The following instructions relating to the painting of structures are to be observed. In certain cases some departure may be desirable or necessary from the instructions laid down and discretion must be exercised.

**RESIDENCES.**

The following is to be regarded as a standard treatment except where groups or settlements of houses are being painted at the same time, when discretion is to be used as to the colour schemes to be adopted, but the specification as now set out is to be observed as far as practicable using the minimum of darker colours for picking out purposes.

All new sheathing boards, pickets, rails for pickets, and posts, before erection are to be painted with an oil primer back and front. All saw cuts through such boards must also be primed and all boards must receive one coat of undercoat paint before fixing, whenever practicable.

**EXTERIOR.**

Walls, timbers (asbestos cement not to be painted), lights buff.

Architraves and wood sills, light buff.

Window frames and sashes, light buff.

Doors with frames and architraves, mid brown.

All louvres, light buff.

Barge and fascia boards and angle stops, mid brown.

Barge caps and bed moulds, mid brown.

Plinths.

Spoutings, mid brown.

Down and vent pipes, light buff.

Dressed timber in fencing - gates, posts, plinth, mid brown; pickets, light buff.

Verandah posts, mid brown.

Tabular stock, gates, mid brown.

Roofs, if previously painted in red oxide, red oxide.

One coat should be sufficient. Red oxide is not suitable where water from roof is to be used for domestic purposes.

If galvanized corrugated iron in new or good condition.

No paint.

If galvanized corrugated iron is showing signs of rust it must be cleaned and painted with the following mixture:

- Cement one (1) bag
- Light battle ship grey paint one (1) gal
- Terbons one (1) pint
- Boiled linseed oil six (6) gallons.

In cold weather the quantity of oil necessary may have to be increased.

For term coated iron use red oxide paint.

Brickwork:

- If previously colored, clean down and treat with cement wash

Asbestos cement to be left in its natural state.

Plywire on doors and window frames

No paint.

Paint (if necessary) with what is regarded as a dry brush:

'Off' white.

**INTERIOR.**

Ceilings and drop

The drop to be taken down to the picture rail (if any) or to the tops of windows or doors as may suit the size and height of the room.
Walls of rooms with no picture rail or are low may not require a drop.

Walls (bedroom) between the drop and the skirting.
Hisbuit (3 parts White U.C. to 1 Light buff Fin. tinted with Mid. Brown mix.)

Walls (living room, kitchen and passages etc. between the drop and the skirting.
Window frames and sashes, doors and architraves and skirtings (bedroom)
Do. (living room, etc.)
Dadoes in Kitchens or passages, etc.
Light buff.
Light buff.
Deep buff.

Plywood wall linings not already painted are to be strained in light color and finished in an eggshell gloss.

Plastered walls previously distempered or papered are to be washed down, cleaned or stripped and all cracks or voids made good, apply one (sharp) coat of white lead paint (white) and finish in oil paint wherever practicable.

Brickwork in fireplaces if already painted - Solvair Red or brown.
Brickwork in fireplaces if unpainted - Clean down and apply weather-proof oil.

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STATION BUILDINGS

Exterior.

Walls, timber no dado (asbestos cement not to be painted).

Walls, dado - if provided
Sills and architraves
Window sashes and brames.
Doors with frames and architraves
All louvres, large and small
Large and fascia boards and angle stops
Large caps and bed molds
Plinths
Spoutings
Down and went pipes.

Light buff.
Mid. brown.
Mid. brown.
Light buff.
Mid. brown.
Mid. brown.
Mid. brown.
Mid. brown.
Mid. brown.
Light buff or Mid. brown.

Check gates and all gate posts and end posts of fencing
Pickets, rails for pickets, and posts, dressed.

Guard fences, (Posts and rails to be painted with oil primer before erection)

Roofs
Galvanised iron ridging etc. showing rust (on slate roofs).
Stucco work on buildings
Corrugated iron walls to buildings and yards, if require painting.
Corner posts, caps and plinths to the above.

