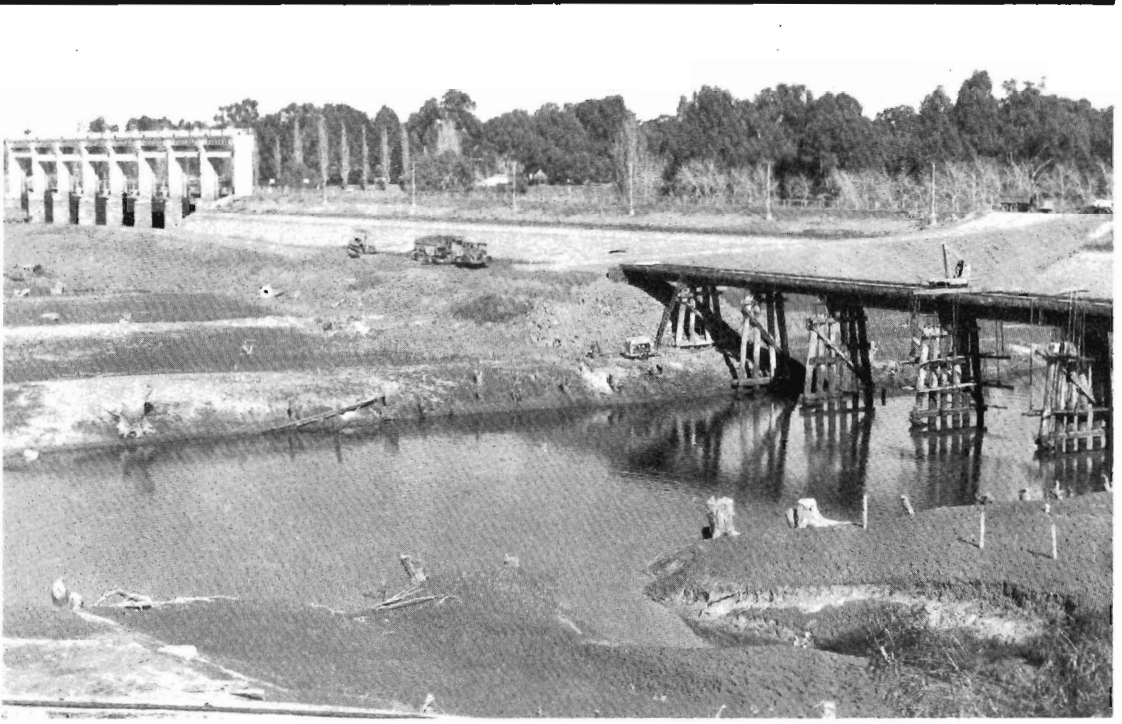
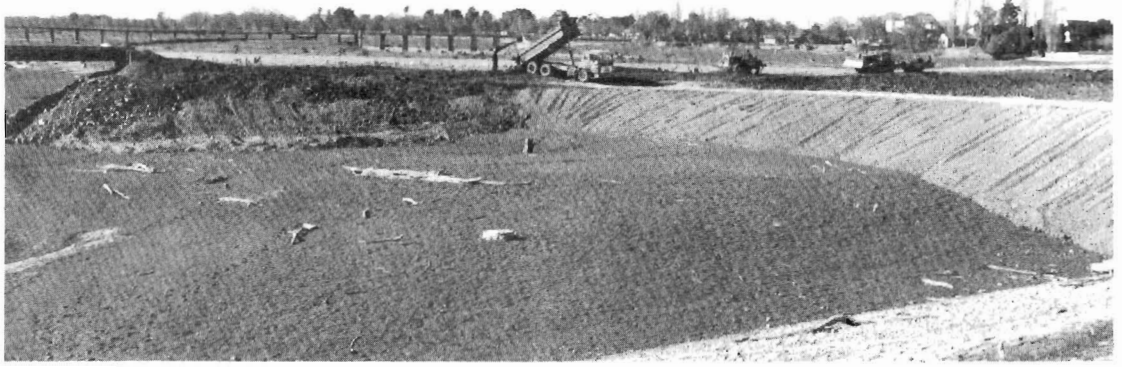
Top right – trucks dumping earth to form the new 'bridge'.

Centre right – A waterhole in the floor of the drained lake. The weir gates are in the background left.

Lower right – the lake back to normal level with the earth bank complete with track.

Back page – a rail crane helps workmen replace timbers on a section of the old bridge to be retained.





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THE GIPPSLANDER CELEBRATES ITS

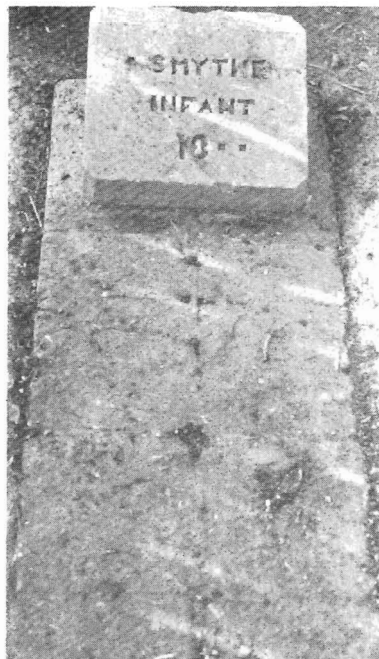
21st



VR Board Chairman Mr. A. G. Gibbs cuts the birthday cake in "The Gippslander's" buffet car.

It was a twenty-first birthday with a difference.

On July 22 the Melbourne-Bairnsdale train celebrated 21 years as "The Gippslander", with the Victorian Railways Board as its premier guests.



The Board, which had planned for some time to look at the proposed Loy Yang project, travelled as far as Sale, and returned on the train from Traralgon.

State Electricity Commission Chief Engineer, Planning and Investigation, Mr R. W. Urie, was a guest of the Board on *The Gippslander*, and two more SEC officials, manager, engineering services department Mr M. Gray, and public relations officer Mr S. Aitken, joined the train at Morwell.

Shortly after the train left Warragul VR Board Chairman Mr A. G. Gibbs cut a special birthday cake, baked in the VicRail bakery, and a piece was given to each passenger on the train.

Probably the most excited recipients were a group of children from Oakleigh Primary School, on their way to tour the SEC's brown coal "open cut" mines.

The mystery grave near Traralgon station.

A second cake was cut on the return journey, and again each traveller was offered a slice.

At Sale the train was met by the Mayor, Cr O. A. Ruff, Town Clerk Mr J. L. Low, and City Engineer Mr A. Lewis, as well as local press and television.

Cr Ruff symbolically unlocked the door of *The Gippslander's* buffet car with a specially inscribed key, which was presented to the City by Mr Gibbs.

With the Norman Car detached, *The Gippslander* continued to Bairnsdale while the Board, after lunch, toured the Loy Yang project site by coach.

At Bairnsdale local schoolchildren gave the train three cheers as it pulled into the platform.

The Mayor of Bairnsdale, Cr M. Selwyn, welcomed the train, and described it as "a vital communications link between Melbourne and East Gippsland."

After the assembled schoolchildren had sung "Happy Birthday", Mrs



ABOVE — The VR Board at the Loy Yang site: (from left) SEC public relations officer Mr. S. Aitken; SEC chief engineer, planning and development, Mr. R. W. Urie; Mr. R. Ellis; SEC manager, engineering services department Mr. M. Gray; Mr. A. G. Gibbs; Mr. J. J. Brown; Mr. I. G. Hodges; and Mr. L. M. Perrott. **RIGHT** — VR Board Chairman Mr. A. G. Gibbs at Sale with local Mayor, Mr. O. A. Ruff (right).



Selwyn, assisted by Bairnsdale stationmaster Mr C. Wright, cut a specially baked cake.

On behalf of the VR Board, Chief Mechanical Engineer Mr S.F. Keane presented part of the VR birthday cake to the Mayor, and thanked the people of Bairnsdale for "a great welcome".

Ironically the VR Board's official driver Les Haining, who travelled to Bairnsdale with the VR party, had driven the first diesel electric locomotive into Bairnsdale in 1954.

While *The Gippslander* returned to Traralgon to pick up the Board, having completed its Loy Yang tour, visited an unusual historic grave in the Traralgon station yard.

It is still a local mystery, and is the oldest historic relic in the area.

When the first settlers arrived, the area near the present departmental residences served as the burial ground.

The only grave of which the definite location is known is near the station, and an earlier red gum headstone has been replaced by a concrete slab and headstone inscribed: "Smythe infant 18—".

Local tradition has it that the child buried there was the daughter of Traralgon's second constable, William O'Brien Smythe.

When *The Gippslander* reached Traralgon on its Homeward journey, the Mayor of Traralgon, Cr G. H. Frankland, performed a similar unlocking ceremony to that of Sale.

The Melbourne-Bairnsdale train was named *The Gippslander* on July

22, 1954—the day it was first hauled by an electric locomotive, as far as Warragul.

Electric locomotives now haul the train to Traralgon, and a diesel electric locomotive takes over for the final 118 km to Bairnsdale.

The first Melbourne-Bairnsdale train ran on May 8, 1888.

L 1166 hauled *The Gippslander* between Melbourne and Traralgon on its birthday.

It has travelled more than 1 520 000 km since it entered service as one of its 25 strong class.

T 412, which has clocked more than 872 000 km represented its 94 strong class for the remainder of the journey.

... with a distinguished guest ...

It was just coincidence, but a retired railwayman with a string of VicRail "firsts" to his credit was a passenger on the 21st birthday run of *The Gippslander*.

He is former Geelong yardmaster Clem Mahoney—the first yardmaster in Victoria, and, he said, possibly the first in Australia.

Clem, and his wife Una, made the return Melbourne-Warragul trip that day for family reasons, and said he hadn't realised he'd be helping to celebrate the train's coming of age.

He has settled in Geelong since his retirement in 1972, but spent much of his early VR career—which started in 1924—in the Gippsland area.

Morwell, where he was a lad porter, was then in the early stages of its development, and he recalled 10 car-

riage trains packed with workers travelling from the brown coal mines up to Melbourne for the week-ends.

As a porter, his job took him to Dimboola, Korumburra, Yallourn, Lake Boga, Moreland, and South Yarra, before he became a conductor based at Maffra.

Then he was on to Guildford, and Barnes, before becoming operating porter at Balranald, suburban guard at Flinders Street, goods guard at Wodonga, and then another first—the first Victorian railwayman to be yard foreman at a NSW station, Albury.

In 1952 Clem was appointed yard superintendent at Geelong, and the position was later upgraded to yard master.

He said he had seen many important developments during his VicRail career, but he felt the most

significant was the advent of "new Australians".

"The Railways really needed them, and they have done a wonderful job", Clem said.



● Clem and Una Mahoney on board *The Gippslander*.

Just a drop in the ocean . . .

Rail Ways presents Customers Say occasionally to help illustrate the many instances of railwaymen and women's efficiency noticed and appreciated by the public.

Often the feature has to be held over for lack of space, and we were unable to use 65 letters intended for publication late last year.

When this issue went to press another 78 letters, in addition to those we have already published this year, were on hand for publication.

Some are featured here—just a drop in the ocean of congratulatory letters.

RIO INITIATIVE

"Recently an officer from the Railways Investigation Office visited this school to talk to the students regarding various aspects of train travel, including dangerous practices and vandalism. I wish to commend the branch for their initiative in this matter and hope that such regular and forceful contact with youthful train travellers will yield good long term results. This school has almost 200 students who travel by train from Diamond Creek and Wattle Glen and their safety and behaviour are a constant source of concern to both parents and school staff".

—Mr D. J. Cocks, Principal, Hurstbridge High School, Vic., writing to the VR Board Chairman.

HARVEST LABOR

"...very keen appreciation of my committee for your efforts in connection with the transport of labor for the 1957 dried fruit harvest."

"As in 1974, only one special train was used, and the committee well understands your difficulties in arranging for special carriages on *The Vinlander*."

"The committee has also appreciated the courtesy and cooperation extended by your principal fares officer, Mr Fred Peake..."

—Growers' Conciliation and Labor League, Mildura, writing to the Secretary.

HEARTFELT PRAISE

"My paraplegic sister and I have just returned from a weekend at Swan Hill. My sister, Miss Norma Breen, phoned Mr Barker (Mr Clive Barker, Traffic Branch reservation supervisor—Ed) and left all arrangements in his hands. A delightful young lady in green was actually

waiting for us. She parked my sister's car, and pushed the wheelchair to the departure platform. The train crew were so gentle with her, settled her and our luggage without effort to either one of us.

"On arrival at Swan Hill she was lifted off the train with such care. On the return trip...the Railways men were waiting there just to help us, and, on arrival at Spencer Street, there was the same beautiful girl in green, and another one, equally beautiful, in navy blue. The train men carried my sister from the train to her chair—all of these people made us feel that they were there just to help people, and, after my recent trip on *Southern Aurora*, *Indian Pacific*, *Trans-Australian*, and *The Overland*, I am sure they are.

"Would you please, if it is possible, contact these people, and give them our very sincere thanks—and extra special thanks from me—I am a great-grandmother of 65 and I have a broken hand, and I could never have managed alone.

"...Please do try to thank these people for their wonderful patience; they are employees of whom the Victorian Railways can be proud.

—Mrs Irene Eastwood, Preston writing to the Secretary.

TRAGEDY AVERTED

"...Shortly before her departure (for Sydney on *"Southern Aurora"* on June 14—Ed) she suffered a heart attack. The conductor, who was present, reported to the stationmaster, with the result that an ambulance was summoned and she was conveyed to Prince Henry's Hospital.

"She is now making satisfactory progress..."

"A senior doctor at the Hospital has stated that 'it was only prompt action on the part of the station staff which averted a tragedy'.

"We do not know the names of the officers responsible, but would be very pleased if it would be possible for you to convey the thanks

. . . no room on the page

Some of the congratulatory letters *Rail Ways* has been unable to publish so far this year are listed here.

Staff at Ringwood station—Mrs. K. H. Barnes, *Croydon*; *Spirit of Progress* conductor (Mr H. Kwong)—Mr R. Finster, *Frankston*; Echuca package tour—"House of Happiness Social Club" *Maidstone*; Mr S. Downs, clerk, *Merlynston*—Mrs V. Wilson, *Merlynston*; Mr Harry Brunk, parcels foreman, Spencer Street—Mr L. Locke, Manager, *VPI Trading Pty Ltd*; VicRail staff from Seymour to Cowes—Mr D. Lugg, principal, *Seymour High School*; Guard Gowrie - Glen Waverley — Mrs N. Upward, *Newport*; Port Fairy package tour—Mrs G. Steele, *Essendon*; Ivanhoe station staff—Mrs E. Noble, *Coburg*; Stationmaster at Bendigo—Mrs K. Hobson, *Pakenham South*; Rail-coach tour to Sydney — Mr and Mrs H. Brigham, *North C'field*; Stationmaster at Surrey Hills—Mrs J. Gill, *Surrey Hills*; Ballarat Begonia Festival tour—Mrs K. Clementson, *Moorabbin*; Man-in-Grey—Mrs M. Hauser, *Ashburton*; Train control center tour—*Accountants and Secretaries Educational Society Brisbane*; Claims section—Mr R. L. Kidby, *East Doncaster*; Unidentified Traffic Branch car driver—Dr C. Semmler, deputy general manager, *Australian Broadcasting Commission, Sydney*; Dinner dance special train—Mr W. T. Garvey, *Darebin Lodge Social Club*; Staff at Richmond and Malvern stations—Ms Elfrida Ruke, *Hawthorn*.

of Mrs B. Redmond and the rest of her family..."

—Mr R. Burns, North Fitzroy, writing to the VR Board Chairman.

FROM "DUCK PONDS" TO "LARA"



● An early postcard view of Moama station.

Lara station, on the Melbourne to Port Fairy line, was formerly known as Duck Ponds, we are told in Thos. J. O'Callaghan's book on Victorian station names.

It was here that Hume and Hovell ended their explorations in 1824 and rested a few days before returning to Melbourne.

In the middle 1870s the name was changed again, this time to Hovell's Creek, but public protest led to the station being renamed Lara, native for "hut on stony ground".

This month *Rail Ways* continues its occasional series on Victorian station names.

Lascelles—named after Mr E. H. Lascelles, who took a great interest in the opening up and settlement of the Mallee country.

Leitchville—named after Mr Duncan Leitch, who was manager of the Gunbower station for many years.

Lilliput—named by Mr James Gullifer, after the imaginary land to which the imaginary Gulliver made his travels. The name was given to a cattle station in 1844 and the station is now a farming and dairying district.

Linga—an invented name, meaning a camp—a place to linger.

Linton—named after Mr Linton of Linton Park. Gold was discovered on his station and the diggings and township took his name.

Llanelly—formerly Maiden Town. Renamed by Welsh miners after Llanelly in Carmarthenshire, Wales.

Lubeck—named after Lubeck in Germany by early German settlers.

Macaulay—named after a street which took its title from Thomas Babington Macaulay, poet and historian.

Mangalore—the station once stood on land owned by Col. Joseph Anderson and his brother Lieut.-Gen. John Anderson. Mangalore was a military station in India at which Lieut.-Gen. Anderson was then serving.

Maryborough—named by Mr J. Daly, assistant Gold Commissioner, 1854, after his birthplace in Queen's County, Ireland. Ironically, the original Maryborough and Queen's County have since acquired new names since establishment of the Irish Republic, becoming Port Laoise and County Laois respectively.

Melbotarne North—named by Governor Sir Richard Bourke, 1837, in honour of Lord Melbourne (William Lamb) whose title was derived from a small town in Derbyshire, England. The station was formerly known as Hotham in honor of Governor Sir Charles Hotham.

Merri—takes its name from Merri Creek. Merri is native for "rocky".

Mincha—native for wild turkey.

Moama—a NSW outpost of VR—from the native for "dead".

Murtoa—when Mr Walter Madden, land officer, Horsham, 1873, named this station, it was appropriate. The name is native for 'home of the lizard' and the place was the infested by the creatures.

Nathalia—named after Nathalia Narystkin or Narishkina, mother of Peter the Great, Czar of Russia.

Noradjuha—native for "wind", the spelling is correctly Noredja.

Nyora—native for "cherry", named by surveyor, Mr John Lardner, after a nearby clump of cherry trees.

VRI news and sport



● VR medical section clerk Allan Smart and Fred Newman from the block and signal inspector's office, Flinders Street, (left) discuss one of the entries in the 12th Intersystem Photographic Exhibition.

VRI hosts intersystem photographic exhibition

The VRI Camera Club organised and hosted the successful 12th Intersystem Photographic Exhibition which finished on August 1.

Entries came from New Zealand, South Australia, Tasmania, Queensland, NSW, and Victoria.

The competition was in two parts — monochrome prints and color transparencies.

NSW won the first section with

3208 points, and New Zealander Norm Whyte won the best print award, with "home of the pioneers."

South Australia, with 6349 points, won the transparency section, while Charles O'Neill of NSW won the best slide award with "red spider".

GOLFERS — TAKE NOTE

The VRI North-Eastern Golf Championships will be held at the Golden Vale Golf Course, Benalla, on Sunday October 5.

Hit-off will be at 11.30 am, and the entry fee is \$1.50.

Lunch and afternoon tea will be available at the clubhouse.

Entry forms for what should be a great day's golf are available from the manager, VRI, Flinders Street, and entries must reach Mr P. Hale, hon. secretary Benalla VRI, by September 26.

Another win to Alby

Alby Jack of Bendigo continued his run of golf wins in the Central Championship at Maryborough on July 13.

His last VRI competition win was *The Goldfields Championship* (Rail Ways August).

Sixty competitors braved the cold and rain for the fifth annual Maryborough VRI Golf Tournament, and some good cards were returned.

Alby Jack took out the main event with 80 off the stick.

Local member Ian Stevens returned a net 64 to win the *R. Carr Trophy*.

Harold Tyson (Ballarat) won the A grade handicap with a net 74, and the B grade handicap went to Norm Collins (Ararat) with 71 net.

The VRI council was represented by Ian Adcock, Bob Richards, and Jack Williamson.

Close finish in bias bowls

This year's inter-centre indoor bias carpet bowls competition was won by Ballarat 1 on percentage from Sunshine 1.

Country centre teams from Ballarat, Colac, Echuca, Hamilton, Serviceton, Shepparton, and Sunshine took part in the tournament at the Glenroy Bowling club on July 27.

Ballarat and Sunshine both finished with four wins, and had to be separated on percentage.

Glenroy Bowling Club vice-president Mr S. Currie, and Mr H. Broadfoot, representing the Club's Carpet Bowls Section, were guests at the welcome lunch.

Mr Broadfoot acted as tournament referee.

Oss Keating, who had to retire recently from his job as VRI assistant manager, was also there.

TOP MARKS — 55 WIN VR AWARDS

Fifty-five VR apprentices won prizes after their final exams for this year.

Last month *Rail Ways* reported the unexpectedly large number of relatives who came along to the presentation ceremonies, and we now feature the full list of awards for 1975.

BLACKSMITH, CAR & WAGON BUILDERS— All Years

1st—Richard Clarke (Rolling Stock); 2nd—Graeme Smith (Rolling Stock); 3rd—Dennis Morton (Rolling Stock).

BOILERMAKERS—1st Year

1st—Klaus Weber (Rolling Stock); 2nd—Peter Reilly (Rolling Stock).

BOILERMAKERS—2nd Year

1st—Lionel Britton (Rolling Stock); 2nd—Keith Parr (Rolling Stock).

BOILERMAKERS—3rd Year

1st—Trevor Down (Way and Works); 2nd equal—Peter Downey (Way and Works), and John Young (Rolling Stock).

ELECTRICAL FITTERS—1st Year

1st—Nenad Topic (Electrical Engineering); 2nd—Vince Circosta (Electrical Engineering); 3rd—Vito Menchise (Electrical Engineering).

ELECTRICAL FITTERS—2nd Year

1st—Brendon Sidebottom (Way and Works); 2nd—Phillip Wegter (Electrical Engineering); 3rd equal—Alan Armstrong (Rolling Stock), and Christopher Portingale (Electrical Engineering).

ELECTRICAL FITTERS—3rd Year

1st—Wayne Wilson (Electrical Engineering); 2nd—Vaclav Prib (Way and Works); 3rd—John Gibson (Way and Works).

ELECTRICAL MECHANICS—1st Year

1st—Vincent Tonna (Electrical Engineering); 2nd—Robert Nolan (Electrical Engineering); 3rd—Ian Nankervis (Electrical Engineering).

FITTERS & TURNERS—1st Year

1st—Ronald Williams (Rolling Stock); 2nd—Leslie Nichol (Rolling Stock); 3rd—Daryl Fiddian (Way and Works).

FITTERS & TURNERS—2nd Year

1st—Salvatore Maiolo (Way and Works); 2nd—Peter Gray (Rolling Stock); 3rd—Joseph Borg (Rolling Stock).

FITTERS & TURNERS—3rd Year

1st equal—Gregory Magill (Rolling Stock), Silvio Matievich (Rolling Stock); 2nd—Kenneth MacKenzie (Way and Works); 3rd—Mark Younger (Rolling Stock).

PLUMBER & GAS FITTERS, ELECTRO- PLATERS—All Years

1st—Rodney Kinny (Way and Works); 2nd Kevin Nolan (Way and Works); 3rd Garry Tullett (Way and Works).

