VICTORIAN RAILWAYS

NEWS LETTER

JANUARY

VR

1958

THE MONTH'S REVIEW

Car Travel Costs

THE high cost of travel by private motor car is underlined in two recent studies.

An average driver of an average car pays £236 a year for his motoring, according to the Committee of Transport Economic Research. The Committee found that the average car owner travels 6,475 miles a year, and spends £54 a year on fuel and oil, £10 on tyres and tubes, £32 on repairs and maintenance, £75 on depreciation, £32 on insurance, £7 on registration fees and tax, and £26 for garaging.

The practical application of such costs is shown in a Departmental survey, based on actual road tests with a popular-make car.

Travelling from Reservoir (8½ miles) by train takes 54 minutes for the round trip to Flinders Street, and costs 14/11d. first class or 11/8d. second class for a weekly periodical ticket. The same journey by car takes 60 minutes and costs 49/7d. for a 5-day week. If the car is parked in the city it costs another 10/–; if a tram journey is necessary from the parking place—as is so often the case—a further 4/2d. is paid. This totals 63/9d.—52/1d. more than second class rail travel. If travelling from, say, Ringwood (15¼ miles) or Springvale (14½), the extra cost of motoring jumps to about 90/– a week.

Cost of car travel has been based on the low figure of 7d. a mile.

A further point to be considered is that the rail ticket is available for unlimited travel over the whole seven days. If a monthly, quarterly, half-yearly, or yearly ticket is bought, the travel cost becomes progressively cheaper.

Looking to the future, the rail traveller can expect greater frequency of train services and more express running for longer-distance travel when the track works and improved signalling now in progress are completed and more new trains come into running.

The motorist, on the other hand, can expect road travelling—with its stops and starts, its traffic snarls and holdups, and its parking problems—to get progressively worse and worse, if the present trend in car ownership continues and more cars come on the roads.

Waxing Cars

RECENTLY it was decided to try waxing of the external surfaces of *Harris Trains* with a view to preserving the paintwork and assisting the external washing process.

The reason behind the trial is that the greatest enemy to clean trains is the dust from cast iron brake blocks. This dust not only lodges on the surface of the cars, but actually penetrates the paint film, necessitating the use of strong acid solutions to remove it. Furthermore, moisture in the atmosphere causes the metallic dust to rust. This rust on the dark blue background of the new trains has necessitated a weekly wash to preserve their appearance, whereas on the red trains these stains are not so apparent.

By waxing the car exterior, the brake block dust is collected in the wax film rather than in the paint surface. Thus its removal presents an easier problem and weaker solutions can be used. As can be expected, the lustre of the original paintwork is prolonged.

Results of the trial have been satisfactory, and it has now been decided to wax the exterior surfaces of all *Harris Trains*.

School Railway Clubs

DESPITE sputniks and suchlike, interest in railways is still dear to the heart of a schoolboy. Latest school to form a Railway Club is Caulfield Grammar where three railway enthusiasts started the group last September. Membership has been built up to 30, and the club has had its first exhibition. This, which formed part of the school carnival, was highly successful, being viewed by more than 900 people. Featured in the exhibition were several electric train sets, models of locomotives, blueprints, and a historical section devoted mainly to photographs.

Posters and suitable railway publicity were supplied to the club for use at the exhibition.

Paint And Public Relations

UNTIL recently, passengers on the Long Island Railroad, U.S.A., were accustomed to a green and cream combination for painting stations. Early in 1957 the railroad, with a sharp eye on passenger approval, decided to break with tradition and let the passengers select their own colours. Reaction was unexpectedly successful and there were columns of favourable stories and editorial comment throughout the country. So widespread was public interest that communities not on the 1957 painting schedule barraged the railroad with calls and letters asking to be allowed to pick colours for their station when repainting time came round.

Unpunctuality

AMONG the many problems of passenger services, that of unpunctuality was dealt with by Mr. G. F. Fiennes, Traffic Manager (Great Northern) Eastern Region, British Railways, in a recent article in *Transport Review*. Commenting on the points raised *The Railway Gazette* says:

"Apart from doing everything possible to inculcate the right attitude, on the part of the staff, to punctuality, and to improve locomotive maintenance and coal supplies, there seems little that can be done except make allowances in the time-tables for permanent way restrictions—a practice which, as Mr. Fiennes shows, is open to serious objections. It seems clear that the human element is the principal factor, so that the matter is largely one for junior officers and supervisors. It is for speculation how far many railwaymen who could not be accused, in general, of an irresponsible attitude towards their work, realize the very great loss of goodwill to the railways occasioned by unpunctuality of trains. Explanations to the public, of late arrivals, might also be more plentiful."

Million Diesel Miles

ON December 19, 1957, diesel electric locomotive B62 completed one million miles of running, and it is the first Australian diesel locomotive to achieve this performance. B62 was placed in service on September 8, 1952, and the original engine parts are still in use.

The first B class locomotive delivered, *Harold W. Clapp*, (B60), entered traffic service on July 14, 1952, and will complete one million miles of running this month. However, this locomotive was withdrawn from general service for a time during 1954 for use on the royal tour train, otherwise it would have reached the million mark before B 62.

By way of contrast, one of the Department's high mileage steam locomotives, a P class, which went into service in 1860, took over 60 years to reach one and a quarter million miles, and to achieve that result it had to be rebuilt early this century.

Steam locomotive *Matthew Flinders*, (S 300), after which the first S class diesel electric locomotive S 300 was named, entered service on March 14, 1928, and was withdrawn from service on September 17, 1954. During this time it ran 1,379,791 miles.