Verandah posts and cantilevers
Carriars to cantilever verandahs
Fascia to verandahs
Fascia caps and bed molds.
Furlins, rafters etc. ( Mild steel erections.) Light

Rust patches showing on under side of roofing iron.
Timber furlins etc. to verandahs
Erck chimneys if previously colored.

New weatherboards to be treated as indicated under 'Residences'.

Interior.

Ceilings and drops of all offices and rooms, 'Off' white.
Drops to be taken down to picture rails, conduit used for wiring, the tops of windows or doors at a level to suit the size and height of the room.
Walls of offices between the drop and dado. Light buff.
Walls of offices dado (to four feet above floor) Deep buff.
Walls of waiting, bicycles, storage and Light buff.
staff rooms.
In the walls of these rooms the dado to be Deep buff.
from 4'6" to 6' high according to circumstances.
Window frames and sashes and doors and Deep buff.
frames.
Architraves, window moldings and skirtings, Deep buff.
cupboards and counters (if not stained).
See note under 'Residences' re plaster walls.

Emulsion to walls and ceilings (Kitchen and Off white.
adjuncts).
Refreshment buffets, dining rooms etc. Same as Stn. Bldgs.

Same treatment as Station Buildings.

Ceiling and drop. Drop to be down to the Top white.
top of windows.
Walls, doors, windows and trim generally Eau-de-nil.
(Light green)
Skirtings and locket seats Deep buff.
Round fireplace and handles and lock area Black.
of door stiles.
Levers and bootplate. See Page 159 of General Appendix.

Post office red.

Standard white letters on a black ground.
Stained and varnished.

Mid brown.
Letters and figures to be aluminium,
boards black, posts white.

Gray stippled black with hard gloss
finish.

Acid resisting paint for urinals black or red.

Black (No station name)

Structural grey.

Light cream & Mid brown.

STATION BUILDINGS
Interior (cont.)

REFRESHMENT ROOMS.

YARD OFFICES
AND DONKEY BUILDINGS OF SIMILAR NATURE.

SIGNAL BOXES.
Exterior.
Interior.

VARIOUS.

Letter boxes.

Indicator boards - parcels, ladies, mens, etc.

Clocks (platform and inside)

Lamp posts and other standards
Station name boards

Ladies and mens lavatories, Suburban Area only (Refer to instruction in regard to method.)

Urinal stalls. (Menier only)

Platform seats (Outdoor)

Lamp, battery and relay boxes. (Battery boxes situated internally to match the general finish)

Roofings

PUMP HOUSES.
and WORKSHOPS.

Exterioryy doors and windows and trim generally to follow practice laid down for station buildings.
In pump houses inside dado up to 4' or to a rail.

Cupboards, bins, stands, etc. and guards to machinery in pump houses.
STEL&
IRON AND
STEEL WORK.

Chip and wire brush clean and cover all bare metal with -.

'Ruskilla' or similar paint preparation may be used when directed in lieu of this standard treatment. Usually it is applied when appearance is of little account and to work of lower importance.

TANKS
Interior.

Wild steel tanks of recent construction have been coated internally with red lead. These are to be repainted with the same material before the existing paint becomes parished. Any portion of the old coat that has lost its bond with the tank must be scraped to clean steel before repainting.

Old steel or iron tanks whose walls are oxidised and pitted and corrugated iron tanks are to be coated internally with -.

The surface is to be thoroughly freed of all scale and rust by chipping and wire brushing and one coat applied to a perfectly dry surface.

The coat to consist of: 1 gal. distilled tar to 5 lbs. of neat cement and 1½ lbs. of slaked lime. The tar to be heated and the lime and cement thoroughly mixed with it and the mixture applied hot with a stiff bristle brush.

(The bottoms of tanks badly pitted are to be treated with a layer of Macchial asphalt in accordance with a special instruction.)