CARPENTERS & JOINERS, UPHOLSTER- ERS—All Years

1st—Kenneth Clarke (Way and Works); 2nd—Gray Jurey (Way and Works).

PAINTERS, SIGNWRITERS, PATTERN- MAKERS—All Years

1st—Kenneth Clark (Way and Works); 2nd—Keith Decker (Way and Works).

MOTOR MECHANICS, COPPERSMITHS, MOULDERS, WATCHMAKERS, INSTRU- MENT MAKER T/S & S/M WORKERS— All Years

1st—Wayne Theisinger (Rolling Stock); 2nd—Kendal Black (Rolling Stock); 3rd—John Browne (Rolling Stock).

PRINTERS—All Years

1st—Steven Bright (Stores).

TELEPHONE TECHNICIANS—1st Year

1st—Phillip Savige (Way and Works); 2nd—Raymond Clark (Way and Works); 3rd—Christopher Welgus (Way and Works).

TELEPHONE TECHNICIANS—2nd Year

1st—Gary Douglas (Way and Works); 2nd—Arthur Grech (Way and Works); 3rd—Peter Nolte (Way and Works).

BALLARAT

ALL TRADES—All Years

1st—Peter Roberts (Rolling Stock); 2nd—Kim Baxter (Rolling Stock); 3rd—Peter Geddes (Rolling Stock).

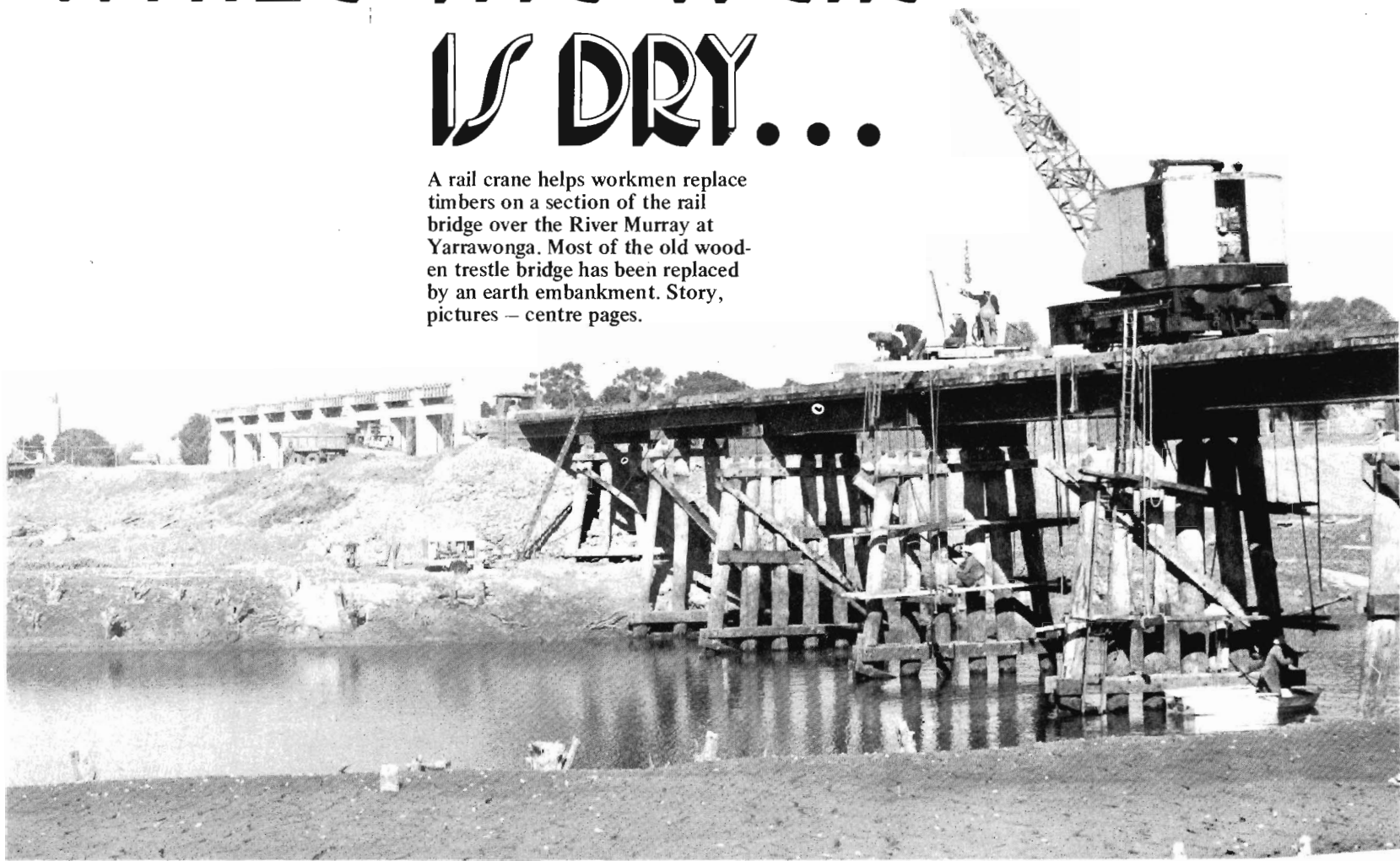
BENDIGO

ALL TRADES—All Years

1st—Brian Paterson (Rolling Stock); 2nd—Mark Waters (Rolling Stock).

WHILE THE WEIR IS DRY...

A rail crane helps workmen replace timbers on a section of the rail bridge over the River Murray at Yarrowonga. Most of the old wooden trestle bridge has been replaced by an earth embankment. Story, pictures — centre pages.



VICTORIAN



RAILWAYS

OCTOBER

1975

10 CENTS



A blast from the past...

No one could say that trouble-shooter John Nolan is the unhelpful kind. Complaint-battered but still benevolent, he calls himself. He had a call recently from an 80-year-old Elwood woman who complained that her mail was being delivered next door and that the postman was late that day. John just took the details and passed them on to the postmaster at Elwood who said he would be in touch with the woman.

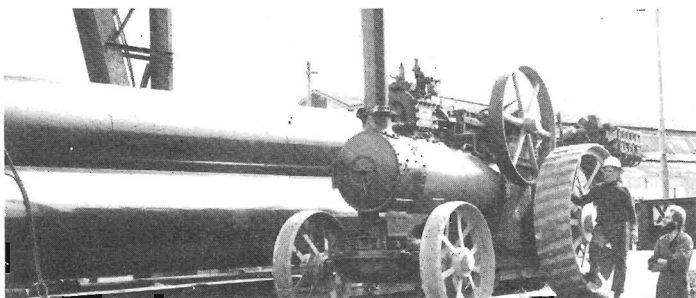
Millions of cricket lovers, in England and Australia, decried the vandalism which stopped the third test at Headingley. *Time* magazine found an unusual perspective on the incident, when it quoted an English editorial writer: "Whoever did this is the same as a train wrecker."

The titles of driver and firemen no longer exist within Victorian Railways. The titles, which date back to the first days of VR have been replaced by a new grade of enginemen which incorporates a number of classes.

Since October 18, *Puffing Billy* has run an extra 3 km into the Dandenongs to Lakeside in the grounds of Emerald Lake. This is about 13 km from the starting point at Belgrave and the first time since 1953 that *Puffing Billy* has run beyond Emerald.

Timekeeping on the now defunct narrow gauge railways in the west of Ireland was as informal as the rest of the line's erratic operations. It's said that one day a train ran on time, and only one of the local level crossing gates was closed to road traffic. The locomotive demolished the other gate, and a heated debate between the driver and the gatekeeper followed. "Why," asked the driver, "was the crossing only half ready?" The gatekeeper had the answer: "I was only half expecting the train."

The Melbourne Goods Yard Christmas Club has organised a dance to raise money for their children's Christmas party. The dance, with a country and western theme, will be held at the Youth Hall, Churchill Avenue, Braybrook on November 8. It costs \$15 a head, all inclusive. Bookings can be made with Brian Baker, 311 8103 or Alf Moore 311 6814 or from auto 1752.



Melbourne Goods Yard stepped back into history one day early this month when this vintage Fowler traction engine (above) went through its paces.

The engine, part of a private collection belonging to Mr Ian Pearce of Oakleigh, was on its way to Orbost to do some scrub clearing.

It was built in Leeds, England, in 1906, weighs about 11 tonnes and burns wood.

The engine was brought from Wantirna on a low loader and went to Orbost on an out-of-gauge wagon. It had to get from the electric crane area to the weighbridge under its own steam.

This was not as easy as it sounds. The 9 m (30 ft) funnel had to be removed for the journey by low loader, and replaced to get the steam up.

However the entire transportation went off without a hitch and the little engine is now whistling its way through the forests of Orbost.



● Timetables officers Frank Cummings and Graham Cleak test the carpet.

Silver trains get carpets

The public liked the idea of carpeted carriages when they saw them for the first time recently.

Two stainless steel carriages, laid with green, tufted carpet are on trial for the Australian Department of Transport, in the suburban area.

The carriages, both for non smoking passengers, were built and carpeted at the Newport Workshops. In one the carpet was laid directly on the wooden flooring, the other is adhered to a foam rubber underlay and attached to the floor.

The carpets are part of a study to investigate an Australian urban passenger train suitable for all states. VR will test the carpets for wear and tear and cleaning problems.

RAILWAYS

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It is printed at the VR Printing Works, Laurens Street, North Melbourne.

Prints of most of the photographs published in *Rail Ways* are available on request.

Contributions are invited from readers, either in writing or by phone, and a fee is paid according to the nature and amount of material published.

Pictures are especially welcome. Editorial and subscription offices: Room 59, Railways Administrative Offices. 67 Spencer St., Melbourne 3000. Telephone 6 1001 (internal auto and extension 118;—editorial or 1367—subscription).

Editors are welcome to reproduce any material with or without acknowledgement.

FRONT COVER

The Overland from Adelaide coming through the cutting at Footscray one morning recently.

The cutting is part of the quadruplication works between South Kensington and Footscray where work is now well underway.

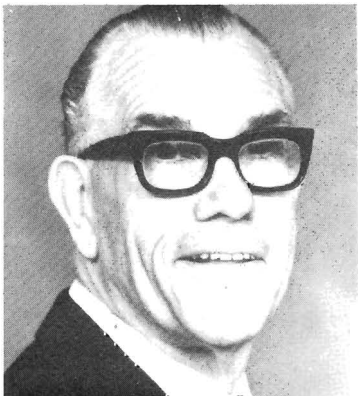
RAILWAYS NEED FUNDS —CHAIRMAN

The Chairman of the Victorian Railways Board, Mr A. G. Gibbs, believes that an efficient railway system is essential to the economic well being of the State.

Writing in the Chartered Institute of Transport Journal, *Australian Transport*, Mr Gibbs said that the key to the future of VR as a viable contribution to the economy of the State was the availability of funds for capital expenditure on planned improvements.

This was apart from the backlog of renewals and replacements inherited by the VR Board as a result of financial starvation of the Railways over a number of years in the past.

Mr Gibbs wrote that the Board was appointed to carry out the philosophy of the Bland Report, that in the 1970s a railway system must be regarded as a commercial undertaking, aiming to balance its costs and revenues.



He added: "This commercially-orientated charter does not imply, however, that the Board is expected to balance its costs from self-generated earnings like a normal business enterprise. The Victorian Government fully comprehends the fact that the concentration of certain classes of traffic—and particularly commuter travel to and from the central business district—on its railway system results in community benefits which more than justify a policy of recovering less than the full costs of providing these services directly from users."

To date cash subsidies have not been properly identified in relation to the particular transport tasks being performed, but are expressed at the end of each year's operations in the guise of an overall "deficit", he continued.

"This is a most unsatisfactory situation—its inevitable effects on staff morale call for no emphasis—which action is now in course to correct.

"When these planned changes in accounting and administrative procedures have been implemented later

this year, separate operating results will be produced for the various classes of service and for individual branch line sections, and specific subsidies will be paid to the Department to cover the difference between full costs and user payments in respect of all such services as the Government decides shall be continued in the community interest.

"The fact that the Board cannot expect to recover all its costs from user payments does not, of course, in any way relieve the Board of the responsibility of conducting its affairs in a businesslike manner" Mr Gibbs wrote.

He added that from the railway viewpoint the compact, small area of the State presented both problems and advantages. The main problem was the relatively short hauls of freight traffic. This could be solved by setting up regional freight centres, the first planned for Horsham, to which fast trains could carry unutilised freight from Melbourne for local distribution by road, a concept fully consistent with the Victorian Government's decentralization policies.

The size of the State offered the

advantage that in many respects the VR system was geographically ideal in size and shape for efficient operation and convenient administration—an advantage particularly evident since the advent of the diesel locomotive.

"The basic objective of the VR Board is to operate the railways on commercial lines, seeking to win the market those traffics for which the railways have an economic advantage over other modes and to earn sufficient revenue—including direct subsidies to compensate for the performance of non-commercial tasks at Government request—to cover all costs, including depreciation of assets.

"The Board is most encouraged at the recognition accorded by both Australian and State Governments to the extent to which the Railways in Victoria have been neglected in the past, and the vital role which a rehabilitated VR system must play in the future.

"All the Board asks is that the necessary resources are provided, without which it will be unable to discharge its task," Mr Gibbs concluded.

Kananook station opens



This is the first passenger train at Kananook station on the Frankston line, after it opened for business on September 8.

Kananook is 40.5 km Melbourne, between Seaford and Frankston. Initially tickets will be sold from a temporary

booking office and it will be under the care of staff from Seaford.

Kananook is another station, conveniently close to the beach and ideal for family outings during the long summer months.

THERE'S GOLD IN THEM THERE HILLS SO GO WEST YOUNG MAN

GOLD!

A century ago the cry brought thousands of eager miners rushing to dig or pan for a share of the precious metal.

On August 25 the cry was raised again—but only a handful of journalists and photographers were able to pass the strict security barrier at the Wattle Gully mine at Chewton, near Castlemaine.

Victorian Railways was fortunate enough to be invited to join a select band of spectators at a gold pouring.

With a dozen miners the group watched two ingots weighing just over 607 ozs and worth about \$77 800 being poured.

It was Wattle Gully's biggest pour since the mine re-opened five years ago after a two-year shut-down.

The shut-down was the only break in the mine's 100-year-odd history, and it came when the price of gold dropped to about \$35 an ounce—now an ounce is worth more than \$120 on world markets.

Gold is poured from each fortnight's production, and, although visitors are welcome on special tours, the pourings are surrounded by strict security.

Local real estate agent Felix Cappy, a director of the Wattle Gully Mines Tourism Pty. Ltd., which looks after the ever-increasing flow of visitors, explained that Victorian Railways had carried most of the mine's equipment to Castlemaine, or Chewton before its closure some years ago.

The impressive winding machinery, which powers the cage carrying miners and gold up and down the 366 m (1 200 ft) shaft, was built by Thompsons of Castlemaine.

The company celebrates its centenary this month. It supplies most of VR's point and crossing parts, and is naturally a major Railways customer: in the area.

Rail Ways will feature more of Thompson's railways history shortly.

Today, Wattle Gully employs just 14 men, including the eight miners working underground.

At the end of the single shifts, the miners place explosive charges in the gold-bearing quartz, and return next morning, after most of the hazardous dust has settled, to load the rock into miniature railway trucks.

The trucks are pulled by a battery-powered locomotive to the cage, and the quartz is hauled to the surface where it is crushed and separated from the flakes of gold by washing and separating process.

When iron pyrites are present some of the gold cannot be recovered this way, so there is a secondary slow process.

This involves dipping the gold into cyanide and acid baths, which induce the gold to cling to coils of zinc wire.

The acid destroys the zinc, but not the gold, and the last fine specks of gold are recovered nearly two weeks after the process begins.

Again VR plays a vital part in the recovery, for the cyanide ends its journey from Italy by rail from Melbourne to Castlemaine.

The small pieces of gold are melted in a special earthenware crucible, and poured into moulds before weighing.

At first the molten mass looks dull and black, because of the impurities floating on the surface, but soon the richness of the gold becomes obvious, even through the red heat of the crucible.

The still warm ingots are plunged into a nitric acid bath and scrubbed with a wire brush to remove the impurities, leaving a shining block of gold.



The waste rock is reduced to sand during the recovery process, and is eventually pumped back into the mine, filling disused shafts.

Perhaps the two greatest hazards are dust and water. Neither can be eliminated, although modern drills have water sprays to control the dust problem as much as possible.

About 454 000 l (100 000 gallons) of water a day are pumped from the main shaft, and passengers in the fast-moving lift cage get a thorough soaking.

Mines Department regulations once prohibited visitors from seeing the mine, but special arrangements have been made for tourists at Wattle Gully.

A dummy mine shaft has been built, and a narrow gauge train, hauled by a small electric locomotive, takes tour parties to see an exact reproduction of the working face.

A safety route has been approved throughout the main crushing and separating plant, and an old Tait (red) suburban railway carriage is now being converted into a mining museum and display centre.

A former Melbourne businessman, Rex Pricor, who now calls himself a "gold fossicker", demonstrates gold panning in the nearby creek to special groups.

He says there is plenty of gold in the area, although it's too deep for the average person to mine.

Felix Cappy thought it was unlikely any new mines could be economically viable—the cost of sinking a shaft and buying the equipment would be astronomical.

But he agreed that the equipment railed to Wattle Gully over the years by VR was probably worth its weight in gold.

VR trips to Wattle Gully

● VR will run a \$ Value Plus tour to Castlemaine and the Wattle Gully mine on November 23. This costs \$19 for adults, \$14.25 for pensioners and children. This price includes first class rail travel, coach travel, dinner, lunch and admission fees.

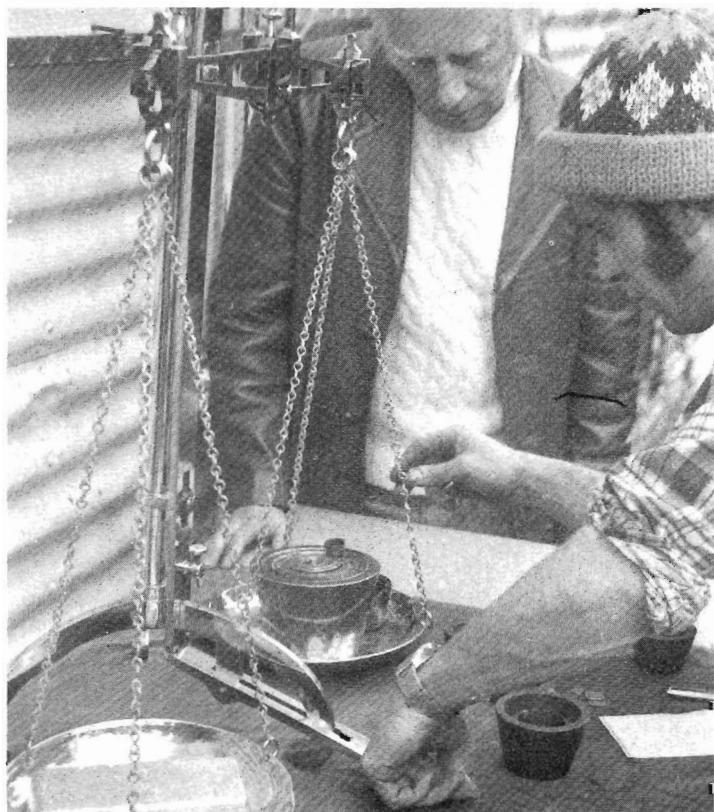
In addition there will be a \$ Value tour to Castlemaine every Sunday from December 7 to February 1, 1976 which includes a visit to the mine. It costs \$11 for adults and \$8.50 for pensioners and children.

To book for both tours ring 62 0771 (ext. 6 or 7) or any VR station open for passenger business.

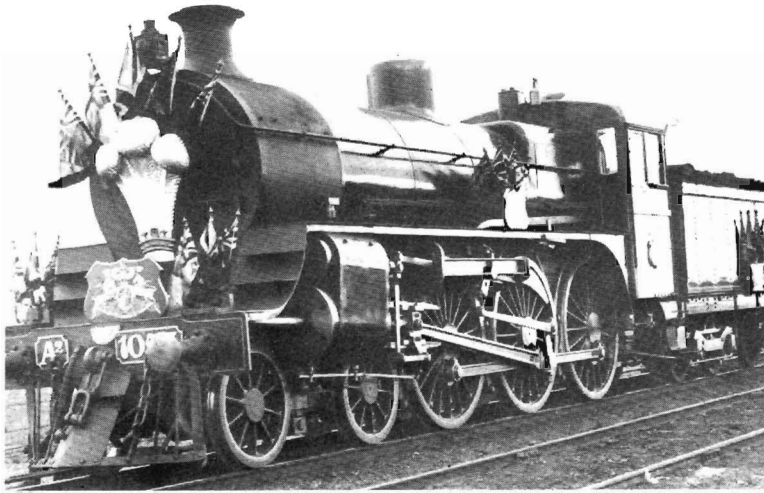


● After a few seconds in a bath of nitric acid, a gold ingot has the impurities brushed away with the aid of such mundane items as a plastic bucket, a garden hose, and a battered wire brush.

● Below—The final stage—the old polished brass scales are brought into action for the delicate weighing process. The ingot on the scales was valued at about \$38 000, and its partner at about \$40 000.



HOST TO ROYALTY



The A2 1057 bedecked in its royal plumage, coat of arms and flags, sits in a siding and awaits the arrival of its honored guest, Edward, Prince of Wales. Later King Edward VIII, he visited Victoria in 1920 before ascending the throne, and travelled throughout the State in

style and comfort, courtesy of Victorian Railways. For each Royal Visit VR has equipped a Royal train with the personal coat of arms of the visiting member of Royalty. Princess Margaret's train will be no exception.

When Princess Margaret steps aboard a special train to travel to Gippsland on October 27, it will be the 11th occasion over a period of 109 years that Victorian Railways has been host to Royalty. For the Victorian Railways Board, however, it will be the first.

The first Royal train in Victoria was prepared in 1867 for Alfred Ernest Albert, Duke of Edinburgh, son of Queen Victoria and Prince Albert. He arrived at Hobson's Bay aboard H.M.S. Galatea.

For those wishing to view the arrival, the Railways advertised: "On Saturday, November 23, trains will leave Melbourne every half hour for Williamstown. Fares: 1st return 1/6d (15c); 2nd return 1/- (10c)". Records show that many thousands made the journey.

At that time, the Victorian country rail system extended only to Echuca and Ballarat, via Geelong; the Duke travelled by special train to the three centres.

Newspapers of the day reported that the special train was "fitted as sumptuously as the carriages would permit. . . it was hauled by engine No. 50". The Duke visited other country areas by Cobb and Co. horse coach.

Two Dukes visit

In 1881, the teenage Dukes of Cla-

rence and York—Prince Albert and Prince George—sons of the Prince of Wales (later Edward VII) came to Australia. They journeyed by coach from Adelaide to Hamilton, then by train to Melbourne, via Ararat, Ballarat and Geelong.

Then followed a visit by the Duke and Duchess of Cornwall and York in 1901 to inaugurate the first Federal Parliament in Melbourne's Exhibition Buildings. The Duke, the former Prince George of the 1881 visit, later became King George V and his Duchess, Queen Mary. During their stay the Royal couple travelled Victoria extensively by train.