FRONT COVER

Placarded B 62 on arrival at Spencer Street, with 1,000,056 miles to its credit. On the platform were the three Commissioners, Heads of Branches and senior officers, Mr. N. C. Harris, former Chairman of Commissioners, and officials of Clyde Industries Ltd., builders of the locomotive. To mark the event, Mr. R. E. Purves, Chairman and Managing Director of Clyde Industries, presented Driver T. Hardwick, (in picture) Fireman M. Ryan, and Guard T. Halfpenny with suitably inscribed key rings.

MECHANIZED RELAYING

£160,000 worth of equipment now being used.

Where high 'cesses' (banks) impede drainage, they are cleared away by dozers.

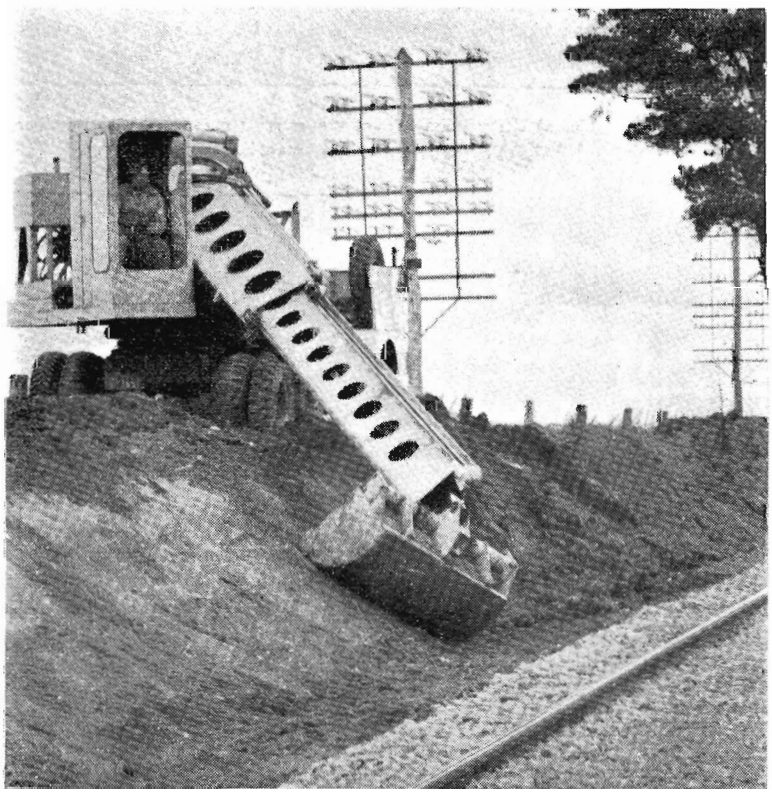
TWO mechanized gangs are now employed on relaying of tracks, using a wide range of mechanical equipment.

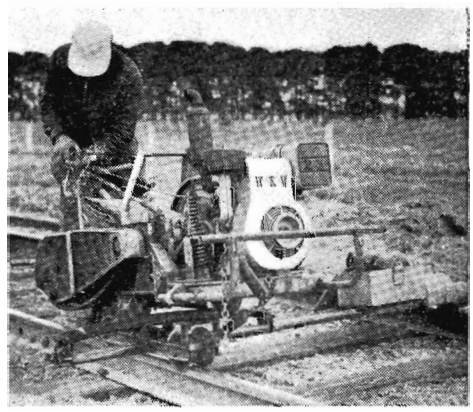
One gang of 90 men is working on the north-western line replacing existing 80 lb. rails with new 94 lb. rails in 90 ft. lengths, at the rate of just over a mile per week. The 80 lb. rails are being cropped at Spotswood Permanent Way Depot to remove the battered ends. The good middles are then welded together to make 90 ft. lengths.

The second mechanized gang, of about 75 men, is laying this 'cut and shut' rail in replacement of 75 lb. rails between Numurkah and Strathmerton, at the rate of about 50 chains per week.

This process has been developed by Mr. L. A. Reynolds, Chief Civil Engineer, from overseas practices seen by him and adapted to suit Victorian conditions. It is, in effect, a production line in which the machines, instead of having the work brought to them as in a factory, move along the track to do their particular job.

The accompanying photographs, taken on the north-western line, give an idea of the work done. However, lack of space prevents including pictures of much of the small equipment in use.





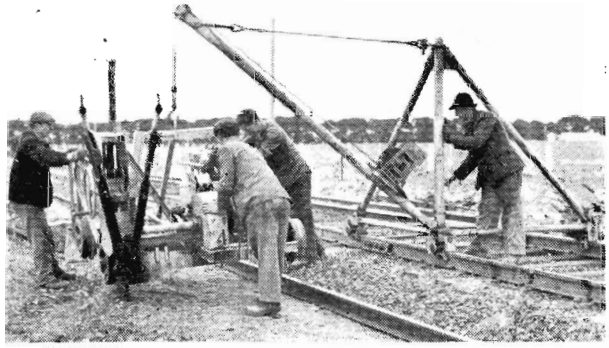
(*Above*) Nordberg wrenches unscrew fishbolts. After the new rail is laid in, more of these machines tighten up the bolts.

(*Left*) Narrow cuttings are restored and drainage freed by a Gradall excavator. (The Department owns three of these machines, and is the only System in Australia which has bought this type of excavator).

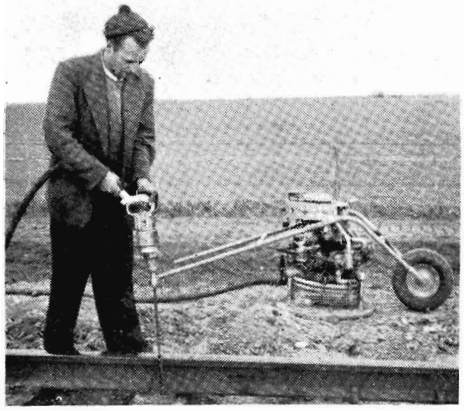
(*Left*) Nordberg mechanical spike pullers extract the dogspikes. At the extreme left of the picture is the plant crane which is pushed ahead of the heavy machines.