FIRE PLUGS & MILESTONES.

The position of every Departmental millcock, fireplug and stop valve must be plainly indicated in bold 6" vermilion letters on a white backing on the nearest suitable object (where there is no suitable object an indicator board should be provided) as follows:

- Millcocks by the letters M.C.
- Fireplugs " " F.P. and
- Stop valves" " S.V.

The distance in feet must also be shown in accordance with the following example:

- M.C. 12 ft.

Fire boxes and hydrants.

Columns -

- Bottom 6 feet
- Remainder

Show G.P.H. (to nearest 50 gallons.)

Combined tanks and cranes.

Jib
- Show G.P.H. (to nearest 50 gallons)

Standard red lead priming consisting of 36 lbs. red lead to 1 gal. raw linseed oil, then, one or two coats of standard paint consisting of 75% red lead and 25% red oxide mixed with 50% raw and 50% boiled linseed oil.

Same as above for iron and steelwork.

Tar, Lime and cement mixed as directed and applied hot.
OVERHEAD BRIDGES.

R.S. Joists and/or timber beams over track.
Beams not over the track.
Picket or rail fencing
Top rail when serving as a guard rail.
Hand rail to steps.
Timber deck to overhead bridges and deck of signal bridges.

STOCKYARDS.
The outside of tumbler and of gates at the loading front of the yards.
The inside of tumbler and of gates at the loading front and the whole surface of other gates.

SIGNAL MASTS.
All masts, carrying power operated signal arms or lights in the electrified area.
The motor mechanisms and light signal cases and ladders.
Timber landings.
Masts, carrying power operated signals or light signals outside electrified area.
All equipment fitted on these masts.
Strip from foundation to a height of 1 foot up mast.
Timber landings.
All masts carrying mechanically operated signal arms or discs
Strip from the foundation to a height of one foot up the mast.
Ladders and fittings on the masts.
Timber landings.
Masts carrying wig-wag or flashing light signals at level crossings.
Strip from the foundation to 1 ft. up the mast.
Fittings on mast to be painted.
Signal bridges carrying signal masts
Wooden footwalks on these structures.

Signal arms and Discs — The majority of arms and discs are coated with vitreous enamel
and do not require painting. Where paint is required, SIGNAL RED should be used on arms
and SIGNAL RED and BRILLIANT GREEN on discs and point indicators.

LEVERS.

Levers working signals
" " points or gates
" " lookbars
" " cross blocks — Top half
" " — Bottom half
" " overhead section switches
" " tramway signals and details
" " platform indicators —
Top half
Bottom half

Pilot levers and closing levers Top half
Bottom half

Spare levers
Footplate
Quadrant levers on station platforms.
Levers operating signal arms at Zunger.
Locked points.
Other levers in yards

Grey
Deep buff.
Deep buff.
White
Mid brown
2 coats of bituminous emulsion and sand. (Should be done in the winter.)

White
Light buff.
Structural grey
Black

Grey

White
Black.
Grey
Black.

White
Black.
Black.

White
Black.
Structural grey
Grey & sanded.

Red (Signal red)
Black
Light blue
(Traffic blue)
Light blue
(Traffic blue)
Black
Green (brilliant)
Red & Black bars.
Red
Black
White
Black
White
Black
Red with black handles.

White with black handles.
Staff instruments in Signal boxes, etc.  
Staff Exchange Boxes, or Switching boxes.  
Automatic Staff Exchanger Boxes  
All other outside boxes, such as  
Relay, battery, cable and Junction boxes.

Special colours for signalling equipment are:

SIGNAL RED ------ B.S.C. Colour No 37.
BRILLIANT GREEN ----- " " 21.
TRAFFIC BLUE -------- " " 69.

ALL woodwork etc.  
Hinges and iron straps, and gate stop shoes. Black.

PROCEEDS TO BE FOLLOWED IN PAINTING.