Edward, Prince of Wales (later Edward VII) came in 1920 and the Duke (later King George VI) and Duchess of York in 1927 to open the first Federal Parliament in Canberra. In 1934, the Duke of Gloucester came to Australia for Victoria's centenary

celebrations.

Princess Elizabeth and her husband the Duke of Edinburgh were on their way to Australia in 1952 when her father, George VI died and she returned to become Queen Elizabeth

Two years later the Royal Couple toured Australia and this was the only occasion that Victorian Railways carried a British reigning monarch.

The special train consisted of nine carriages and two locomotives. This Royal train was the first in Victoria to be hauled by diesel-electric locomotives. B60 and B61 were permanently rostered for "Royal" duties.

An extensive schedule of special country trains for people wishing to see the Queen meant the loan of 70 carriages from South Australia to supplement Victoria's own stock.

In 1956, the Duke of Edinburgh returned to open officially the Olympic Games in Melbourne. While here, he travelled by special train from Melbourne to Morwell and Maryvale. This was the first time Victoria had used an electric locomotive on a Royal train. L 1160 was used.

In 1958, Queen Elizabeth, the Queen Mother, who recently celebrated her 75th birthday, travelled to Ballarat by Royal train to inspect the begonia display. Princess Alexandra of Kent began her Victorian tour by train from NSW in 1959.



Prince Philip strikes a well-known pose as he walks with HM Queen Elizabeth II from the Spencer Street station during their visit to Victoria in 1954. The Royal Couple were greeted by the stationmaster of the day, Mr Arblaster (on their right) and the Minister of Transport, the Hon. P. L. Coleman, (walking slightly behind).

Harry's elected the mayor of Richmond town

Following the recent council elections in Melbourne, time-tables officer Harry Fletcher, has been appointed Mayor of Richmond.

Harry, 59, was elected unanimously on September 3 after serving six years as councillor for the North ward in Richmond.

Our picture shows a beaming Harry in his mayoral robes and chain.

Harry heads a council of 15, two women and 13 men, who represent the 30,000 people in Richmond's five wards.

He has been with the railways for 29 years and now works in the Traffic Branch with the manager, passenger operations.

His railways career began in 1946 when he joined VR as a porter at Spencer Street, after serving 11 years with the Royal Australian Navy aboard HMAS Moresby, Canberra and Australia.

The interest in naval affairs is still there. He is the vice-president of the Heidelberg sub section of the Naval Association.

Harry's other interests include golf, which he doesn't play much these days. He served seven years as the VRI golf club president and 13 years on the committee.

During his time at the railways, Harry has been posted to West Richmond, Bell and North Richmond before transferring to Woodend as a



yard porter in 1948. In 1952 he returned to the suburban area as a guard until 1962 when ill health forced him to transfer to the Melbourne Goods Yard as a clerical assistant.

He came to head office in 1967. The duties of Madame Mayoress will probably be divided between Harry's wife Laura and their daughter Debra, 15, a pupil at Richmond High School.

Chairman Says "Flinders St. Development Should Go Ahead"

Victorian Railways Board Chairman, Mr A. G. Gibbs, favors the development of the Flinders Street station as soon as possible.

Mr Gibbs said the VR Board owed a responsibility to the travelling public and its own staff to ensure that irrelevant issues did not stand in the way of providing modern, attractive terminal and office facilities at Flinders Street.

He added that the Board would co-operate in the preservation of any of the building's features as long as this did not mean the continued imposition of sub-standard conditions on the public and railways staff.

The station facilities were a disgrace to a city of Melbourne's standing and rebuilding should be carried out concurrently with the completion of the underground.

Mr. Gibbs said the development of the air rights of the site must comply with approvals and constraints similar to all developments in the central business district, but the requirements of railways staff and passengers must take precedence over all other considerations.

"One point that should surely be agreed upon is that the Flinders Street station, in its present form, is a wasteful monstrosity.

"That dark, grimy building has no historical associations and no architectural merit. The stuffy, pompous inefficiency it embodies is exactly what the Victorian Railways must escape," Mr. Gibbs added.

Buses, trams and trains to get \$162 m. from Budget

A total of \$162 million was allocated for Victoria's public transport in the State Budget of September 10.

In his Budget speech, the Premier, the Hon. R. J. Hamer, said his government had rejected the idea of higher freight charges on grains, wool, livestock and super-phosphates.

These were deferred when other freight charges increased on August 10, because of difficulties facing the rural sector.

Victorian Railways had an operating loss of \$115 million last financial year, \$21 million more than was estimated in last year's State Budget.

The estimated loss for 1975-76 was \$130 million unless fares and freight charges were increased. Recent rises will provide an extra \$15 million in the next 12 months.

The cost of the passenger fare subsidy scheme will be increased this year from \$1.1 million to \$3 million.

A further \$1 million has been allocated for loans to private bus operators to help pay for new buses and ticket machines.

Fare concessions for pensioners will cost the Government \$4.9 million in 1975-76 and for students \$2.5 million.

The Tramways Board had an operating deficit last year of \$20.5 million — more than double the previous year.

Tram and tramways bus fares were increased from August 10 to help limit the deficit for 1975-76.

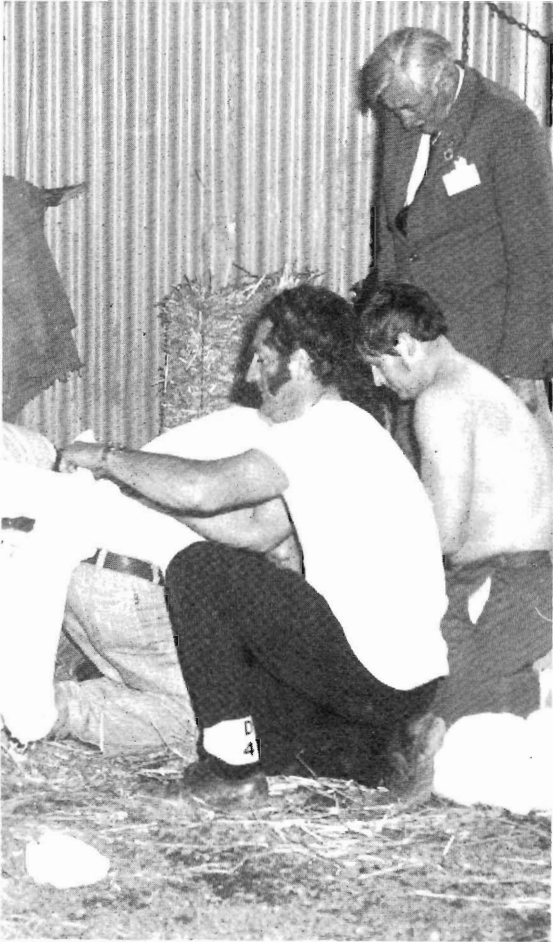
Mr Hamer also announced a new funding arrangement for the underground loop.

MURLA's borrowing allocation was increased from \$20 million to \$35 million. Under the previous agreement the Board of Works and the Melbourne City Council each provided 25 per cent of the cost of the loop.

The council will now pay no more than 10 per cent of its general rate revenue in one year and the Board will pay no more than 20 per cent of its metropolitan improvement rate revenue. This gives both substantial financial relief.

FIRST AID

For realism, the organisers of the Victorian Railways 65th First Aid



Bandages and splints are not always handy when an accident happens. In this case it was improvisation and off with the shirt.

Five large corrugated iron sheds were cleverly transformed into a stable, a timber workshop, a lake scene, a country roadside and a home complete with windows, on a roadway backdrop.

All likely settings for the common accident.

The scenes contained appropriate props, for example a motor bike crashed against a wire fence, a trailer containing fishing gear, saddles, bridles and pitch forks.

It was in these settings that first aid competitors from around the State concentrated, as they battled it out to score the winning points.

With refined skill they analysed, bandaged, comforted and applied splints and slings to their "ailing" casualties.

There's no doubt anyone involved in an accident would be in good hands with any of the competing railway first aid men.

But it was a competition and there had to be winners. This year the top team in the senior teams event went to Ballarat North Workshops No. 3, also last year's winners.

For the second year in succession Mr E. M. Sternberg, Ballarat North Workshops, won the senior individual award.

The novice team winner was P.W.M.D. Spotswood No. 1 and the novice individual award went to R. A. Sawers, Bendigo North.

Last year Mr Sternberg was also the Australian Champion in the individual event and the Ballarat North Workshops No. 3 team were Australian Champions in the team event.

They will compete again this year, to defend their titles, at the championships which will be held in Launceston, Tas., in November.

A large crowd attended the competitions, set in the bush surroundings at Mt Evelyn. Supporters included Railways Board Chairman, Mr A. G. Gibbs and Mrs Gibbs, Secretary, Mr C. W. Miller, Assistant General Manager, Mr N. Rash-

leigh, Board Chairman, the Victorian Railways Board, various

As usual from the Mr H. Johnson, Howard, Herbert.

Mr De Lancey, Mr Collins, 28 years high".

Mr D. Commission Melbourne medical importance

Mr 3rd when he was in the first never pass

Mr 3rd its enthusiasm

He and their own mates in the

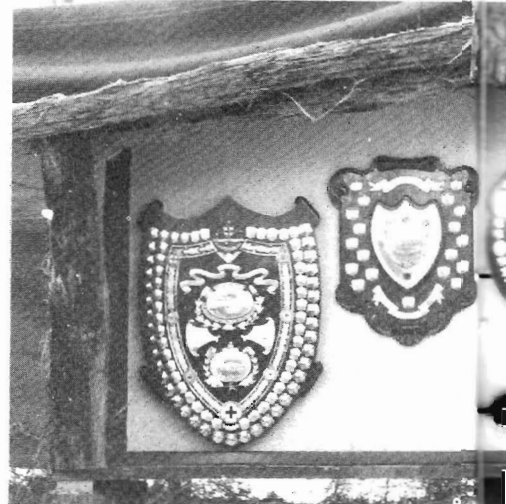
Mr Br protected adjudicator events

The act by Railway

For the



An accident in the barn and the "patient" is carried carefully to a blanket after initial treatment.



The prizes. The shields for the winners were displayed on a bark frame which was designed, built and erected by the first aid

IN FIRST AID

First Aid competitions would have got top marks.

Board member, Mr. J. J. Brown, former Chairman of VR Commissioners, Mr. E. H. Brownbill, Heads of VR branches, wives, children and workmates.

As usual the adjudicators for the competitions came from the top of Melbourne's medical profession. They were, Mr. I. Johnston, Mr. D. Donald, Mr. D. Brownbill, Dr R. W. McCusker, Dr J. Peter Bush, Dr J. McCusker and Mr R. W. Johnston.

Mr. D. Donald, the Chief Commissioner of St John Ambulance Brigade of Australia and a consulting surgeon in Melbourne, has adjudicated the first aid competitions for many years. He believes the competition standard is "very high".

Mr. David Brownbill, son of the former Railways Commissioner, and now a neuro-surgeon at the Royal Melbourne Hospital, said the voluntary services of these excellent men to the competitions each year proved the importance they placed on the annual event.

Mr. Brownbill said he began attending the competitions when he was 12. He said his father was "deeply interested in the first aid movement in the Victorian Railways". He has missed this railway function.

Mr. Brownbill complimented the VR first aid section on their enthusiasm and high standard of performance.

He and his father admired the Railway workers for using their own time to practise first aid, so they could help injured men if necessary.

Mr. Brownbill said this enthusiasm and skill should be encouraged and nurtured. This was why the professional adjudicators thought the competitions were worthwhile and looked forward to judging them each year.

The actual competition tests were prepared and organised by the Railways chief ambulance officer, Mr Les Wignall.

For full results, see page 158.

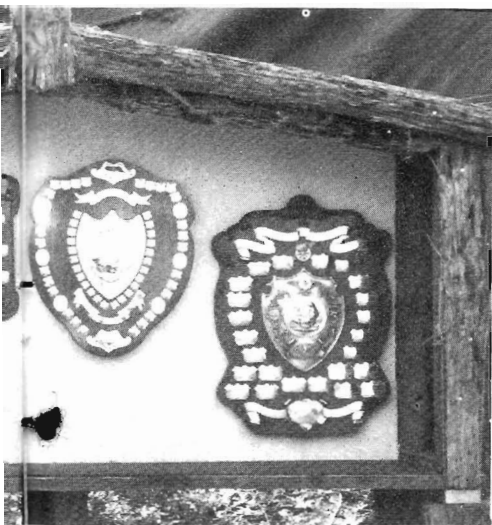


Under the close watch of an adjudicator, this team works hard and fast to save the "injured" man.



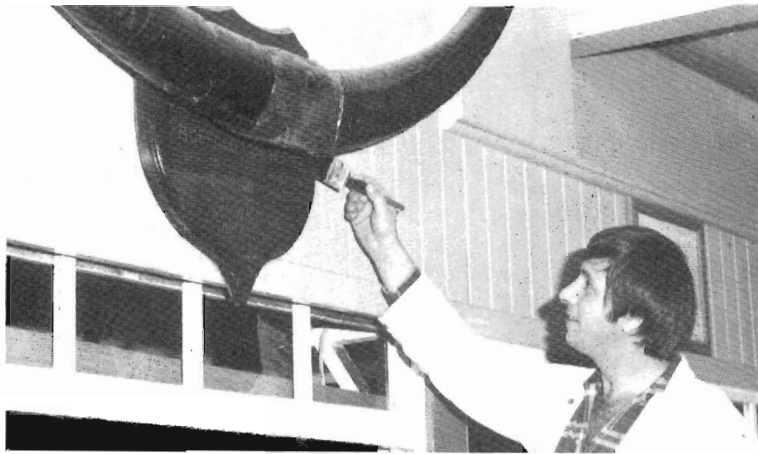
Above — Mr A. G. Gibbs, Chairman of the VR Board, presents the shield to the winning senior team, Ballarat North Workshops No. 3.

Below — A quick look tells these contestants all they need to know about this trailer "accident". Under the watchful eye of the adjudicator, they carefully probe the "victim's" wounds.



Displayed at Mt. Evelyn in this frame. The wooden shields were made by Railways works carpenters in conjunction with medical officers.





Buffalo's Michaelangelo

Rudi Hummel probably won't outdo Michaelangelo—but his painting task could be just as arduous as that of the famous Renaissance painter.

Rudi, 32, is the Mt Buffalo Chalet painter. His job is to give the Chalet a regular new lease of life with a fresh coat of paint.

"It's a job that never finishes," he said.

When it is wet or snowing outside, Rudi paints inside. When the weather's good he takes the chance to paint outside.

According to Rudi it took about three years to paint around the Chalet and get back to where he started.

Rudi has been a painter with Victorian Railways for about 10 years, first at Benalla, then at the Chalet, which he definitely likes.

"It's like a small Austrian mountain village to me," he said.

Rudi arrived in Australia from Austria about 15 years ago and naturally he feels more at home during the snow season. Then he gets about two hours skiing every second day and spends his days off during the winter on skis, if the snow is there of course.

His first pair of skis were made back in Austria out of fence palings and he has been skiing fanatic ever since.

Our picture shows Rudi touching up the paint work behind the huge buffalo horns hanging over the ski hiring office at the Chalet.

For the record the horns measure 3 m (9 ft 3 ins) from tip to tip, weigh 9 kg (20 lbs) and were brought from the Northern Territory.

Australia's Garratt

In the four months following Pearl Harbour in 1941, Japanese forces swept southwards to Australia winning victory after victory.

For Australia things came to a head in February, 1942, when Darwin was bombed by Japanese aircraft. The rush north to defend Australia began. The transport systems of Australia, particularly the railways, were badly strained carrying troops, tanks, guns, food, medical supplies and other equipment to Darwin.

The railways of Australia, with their various gauges, were not prepared for the great upsurge of traffic. What they needed was a large, standard locomotive for all narrow gauge railways. One that could run on light track and sharp curves, using a minimum amount of coal.

The answer was the Garratt locomotive, introduced to the world and Australia in 1909 when Tasmanian Government Railways ordered two 0-4-0 + 0-4-0 locomotives from Beyer Peacock in England.

The Geelong Steam Preservation Society in conjunction with the Australian Railway Historical Society Victorian Division has just published a history of these locomotives. The book, called simply *Australia's Garratt*, was written by VR engineman Bob Butrim. It has taken three years to prepare and is now on sale from the GPS from Box 166, Belmont, 3216, at \$4.80, including postage.

The last of the Australian Standard Garratts, as they were called, is now at the Australian Railway Historical Society's museum at Newport.

The Society has agreed to a permanent loan of the ASG to the Geelong Society, which hopes to raise the money to transport the locomotive from sales of this book.

The ASG is in good condition and Geelong Society members have been painting it at Newport. The last quote of \$1 650 for transporting the loco was given in 1968.

The book traces the story of the ASGs from 1942 when designs for an Australian Garratt began in the old nursery at Flinders Street station, to 1975.

Author Butrim, who is now based at Geelong, tells his readers that much of the criticism of the ASGs came from people who have heard second hand stories and who do not know what they are talking about. He says: "No one can say that the engines were a brilliant success, but considering the conditions and the reason for which they were built, they were not such a brilliant failure either."

The good old days...



Restored to its former glory, a 1929 model A Ford basks in the August sun outside head office.

The truck makes regular delivery runs for a local firm marketing decorative nos-

algia, old pub mirrors, advertisements and so on.

It had just delivered a number of items to continue their journey by rail to country centres round the State.

CUSTOMERS SAY...

Gippslander kids say thanks

"Thank you for your photographs you sent when our children were on *The Gippslander* for its 21st anniversary.

As you can imagine the children were delighted to see them and thrilled that they had special treatment on their trip.

I should like also to take the opportunity of commending the arrangements made for the trip which was a most successful one."

—J. O. Young, Principal of Oakleigh Primary School, writing to the Chairman of the VR Board, Mr Gibbs.

Staff courtesy

"I wish to express my very sincere thanks to you for your courtesy when I was stranded at Warragul station for five hours recently.

Two of your staff, J. Martin and A. Sperrin, by their thoughtful concern for my predicament obviously reflected the friendly spirit of your station and staff."

—Rev. K. D. Whiting of Yarraville, writing to the SM at Warragul.

Grateful traveller

"On July 29 I wanted to catch a train from Flinders St. to Bairnsdale. When I reached my station I was told that trains to Flinders St. from Syndal had been delayed. I told the SM of my problem and he contacted Flinders St. and held up the train for me.

When I arrived at Flinders St. a railway official met me and escorted me to the Bairnsdale train. He carried my luggage and told me not to worry about a ticket, I could get one on the train.

I wish to express my appreciation for the kindness and courtesy extended to me and would be pleased if you could pass on my grateful thanks to all concerned."

—J. Pettit of Glen Waverley, writing to the Secretary.

Pensioner helped

"In August I was a passenger on the Intercapital Daylight from Sydney to Melbourne. I had been injured in a bus accident so it was very difficult for me to move about.

"The Victorian Railways hostess was helpful and considerate and looked after me from the time she came on the train. I cannot speak highly enough of these girls. I will be grateful always for her help."

—Mrs Edith Jones, aged 72, of North Melbourne, writing to the Secretary.

Package tour

"I had such a good time at Castlemaine recently that I want to go again, so I hope you have more trips there. Victorian Railways really put on a good show. I do enjoy the monthly VicRail specials, it is so educational as well as pleasurable."

—Miss Elva Ferris of Melbourne, writing to the Secretary.

Trains safe for women at night

"Our club appreciates the efforts of the Victorian Railways to see that the suburban trains are made safer for women travelling on their own at night.

"We know this is a very difficult task these days, but we would like to commend you on what has been done for women, giving them a safe and secure feeling when travelling alone on the trains after peak hours."

—Miss Gwenda Lochhead of Carnegie, acting secretary of the Soroptimist club of Brighton, writing to the Chairman.

Fruit trees traced

"Recently a consignment of fruit trees addressed to me went astray between Bairnsdale and Melbourne.

"Mr Lance Collins of the Melbourne Goods Yard gave me some attention which astounded me for courtesy, common sense and service."

—Mr McLeod of McLeod Nursery, Carrum Downs, writing to the Secretary.

Invalid helped on train

"Please accept my sincere thanks for the kindness you bestowed upon me during my collapse on the Wodonga train recently. Had it not been for the attention and very prompt action in getting me to a doctor and hospital I may not have been here to thank you.

"I appreciate very sincerely what you and your staff did for me and feel that I owe my life to you."

—Mrs D. McKimmie of Kyneton, writing to the SM at Euroa.

Children's camp

"On behalf of the Lord Mayor's children's camp I would like to offer our sincere thanks for the very able co-operation the camp received from the Victorian Railways and its officials.

"We do trust that the happy liaison that exists between the VR and the camp will continue for the benefit of the many thousands of children who will attend our camp in future years."

—The Lord Mayor, Cr. Ronald Walker, writing to the Chairman.

Apprentices pleased

"We would like to express our gratitude for the tour of the South Dynon Loco Depot for 20 Post Apprentice Diesel Mechanics and three instructors of this college.

"They were impressed by the way the tour was conducted and the worthwhile information that the tour afforded. Please convey our thanks to Mr Barron, Mr Perlestein and Mr Heywood for their efforts."

—Mr A. Luker, Acting Principal, Richmond Technical College, writing to the Chairman.

From a young reader

"I am 10 years old and I see *Rail Ways* every month. In the February issue the top picture on the back page was upside down. When you turn it right side up the signals are right. The steam in South Africa pictures were real good."

—Chris Downs of Bexley North, NSW, writing to the editor of *Rail Ways*.

Retirements . . .

Suggestions

adopted . . .