(*Below, left*) The old rail is lifted out and new rail lifted in, using Meco rail layers.

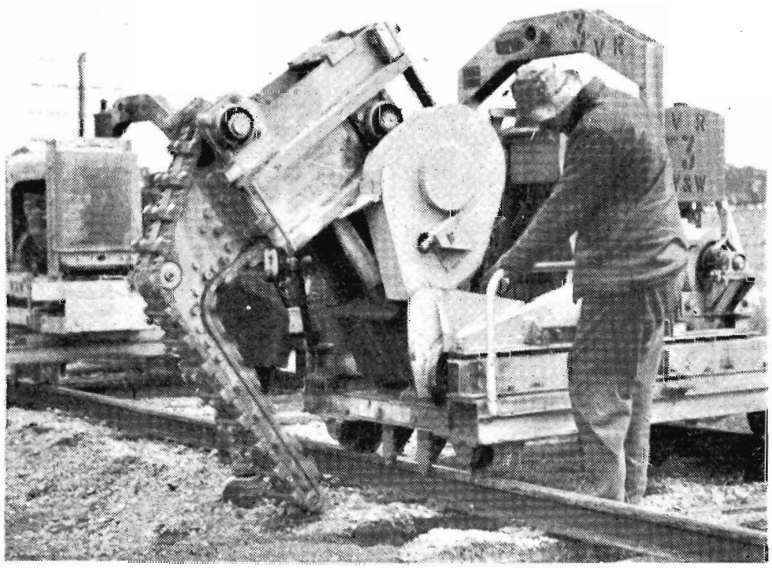
(*Below*) To clear the track for passage of trains, the equipment is lifted from the rails by a plant crane made at Spotswood Workshops. The crane breaks down into units which five men can lift off the track.

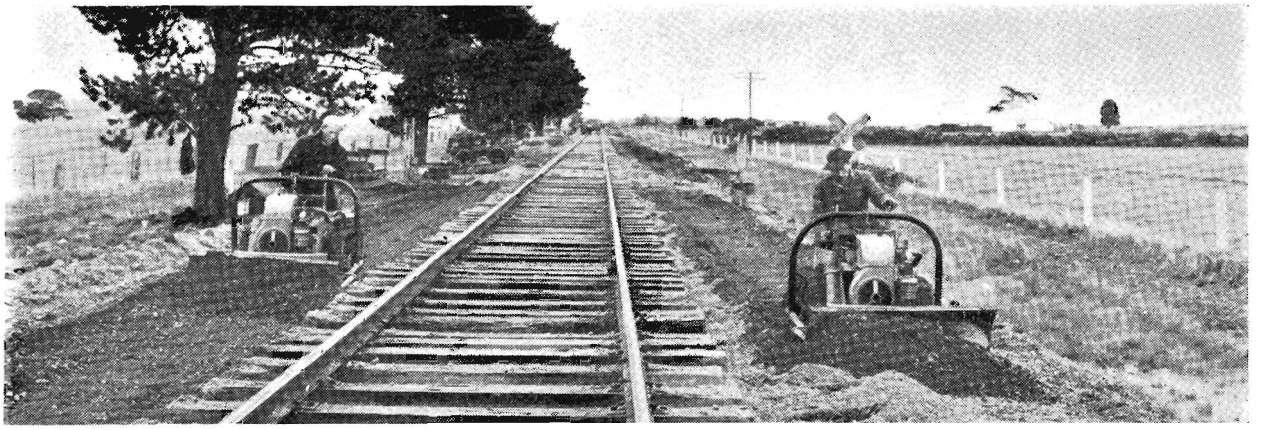


(*Below*) Dirty ballast from the cribs is excavated with Nordberg 'Cribex' machines.



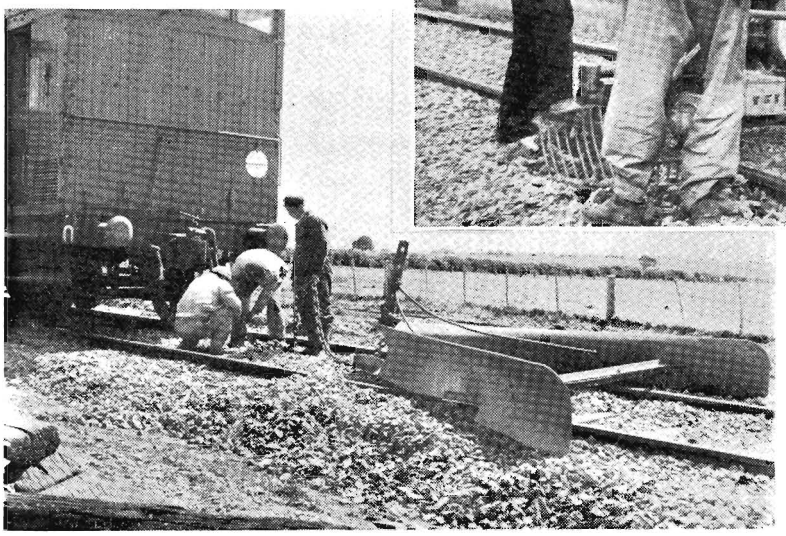
No major re-sleepering of the track is carried out during relaying. Where renewals are necessary, spot air compressors are used to bore sleepers with Holman wood borers. (The Department has 96 of these compressors).





(*Above*) The fouled ballast thrown out on the 'cess' by the cribbing machines is removed by small dozers.