GENERAL.

1. No painting shall be done upon exterior surfaces that are damp or in foggy, wet or frosty weather.

2. Ample time for drying and hardening should be allowed between successive coats of paint. White lead paints should be allowed at least 24 hours to dry between successive coats and no reduction of time should be achieved by the addition of driers.

3. Each coat of paint when dry except the finishing coat is to be properly smoothed down by the use of waterproof sand paper when necessary, water and pumice stone or other damp process. Dry rubbing down must not be permitted.

4. All cracks in plaster or wood work to be made good all all knots in woodwork to be either cut out and stopped or effectively sealed with best shellac knotting.

5. No paint is to be applied to new lime plaster until it is perfectly dry and aged.

6. Ample time should be allowed for new cement surfaces to dry and become inactive before being painted.

7. All paints, stains and varnished are to be entirely free from skins or other coarse particles and must be strained before use where necessary.

NEW WOODWORK. All surfaces to be painted must be clean and any (Interior and roughness treated with glass paper. All screw and exterior.) nail heads are to be driven or punched below the surface.
Knotting: before priming, all knots and sappy portions
are to be coated with best knotting. Loose knots
to be cut out and neatly plugged. A coat of
"Sharp" stuff consisting of white lead and
turpentine should be painted over knotting
before applying priming paint.

Priming: The priming coat is to consist of white lead
with an addition of 10% red lead mixed with raw
linseed oil, little or no driers to be used.
(soft woods require more oil in the priming coat
whilst hardwoods are benefited by adding turpentine
not to assist penetration. Priming coats should be
thickly applied.)

Stopping: After priming, all joints, cracks, holes and
defects in parts are to be stopped with linseed oil
putty. The stopping is to be forced in.

Succeeding coats are to be applied as circumstances
and the nature of the work demand. If ready mixed
paint supplied by a paint manufacturer is being
used, his directions on the container must
be closely adhered to.

All undercoats should be the product of the same
manufacturer as the finishing coat.

OLD WOODWORK.
(Interior and exterior.)

If the old paint is thick and rough, blistered
and/or crazed, it is to be burnt off and thoroughly
rubbed down to a smooth surface. Clean down and proceed
as for new work.

If the old paint is perished and not unduly blistered
or crazed, it is to be thoroughly rubbed down to a smooth
surface and cleaned off. All knots where visible to be
coated with knotting and proceed as for new work.

If the old paint surface is in fairly good condition,
it may only require cleaning down and smoothing off with
putty and touch up where necessary. On such surfaces
apply one undercoat and finishing coat only.

NEW LIME
PLASTER, ETC.

New lime plaster stucco, concrete and similar materials
should be allowed to stand unpainted from 6 to 12
months. If this is not possible, artificial neutralisers
should be used such as a solution of sulphate of zinc
dissolved in an equal weight of water. Two coats of such
wash should be applied with a 24 hour interval between and
before priming is begun.

HARD PLASTER.

Hard plaster surfaces should always receive a thin priming
coat of "Sharp" white lead immediately after plastering.
This opens up the plaster and allows the paint to penetrate,
and dry with it. Once the surface has set hard no "Key"
is obtained and sealing generally follows sooner or later.
This coat of "Sharp" white lead should be given
irrespective of whether the surface is to be finished in
distemper, water paint, oil paint or paper. (Sharp stuff
consists of white lead and turpentine only.)

UNDERCOATS.

One or more is necessary depending on the class of
finish desired, each smoothed down before the next is
applied. On ordinary work one or two coats should be
sufficient. These coats are usually applied flat and
have a larger percentage of thinners, proportion of oil
and thinners depending on type of finishing paint to be
used.

CREOSOTE OR
TAR STAINS.

Surfaces previously treated with creosote or other
tar derivative stains should be given one or two coats
of aluminium paint before the white lead undercoats
are applied.

ENAMEL FINISHES.