TRAFFIC BRANCH

Baltadounis, V., Melbourne Goods 12/9
 Bloore, A. W. L., Hayfield 15/9
 Bursill, W. A., Ouyen 31/8
 Carson, Miss M. G., Flinders Street 22/7
 Compton, H. C. C., Newport 14/7
 Cravana, G., Melbourne Goods 10/8
 Curran, G. H., Stawell 28/9
 Daly, F. T. J., Bendigo 15/9
 Delaney, J. G., Melbourne Goods 3/8
 Dennis, G. M., Castlemaine 18/7
 Duncan, H. T., Geelong 14/8
 Fritchley, Mrs A. M., Diamond Creek 16/9
 Gillis, D., Melbourne Goods 11/8
 Greenough, G. G., Spencer Street 4/8
 Harris, Mrs L. E., Flinders Street 11/7
 Hawke, H. O., Spencer Street 20/8
 Jennings, J. S. L., Tooronga 27/9
 Lapsley, H. V., Flinders Street 13/9
 Lindsey, H. S., Belgrave 26/7
 Matthews, H. L., Holmesglen 24/7
 McLellan, Mrs G. M., Jordanville 13/8
 McKinnis, F. R., Ararat 15/8
 McRae, M. K., Tottenham Yard 20/9
 Morgan, T. H., Kensington 12/8
 Mulvaney, T. R., Sandringham 31/7
 Murphy, F. B., Melbourne Goods 31/7
 Randazzo, G., Melbourne Goods 20/9
 Rickard, J. T., Melbourne Goods 22/8
 O'Shea, E. T., Melbourne Goods 16/8
 Prime, F. C., Maryborough 1/8
 Swan, J. K., Metro. Sup'ts. Office 14/7
 Warrillow, B., Hurstbridge 17/9
 Watson, L. C., Williamstown 13/8
 Whitbourne, G. R., St. Kilda 15/7
 White, J. A., Melbourne Goods 11/9

WAY AND WORKS BRANCH

Allan, H. J. S., Werribee 3/6
 Beale, R. M., Seymour 8/8
 Bloomfield, L. C., Ouyen 19/6
 Boyes, W., Geelong 14/10
 Briggs, B., Benalla 25/5
 Corby, J., Benalla 4/6
 Cowley, P. W., Ouyen 6/10
 Delwig, G., Warrnambool 4/7
 Fargher, C. N., Flinders Street 15/8
 Fuller, A. U., Newstead 4/10
 Gaulke, R. G., Caulfield 23/6
 Gregory, D. C., Newport 1/8
 Lane, A., Ouyen 30/7
 Lang, R. J., Bendigo 14/7
 Massari, S., Newport 2/10
 Mengler, A. L., Caulfield 1/8
 Michalowski, P. J. A., Echuca 15/8
 Mills, H. D., Spencer Street 1/8
 Molony, W. J., East Melbourne 31/7
 Morrison, D. E., Caulfield 6/6
 Passmore, A. W., Head Office 11/7
 Pinkerton, R. L., Caulfield 2/8
 Poulton, J. O'L., Ballarat 11/7
 Prodromos, K., East Melbourne 4/10
 Rule, O. A., Murtoa 1/8
 Saunders, H., Benalla 8/8
 Stainer, J. B., Flinders Street 19/10
 White, P. J., Barnes 1/10

ROLLING STOCK BRANCH

Allen, P. W., Ballarat North 5/9
 Axiotis, T., Newport 16/10
 Beggs, P. D., Bendigo Loco. 9/7
 Black, J. F., Ballarat North 3/7
 Bolton, N. J., Ballarat Loco. 20/6
 Bowden, R. J., Newport 1/8
 Caputo, A., Newport 25/6
 Carpenter, V. D., Seymour 13/8
 Coppinger, W. F., South Dynon 1/8
 Dallimore, R. J., South Dynon 8/8
 Datson, A. T., Ararat 7/8
 Dobbin, W. T., Ballarat North 8/8
 Eldridge, R. S., Dimboola 16/8
 Fusca, N., Jolimont 3/7
 Hay, W. E., North Melbourne 8/7
 Johnson, L. E., South Dynon, 24/7
 Lazzaro, S., Newport 11/7
 Leonard, J. T., Newport 25/7
 Parnall, C. S., Newport 6/10

Passmore, A. W., Head Office 11/7
 Plumber, N. A., South Dynon 19/8
 Porter, F. J. F., E. R. Depot 15/8
 Ranson, H. K., Ballarat North 11/7
 Rewell, C. J. M., Newport 21/7
 Rose, R. W. C., Ballarat North 14/7
 Sankey, A. W., Head Office 5/9
 Strangis, P., Jolimont 30/10
 Szoka, K., North Melbourne 11/7
 Tarquino, V., North Melbourne 18/7
 Tatti, C., Newport 28/8
 Thatcher, A. D. E., Newport 28/8
 Watson, E. J., Ararat 11/7
 Wedekind, H., Newport 18/7

STORES BRANCH

Christopoulos, A., Printing Works 19/8
 Crump, J. C., Bendigo North Workshops 18/8
 Foudoulis, P., Reclamation Depot 21/7
 Papegelis, A., Reclamation Depot 25/6
 Papathanasiou, T., Printing Works 27/6
 Telescourt, G., Spotswood General Store 21/8

ELECTRICAL ENGINEERING BRANCH

Alves, R., Lighting and Power Div. 8/10
 Baker, L., Distribution Div. 25/8
 Buckley, G., Lighting and Power Div., 12/9
 Liepa, J., Lighting and Power Div. 13/10
 McIntyre, H., Overhead Div. 8/10
 Power, E., Overhead Div., 2/9
 Stallbaum, M., Distribution Div. 25/8
 Stamp, B., Distribution Div. 4/9

TRADING AND CATERING SERVICES

Dixon, H., Dining Car Depot 17/7
 Moravski, S., Spencer Street Cafe 7/8
 Maniati, M., Spencer Street Cafe 6/8

ACCOUNTANCY BRANCH

Edward, L. G., Newport Workshops 17/9

SECRETARY'S BRANCH

Morrison, R. A., Head Office 30/7

RAILWAYS REGRETS TO RECORD THE FOLLOWING DEATHS

TRAFFIC BRANCH

Andrews, J. H., Melb Goods 3/9
 Rickard, W. C. L., Ararat 27/7

WAY AND WORKS BRANCH

Boruch, S., Seymour 9/8
 Busso, S., Spencer Street 28/7
 Cetrola, R., East Melbourne 11/7
 Duthie, H. H., Ballarat 26/7
 Kerwin, W. T., Underbool 11/7

ROLLING STOCK BRANCH

Moore, L. M., Bendigo North 12/7
 Williams, L. H., North Melb. 27/7

STORES BRANCH

Stoddart, M. A., North Melb. Workshops 26/8
 White, D. J., Collins Street 8/7

- Alteration of JX cement wagons \$300
- Spanner for installing spikes on electric light poles \$100
- Provision of a covered recess for the cabin door on utility trucks \$ 50
- Despatching of rate notices through departmental correspondence \$ 50
- Deletion of rail tractor entries from computer programmes \$ 40
- Smaller mesh on wire parcels cage at stations \$ 25
- Erection of access steps from the down platform at Flemington Bridge \$ 25
- Method of testing overhead contact wires for faults \$ 20
- Improvements at Ringwood for interstate bookings \$ 20
- Improved car parking facilities at Boronia \$ 10
- Provision of strip heaters at Laurens Street works depot meal room \$ 10
- Design of spring buckles on F and M locomotives \$ 10
- Relocation of waybill clip and holder on CJ wagons \$ 10
- Discontinued weekly return by Traffic Branch of car usage \$ 5
- Exit signs at signal and communications building, Caulfield \$ 5
- Improved recording system about bogie changeovers at North Melbourne Workshops \$ 5

VRI news and sport

SAVINGS ON SCHOOL BOOKS

The VRI has made arrangements for its members to save on the purchase of schoolbooks and stationery.

Parents with school age children will soon receive a list of book and stationery requirements for next year. Book prices have increased considerably but the Institute has found a supplier willing to provide all available items at 10 per cent less than the current recommended retail price.

VRI members can take the lists into the bookseller's showrooms, show their membership cards and have the order filled.

When orders have been filled the supplier will forward cheques to cover any excess payment for books not available, plus the 10 per cent discount.

Booklists will be returned with the books.

School books are in great demand each year and members are asked to submit these lists as soon as possible and not later than January 10, 1976.

For further information about this service and other attractive Institute facilities, members can contact the manager, VRI, 3rd Floor, Flinders Street, or auto 1574. It is also getting towards the time of the year when Christmas presents have to be bought. Institute members can save by shopping at the two VRI stores, the Trading Company at 664 Bourke Street, Melbourne and the sports store at 603-611 Little Lonsdale Street.



Former Ceylon champ wins table tennis championships

The annual VRI Table Tennis Championships were held on August 17 at the Albert Park Table Tennis Centre.

Entries were slightly up on last year and several younger players entered all events. Unfortunately the country singles event was cancelled because of insufficient entries.

The open singles championship

● Above—Open singles champion Nimo Ramchand (left) discusses the championships with winner of the restricted singles title, Ted Findling.

Nimo, a former champion of Ceylon, is an engineer at head office. Ted also works at head office, in the public relations department as its advertising co-ordinator.

went to N. Ramchand, a former Ceylon champion. The open doubles went to M. Davey and T. Donnerborg who defeated last year's winners L. Curson and W. Lawrie, three rubbers to two.

T. Findling won the restricted singles from T. Donnerborg and the restricted doubles was won by J. Falzon and T. Findling from G. and F. Speldewinde.

Tournament at Newry golf course

The 15th annual Eastern Gippsland Golf Tournament was played at the Newry golf course on August 9 and 10.

On the Saturday 25 pairs and 16 men played off in the Canadian Foursomes. The scratch event was won by Mrs B. Cromb and W. Peel (Newry) and the handicap by Mrs J. Durant and D. Grumley (Newry).

Sunday was Championship Day and 121 golfers took part. The open A grade stroke event was won by H. Cull (Sale) with P. Tatterson (Newry) taking the open A grade handicap trophy.

Both the stroke and handicap events in the VRI section were won by M. Elkins (Lang Lang). Council was represented by councillors Ian Abcock, Bob Richards and Jack Williamson.

Golf day at Wimmera

The Dimboola VRI golf club was host to 85 male and 20 female golfers on August 31 for the 26th Wimmera Golf Tournament.

The feature event, the Wimmera Championship, was won by N. Haby (Dimboola) and N. Roberts (Geelong) took out the B grade event.

Miss B Thomas (Dimboola) won another trophy in the Ladies Event.

Councillors attending were Bob Richards and Jack Williamson.

VRI carpet bowls in ballroom

The VRI Inter-Centre Carpet Bowls Tournament was held at the VRI ballroom on August 17 with eight male and eight female teams representing Ballarat, Bendigo, Benalla and Geelong.

The men's final was won by Bendigo 2 from Geelong 1 and in the ladies final Bendigo 1 defeated Ballarat.

FOOTBALL GRAND FINAL

The Traffic Branch defeated the Accounts Branch in the grand final of the VRI Football League at Ransford Oval, Royal Park on August 17.

The breeze played a vital part in the first half and Traffic led 8.9 to Accounts 7.5. In the third quarter the Accounts team fought back into the game. With good team work they whittled down the Traffic team's lead.

But a Traffic revival brought a 33 points win.

Best players: Traffic—S. Goodman A. Vogt; Accounts—B. Hayes, M. Lawrinn.

After the match, Mr A. Fell, the VRI President, presented the Commissioners Cup to Traffic Branch captain M. Powell.

Chief Traffic Manager, Mr M. Ronald, then presented equal best and fairest awards to B. Trehwella (Traffic) and P. Flavell (Melbourne Yard).

Traralgon match

A combined VRI team went to Traralgon on September 14 to play the Traralgon Centre Football Club.

The Traralgon team led all the way and finished 25 points in front.

Final scores were Traralgon—13 goals 10 behinds—88 points; VRIFL—10 goals 3 behinds—63 points. Best players: Traralgon—B. Halligan, C. Cuthberston, T. Clard; VRIFL—M. Powell, B. Trehwella, J. Petruskas.

First aid results

Senior teams event: Ballarat North Workshops No. 3—437 points; Ballarat Traffic No. 1—416; Electrical Engineers No. 1—411; Senior individual event: E. M. Sternberg, First Aid attendant, Ballarat North Workshops—159; R. C. Lunnon, Maintenance Fitter, Ballarat North Workshops—126; J. W. Coughlin, Boilermaker, Bendigo Loco.—123; Novice teams event: Permanent Way Materials Depot Spotswood No. 1—394; South Dynon Loco No. 4—362; Bendigo Loco No. 2—360; Novice Individual event: R. A. Sawers, First Aid attendant, Bendigo North—93; M. G. Willis, fitter, Ballarat North—88½; W. T. Bramley, clerk, Bendigo North—84; Members of the senior team: M. G. Willis, G. C. O'Donnell, B. G. Richardson; leader—E. M. Sternberg, casualty—A. P. Armstrong; Members of the novice team; A. Farrugia, W. T. Bailey, L. Li-Brandi; leader—N. A. Matthews, casualty—W. Wheelan.

Umpire "Puffer" retires

"No umpire is ever right," says former VFL umpire Reg "Puffer" Sawyer, a little satirically.

"I always thought I was right though," he added, a remark to be expected from the jovial ex-Victorian Railways boilermaker.

We met Reg on his last official function with the Railways. He was the "doorman" at the Mt. Evelyn first aid competitions.

He has been involved in first aid with the Railways for 38 years and in 1972 he was made a Life Governor of the Victorian Civil Ambulance.

Reg joined the Railways in May, 1926, as an apprentice boilermaker and worked at Newport, North Melbourne and South Dynon Loco. He retired last month.

In 1938 Reg started umpiring with the VFL and has 120 senior league games to his credit, including the 1947 league grand final between Carlton and Essendon.

Carlton won by a point.

He played football with South Kensington, but gave it away at 25 to concentrate on umpiring.

"Umpiring helped to keep me fit and gave me an active interest in the game," he said.

Following his retirement from the VFL in 1958, Reg was umpire advisor to the Essendon district, for seven years.

But that does not make him an Essendon supporter.—In fact Reg did not barrack for any team—after all he WAS an umpire.

He still doesn't barrack for any team, although we have a sneaky feeling he may have a favorite team somewhere—but Reg is not saying.

Reg is content to be a spectator on the current football scene. But he probably differs from most because he can appreciate the difference be-



tween being out in the middle and inside the fence.

Reg, now one of an exclusive group of 13 ex-grand final umpires, added, "When I view the game, my thoughts are with the field umpires all the time.

Perhaps one of the most interesting incidents of Reg's football umpiring career came late in the 1940s in a game between North Melbourne and Geelong.

When the bell sounded at the end of the last quarter it looked like Geelong had the game won. However, Reg had not heard the bell and play continued. In those few seconds North Melbourne kicked a goal and won a game which took them into the finals.

Reg said the game officially ends when the umpire throws up his hands and because he didn't hear the bell he didn't throw up his hands. Soon afterwards the VFL switched to sirens.

And in case you don't remember Reg by now, he's better known as "Puffer" Sawyer, a nickname handed down to him by his father. "He never told me what it stood for," Reg said with a grin.



VR Chairman, Mr A. G. Gibbs, presents the shield to winner of the senior individual event, Max Sternberg (left) during the presentation of first aid awards

at the VRI ballroom on the night of the competition.

On the right is chief ambulance officer, Les Wignall, who prepared and organised the actual competition tests.

"The Vinelander Plate" run again

For the second year in succession, Victorian Railways sponsored "The Vinelander Plate" at Mildura Racecourse and ran a week-end package tour in conjunction with the racing.

The August 16 bush race meeting commemorated the third anniversary of the Melbourne-Mildura overnight train. *The Vinelander* has been a continuing success story since it was first introduced in August 1972.

The package tour was booked out weeks in advance and a capacity 80 tourists made the trip.

On the tour was VR Deputy General Manager, Mr L. A. McCallum



● Winner *Sampose* is led in by the clerk of the course.



● Mr. McCallum presents the *Vinelander Plate* to one of the winning owners.

and Mrs McCallum. They met each traveller personally to gauge, first-hand, the reaction to VR's popular tours.

Mildura industries continued in their enthusiasm and donated 80 gift bags, containing local products to whet the appetite of the visitors to the Sunraysia district.

The gifts included Mildura brewed beer, wine, orange juice, citrus, dried fruits and honey.

"The *Vinelander Plate*", run over 1 700 metres was won by the favorite and top weight *Sampose*, owned jointly by D. A. Ingram and C. G. Wells of Mildura.

VR took the chance to promote *The Vinelander* by offering a free

return trip for two, with the car, on the train. Numbered pamphlets describing *The Vinelander* were distributed. The popular prize was claimed immediately after it was drawn by Mrs McCallum.

For some time before the meeting, the Railways had arranged for the race trophy to be displayed in the front window of Mildura's largest departmental store along with a display of *The Vinelander* in 1/12 miniature. This drew large crowds.

On the Sunday, the full day coach tour took the tourists to Redcliffs and district, Wentworth, the Coomealla irrigation settlement, fruit and citrus groves, a winery and a NSW club.

When the Chalet horses come home

It is the time of the year for Eric Higgins to make his way down from the Mt Buffalo Chalet to the Buckland Valley to collect "his" horses.

On October 16, every year for as long as he can remember, the horses have left the valley after their winter break to climb the precarious trail, winding up to the Chalet.

Eric is Victorian Railways only groom. He also doubles as trainer, vet and blacksmith.

He learned all about horses from his father, a well-known horsebreaker in the Porepunkah area for many years.

Eric still lives in Porepunkah, just down the mountain from the Chalet. In his bachelor days he lived at the Chalet, where he has worked for 33 years.

Usually he has 12-14 horses in his care, aged between 2-14 years. The oldest Chalet horse is Granite, now retired after a faithful 27 years service.

Eric said it was former Railways

Commissioner and present Board member, Mr George Brown's wish that Granite never be sold. Most Chalet horses are sold to good homes after completing their years of taking the guests and sightseers riding.

Granite was "foolproof with children" Eric remembers, "The best horse I've seen with children, and I've seen a lot of horses.

"All the Chalet horses are very well-trained, they have to be because of the great number of children that ride them," Eric said.

When *Rail Ways* caught up with Eric recently, he was busy ski fixing and hiring—that's his winter job while the horses feast in the lush paddocks.

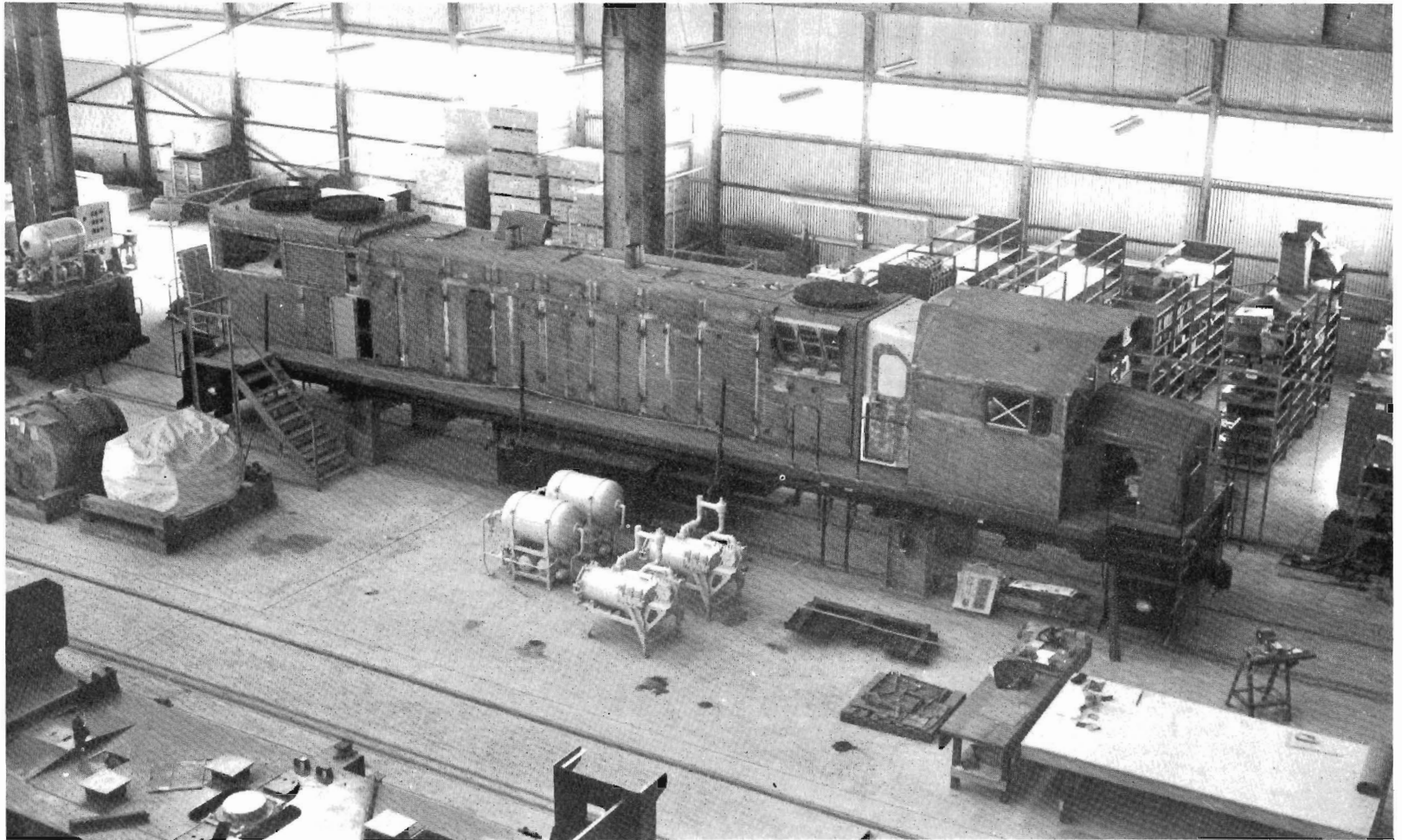
He admits he didn't know much about skis when he started the job, but now he is a master of the trade. And for a man who doesn't ski, that's pretty good.

He said he didn't get many break-ages with the modern, fibre-glass skis, but the old wooden variety gave him a few headaches.

His sons, Douglas, 16 and Kenneth, 13, have saved the family's skiing name. "Both were very good skiers," Eric said.

Wife Joyce works part time in the Chalet's cafe. She shares Eric's interest in horses and the two of them often go riding.





The first of a new order for 10 X class main line diesel-electric locomotives, nears completion at Clyde Engineering (S.A.) Pty. Ltd.'s plant at Rosewater, near Adelaide.

This particular locomotive is scheduled for delivery next month.

The 10 locos are needed to meet present traffic needs and cope with predictions which indicate that interstate traffic will continue to increase.

They will also allow the lower-horsepower locomotives to be released for more appropriate use.

VICTORIAN



RAILWAYS

NOVEMBER

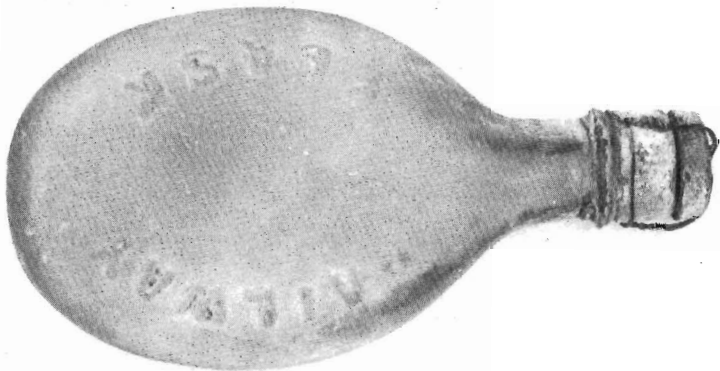
1975

10 CENTS



Mystery find

VicRail carries some unusual cargoes, but none quite so bizarre as one carried recently by the *Trans-Siberian*. The entire crew of a film entitled *Terror on the Shanghai Express*, including a "two-million-year-old man discovered by archaeologists" which turns into a monster rather like Frankenstein. Could this be the first horror movie set entirely on a train?



The mystery bottle (above) is about twice the size of the picture.

It is colored green and carries the words "Railways Flask" on the side. It was found on the old Cobb and Co. coach route near Murtoa by ex-railwayman, Mr Gordon Aumann, of Murtoa.

His hobby is collecting and identifying bottles of all shapes and sizes, but this one has him stumped.

If any *Rail Ways* reader could enlighten him, Gordon would be delighted. His address is 22 Soldiers Avenue, Murtoa, 3390.

The centenary of the opening of the Deniliquin and Moama Railway falls on July 4, 1976. On this date, 100 years ago, a private railway company began rail services between Echuca and Deniliquin. A detailed history of this railway is being prepared for publication in time for the centenary and authors Ron Darbyshire and Bob Whitehead would like to hear from anyone who could contribute information and photographs. Mr Whitehead can be contacted in room 77, head office or at home by phoning 93 1197.