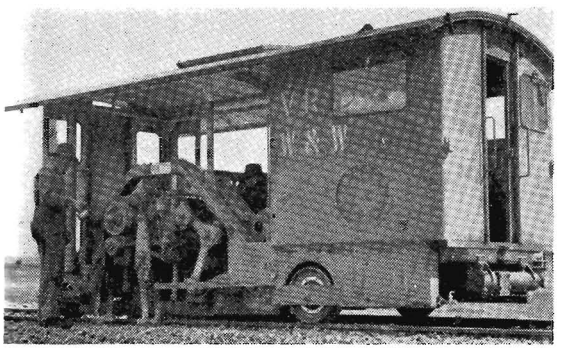
(*Below*) New ballast dropped in the 'six foot' from centre discharge hoppers (QN and NN trucks) is spread by small ploughs hitched behind the van of the ballast train.



(*Above*) The track is given a 3 in. lift on clean metal, using a Nordberg power jack.

(*Below, left*) Uniform packing of the track is given by use of a Matisa tie tamper. (The Department has four of these, and two more are on their way from England.)

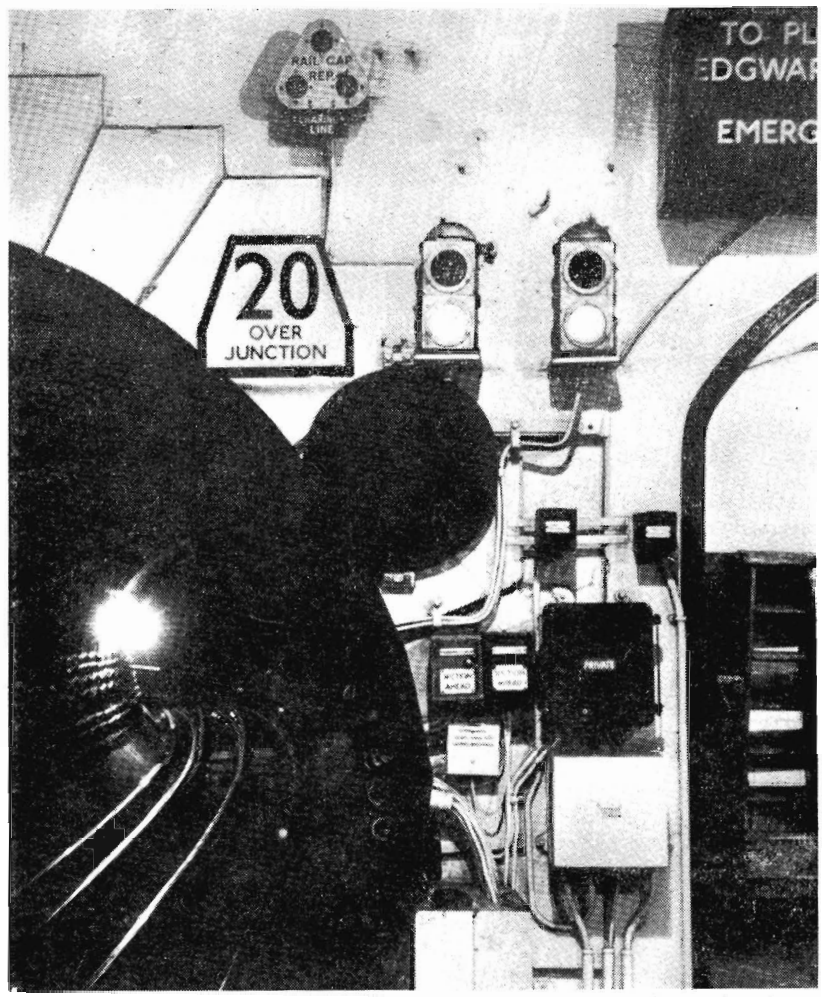
(*Below*) The final product—good track to ride over, good rails, good sleepers, good ballast, good drainage, and a good job for the track ganger to maintain.



RAILWAY SIGNALLING

In a lecture at the Victorian Railways Institute, Mr. G. F. Woolley, Signal and Telegraph Engineer, who made investigations abroad, said that signalling will be of increasing importance in enhancing safety and obviating expenses by :

- consolidating or combining signal boxes
- using remote control of points and signals
- extending these principles to long sections of line
- reducing delays at level crossings by introducing boom barriers and flashing light signals
- automatic switching and braking of trucks during classification operations in marshalling yards



London tube junction points beyond end of platform, showing signals, speed notice, and apparatus for controlling power on electrification traction rails.

Centralized Traffic Control

IT is generally recognized, in U.S.A., that 20 train movements per day will justify installation costs of C.T.C., but some railway vice-presidents say that, by speeding up freight trains, its installation is justified by as few as 15 train movements a day.

Single line automatic signalling, with spring switches and manual operation of points on secondary lines, is a preliminary step towards C.T.C., which is added when the points are power operated. Simplified station yard track layout is also necessary for C.T.C. It is claimed that C.T.C. will give track capacity equal to 80 per cent of double line capacity.

In North America, automatic permissive block signalling of single lines is being converted to C.T.C. to save personnel who operated points and issued train orders at wayside stations. To avoid taxation—paid on mileage of track—certain double lines are being converted to single line, but studies have shown that it is desirable to retain sections of double line in preference to passing sidings, in order to make "running crosses" and permit 200-truck trains, instead of the present maximum of 150 trucks, to be run.

Automatic Train Control

IN U.S.A., the Interstate Commerce Commission requires automatic (colour light) signalling on lines where the speed of trains is 60 m.p.h. or over.

Where certain hazards apply, additional safety appliances are required in various countries. Automatic train control, with cab signalling, is required in U.S.A. where train speeds are 80 m.p.h. or over, and in Germany where trains go over 75 m.p.h. and on lines where headway between trains is 5 minutes or less.

The train-stop and trip valve system, which is a "contacting" form of automatic train control, is used for speeds up to 50 m.p.h.