Enamelled finished require more careful preparation of the
undercoats, the last of which is improved by the addition of
20% by measure of the finishing enamel to be used.
Exterior painted surfaces of buildings should always have a glossy finishing coat. Maximum life demands that an oily coat be exposed to the weather.

Wash and scrape so as to remove all loose material, thoroughly rub down, make good all cracks and other voids and touch these up with white lead paint. Apply one coat of 'Sharp' white lead paint and one or possibly two coats if necessary of cold water paint for interior use, applied according to makers' instructions.

Wash and scrape so as to remove all loose material, thoroughly rub down, make good all cracks and other voids and touch up with white lead paint. Apply undercoat or coats and finishing coat in oil paint (finish in flat, semi-gloss or high gloss as necessary). If proprietary paint is used, the makers' instructions must be closely followed.

All locks and fastenings and other equipment readily removable are to be removed prior to painting and are to be renovated and refixed in position on completion.

These are to be taken in accordance with Circulars 93/21, 87/22 and 7/3.

Galvanized tubular steelwork and corrugated iron when new or in good condition should not be painted until their condition is such that preservative measures are necessary.

The month and year of the completion of the painting should be shown as follows:

1. Over the front door of a residence.
2. Over the door of the Stationmaster's office, facing the platform. (Where buildings are on the up and down sides of the line on the up side only).
3. Over the door entrance to other office buildings. (Minor structures need not be marked).
4. Midway on the face of the girder at up end of the down side of line of under bridges.
5. Midway on the face of the girder on the up and on the left hand side on over bridges.
6. Midway on the face of the girder of turntables on the left hand side when facing the table.
7. On the column of steel tanks, signal masts, etc., just above the black base.

The brand of the paint used must be shown alongside the date using the following lettering:

Departmental: H
Latex T
Triton E
Major M
Spartan S
Lancemores D
Goodlass J.A? G.H.
Sherwin Williams S.W.
Tannox X.

Other proprietary lines will be given other distinctive lettering when they become store items.
The figures and letters are to be 1 inch in height in black block characters.

D. 5048/47. 200 (Ha) R.M.
Phoenix Speaks For Itself

The spirited defence of Operation Phoenix recently made by the Chairman of Commissioners and his brief survey of the operational benefits that have already stemmed from its partial implementation should remove misconception and a good deal of soft sand from under the feet of uninformed critics of train timekeeping. The adverse effect of the absolute rolling stock still with us and inadequate track capacity on the running of suburban and some country trains can be, and is, combated by alert running staffs, but the programme of renewal and improvements (litherto suffering financial and material starvation) must, of itself, occasionally slow down timekeeping.

Greater Operating Efficiency

The facts of Operation Phoenix speak for themselves. As Mr. Wishart pointed out, many improvements have been made in the last two years, in train service, especially for goods, and passengers, country and interstate, through new rolling stock, particularly diesel-electric and electric locomotives. On all important lines, overall services have been reduced and further improvements will follow more new rolling stock. Operating efficiency is now higher. As example, there was an increase of 55 per cent in goods traffic, last financial year, over the 1939 figure. And the traffic was handled with only six per cent, more train mileage. The average load increased from 459 to 566 tons, or 23 per cent, and the average truckload increased by 38 per cent. New rolling stock was instrumental in reducing goods operating costs, last year, by over £90,000.

Freight Records

A NOTHER good shot, fired at critics by The Chairman, concerned freight carrying records. At present, he said, the railways are carrying more brown coal and briquettes than they have ever moved. About 40,000 tons weekly are moved from Yallourn. Record tonnages of goods are being handled at the Melbourne sheds. A major wheat haul of nearly 50,000 tons a week was recently made to clear country elevators in time for the coming harvest. Everybody will join Mr. Wishart’s hope of pursuing Operation Phoenix to its conclusion, through progressively improving service to more and more rail users.