Have you heard about one of our writers who rang Traffic Branch and asked to speak to a "block and tackle inspector"?

Supervisor of Locomotive Maintenance, Mr Frank Martin, got into some hot water at the Show. He went down to present one of VR's free trips to a lucky visitor. The winner was a railways employee from Ballarat. And the prize—you've guessed it—was a trip to Ballarat.

David Brunton of *The Herald* called it the week's corniest advertisement. The VR ad. asked: "Why don't you need to take sandwiches for a weekend at Nhill?" The answer: "Because of the sand which is there." But it worked. The desert tour has been one of the railways most successful. The original tour sold out that morning, a second (hastily organised), that day and a third the following day. A fourth was filled by week's end.



● Members of an ABC-TV film crew shoot some film as *The Overland* arrives from Adelaide, for a new series called: "No thanks, I'm on a diet".

RAILWAYS

Rail Ways is published monthly by the Victorian Railways Board for the information of our staff and customers.

It is printed at the VR Printing Works, Laurens Street, North Melbourne.

Prints of most of the photographs published in *Rail Ways* are available on request.

Contributions are invited from readers, either in writing or by phone, and a fee is paid according to the nature and amount of material published.

Pictures are especially welcome. Editorial and subscription offices: Room 59, Railways Administrative Offices, 67 Spencer St., Melbourne 3000. Telephone 6 1001 (internal auto and extension 1181—editorial or 1367—subscription).

Editors are welcome to reproduce any material with or without acknowledgement.

FRONT COVER

A goods train speeding through Horsham at 6 a.m., in the first hours of sunlight.

Computer take over



Mr. Gibbs officially operates the computer for the first time under the watchful eye of Mr. Suzuki and controller, management services division, Mr. Laurie Lynch.

Victorian Railways has taken over officially the operation of a million dollar computer.

Installed in the third floor at head office, the computer is the first step towards developing a management information system relating to all major activities of the railways.

The computer, the FACOM 230-45S, was installed by FACOM, Australia, Ltd., a subsidiary of the Japanese company Fujitsu.

Managing Director of FACOM Australia, Mr Tadashi Suzuki, handed over the computer to VR Board Chairman, Mr A. G. Gibbs.

Mr Suzuki said that since his return to Australia in February this year he had been impressed by the recognition given to public transport by governments, the media and the public.

He had recognised particularly the work done by Victorian Railways to upgrade services and extend the suburban network.

"I feel most confident that our 230-45S computer system will play an important role in the collection of vital management information by Victorian Railways."

Mr Gibbs said he believed that the railways system lent itself to this type of equipment. There were only three in Australia so VR was in the forefront with a computer that would open up a completely new vista of operations.

He said this was one way in which the railways would bejugged by those outside and with equipment such as this they would respect data and information coming from VR.

When the computer was installed, VR General Manager, Mr Ian Hodges, said that it would gradually take over the work of two others and work on future payroll and personnel systems as well as on an extended system of wagon movement analysis.

He said the computer would pay for itself within five years and would provide more than \$1 million in operating economies in the fifth year of service.

Thompsons Centenary

An engineering company which has supplied points and crossings to the Victorian Railways for 95 years, celebrated its centenary last month.

Thompsons-Byron Jackson, started life as Thompson and Co. foundry in Castlemaine in 1875, during the days of the gold boom.

Thompsons has held the contract for the supply of points and crossings to VR since 1880.

The firm was started by two brothers, David and James Thompson who came to Australia from Wales in the 1850s. They made pumps and other equipment for the gold mines.

In December, 1914, the first steam locomotive built by Thompsons for the railways was launched at the Castlemaine works. The engine was the first of 20 DD class steam locomotives provided for VR and to complete it Thompsons spent £62 000 on the latest machine tools from England.

On the day of celebrations last month, the Premier, the Hon. R. J. Hamer, joined a vintage steam train on the journey from Melbourne to Castlemaine.

National Trust and Railways Co-operate

A committee of representatives from the National Trust and Victorian Railways has been formed to evaluate the historic importance of VR's buildings.

It was formed to ensure a uniform approach to the preservation of historically important structures.

Announcing the committee's formation, Mr A. G. Gibbs, Chairman of the VR Board, said: "I am confident it will rationalise the evaluation of historic buildings and structures owned by the Railways.

"People sometimes lack objectivity in their desire to see old buildings remain, but quite often the buildings are of more sentimental value to them than real historic interest.

"If this type of thinking dominated the Victorian Railways could easily become a living museum and that is right out of line with what we are trying to do.

"Nevertheless, we recognise that some buildings and structures could remain because of real historic importance. And so we look forward to the recommendations of this joint committee," he added.

Assistant chief civil engineer, Bob Gallacher, engineer of track and drainage, Don Todd, and manager, station operations, Peter Helbig, will join Miss Molly Turner-Shaw, Mr Frank Strahan and Mr Hugh Ballantyne of the National Trust, on the committee.

Hump — two million wagons

The Victorian Railways automated hump in the Melbourne Freight Yard made history recently when it dealt with its two-millionth rail wagon.

The wagon was on a scheduled train from Adelaide made up of Victorian, NSW, Western Australian, South Australian and Australian Railways vehicles.

Chairman of the Victorian Railways Board, Mr A. G. Gibbs, said the \$14 million investment in the hump was returning 14 per cent of the capital cost and the gains had enabled the Railways to keep freight costs down and give a speedy, efficient service.

The remodernised rail freight yard was commissioned in December 1970 and the first million wagons had passed over the hump by March 1973.

Plans for Box Hill



● An artist's impression of the finished Box Hill modal interchange to incorporate as many transport modes as possible.

Work will begin soon on a \$13 million transport centre at Box Hill.

Plans were announced recently by the Minister of Transport, the Hon. E. R. Meagher, at a press conference.

Flanked by a model and architectural drawings of the centre, Mr Meagher said it would provide commuters with the best facilities in Melbourne, if not Australia.

Earlier this year Mr Meagher announced plans for a similar centre at Frankston at a cost slightly less than that for Box Hill.

He said the two centres were part of the State Government's program to upgrade Melbourne's transport facilities. Fifteen other stations are on the Government's list for similar work, pending the success of the first two.

Mr Meagher said the basic concept was to separate travel modes to minimise congestion and conflict.

The design envisages:

- two island platforms to provide for accommodation and station facilities for four lines.

- terminal facilities including escalators between platforms and concourse levels and a lift for aged or handicapped commuters.

- bus terminal with 16 bays.

- a taxi rank, a 'kiss 'n' ride' stopping area and car parking for up to 900 motor vehicles.

Mr Meagher said the project provided scope for development by private interests over the station area.

Development of the site, to be carried out in consultation with the Box Hill City Council and the Box Hill Chamber of Commerce, includes:

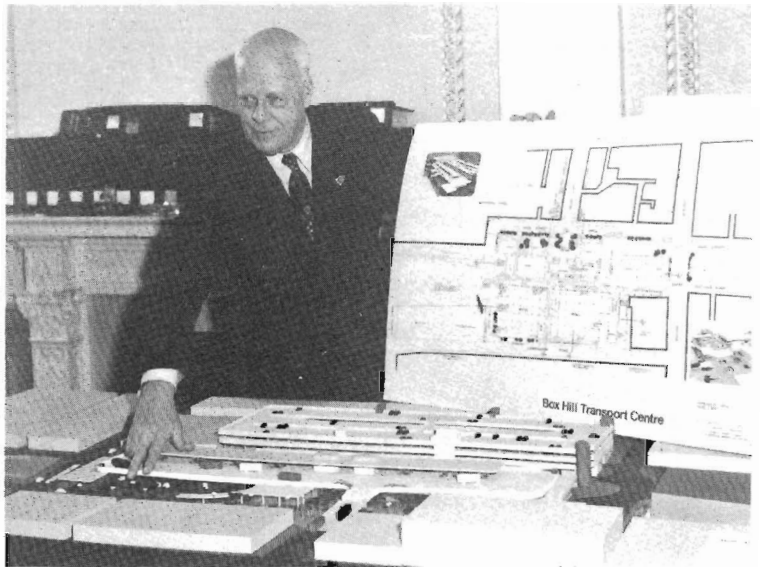
- conversion of Main and Market Streets into pedestrian malls with limited access for service facilities.

- creation of a large square opposite the "Whitehorse Plaza" shopping centre by establishing shops

along the south side of the mall.

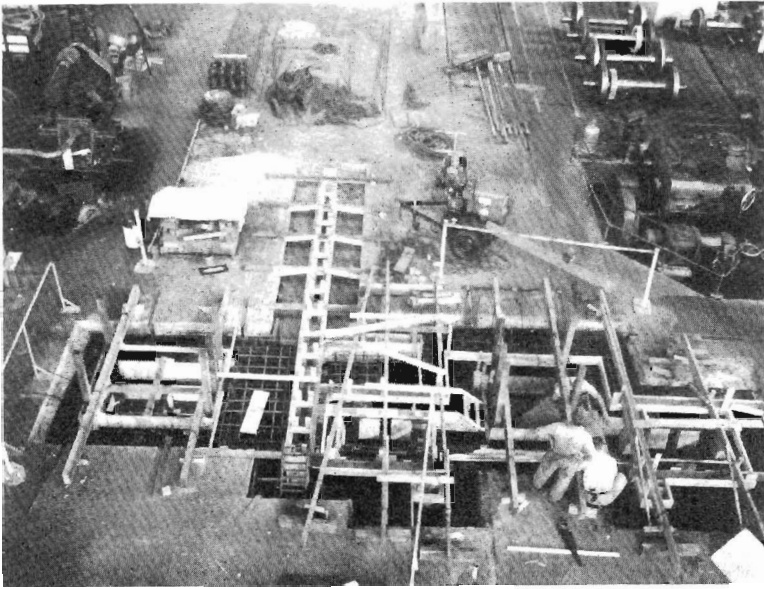
The level crossing in Station Street will be eliminated by the project. The trains will run below street level.

Mr Meagher said funds for the centre would come from the Ministry's Transport Fund.



● Mr. Meagher shows off a model of the Box Hill station at a recent press conference.

From a hole in the ground...



● The hole in the ground. Preparation of the foundation for the automatic wheel lathe, took 12 weeks.

When the wheels of time catch up with the wheels of trains, the Victorian Railways mammoth new lathe swings into operation.

At a cost of more than \$375,000, the lathe can resurface completely a set of wheel treads in only 12 minutes.

The new machine will replace some of the old lathes at Newport and elsewhere.

As well as the time-saving element the machine enables far more accuracy in checking wheel alignment and shows exactly the amount of metal to be cut away to give both wheels a selected contour and uniform diameter. This gives a smooth ride.

The machine was designed and manufactured in Erkelenz, Rhineland, West Germany, by Hegenschmidt Werkzeug Maschinenfabrik. The firm sent technicians to Australia to supervise the installation.

The machine is divided into two components: the optical and measuring section weighing 10 tonnes and the cutting section weighing 50 tonnes.

It took 12 weeks to prepare the foundation and install the machine at the Newport Workshops.

The two sections are about 30 metres apart on the same length of track. This enables more wheels to be stored prior to actual cutting.

Each set of wheels is initially rolled through the optical section where measurements are taken to show the minimum depth of cutting to restore full contour. This is recorded.

Then the wheels are rolled along the track to the lathe. The machine is set to the required measurements and set in motion for a programmed sequence of operations.

The actual cutting tips are small, removable and multi-pointed inserts of tungsten carbide mounted in special holders. Each will resurface up to ten sets of wheels.

A two tonne capacity truck bin set under the machine collects the metal cuttings. The bin is rolled out easily for disposal of the scraps.

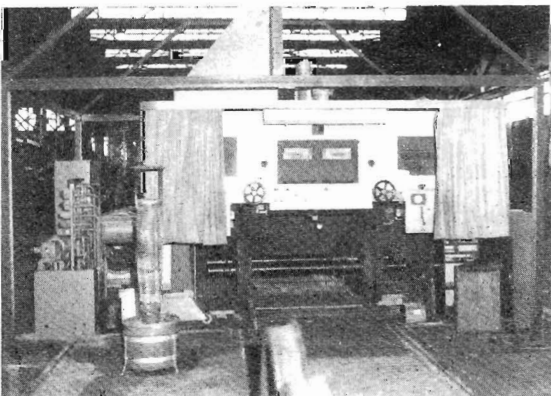
A screen made of safety glass, similar to a car windscreen, allows the operator to watch the floodlit cutting operation and make any necessary adjustments.

The actual operation requires minimal manual effort as the lathe is electronically operated and controlled by a series of push buttons and mini levers.

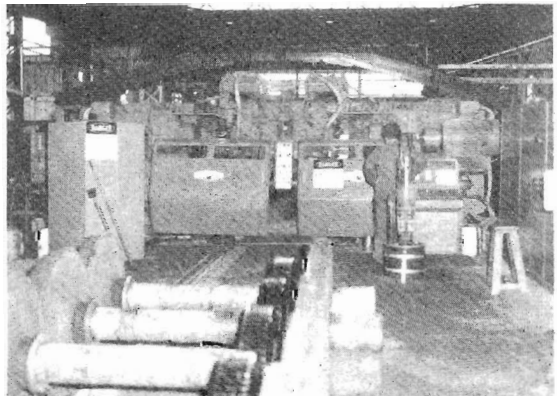
The average life expectancy of a train wheel varies with the type of vehicle and operating conditions.

At present the tyre contour of the wheels is turned on about 260 wheel sets per week.

The wheels are machined to correct wear and tear on the running surface contour from the guiding effect of rails and braking forces at the tyre surface.



The wheel lathe is set up and the wheel enters the optical measuring machine.



The wheel lathe in operation, resurfacing a set of wheels in only 12 minutes.



● With Mr. Gibbs at the unveiling of the plaque are (left to right) Mr. R. B. Galpin, Chairman, District Council of Port Elliott and Goolwa, Mr. R. Wellington, District Clerk and Mr. T. Chapman, State MP for Alexandra.

When is a train not a train?

Victorian Railways last month acknowledged the importance of the opening of Australia's first public railway at Goolwa, in South Australia.

Most historians have agreed that The Melbourne and Hobson's Bay Railway Co. ran Australia's first steam train—from Flinders Street to Sandridge (now Port Melbourne) on September 12, 1854.

However, in South Australia's south coast area some writers claimed that the first "train" ran from Goolwa to Port Elliot, four months earlier—on May 18, 1854.

There has never been any argument about the dates, but controversy has surrounded "what constitutes a train".

Chairman of the Victorian Railways Board, Mr A. G. Gibbs, went to Goolwa during the 121st anniversary celebrations of the running of the South Australian first "train".

He took with him and presented a plaque to the town of Goolwa, on behalf of the VR Board.

Mr Gibbs quoted a definition of a train, handed down by the Supreme Court of the Republic of Germany in 1933.

It said: "A railway is an undertaking suited for repeated movement of persons or things over not entirely inappreciable stretches of distance, on a metal basis, which, through its consistency construction and smoothness, is arranged to make possible transportation of heavy weights or the attachment of a relatively high speed of transportation, and through this characteristic together with the natural forces further utilised, to attain the transportative movement (steam, electricity, muscular activity of animals or humans, and also with appropriate lie of the road bed, the own weight of the transporting container or its contents)

is capable of producing an effect in connection of the undertaking of the same."

Mr Gibbs said the plaque reached a compromise by giving credit to South Australia for the first "train" and credit to Victoria for the first "steam train". But it should not be overlooked that the Port Elliot line was built for horse traction and the Sandridge line for steam locomotives.

The plaque reads: "To commemorate opening Australia's first public rail line Goolwa-Port Elliot May 18, 1854. Presented to the district by Victorian Railways who operate the Melbourne-Sandridge (now Port Melbourne) line where Australia's first steam train ran on September 12, 1854. Unveiled by A. G. Gibbs A. O., Chairman VR Board, September 28, 1975."

On the day of celebration one of Australia's steam showpieces pulled the train from Adelaide to Goolwa, the 100 per cent South Australian-built *Sir Malcolm Barclay-Harvey*, first of the 520 class locomotives to be built at Islington, near Adelaide in 1943 and lovingly restored by the South Australian Railway Historical Society.

Mr Gibbs unveiled the plaque near the preserved passenger carriage at the old platform by Goolwa Post Office in the main street.

Later the train retraced the path of the old Goolwa-Port Elliot line and continued on the next section to Victor Harbor, which was opened in 1864.

Is the old question now settled? Probably not. Another side of the argument will be revealed in a coming issue of *Rail Ways*.

Build homes in Brighton — free rail travel

Free rail travel for people who built homes in the outlying Elsternwick and Brighton districts—that was the deal offered by The Melbourne and Hobson's Bay United Railways Co. almost exactly 110 years ago.

The "building tickets" were introduced in October, 1865 to encourage passengers.

Based on valuation, a free first-class ticket, available for 18 months, was issued to the occupier of a house costing \$600 and the same ticket to a maximum of seven years was issued to the owner of a house costing \$2 000.

The bargain, which remained on offer until the company was dissolved in 1878, achieved its purpose and populated Brighton-Elsternwick.

In 1866 the residents of Kew asked the company to extend the railway from Hawthorn to their "village", but the company could see no immediate potential in the plan.

The Melbourne and Hobson's Bay United Co. was formed by the amalgamation of the Melbourne and Hobson's Bay and The Melbourne Railways Companies in June, 1865.

It controlled the lines from Melbourne to Sandridge (Port Melbourne), St Kilda, Hawthorn, Windsor and Brighton, a total of 27.5 km (16½ mls).

One of the first tasks of the management, was to link the lines at Melbourne. This was finished by December 1865 by excavating two culverts under Swanston Street from Flinders Street to Princes Bridge station.

Horsham survey

A team of Victorian Railways marketing and sales representatives is conducting a survey in the Horsham Regional Freight area.

VR has issued a five-page questionnaire to business people in the district, designed to ascertain the freight needs of individual concerns.

The railways recently distributed a four-page pamphlet outlining the regional freight centre concept and the Board's plans for the area. These are available from stations in the area or from the public relations section, room 59 at Head Office.

The sales team is in the district to answer questions from business people about the pilot regional freight centre at Horsham, about its operation and about the advantages of the system.

VR at the Royal Show

This year was one of the most successful at the Royal Melbourne Show for Victorian Railways.

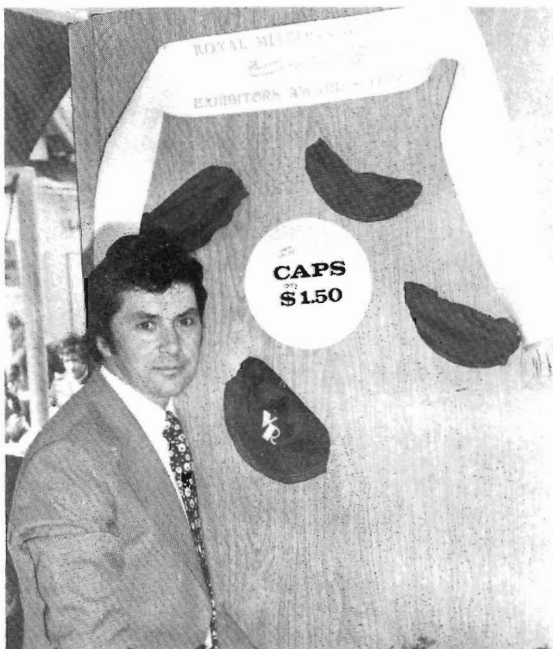
The VicRail display, designed by display artist Allen Gouldson, won third prize in the exhibitors' awards for "The Best Display by a Government or semi-Government Instrumentality".

The exhibit included working models of various freight and passenger trains, which fascinated the hundreds of children who passed through the exhibit. Almost every child was equipped with a VR identity badge before he or she left the area.

Promotions included *The Vinelander*, the Mildura district and Mt. Buffalo Chalet. Marketing and Public Relations representatives were there to help visitors with problems and queries.

About 60 free package tours were given away, many for two people. When a train whistle sounded, the winner was standing on a particular spot beneath one of the numbered show bags, which were suspended from the ceiling.

VR sold 593 specially designed show bags at 10 cents each and over 3 000 enginemen's caps, which were sold at the special price of \$1.50.



Display artist Allen Gouldson (above) stands beneath the exhibitors' award sash. On display are the denim enginemen's cap which were sold at the Show for \$1.50 instead of the usual \$2.



VR General Manager, Mr Ian Hodges, with some fierce-looking friends. He had just presented a prize — a Sunday tour to Castlemaine, to Helen Farmer, aged six, of East Keilor (at the back).

Part of the VR exhibit was the old printing press from Sovereign Hill. The printing manager, Peter Gilbert, explains the process to two visitors.



ROYAL SHOW 3rd PRIZE



The Sun's Miss Royal Show Girl finds an interesting display of working model trains at the VR exhibit.

Mrs Beryl Gibbs presents a prize – a day tour to Stawell and the Grampians – to Andrew Lister, aged 11, of Ashburton while Mr Gibbs looks on.



One of the displays shows a model of The Vinelander produce from the...

Transport Minister, the Hon. E. R. Meagher with Mrs Gibbs study the working models, during the...





...e Vinelander and the Motorail, surrounded by
the Mildura district.

...er with VR Board Chairman, Mr. A. G. Gibbs,
...g Mr. Meagher's visit to the exhibit.

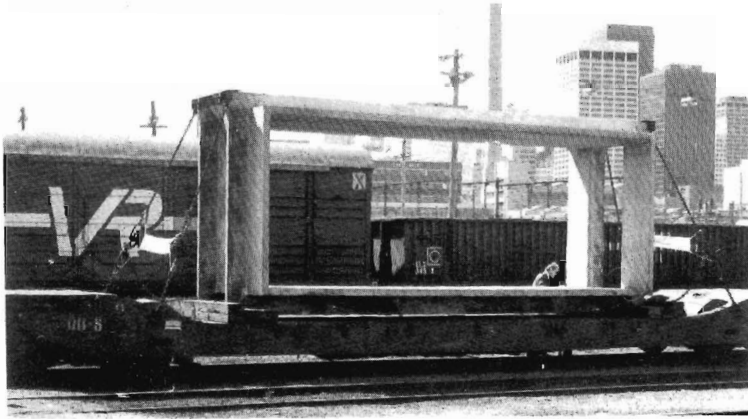


Passenger Marketing Manager Paul Donohue with Matthew Barry of Glen Iris
and his mother. Matthew won a ticket for two on any Sunday excursion train.

Superintendent of Locomotive Maintenance, Mr Frank Martin, (left) with
Mr G. Dowrick, a VR clerk from Ballarat and his two daughters. Mr Dowrick
had just been presented with a free trip to Ballarat. Swift alteration was
necessary and Mr Dowrick went home happy.



A home away from home



● Above—the module loaded up and on its way for a trial run.

A new pre-fabricated concrete building module left Melbourne Yard recently for a 966 km test run, designed to test the concrete's durability in transit.

The huge module (pictured) was anchored on top of a QB wagon for the journey. If the test is successful it is hoped the module will be introduced gradually to provide rest houses in country locations.

Eventually they could replace the timber rest houses now in use. When erected on site the modules will be carpeted already and contain light fittings and other built-in features.