Where train speeds of more than 50 m.p.h. are involved, "inductive" systems are used. With the "intermittent inductive" system, permanent magnets and electro-magnets, located on the track near signals, transmit impulses to induction receiving coils carried by trains. Impulses from the permanent magnet apply the brakes, but if the signal displays 'proceed,' impulses from the electro-magnet forestall the brake application.

The "continuous inductive" system has advantages over the intermittent as the clearing of a signal is communicated to the locomotive immediately, instead of when the signal and wayside inductor are passed. This system is more easily applied on non-electrified lines, as the necessary bonding of electrified tracks makes it difficult to send a pure induction code signal along the rails, which form part of the circuits used for continuous train control.

Automatic Signalling

IN Western Europe, semaphore signals worked on a station-to-station block principle are being replaced by colour light signals to meet the needs of present day train operations.

With the introduction of remote controlled points, operating practices are being changed to the signal-to-signal block principle, as originated in America. As the automatic signalling in Victoria was developed on American principles, it is quite modern.

Speed signalling has been developed to meet the multitude of operating conditions necessitating various speeds at different locations. Two lines of thought have been devoted to this problem; either to increase the number of signal aspects used, or to simplify the number and type of aspect and supplement these with an illuminated figure representing the speed.

Underground railways—built when surface transport is unable to handle the traffic—obtain their best headway when controlled doors are fitted to carriages. These prevent passengers entering or leaving cars when a train stops part way into a station, and signals can be used along the length of the platform.

Ninety seconds headway is the usual time provided, when station stops do not exceed 30 seconds. With longer stops, special signalling facilities have to be provided.

Next to the station stop time, braking is the most important factor for close headway. Rheostatic braking is in general use, giving a retardation about 50 per cent greater than the air brake.

All systems visited agreed that the minimum spacing of stations for satisfactory track capacity is half-a-mile.

On suburban lines, it is usual for the same trains to run on the one line. This has a number of advantages. For instance, at simple junctions, limited to switching multiple-unit trains, operation is fully automatic, the facing points being set up, when conditions are safe, by messages received from the Train Identification equipment carried on the train.

The train-stop and trip system, now used on the Melbourne suburban railways, is considered modern for underground railways. This system is designed for a maximum speed of 50 m.p.h., but most undergrounds operate at a maximum of from 40 to 45 m.p.h. Signal spacing is based on the emergency braking distances.

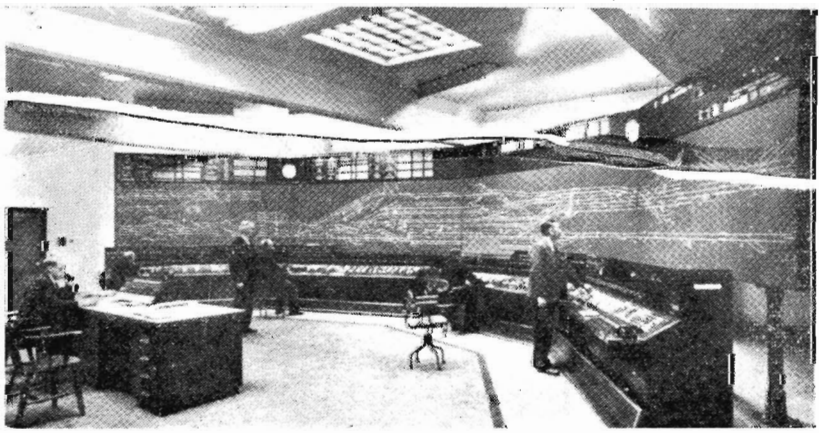
Cab signalling and automatic train control do not provide a better headway, as the sections are based on service braking distances. It is used in Stockholm, however, as snow causes trouble with the operation of the train stops.

Console type control panel and illuminated diagram at Potters Bar signalbox (British Railways, Eastern Region). A similar arrangement to this is considered the most suitable for use in Victoria.

Electric Interlocking

IN all countries visited, semaphores and mechanical interlocking are being superseded by colour light signals and relay interlocking, to increase safety at present day train speeds. Longer trains require points beyond the range of manual operation, thus making power operation necessary. Also, signal boxes at larger stations are being combined.

Relay interlocking is better adapted to control and operate remote locations than older forms of interlocking, and plug-in relays have been specially developed so that changes can be made with greater ease, maintenance facilitated, and the size of signal boxes reduced.