They Went By Train And Liked It

More than 13,000 scholars from various metropolitan and country high and technical schools went by train to sporting events at the Carlton and Glenferrie ovals. Children from Frankston, Dandenong, Ferntree Gully and Lilydale were taken in either special or ordinary trains, and pupils from such country centres as Echuca, Warrnambool, Barmah, Wangaratta, Moe, Sale, Shepparton and Stawell went to and from Melbourne by ordinary train. Specials were also run from Geelong and Ballarat for large parties of technical students and high school boys and girls. Special trains were also run for a number of sports gatherings at country centres.

All these trains moved without a hitch and there was nothing but praise for the efficiency of the railway arrangements. Many letters came in from head teachers and principals of both metropolitan and country schools expressing appreciation of the excellent service given and the courtesy of railway staffs. The letters (extracts from which are published on page 14) clearly indicate that there is no need to seek other forms of transport when the railways are capable, as they have proved on so many occasions, of handling the traffic efficiently and comfortably. There seems to be a greater appreciation for a long time of this basic fact of transport life — at any rate in Victoria.

New Suburban Cars

The construction of components for the Department’s 210 new suburban cars for 30 new seven-car trains is going along well. The prototype motor car from the contractors, the Gloucester Carriage and Wagon Company of England, is expected to be here early next year. It will be taken to Newport Workshops for use as a pattern for assembling the other cars which will arrive in a knocked-down condition at the rate of two a week. The electrical gear from the English Electric Company is scheduled to arrive ahead of the carriage components, at the rate of one set a week, and the bogies from the makers, Bradford Kendall Ltd., of N.S.W., will come in advance of both at the rate of one car set a week. The components for the new cars will be stored at Brooklyn and dispatched to Newport, as required, to feed a production line producing three assembled motor cars a month. The trailer cars, which will be supplied by Martin and King from their Springvale works, will be delivered at the rate of four a month. The first seven-car train, of three motor cars and four trailers, is expected before the end of the year.

Station Colours

Those who, in the post-war years, have followed the modern trend of decorating their homes in bright colours, sometimes wonder why the Railways do not use contemporary colours. Actually, the selection of suitable colours and colour combinations for stations and other Departmental buildings has been the subject of exhaustive tests and experiments for a long time. In 1936, the Commissioners directed that a combination of cream and green be adopted as standard, but in the light of subsequent experience, it was decided, in 1940, to discard these colours, subject to review in special cases. Since then, the external painting of suburban stations has been mostly limited to a light and dark stone combination. Now, however, a darker brown paint is to be used as one of the colours, to give a stronger contrast. These colours have been proved the most suitable to withstand smoke and dust in industrial areas and in stations yards where there is much shunting. They do not show up nearly so readily as others, the effects of deposits of shoe dust.

Four Of A Kind

Now that summer’s honeyed breath is blowing softly (with an occasional north wind dulling the honey) the season of picnics is upon us. Week-end trains to the beaches and hills carry carefree crowds for a day’s break from the routine of work. With smooth travel, attractive fares and freedom from road risks, the railways are the obvious choice for many passengers. None knows this better than the railwayman himself; indeed, right at the start of the season, three railway groups held picnics on the same day. The Train Lighting Social Club went to Westerglen, about 500 car builders from Newport Workshops enjoyed an excursion to Sandford and the New Boiler Shop Social Club climbed to Weerbee. On the following Sunday, members of the Machine Shop Social Club (also from Newport Workshops) had an outing to Baccus Marsh by special train.

THE MONTH’S REVIEW

OUR FRONT COVER.

The Department enters the new year with an important phase of Operation Phoenix (the £80 million 10-year rehabilitation plan) completed. All the locomotives ordered in the United Kingdom have now been delivered. The front cover shows one of the last of the 60 J class arrivals being unloaded in Melbourne by the Harbour Trust’s crane Jumbo.

The Victorian Railways News Letter

The Victoria Railway News Letter

January 1944