The overall result will be a semi-motel type of accommodation for

traffic and rolling stock employees working in out-of-the-way places. If the concrete stands up to the travel the first of them is planned for Balranald.

There a unit of six of the concrete modules will be erected, to accommodate four men, each with his own room. A kitchen, living area and toilet will be shared. Furniture will be provided and when fitted out, the modules will be covered with tarpaulins to protect the fixtures during transit.

The modules are under contract to VR by Melokko Bros. Pty. Ltd., of Springvale.

Jim Kain retires

Mr Jim Kain, principal of the Victorian Railways Technical College retired on September 10 after almost 10 years with VR.

Mr Kain, 60, was seconded from the State Education Department and was in control of the studies of the Railway's 400 apprentices.

The longest-serving principal, since the College opened in 1922, Mr Kain will spend his retirement enjoying his favorite hobby, gardening and supervising the building of a house at Inverloch.

About 120 colleagues from the Railways and the Education Department attended the retirement ceremony and celebrations at the Newport Bowling Club, among them Mr Vin Winter, manager, personnel, and Mr Les Rolls, workshop manager, Newport.

Vice-principal of the College, Mr Bill Clift, presented Mr Kain with a cheque and the College clerk, Mr Don Cox, gave him a memento in the shape of a train wheel, chromed and inscribed.



The Victorian Premier, the Hon. R. J. Hamer ED MP, has written to VR Board Chairman Mr. A. G. Gibbs AO to thank VR for its organisation of the recent Royal Train to Moe.

This is an extract from the letter.

"It is generally agreed that the visit of The Princess Margaret to Victoria, which concluded today, was highly successful.

"Before leaving for Sydney this morning, Her Royal Highness said how much she enjoyed her visit to Victoria, specially mentioning the visit to Gippsland yesterday. The journey to and from Moe by Royal Train was an invaluable contribution to the success of this engagement

"I should be glad if you would kindly convey to the members of your various departments my appreciation of their contribution to this very successful engagement which reflects great credit on the efficiency of the Victorian Railways, as well as establishing a standard plan of organisation should future rail journeys for VIP's be considered."

**Next month *Rail Ways*
presents a full report and
pictorial record of the
Royal Train journey.**

Fitzroy tops soccer league

For the first time since its formation, 15 years ago, the Fitzroy United Soccer Club, has won a league premiership.

The club took out the 1975 State League premiership, the equivalent of football's Victorian Football League.

One of the proudest club men, was VR research officer, Mike Zafropoulos, (right) who has been its secretary for six years.

Mike, 29, has worked in the Development and Planning Division since 1972. He joined VR as a storeman in 1965, later did clerical work and then became a computer programmer.

In the meantime he studied part time at the Royal Melbourne Institute of Technology for a Bachelor of Applied Science degree, which he finished successfully, two years ago.

His spare time was taken up with the organisation of the club's five teams, one senior, one reserve and three junior.

Mike explained the difference between the football and soccer leagues: "In soccer there are no finals in the league. The teams play 22 games and

the team which is top at the end of the season, wins the premiership.

"Then the top four teams, this year Fitzroy United, Footscray, Sth. Melbourne and Mooroolbark, play for the State League Cup."

(When *Rail Ways* went to press the State League Cup competition was still underway.)

Mike has some strong feelings about the way soccer has been treated in Australia.

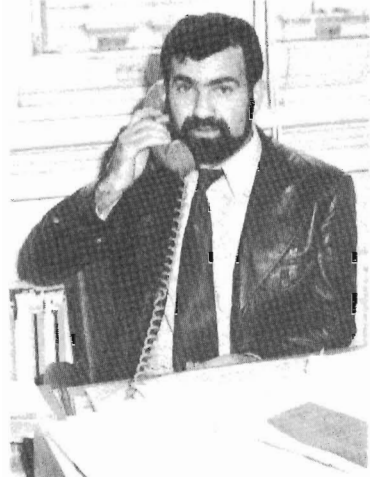
"Soccer has been neglected in this country as a sport until very recently. It is being partially accepted now.

"Our club plays now on the old Fitzroy Football Club oval. It was given to us by the local council.

"The fact that there are 600 junior teams in Victoria indicates that soccer is on the go-ahead. The game of soccer is not as rough as football and many mothers prefer their kids to play soccer rather than football. To me this indicates that most Australians will prefer soccer, not very far in the future."

The Fitzroy club comprises many nationalities, mostly Scottish and Greek.

The senior team finished the season



with 16 wins, two draws and four losses, for the 22 games. With two points for a win and one for a draw, the team finished with 34 points, four clear of second team South Melbourne.

In the final game Fitzroy United defeated Polonia Maribyrnong 5-1.

Singer Tassos wins the lunchtime crowd



● Tassos Ioannidis plays and sings for a lunchtime audience of VR colleagues. Just previously, he had won a heat of the Moomba Fest at the City Square.

One of the Victorian Railways most talented computer programmers surely must be Tassos Ioannidis.

And his talent is not confined to computers. Greek-born Tassos, 25, is also a very successful singer, compos-

er and guitarist.

He took second place in the September 28 heat of *New Faces* with a high score of 90, only one point behind the winner.

Tassos impressed the judges with one of his own compositions "A Pass-

enger of Time" or "Strata, Strata", sung in Greek and English. Since this appearance Tassos has received 10 offers of work in Melbourne.

In the meantime he sings every Wednesday night at *La Mama Theatre* in Faraday Street, Carlton with his twin brother Christos.

For the past six months, Tassos has been organising ethnic music nights at the theatre with a different programme of four acts each night, one always in English. They are popular as the continuous full houses prove.

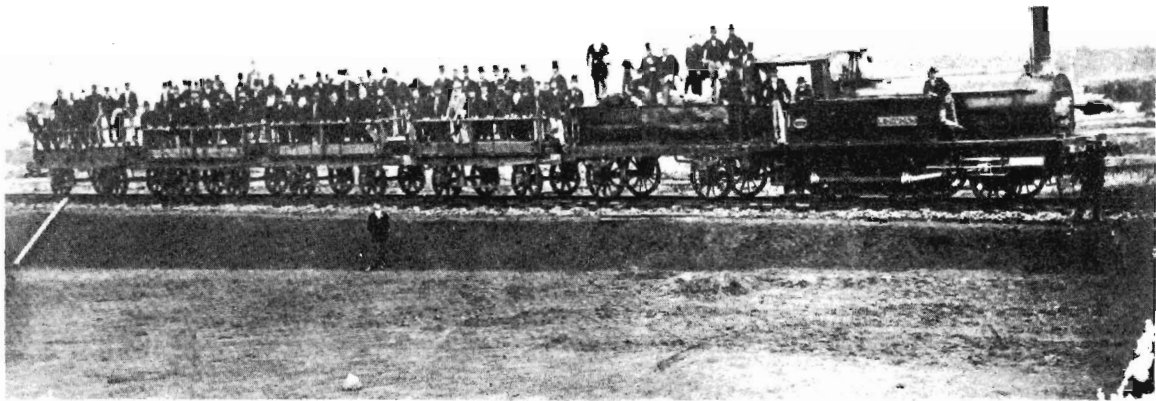
When *Rail Ways* caught up with him recently, Tassos was on his way to the City Square to play for a lunchtime crowd during one of the heats of the Moomba Fest, organised by the Melbourne City Council.

Tassos won the heat and went on to the final, which was won by a pop group.

Tassos, who lives in Abbotsford, has been in Australia almost four years and with the railways for about 12 months.

He loves singing and bursts into song any time. His boss, Rod Simpson, even caught him warbling in the lift one day.

'Portland station opens'



● The opening ceremony at Portland station on December 19, 1877. The loco was named "Richmond" and it belonged to the Melbourne and Hobson's Bay Railway Co.

The many she-oak trees growing around the site of the township of Oakleigh, reminded an early resident of his home in England, says Thos. J. O'Callaghan in his book of Victorian station names.

The name Oakleigh was familiar to the settler as the name of a park close to the Malvern Hills in Hertfordshire.

This month *Rail Ways* continues its occasional series on the history of Victorian station names.

Officer—named after Mr Robert Officer who owned land near the site of the railway station and who agitated successfully for the construction of the first siding there.

Orbost—the Orbost pastoral station was named by its owner, a Mr McLeod, after Orbost on the Isle of Skye the home of his uncle. The town took its name from the pastoral station and the railway station took its name from the town.

Ormond—named after Captain Ormond of the ship *John Bull* which brought immigrants to Port Phillip in 1840. Point Ormond was also named in his honor.

Ouyen—the native name for some waterholes in the vicinity. It means "ghost".

Pakenham—named after General Pakenham of Crimean War fame. He was brother-in-law to the first Duke of Wellington.

Pascoe Vale—named after a property owned by John Pascoe Fawkner. He called the place *Pascoville* but the name soon changed to its present form.

Porepunkah—there are two accounts given for the origin of this name. The first was that it was named during a storm by an Indian

officer who was with a party of diggers. In the Hindu language pore means "wind" and punkah means "blower". The other version was that the name was derived from a native word, meaning "the meeting of the waters"—the junction of the Buckland and Ovens rivers.

Portland—the town took its name from Portland Bay, and the railway station took its name from the town. The bay was called after the Duke of Portland, by Lieut. James Grant of the ship *Lady Nelson*.

Port Albert—was first named *Cornier Inlet* and rechristened by a Mr Orr who visited the place in 1841, after the Prince Consort, Prince Albert.

Port Fairy—named after a little vessel *The Fairy* which took shelter in the bay sometime in 1827.

Prahran—named *Pur-ra-ran* by George Langhorne, missionary to Aborigines, in 1837. Meaning "land partially surrounded by water", it was given orally to the surveyor Mr Robert Hoddle who wrote it in his notebook as *Prahran*. It appeared in that form on a plan of surveyed land, in 1840.

Pyramid—takes its name from Pyramid Hill, so called because its shape reminded a Major Mitchell of an Egyptian monument.

Quambatook—the native name

was *Quambatook* meaning "a rat".

Queenscliff—named in honor of Queen Victoria, it was formerly called *Shortland's Bluff* after a Mr Shortland of *HMS Rattlesnake* who was engaged in the survey of Port Phillip Bay.

Raywood—named after an early gold digger who worked on that field.

Remlaw—a nearby pastoral station was called *Walmer*, the name for the station was taken from the reversal of *Walmer*.

Ripponlea—from *Rippon Lea* the home of the late Sir Frederick Sargood, at Elsternwick. The railway station was not named until long after his death, but the property was a land mark and the station was named after it.

Rushworth—the station took its name from the town, which owes its name to Mr Horne, warden of the gold field. It was first known as *Dry Diggings* and *Whroo*, four miles away as *Wet Diggings*. To have a more marked distinction between the two, Mr Horne suggested that *Dry Diggings* should be changed and added that it was a "rush worth coming to". Those two words caught the fancy of the diggers and the town and station became *Rushworth*.

Rutherglen—was named after the Hon. J. A. Wallace, after his birthplace in Lanarkshire, Scotland.

VRI Golf Days

The beautiful Rossdale Golf Club was once again the venue for the VRI Country Golf Week.

The players were welcomed at lunch on September 29 by Mr J. K. McGowan, senior vice president of the VRI, who officially opened the competitions on behalf of the VRI and the VR Board.

The 18 hole stroke handicap and the first round of the minor division teams championship were the opening events.

The A grade division of the 18 hole handicap was won by Barry Williams (Traralgon) who finished with net 66. Jack Warner (Bairnsdale) took the B grade with a net 63.

In the teams events, Wodonga beat Hamilton, Bendigo 1 defeated Benalla and Dimboola 2 won from Bendigo 2.

On the Tuesday Col McKenzie (Benalla) won the 18 hole par event after a countback from Wayne De Araugo (Bendigo). Both finished with a plus six. The B grade was won by Geoff Williams (Wodonga) with a plus four.

In the major division of the teams event, Benalla defeated Geelong. In the semi-finals of the minor division on Tuesday afternoon Traralgon beat Bendigo 3 and Dimboola 1 defeated Seymour.

Wednesday began dull and overcast, but by the time the last player

teed off in the 18 hole stableford competition, the sun was shining.

Joe De Araugo (Bendigo), with a score of 41 points, took the A grade division and Richard Day (Benalla) with 40, won the B grade.

Team events

The major division of the teams event was won by Bendigo and the minor division by Traralgon. Congratulations to Jack Marsh (Bendigo) and Barry Williams (Traralgon) and their teams on their wins.

Championship day

Thursday was the big day and the climax of a week of great golf.

The State Open Railways Championship and the Jim Barker Memorial Trophy for the 27 hole handicap, were won by Joe De Araugo (Bendigo) with 116 off the stick.

The Country Open and Country Railways Singles Championships were won by Barry Williams (Traralgon) with 119 off the stick.

The Country Minor Championship and the B Handicap went to Jack Marsh (Bendigo) with 124.

Howard Humphrey (Traralgon) took out the Retired Mens Trophy.

Presentations

The presentation dinner rounded off the week. Prizes were presented by Mr McGowan and the VR Deputy General Manager, Mr Lindsay McCallum.

Through Norm Roberts (Geelong) the VRI thanked Rossdale Club for the use of their facilities and complimented the club on its course. One VRI man who deserved some praise was the VRI golf club hon. secretary, Allen Collins, who helped make the week a success.

North Eastern Championship

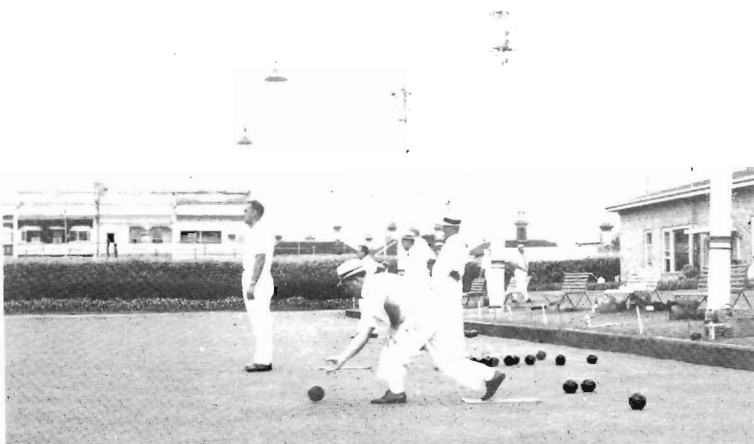
The 19th annual North Eastern golf championship was held at the Golden Golf Club recently.

The 36 competitors played off in perfect weather and some very good cards were recorded.

The championship was won by Jack Manning (Benalla) with a 72 off the stick. The A grade handicap went to Alby Jack (Bendigo) with a net 69. Mick O'Brien (Benalla) took the B grade handicap with a net 62.

In memory of the late secretary of Benalla, Peter Hale, the P.C. Hale trophy was awarded for the first time. It went to Glen Evans (Nagambie).

Bowlers for Adelaide



● One of the bowlers who will be going to Adelaide is G. Harrod (above) in action here at Country Bowls week. Mr Harrod is an electrical mechanic's assistant from Ararat. He will be going with 21 other bowlers and railway staff.

The ANZRI bowls carnival will be held in Adelaide from February 2-13 next year.

The following Institute members have been chosen to represent the VRI: J. E. Barker, foreman painter,

Spencer Street; K. L. Boyd, stationmaster, Armadale; J. W. Broan, clerk, Spencer Street; A. G. Gowling, clerk, Spotswood Workshops; G. Garlick, painter, Spotswood Workshops; G. Harrod, electrical mechanic's asst., Ararat; J. A. Hobson, ASM Trawalla; E. S. Hubbard, stationmaster, Creswick; J. W. Jenkins, driver, Ballarat; A. J. McDonald, goods checker, Ballarat; C. J. McFarlane, storeman in charge, Newport Workshops; K. M. Pope, providore, Trading and Catering Branch; R. B. Robinson, signalman, Geelong; R. Sawks, first aid attendant, Bendigo Workshops; A. Sheenan, train examiner, Echuca; L. F. Taylor, diesel maintainer, Ballarat; D. E. White, car and wagon builder, Ballarat; W. Wild, driver, Bendigo; E. J. Williamson, driver, South Dynon Loco; Manager—J. D. Shorten, engineman's instructor, Spencer Street; Institute representative—D. O'Donnell, train examiner, North Melbourne.

“Billy” puffs to Lakeside



● Puffing Billy gets up steam on his extended journey from Belgrave to Lakeside, travelled for the first time in 22 years.

It was all aboard for a day of fun and adventure one recent Saturday, when *Puffing Billy* the Dandenong's own steam train, made an extended trip to Lakeside, fulfilling a 17-year-old dream of the Puffing Billy Preservation Society.

The 74-year-old 6A locomotive pulled *Puffing Billy* from Belgrave to Emerald where it had to be replaced by a “younger” model, because of faulty compression.

The Premier, the Hon. R. J. Hamer, and several of his ministers joined Victorian Railways officials, Society members, and hundreds of adults and children on *Puffing Billy*.

Victorian Railways Board Chairman, Mr A. G. Gibbs, General Manager, Mr I. G. Hodges and Mrs Hodges, Deputy General Manager, Mr L. A. McCallum and Mrs McCallum, Secretary, Mr C. W. Miller and Chief Traffic Manager, Mr M. W. B. Ronald and Mrs Ronald, represented VicRail.

Those train enthusiasts who wanted to record the event in their private photographic collection, rejected the train journey in favor of lining the route with their cameras, flashes and tripods, half-hidden in the undergrowth.

The extension of the run to Emerald Lake, 3.2 km, took three years of intensive work by dedicated enthusiasts who had to replace every rail and every sleeper.

And 5 000 sleepers at \$4.50 each added up to a great deal of money for the 1 000-member organisation.

Many people said the new stretch was the best part of the route, incorporating the hairpin bend around the

valley and the view of Lakeside station down below.

The little train puffed into Lakeside amidst band music, cheers, whistles and enthusiasm. The final touch was a little reminiscent of football grand final days, as the locomo-

tive burst through a huge, paper banner, bearing the words “Puffing Billy”.

Mr Hamer officially declared the new part of the line open and everyone got down to the serious business of enjoying the rest of the day.



● The Premier, the Hon. R. J. Hamer, welcomes the crowd and officially opens the longer Puffing Billy run.

CUSTOMERS SAY...

Thanks to Conductor

"Just a brief note to thank the Victorian Railways for the wonderful service which we received on *The Overland* from Melbourne to Adelaide.

Both my wife and myself are approaching the 80 year mark and are both under constant medical care. I wish to express our thanks and gratitude to Conductor No. 28884, Mr L. W. Harvey, for his wonderful attention during the journey."

—Mr Murray Butcher of Blackwood, South Australia, writing to the Chairman of the VR Board, Mr Gibbs.

Chalet visit

"On behalf of my wife and myself, both pensioners, I wish to say what a wonderful success our trip to Mt Buffalo was. It enabled us to use our concession tickets and to meet such a lot of nice people.

The organisation both on the train and at the Chalet was excellent. We only hope that more people take the opportunity to enjoy themselves as much as my wife and myself."

—Mr W. L. Smith of Ascot Vale, writing to the Secretary.

Grateful commuter

"I would like to express my gratitude to the VR service, which I suppose most of us take for granted. My workmate and I attended the GMH 25 year club dinner recently and as we would have a few drinks we decided it would not be wise to drive our cars.

We were surprised by the low cost of a single fare and the short travelling time. We rarely have the opportunity of using the train services and I have not had a ride on a silver train as yet.

Best regards to you and your staff for the future."

—Mr K. Mussared of Altona, writing to the Chairman.

From a happy mother

"I would like to express my appreciation and thanks to the con-

ductor on *The Gippslander*, on September 19. Three of my children, aged 12, six and four, travelled on their own from Sale to Dandenong.

I spoke to the conductor at Sale, asking him just to check on them for me. However, my children really enjoyed their trip and the conductor really looked after them. I think his name was Michael Downing and I was so thankful for his kindness.

We have travelled on *The Gippslander* before, as well as other trains and have always been happy with the service, but I felt this conductor put himself out for my children and I wish to thank him."

—Mrs Elizabeth McKenzie of Sale, writing to the Chairman.

Glenferrie station staff

"We have carried out business with Glenferrie station for many years, sending and receiving cartons of food.

We would like to bring to your notice the excellent and courteous service we have always received, particularly from Mr Daley, the stationmaster and his present staff who have been ready to help us always in any way possible."

—W. & A. Martin of Kew, writing to the Chairman.

Good journey on special train

"On behalf of our school, may I thank you and all members of your staff, for the manner in which our special train was handled on Tuesday, September 22.

Please convey our thanks to the station staff at Spencer Street, Ballarat, Stawell and Murtoa for their assistance.

We are extremely thankful for the assistance given to this operation by the stationmaster and Messrs Martin Tracey and Les Powell at the Horsham station for their untiring assistance."

—Mr N. Silvey, principal, and Mr Reg Shearer, tour organiser, of Horsham Technical School, writing to the Chairman.

Longest train

"On page 114 of August *Rail Ways*

I read of what is believed to be the world's longest train. I think that perhaps this could be re-phrased to read 'the longest train in Australia'.

On page 152 of the *Guinness Book of Records* is written: 'The longest and heaviest freight train on record was one about 6 km (four miles) in length, consisting of 500 coal cars with three 3 600 hp diesels pulling and three more pushing on the laeger, West Virginia to Portsmouth, Ohio, a stretch of 252 km (157 miles) on the Norfolk and Western Railway on November 15, 1967. The total weight was nearly 42 674 tonnes (42 000 tons)."

—Mr John Zitta of Geelong, writing to the editor of *Rail Ways*.

Happy trip

"Last Thursday I travelled by train from Bairnsdale to Caulfield. We had a happy conductor on the train, it was heart warming to have someone happy and ready to help. (The conductor was Mr Grima—Ed.)

I was making use of my free pensioner pass and that was a wonderful idea."

—Mrs Edith Milne of Sassafras, writing to the manager, passenger operations.