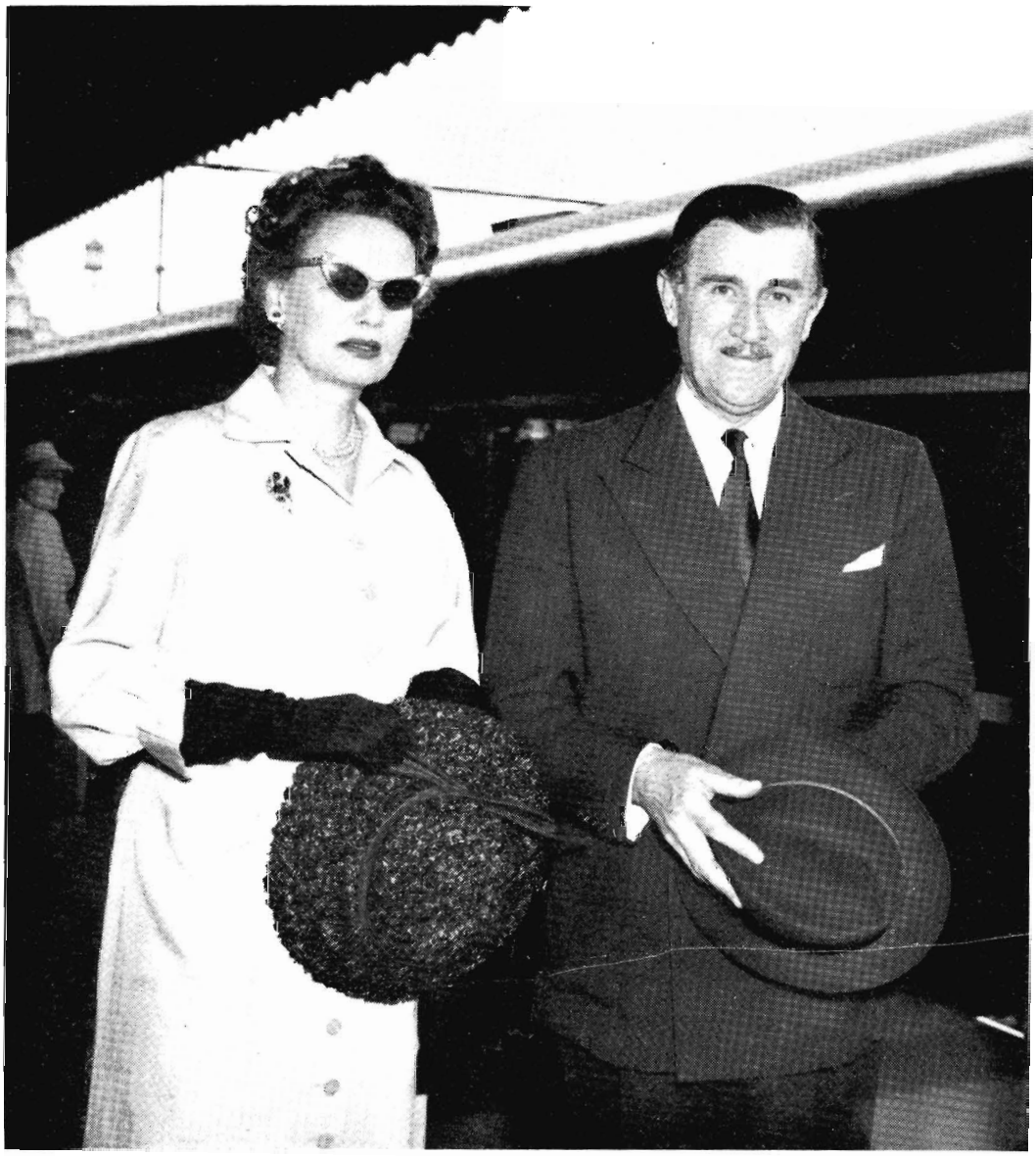
York signalbox (British Railways, North Eastern Region), showing supervising signalman (*at left*) directing four signalmen who operate the control panels. This has the largest route relay interlocking system in the world.

British Railways Programme

INDICATIVE of the need for signalling and communications in modernization and re-equipment, British Railways is allocating £105 million for improvements to track and structures, and £105 million for signalling and tele-communications.

Signal manufacturing companies will manufacture the equipment and test it at their works, but most installing will be undertaken by the railways under traffic conditions. This method, less expensive than installation by contractors, has advantages from the maintenance point of view.

AROUND THE SYSTEM

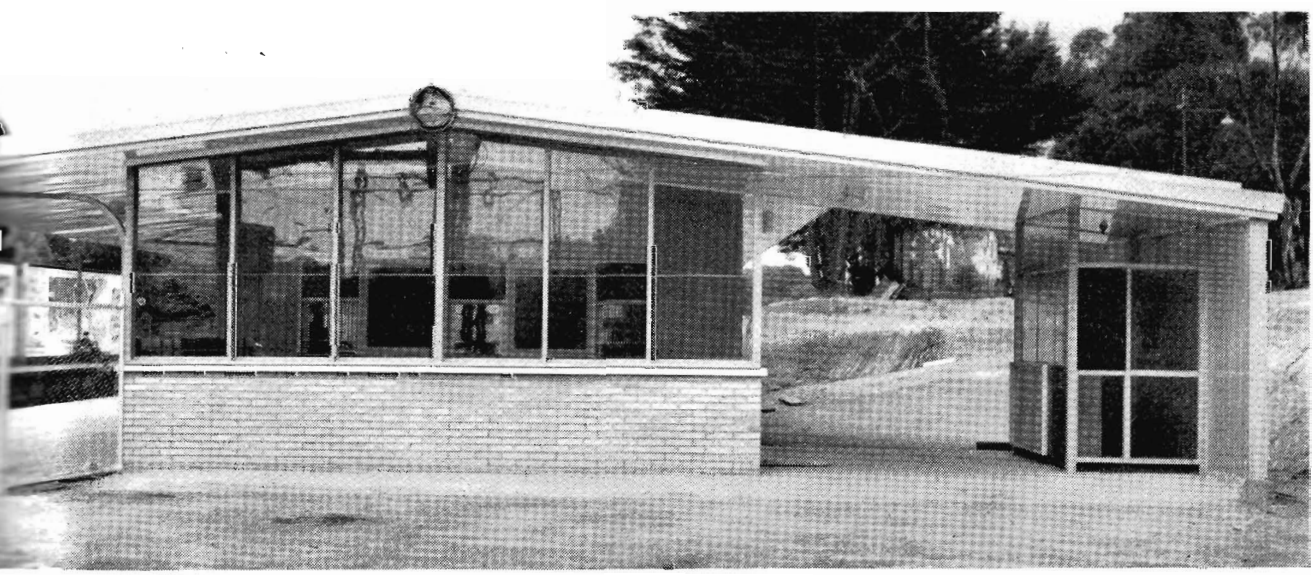


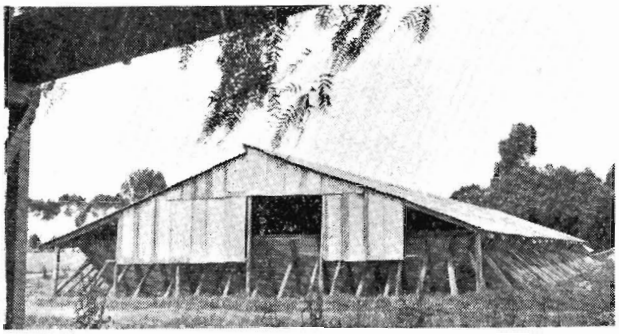
VICE-ROYALTY : His Excellency Sir Robert George, Governor of South Australia, and Lady George, travelled by *Spirit of Progress* on their way back from Port Kembla to Adelaide. The rest of the journey was made in the South Australian Railways vice-regal car.