Recovery of lost property

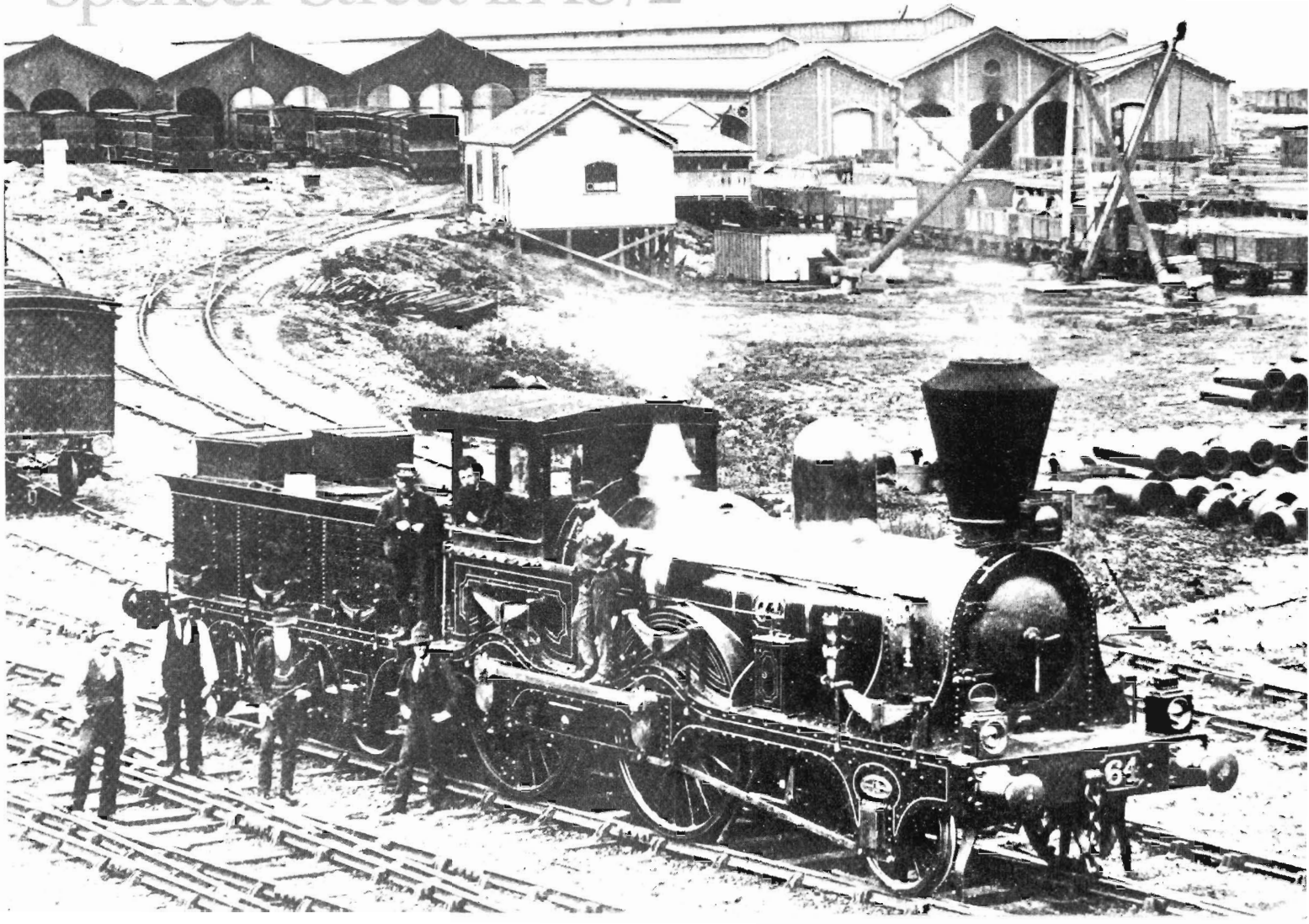
"There have been two instances in the past few months when I have had to recover lost property from Flinders Street. On the first occasion my son left his wallet in a phone booth at the station. This was recovered by head station assistant J. Gun (who I was able to thank personally afterwards).

On the second occasion I left a 16 mm film on the train from Blackburn. I notified the lost property department at 9 am and had a phone call from them before lunch to say the film had been recovered.

I should like to express my appreciation of this very efficient service and thank those members of your staff involved."

—P. Heywood of Blackburn, writing to the Secretary.

"Spencer Street in 1872"



VICTORIAN



RAILWAYS

DECEMBER

1975

10 CENTS



Sales representative Eric Doser took an immediate interest in the picture of the water buffalo horns at Mt Buffalo Chalet in *Rail Ways* October. He tells us the horns were presented to the late Sir Harold Clapp by his great uncle Thomas Sayle. Mr Sayle had the well-known Elsey Cattle Station in the Northern Territory before disposing of it to Mrs Gunn—who wrote “We of the Never Never” and “Little Black Princess”—and he shot the buffalo on this property.

Rail Ways August featured Melbourne Yard’s Michael Field, and his constant efforts for the Victorian Riding for the Disabled Association. VR engineman Ian Murray, a highly enthusiastic member of Malvern Apex Club, tells us the cause has been taken up by Apex’s zone 12, stretching from Oakleigh to Orbst. The zone’s service project for 1975–76 is to help start Riding for the Disabled groups in as many major centres—outer suburban and country—as possible throughout the area.

Incidentally, one of Malvern Apex’s fund-raising activities involves railing sheep manure from the country, and bagging it for sale. More on this project soon.


No-one loves parking fines—most of us have had to pay a few. But an errant motorist in a VR parking zone saw the bright side when he sent his cheque:

THE SUM OF..... *SIX 000*



Last month *Rail Ways* featured the Goolwa (SA) line anniversary celebrations, and happily ploughed into the “controversy” on just what was the first railway in Australia. Twenty-three years ago *VR Newsletter* did the same, just before Victoria celebrated the centenary of Australia’s first steam-hauled train.

Newsletter said the point at issue seemed to be whether a railway is defined merely as a railed track, or a railed track for mechanically powered vehicles.



A. G. GIBBS
Chairman

OFFICE OF THE BOARD,
67 SPENCER STREET,
MELBOURNE, VIC. 3000


A CHRISTMAS MESSAGE

I would like to extend on behalf of the Victorian Railways Board and Management a Happy Christmas to all our staff and their families.

With the approach of Christmas it is also a time for looking forward to better things in the coming year.

I doubt if any of us could have forecasted this time last year the challenges we would face in 1975. This is a national problem and as a service industry we felt the effects in many forms.

In this regard I would like to express thanks on behalf of the Board to all our staff for the way they have responded to the many problems we experienced in 1975. Fortunately there is still a continuing interest in promoting rail for many tasks. Given the funds and the opportunity I see no reason why we cannot perform well and meet every task. The Board looks forward with confidence to a growing role for the V.R. in the years ahead.


A.G. GIBBS

Britain, the mother of railways, dates hers from the first train hauled by George Stephenson’s *Locomotion* between Stockton and Darlington, although tramways with authentic horsepower had been used in mines for many years before that.

Encyclopedia Britannica says railways had their origins in tramways, which gives some credence to the differential we apply—but the Oxford Dictionary doesn’t differentiate.

So the controversy is still wide open—but *Newsletter* said even the Goolwa claim was wrong. At the risk of upsetting the “history” so carefully asserted last month, we quote: “In 1831 a company opened its first coal mine at Newcastle, NSW, and a horse-operated ‘railway’ from it to the Hunter River.”

Having set our friends in NSW and SA at each other’s throats over this little matter, we can relax secure in the knowledge that our claim to the first Australian steam hauled train is, so far, undisputed. And anyone who disputes that will have to argue with every established railway historian.



Rail Ways is published monthly by the Victorian Railways Board for the information of our staff and customers.

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Prints of most of the photographs published in *Rail Ways* are available on request.

Contributions are invited from readers, either in writing or by phone, and a fee is paid according to the nature and amount of material published.

Pictures are especially welcome. Editorial and subscription offices: Room 59, Railways Administrative Offices, 67 Spencer St., Melbourne 3000. Telephone 6 1001 (internal auto and extension 1181—editorial or 1367—subscription).

Editors are welcome to reproduce any material with or without acknowledgement.

FRONT COVER

The Royal Train at Moe, with its special headboard.

Full details of the successful day trip for Her Royal Highness The Princess Margaret start on page 180.

COUNTRY TRAINS FOLLOW BLAND REPORT

Passenger train services between Echuca and Balranald, and Melbourne and Tocumwal ceased on Monday November 10.

The cuts follow recommendations within the Bland Report on public transport in Victoria.

Tocumwal passengers will be taken from Cobram by bus—the evening train from Melbourne to Numurkah has been extended to Cobram.

A number of other changes have also been made—

● **Mildura line.** Bet Bet, North Creswick, Goldsborough, Emu, Cope Cope, Kinnabulla, Curyo, Watchupga, Turriff, and Nowingi stations have been closed for passenger and parcels business.

● **Geelong line.** The previous 5.30 a.m. train from Geelong to Melbourne leaves at 5.20 a.m., Monday to Friday, and at 5.25 a.m. on Saturday. The 9.5 Melbourne train now leaves Geelong at 9.15 a.m., and stops at Footscray. The 1 p.m. from Geelong (Monday to Friday) makes an extra stop at Newport, and the 2 p.m. (Monday to Friday) also stops at Newport. The 7.10 p.m. from Geelong on Friday no longer stops at Corio.

● **Port Fairy line.** The former 3.30 p.m. from Port Fairy (Monday to Thursday) leaves at 3.30 p.m., and the 5.30 p.m. from Port Fairy to Melbourne on Friday leaves at 5.45 p.m.

● **To Geelong and Port Fairy.** Footscray and Newport are extra stops for the 8.25 p.m. (Monday to Saturday) train to Geelong, and the 9.30 p.m. to Port Fairy will stop at Newport (Monday to Saturday).

● **Warrnambool, Cobram, and Toolamba.** The Monday to Saturday Melbourne-Warrnambool train now leaves Spencer Street at 6.23 p.m. The Cobram-Melbourne train (Monday to Saturday) leaves at 5.55 a.m., reaching Melbourne at 10.2 a.m., and the 6.25 a.m. Echuca-Toolamba now departs at 6 a.m.

**“Railways”
presents a
special Royal
Train feature—
pages 180 - 183**

Horses for courses?



● Over the years Melbourne “Sun” columnist Keith Dunstan has found some unusual ways to get to Flemington for the Melbourne Cup—this year VR joined the act.

Keith, and artist-cartoonist Jeff Hook (“Jeff”), (above), borrowed an old gangster’s trolley, and pushed and pulled their way to the course.

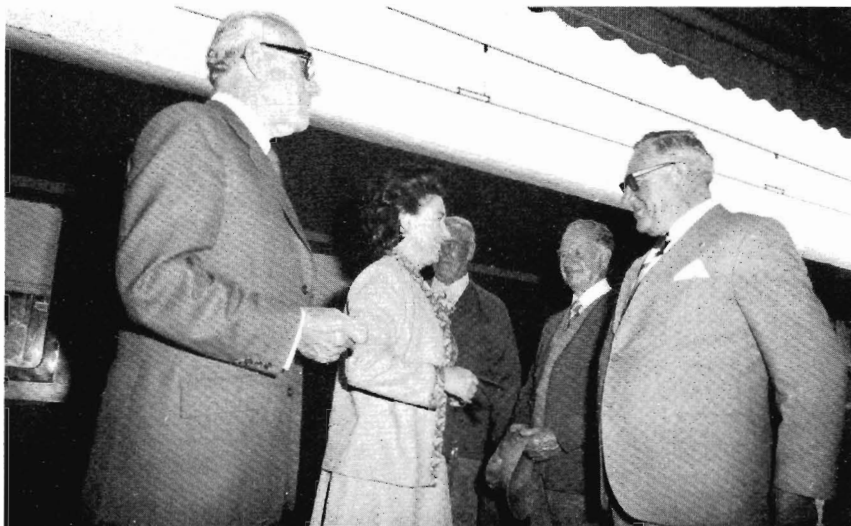
They enjoyed the energetic trip—but Keith felt Jeff could have pulled a bit harder. The vehicle’s horse-power was not recorded.

Suggestions adopted

- | | |
|---|-------|
| ● Replacement of track tamper flow valves | \$350 |
| ● Shortened auger for use in track gangs | \$100 |
| ● Special tool for removal of gear boxes at VR motor garage .. | \$30 |
| ● Combination of forms TR. 15 and TR. 16 | \$25 |
| ● No parking zone opposite electrical workshops emergency exits | \$10 |
| ● Production of a pamphlet on rail conditions for prams and pushers | \$10 |
| ● Increase in car parking accommodation at Preston .. | \$10 |
| ● Sign at Nyora advising Wonthaggi line passengers to change trains | \$10 |
| ● Departmental hard hat to have a VR emblem | \$10 |

... The 11th. Royal train ...

"It's the only way to travel"



● VR Board Chairman Mr A. G. Gibbs introduces HRH Princess Margaret to VR Chief Mechanical Engineer Mr S. F. Keane. Behind are the Royal Train engine crew—Les Haining and Harry Greaves.

The magnificent, shining L-class locomotive, R. G. Wishart, stood waiting expectantly in the sunshine at Spencer Street station.

The intricate, beautifully-painted, coat of arms of Her Royal Highness the Princess Margaret, Countess of Snowden, was mounted proudly on the nose of the locomotive.

Behind the loco was the AZ car, one of the newly carpeted first-class carriages, used on Sunday package tours. The State coach, built at Newport Workshops in 1951 and used by Queen Elizabeth II in 1954, was next.

In the rear stood the Norman car, built in 1937 at the Newport Workshops and once the parlor car on *Spirit of Progress*. Used now during visits to country centres by State Cabinet and the VR Board.

The press boarded the train at Spencer Street, the last journalist making a final dash as the train was due to leave. VR Board Chairman, Mr A. G. Gibbs, Mrs Gibbs, Chief Traffic Manager, Mr Mike Ronald, and Mrs Ronald, and Chief Mechanical Engineer, Mr Stan Keane, were there, putting the final touches.

Mr Gibbs gave the five female journalists a quick tour of the State car and its facilities.

I stood at the gate, checking press cards and issuing souvenir

train passes.

VR journalist Lorrae Willox, who travelled on the Royal Train to Moe on October 27, reports on the 11th occasion VR has been a host to Royalty.

Photographs by the VR photographic team—Jack Schwarz, John Phillips, Bert Bettess, Ross Duffy, Gordon Brown, and Ted Davis (cine).

train passes.

The train left Spencer Street on the dot of 9.40 a.m. to arrive at Flinders Street platform one, shortly before Princess Margaret arrived. Some of us could not contain our curiosity and managed to get a sneak look as she arrived.

Princess Margaret was escorted to the train by Transport Minister, the Hon. E. R. Meagher, and introduced to Mr and Mrs Gibbs, Mr and Mrs Ronald and stationmaster, Mr George Bennett. She boarded the State car

with her lady-in-waiting, Lady Anne Tennant and other staff members.

About 100 people, railways staff and the public, gathered at the station to wave to the Princess. She wore a dress and jacket, in blue-green.

The train left on time and followed the suburban line out to Dandenong, where the train slowed down at the station, to give the many waiting people a glimpse of the Princess.

A police plane followed us all the way, in continuous contact, by two-way radio, with police on board. Policemen manned all level crossings, every one saluting smartly as the train went by.

Schoolchildren lined the route, many in Brownie uniform, hanging over the fences and waving

**Continued on
pages 181 - 183**



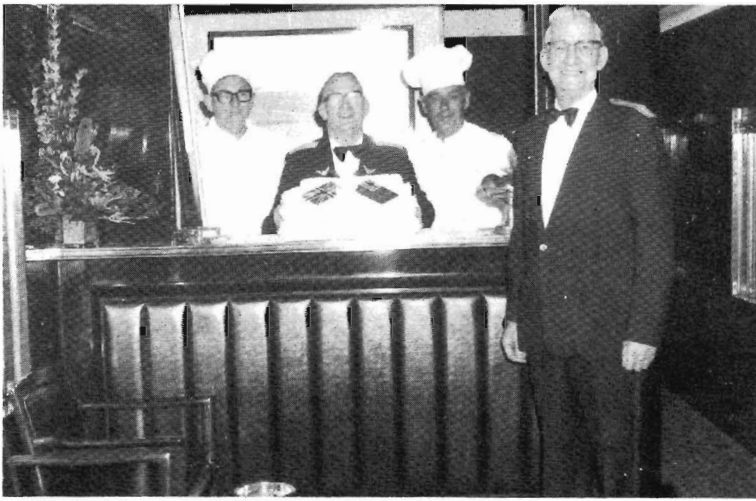
● TOP—Chief Mechanical Engineer Mr S. F. Keane, VR Board Chairman Mr A. G. Gibbs, Chief Traffic Manager Mr M. Ronald, and Mrs Gibbs leave the Royal Train at the Moe Folk Museum.

● TOP RIGHT—Special guard A. Burton gives the green flag for the Royal Train to leave Flinders Street.

● RIGHT—The coat of arms from the Royal Train locomotive gets a final touch of paint before the big day.

● BELOW—HRH Princess Margaret walks along the platform at Warragul with stationmaster Mr N. Joyce.





enthusiastically. Housewives, shop assistants and other workers, stood on pavements and waved.

The ride to Moe was smooth, with hardly a bump. Members of the press were commenting favorably on the comfortable seats and fast journey.

When we arrived at Moe, the press car emptied into a waiting bus, while Princess Margaret was driven in an open-topped car to the Moe civic centre, where she was greeted by thousands of citizens and their children.

In another car, closed this time, she continued to the Yallourn power station where she made a tour and insisted on a close-up inspection of brown coal.

By lunchtime the party was running slightly behind time, so the time set aside for lunch was cut and the Princess was back on schedule for a visit to the Moe folk museum.

Again waving and cheering crowds lined the road leading to the museum and just before the Princess arrived the train, which had been to Traralgon to turn, glided into the wooden platform, which was built for future package tours to the museum.

The Princess was presented with a boomerang and walked slowly back through the admiring crowd to the train. At Warragul

Continued on page 190



● TOP—The Norman car crew with the special cake baked for the Royal trip. From left: N. Dunkley-Smith, J. Burns, P. Corva, and R. Ritchie.

● CENTRE—Informality is the keynote as HRH Princess Margaret chats to journalists in the AZ car.

● BELOW—The Royal Train beside diesel-electric locomotive B73 and a suburban "Harris" train at Spencer Street station.





● ABOVE—State Minister of Transport, the Hon. E. R. Meagher meets HRH Princess Margaret at Flinders St. station.



● TOP RIGHT—HRH Princess Margaret meets Flinders Street stationmaster Mr G. Bennett, as Mr Gibbs looks on.

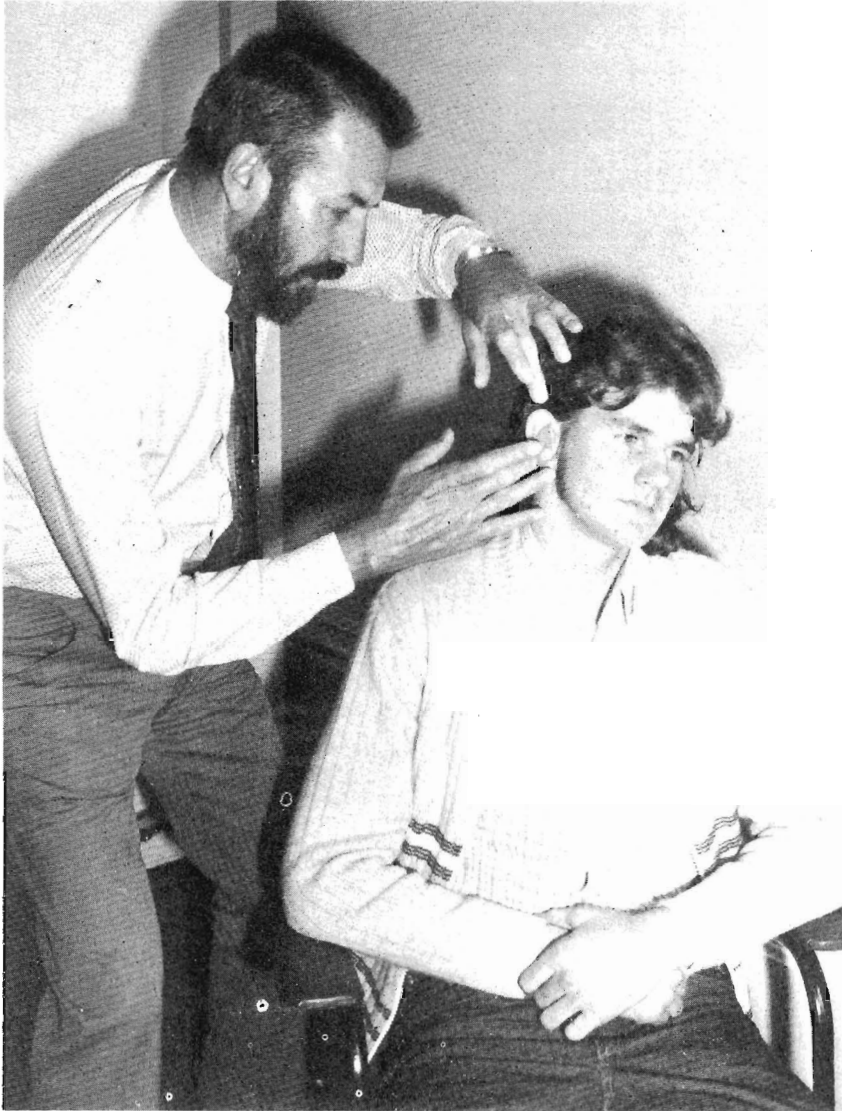
● RIGHT—Security arrangements were vital—Victoria Police Assistant Commissioner Laurie Newell and Det Sgt Belux had a radio link on the special train.



● BELOW—A large crowd was at the Moe Folk Museum stopping place to greet the Royal visitor.



MEDICAL CENTRE FINDS A NEW HOME



ABOVE — Medical clerk Allan Smart fits moulded silicone rubber ear defenders to apprentice boilermaker Leslie Quirk of Ballarat North Workshops. The defenders are part of a hearing conservation program. In the background is a soundproof booth used for tests as another part of the program.

VR's medical centre has moved to its new office from its old site at Spencer Street station.

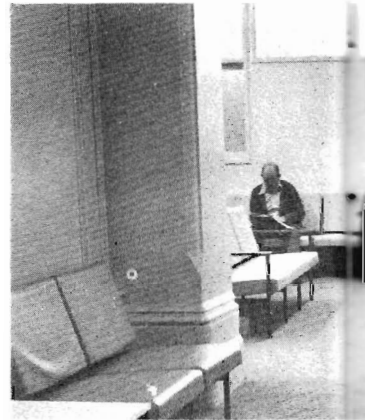
The new centre is bright and attractive.

The old site is being demolished to make way for MURLA construction.

Rail Ways takes a look at the new centre.

BELOW — The waiting area of the new medical centre is bright and spacious.

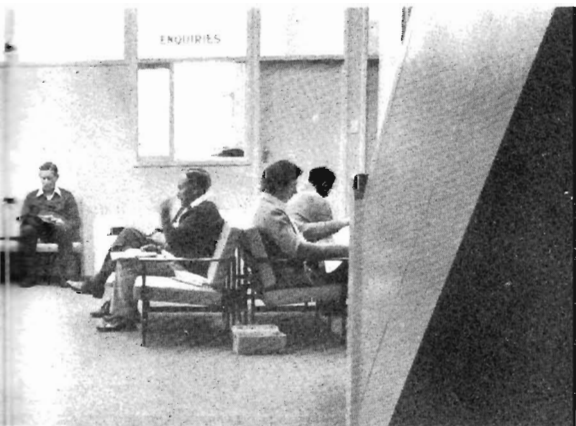
BOTTOM — Dr. D.W. Shillong (centre) works at his desk, while medical clerk R. Smith (right) takes notes. The patients are M. Gallo (left) and J. Marinelli.



head
Street
ve.
make
entre.
t: new
zs.
re) at
takes
and M.



ABOVE — Dr. M. Chan examines A. Taylor in his new surgery.



BELOW — Chief Medical Officer Dr. R.W. Ackland examines a patient at the new medical centre.



VR was first with electric tramways



Seventy years ago, Victorian Railways started work on the first electric tramway of any permanent consequence in the State.

The line, from St Kilda station to Brighton Beach, was just more than 8 km long.

An earlier electric tramway, built from Box Hill to Doncaster in 1889, had failed after a short period, and was dismantled in 1906.

The St Kilda–Brighton Beach line, with another VR tramway from Sandringham station to Black Rock and Beaumaris, were the only two Melbourne metropolitan tramways not operated by the Melbourne and Metropolitan Tramways Board.

When the St Kilda line was opened city tramways were cable operated—and there is a reminder of those days within a few metres of Spencer Street station, where a short section of cable conduit is still visible at the Bourke Street MMTB tram terminus.

VR's entry into the tramway—or electric street railway—business was an interesting example of political ingenuity.

From 1871 until his death in 1909 Thomas (later Sir Thomas) Bent represented Brighton in State Parliament, and, for some time before 1903 he had tried to get approval for a tramway to the Elwood and Brighton areas.

He faced opposition from the Parliamentary Standing Committee on Railways, but, when he became Premier in 1904 he immediately worked out a plan to overrule the Committee.

Any form of railway construction

costing more than \$50,000 had to be approved by the Committee, so Bent listed a proposed electric tramway from St Kilda to Brighton estimated at \$39 000.

To finance the line, he appropriated for Railway purposes a Treasury fund named the "Country Tramways Trust Fund", worth \$182 000, and this plan was authorised by Act of Parliament on the same day the St Kilda and Brighton–Electric Street Railway Act was passed.

So the Standing Committee was bypassed, and work began in 1905 on a tramway from the cable tram terminus at Acland Street, St Kilda, to Park Street, Middle Brighton.

While work was under way Parliament authorised extensions from Acland Street to St Kilda station, and from Park Street to Brighton Beach.

On May 7 1906 the first section, from St Kilda station to Park Street was opened.

Peak hour services on the 1600 mm gauge line were every 10 minutes, and every 20 minutes off peak—connecting with all trains at St Kilda.

The fare for one section was one penny, two sections twopence, and threepence for a through ticket.

The main depot was at Elwood, with a power station, car barn, and offices.

For the first five months the line had five motor cars—but heavy traffic soon had the number doubled.

Most of the line was single track, and normal VR staff and ticket safe-working practice was used, with each crossing loop as a staff section station.

From May 7 1906 to June 30 the same year the line returned a gross profit of \$616 on the revenue of \$2 898.

The Brighton Beach extension opened on December 22, 1906, and the extra section brought the through fare up to fourpence.

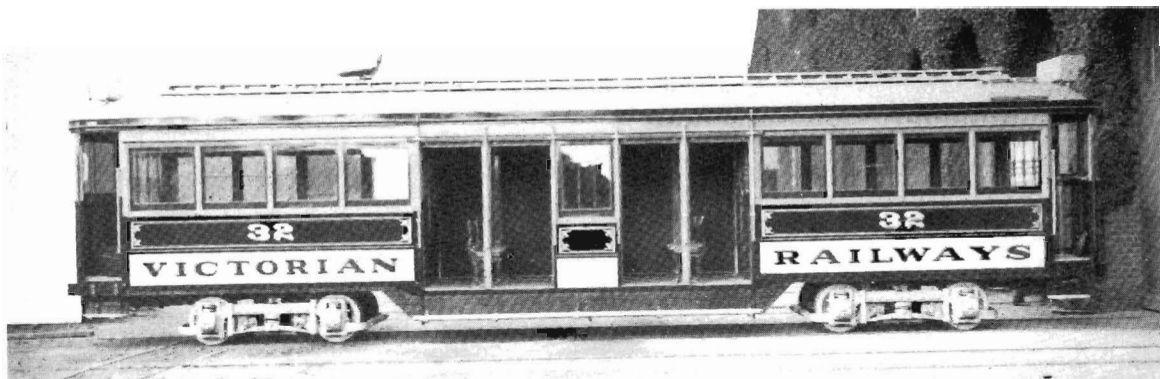
Rolling stock totalled 17 motor units and trailers.

In the early morning of March 7 1907 all the rolling stock and the Elwood car barn and offices were destroyed by fire—even the \$60 takings for the previous day were reduced to a mass of molten silver and copper, streaked with gold.

A day later traffic was taken over by six steam omnibuses, which had been out of use since a VR bus service between Prahran and Malvern had been suspended a year earlier.

Seven trams were bought from NSW Government Tramways, and, adapted to 1600 mm gauge, went into service with three trams built at Newport Workshops by the end of March.

Traffic continued to build up, and



the St Kilda-Elwood section was duplicated by 1913, and the second track was through to Brighton Beach two years later.

In 1918 the Elwood steam power station was dismantled, and power was transmitted from Newport.

The Railways Standing Committee recommended a second VR tramway in 1914.

The line was from Sandringham to Black Rock, and its estimated cost was \$93 000, including rolling stock.

Most of the line was double track, and its 1435 mm gauge was apparently the first Victorian contribution to standard rail gauge, according to L. J. Harrigan in "VR to '62".

The First World War delayed building work, and the first section was opened on March 10, 1919, but the whole line was in use a year later.

The first rolling stock came from the St Kilda-Brighton line.

In 1925 the Railway Department agreed that the Sandringham City Council would provide an annual \$4 000 subsidy for the working expenses of a proposed extension to Beaumaris.

The extension opened on September 1 1926, but despite the subsidy, the entire line lost heavily each year.

The bulk of the deficit was on the Beaumaris extension, and, at the end of the five-year subsidy term, the extension was closed.

Seven years later a VR bus service started, supplementing the Black Rock trams, although the bus service was suspended to conserve petrol from 1942 to 1946.

The buses ran along the beach front, but were to take over the tram route in 1956. On November 5 that year regular losses on tram operations saw the line closed.

Soon after sections of the St Kilda-Brighton tramway began to close.

Both lines had record traffic in 1945, because of petrol rationing, but traffic had steadily declined, with increased costs leading rapidly to substantial losses, ever since.

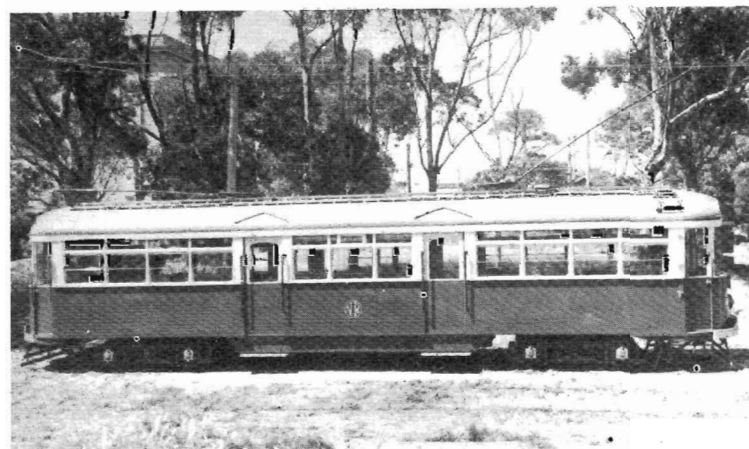
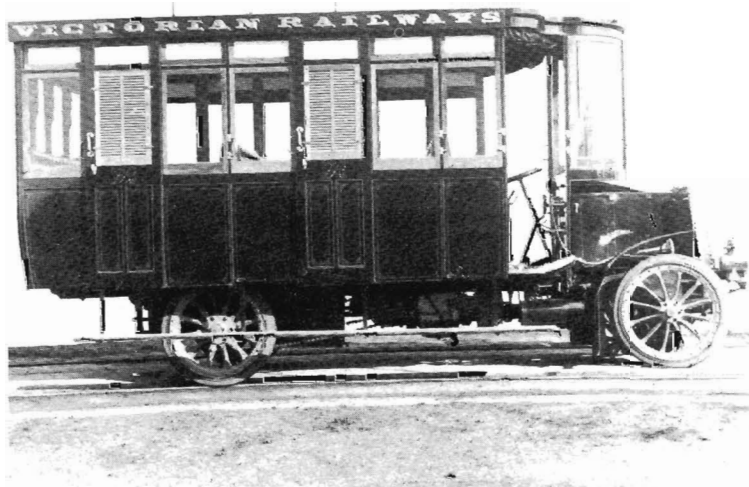
The St Kilda to Head Street tramway lasted until February 28 1959, but the other sections had closed in 1957.

● LEFT—VR combination tram car number six poses for the camera. It was built at VR's Newport Workshops in 1907.

● ABOVE—St Kilda-Brighton tram 32, apparently brand new, waits to enter service.

● BELOW—A 1905 vintage VR steam bus. The bus was built for service between Prahran and Malvern, but ran for almost a month along the St Kilda-Brighton tram route after the Elwood fire.

● BOTTOM—Tram 52 in 1942 was one of the last to be built for VR's tramways.



VRI news and sport

VRI TAKES FIRST API CHALLENGE

VRI players proved too strong for the API in the first table tennis challenge match between the two organisations.

It was particularly significant as a "first" after the lengthy planning involved, and the VRITTA was delighted to get the match under way.

The match, at the Albert Park table tennis centre, was always weighted in VRI's favor, with the first matches on all three tables going to the railwaymen.

The final score on table one was seven rubbers to four; 11 rubbers to nil on table two; and seven rubbers to four on table three.

VRI players on table one were Angelo Tabone, Nimmo Ramchand, and Lee Arson. Wal Lawrie, Ted

Findling, and George Speldewinde were on table two, and table three featured Roger Turner, Eddie Wilson, and Peter Browning.

At a short function after the event, Ron Smith, a life member of the VRITTA, on behalf of the VR Board, presented the perpetual trophy to Wal Lawrie.

VRI senior vice president Jock McGowan welcomed the participants and visitors, and Ray Hill, on behalf of the API, thanked the VRI for the hospitality, and promised stronger opposition next year.

Golf beats weather

The Ararat VRI Golf Club recently played host to 75 competitors at the Chalambar Golf Course for its annual Grampians Championship.

While the course was heavy after a week of rain, this did not stop J. Lowe (Ararat) from taking off the major event.

The "A" grade handicap was won by another local lad, B. Parker, while W. Thompson (Dimboola) took off the "B" grade handicap.

In the Ladies events Mrs A Hedger (Geelong) won the handicap competition and Mrs M. Harrod (Ararat) was successful in the scratch event.

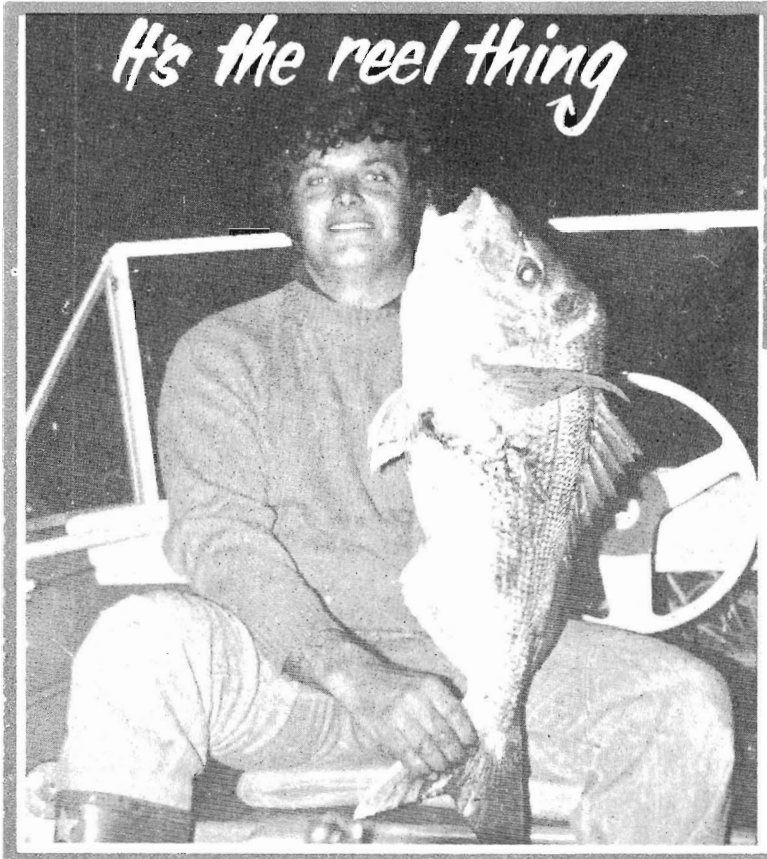
Eric Mill, popular president of the Ararat VRI Golf Club, along with Ian McCallum, secretary, presented the winners with their trophies and thanked all competitors for attending.

Bowls date set

All VRI bowlers should note Sunday January 11, 1976 down in their diary—the Ararat VRI Bowling Club will host the Wimmera Mallee Bowls Tournament that day.

Starting time is 10 am, and 5 games of 8 ends will be played. Entry fee is \$2.50 a person.

Interested players should drop a note to Mr M. Walsh, President, or Mr A. Kerr, Secretary, VRI Bowls Club, c/o stationmaster, Ararat.



Ian Bryant has a relaxing hobby which also gives him some impressive results.

Ian, a carpenter at the Sunshine housing depot, catches fish—big ones. Ones that don't get away, as our picture shows.

He caught this schnapper weighing almost seven kg (14 lb 15 oz) off Corio Quay with a 2.26 kg (5 lb) breaking strain line.

Ian, 29, belongs to the Bellarine light game and sport fishing club, and he won one of its recent competitions, pulling in 0.9 kg (1 lb 15 ozs) rainbow trout from Lake Modewarre.

He also does a bit of fishing from his 4.2 m (14 ft) aluminium boat.

Ian has been with the railways almost 14 years.

INDUSTRIAL SAFETY AND YOU...

From the General Manager

Every railwayman and woman is directly involved in safety.



Each of us must realise it is our personal responsibility to avoid injury.

Last financial year 6 816 railway staff were injured at work — 2 663 of them missed at least one full shift.

Worse, though, some injuries led to a permanent disability, some, tragically, to death.

The result is a great deal of personal suffering, for the injured and their families—not to mention lost time and production.

The VR Board's policy on safety is clear:

"The policy of the VR Board is that industrial safety is the primary responsibility of each and every supervisor, at all levels of management, to endeavour to create and maintain an

environment in which staff are safety conscious, working conditions are safe, and staff work safely."

It is vital that no-one causes injuries to others, workmates or staff under supervision, whether by carelessness, inattention, or wrong procedures.

Management is concerned that injuries happen.

The Safety Council, which implements the Board's policy, is constantly looking for safer methods and work procedures.

But everyone must play a full part to eliminate injury, and the suffering, waste, and loss which results.

Council plans a safer future

Four three-monthly safety programs are a feature of the VR Safety Council's plans for 1976.

Each program will have a separate theme.

The Council brings together ideas from all Branches to coordinate industrial safety throughout VR.

It aims to develop safer work methods, processes, and procedures, and is looking at the need for new or revised safety training courses and programs for railwaymen at all levels.

The Council wants VR staff to realise the importance of always acting safely, and to guard against injury by using the specialised safety

equipment available.

Other recent Council activities include:

- Visits to outside industries to study safe work methods and the latest accident prevention techniques

- Developing outlines for the Branches' safety strategy and programs

- Preparing literature, including the new "Accident Prevention News

Sheet", circulated throughout VR, and a "Hazard Spots and Unsafe Acts Guide", now being printed for supervisors

- Compiling a comprehensive safety manual for supervisors, with details of all VR safety instructions, procedures, and safety equipment.

- Forming a "Hard Hat Club" to recognise staff saved from serious injury by wearing a safety helmet.



The Safety Council meets often in its efforts to find safer methods throughout VR. Members at its October meeting are (from left): Messrs. C. Hicks, acting assistant comptroller of stores; J Brodie, assistant chief civil engineer; W. Carpenter, acting assistant manager, welfare; W. Cox, chief safety officer; A. Nicholson, assistant chief mechanical engineer; L. A. McCallum, Deputy General Manager; S. Bell, acting assistant chief traffic manager; V. Hayes, assistant chief safety officer; M. Hughson, chief clerk, Trading and Catering Services; E. Rudolph, assistant chief electrical engineer; and Dr R. W. Ackland, Chief Medical Officer.

Retirements...

ROLLING STOCK BRANCH

Ali, A., Newport 15/8
 Arena, A., Jolimont 11/11
 Athanasiou, A., Newport 7/11
 Brown, S. H., Ararat, 5/9
 Busacca, G., Newport 20/8
 Ellis, G.W.J.M., Newport 29/8
 Ferraro, A., Newport 4/11
 Fowler, J. W., Bendigo North 27/8
 Frail, C. P., Newport 14/7
 Giacchi, V., Jolimont 12/8
 Hardy, D. W., E. R. Depot 3/10
 Hewitt, J. E., South Dynon 20/8
 Ierino, I., Newport 19/6
 Kaasjager, P., Newport 9/11
 Liddicoat, E. J., Ballarat Loco 30/7
 Macheras, M., Jolimont, 8/8
 Marks, R. W., North Melbourne 26/8
 Mills, R. E., Newport 26/9
 McMullen, G., Ballarat North 11/9
 Norris, L. A., Bendigo North 30/11
 O'Brien, R. A., Newport 22/8
 Olver, F. G., Newport 30/9
 Payne, C. E., Newport 25/11
 Pistone, A., Jolimont 15/8
 Reynolds, F., North Melbourne 25/11
 Robilliard, N. L., E. R. Depot 28/7
 Sceney, R. S., E. R., Depot 10/9
 Strachan, C. R., Newport 29/8
 Ward, J. F., Motor Garage 3/11
 White, R. G., Ballarat Workshops 6/7
 Wilson, R. G., E. R., Depot 25/9
 Wilson, W. G., Newport 19/9
 Womersley, D.F.B., Newport 26/8

WAY AND WORKS BRANCH

Beasley, A. J., Engineer of Maintenance 22/8
 Butauskas, J., W. F. Sale 13/11
 Coombe, W.S., R.F. Maryborough 13/12
 Cordingley, R. B., W. F. Wangaratta 20/12
 Cottier, L. W. J., Warrnambool 22/10
 Dickson, A. C., D. E. Metro 8/9
 Dunn, T., Engineer Special Works 5/9
 Edmondson, C. V., W. F. Maryborough 25/12
 Ferguson, D. Mac., R. F. Spencer Street 29/8
 Fishlock, A. J., R. F. Korong Vale 11/8
 Frayne, L.W., S & C Supervisor North Melbourne 21/12
 Godden, C., R. F. Caulfield 3/11
 Greenwood, M., D. E. Metro 19/8
 Hart, L. J., Korumburra 28/10
 Holliday, G. K., R. F. Maryborough 31/10
 Kortiz, D. W. F. Laurens Street 25/12
 Martin, J. A., Foreman painter 21/11
 Michalski, S., North Melbourne 27/10
 Morrison, D. H., R. F. Warrnambool 5/9
 Pletzsch, E.C.W.M.D. Spotswood 1/11

RAILWAYS REGRETS TO RECORD THE FOLLOWING DEATHS

ROLLING STOCK BRANCH

Fodero, G., North Melbourne 25/8
 Jewell, R., Newport 1/9

WAY AND WORKS BRANCH

Clement, P. J., Wangaratta 31/8
 Davis, W. G., Shepparton 2/9
 Degunst, A., Accountant 19/8
 Johnson, A. W., Wangaratta 7/9
 Keath, R. F., Bendigo 2/9
 Seadon, D. G., Ballarat 23/8
 Williams, D. K., Metro 26/8

TRAFFIC BRANCH

Chilton, F. F., Nhill 6/9
 Modica, C., Melbourne Goods 5/9

WESTWARD HO!

For Bill Clinnick a trip around Australia with his wife will be a good start to his retirement.



The trip's in the planning stages now and Bill hopes to be on his way within a year.

Western Australia is high on his visiting list. "I've read a lot about it, the climate's good, and all that jazz. I'd like to have a look," he said.

For the past 40 years he has been working for Victorian Railways.

Up until his recent retirement he was depot foreman at Ararat for five years, where he began his VR career.

In between he worked at North Melbourne, Bendigo, and head office.

He has been an engine cleaner, fireman, driver, instructor, head foreman, examining officer, brake inspector, shed foreman, and depot foreman.

For fifteen years he spent part of his spare time umpiring Ararat district cricket, and was a member of the Ararat VRI cricket team.

We met up with Bill while he was preparing the VRI billiard tables at Ararat. It's just a three week job. They probably thought I had plenty of idle time," he joked. Bill volunteered his services until the full time caretaker returned from leave.

Bill's youngest son Rex works with the railways at Jolimont.

From page 182

she planted a tree near the civic centre and boarded the train for the return journey.

Shortly afterwards Princess Margaret came through to the press car and chatted informally with the media, drinking a gin and tonic and smoking through a cigarette holder.

Both she and her lady-in-waiting, said they were enjoying the day, particularly the train trip. They found it relaxing during their otherwise hectic program.

Some time later they returned to the State car and joined the official party in the Norman car.

Right on time the train pulled into Flinders Street and there

Princess Margaret met the driver Les Haining, fireman, Harry Greaves, and Stan Keane. She told them she enjoyed the journey, and that "it was the only way to travel".

A bigger crowd was there to catch a glimpse of the Princess before she left the station. The train then went on to Spencer Street where the press and the VR party ended the journey.

The entire day went without a hitch, everybody who travelled on the Royal Train, was impressed by the efficiency and courtesy of the VR staff. It was a day for Victorian Railways to be proud of.

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1976

Terminating dates of Pay Fortnights shown in Blue
 Public Holidays shown thus — ○
 (Good Friday 1977 — April 8)

1976

	JANUARY					FEBRUARY					MARCH							
Sun.	...	4	11	18	25	...	1	8	15	22	29	7	14	21	28	
Mon.	...	5	12	19	26	...	2	9	16	23	1	8	15	22	29	
Tues.	...	6	13	20	27	...	3	10	17	24	2	9	16	23	30	
Wed.	...	7	14	21	28	...	4	11	18	25	3	10	17	24	31	
Thur.	1	8	15	22	29	...	5	12	19	26	4	11	18	25	...	
Fri.	2	9	16	23	30	...	6	13	20	27	5	12	19	26	...	
Sat.	3	10	17	24	31	...	7	14	21	28	6	13	20	27	...	
	APRIL					MAY					JUNE							
Sun.	...	4	11	18	25	2	9	16	23	30	6	13	20	27
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Wed.	...	7	14	21	28	5	12	19	26	2	9	16	23	30
Thur.	1	8	15	22	29	6	13	20	27	3	10	17	24	...
Fri.	2	9	16	23	30	7	14	21	28	4	11	18	25	...
Sat.	3	10	17	24	1	8	15	22	29	5	12	19	26	...
	JULY					AUGUST					SEPTEMBER							
Sun.	...	4	11	18	25	...	1	8	15	22	29	5	12	19	26	
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Thur.	1	8	15	22	29	...	5	12	19	26	2	9	16	23	30
Fri.	2	9	16	23	30	...	6	13	20	27	3	10	17	24	...
Sat.	3	10	17	24	31	...	7	14	21	28	4	11	18	25	...
	OCTOBER					NOVEMBER					DECEMBER							
Sun.	...	3	10	17	24	31	...	7	14	21	28	5	12	19	26	
Mon.	...	4	11	18	25	...	1	8	15	22	29	6	13	20	27	
Tues.	...	5	12	19	26	...	2	9	16	23	30	7	14	21	28	
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Sat.	2	9	16	23	30	...	6	13	20	27	4	11	18	25	...