ARCHITECTURE : The new station buildings at Kooyong have been designed in contemporary style with low pitched roofs and vertical boarding. In their garden setting, the new buildings are painted a soft grey-green, relieved with maroon and a warm yellow. Entrance lobbies have been opened to the utmost to handle the heavy crowds visiting Kooyong for tennis matches.

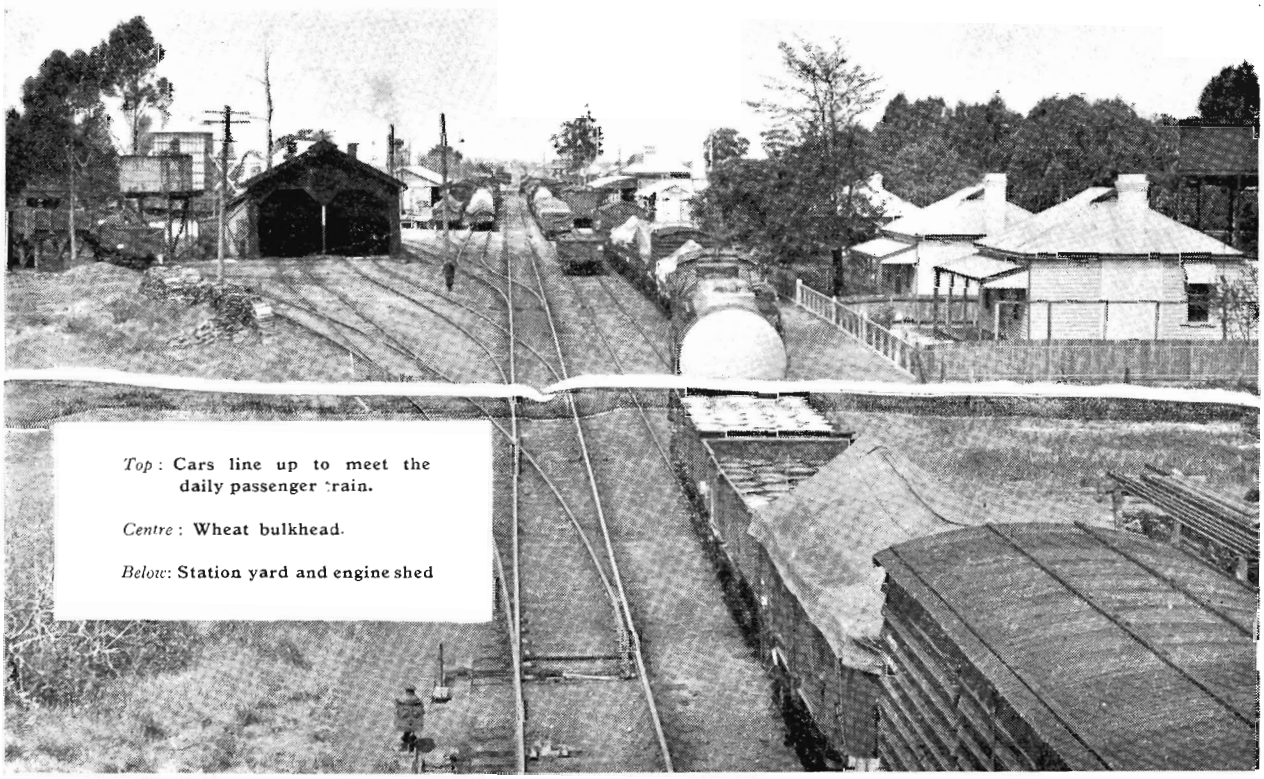
OVERSEAS VISITOR
Left to right: Dr. Botha
to Australia on one of

South African Railways Commissioners, Dr. J. H. Botha and Dr. C. V. von Abo, were welcomed at Spencer Street on their arrival by *The Overland*. L. Fargher, Commissioner, South Australian Railways, Dr. von Abo, and Mr. E. H. Brownbill, Chairman of Commissioners. The two visitors came ...ural flights of South African Airways service to Australia. While here, they are seeing much of the workings of the various railway systems.





KERANG



Top: Cars line up to meet the daily passenger train.

Centre: Wheat bulkhead.

Below: Station yard and engine shed

AN important agricultural township on the Loddon River, Kerang, with a population of 3,500, is the centre of a prosperous farming district. On the west is the fringe of the Mallee with wheat farming predominant ; on the east is irrigated land devoted to mixed farming. Among sportsmen, Kerang is noted for duck shooting and fishing.

Railway construction crept to and beyond Kerang in stages: from Eaglehawk to Raywood in 1882, Mitiamo in 1883, Pyramid and Kerang in 1884, Swan Hill in 1890, Piangil in 1915, Kooloonong in 1920 and Yungera in 1926. The branch line from Kerang to Murrabit was opened in 1924. The Kerang-Koondrook Tramway, opened in 1889, was owned and operated by the Shire Council until taken over by the Department in 1952.

Kerang's main industries, which depend on these lines for transport, are the flour mill, butter factory, sawmill, oil company depots, and adjacent farms. Wheat is the largest single item handled. The bulkhead at Kerang holds 90,000 bushels, but this has proved too small and a steel silo is to be erected. Flour is railed in quantity and butter goes to Melbourne and Mildura by train. There are a few truckloads of redgum each week and two or three trucks of sleepers a month. Wool, oats and barley also go by rail.

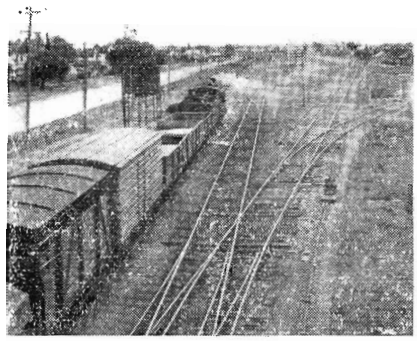
With quite an important pig market at Kerang, up to 300 trucks of pigs are railed in a year. Sheep, cattle and horses add their quota to the traffic, too.

Inwards business is mainly general goods for local consumption, plaster for the plaster sheet works, agricultural implements, wire, netting and fertilizer.

Normal service is a daily passenger train in each direction, nine 'down' and ten 'up' goods trains weekly, a weekly goods to and from Murrabit, and, on the Koondrook line, a daily rail motor service and two goods trains a week.

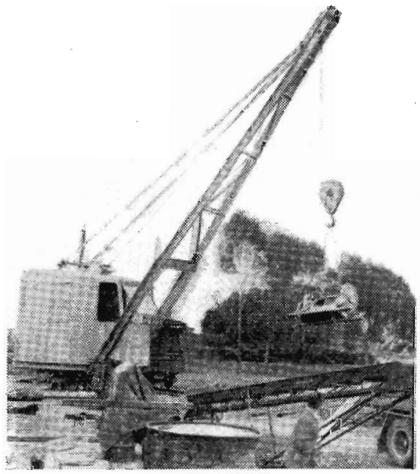
Although only fourteen miles long, the Koondrook line has much of interest to railway historians. It was one of the few examples—if not the only example—of a tramway for public traffic built under the Local Government Acts. First locomotive used was No. 34, formerly *Titania*, the Geelong and Melbourne Railway Company's first yard shunter. Later locomotives included three others acquired from the Victorian Railways : K 124, D 122 and T 267, all built by Phoenix Foundry, Ballarat.

Now part of the Victorian Railway system, the only Tramway rolling stock in use is the rail motor which carries school children and other passengers to and from Kerang. This is a combination of a Ford V8 truck chassis and a former South Australian Railways 4-wheel end-loading saloon car.

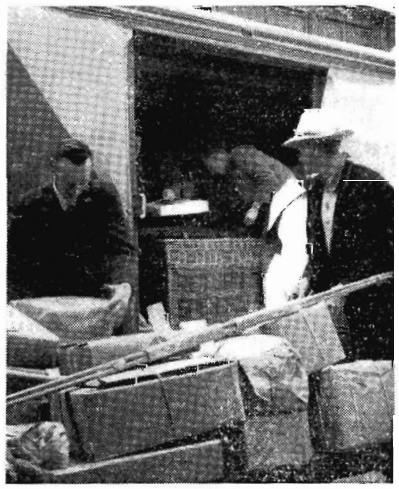


Murrabit goods train leaving Kerang. Track swinging off to right is the Koondrook line.

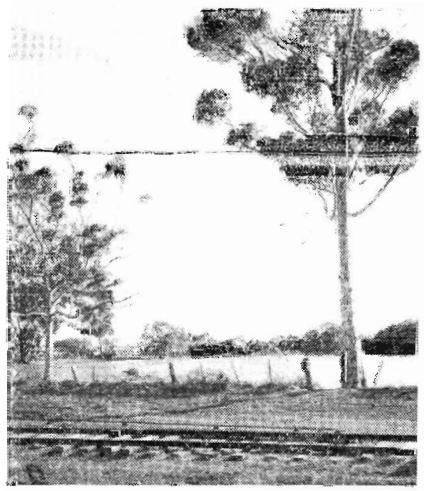
State and High School pupils along the Koondrook line depend on the rail motor for transport to and from school.



The electric crane makes short work of unloading machinery and other heavy goods.



Unloading van goods from the "down" passenger train.



The railway reservoir draws water from the Waranga system, and supplies the station and some railway houses.

Loading pigs which have just been sold in the adjoining saleyards. Kerang is an important pig marketing centre.

AMONG OURSELVES . . .

Mr. Drew

He Saved A Life

WHEN a passenger fell from *Spirit of Progress* recently, he was saved from bleeding to death by the prompt and expert attention of Driver I. Drew, of Benalla. Mr. Drew was on a goods train halted at Baddaginnie, when his fireman (who is a New Australian) discovered the injured man and called Mr. Drew to the scene.

Mr. Drew applied pressure to a pressure point to prevent excessive bleeding, and sent the fireman to arrange protection against rail traffic. When the fireman returned, he was shown how to apply pressure to the pressure point so that Mr. Drew could go and telephone for a doctor and ambulance. He felt that the fireman might not have been understood over the 'phone.

After telephoning, Mr. Drew returned and took over from the fireman and continued to apply pressure until the ambulance arrived. The only light available at the spot was that from two hand lamps.

Mr. Drew is a first-aid lecturer for both Benalla V.R.I. and Benalla St. John Ambulance. His attention to the injured man was a practical demonstration of the value of a knowledge of first aid.

Stationmaster H. C. Wilson, of Kerang, joined the railways in 1923 as a lad porter at Collingwood. In 1946 he was appointed S.M. at Lake Boga, and later was at Hopetoun, Elmore, Lubeck and Ultima. In his younger days he was a footballer, but now concentrates on fishing and bowls.

Good Work

ABOUT 20 years ago, a railway tennis club was started at Kerang. Mr. D. H. H. Jones, goods clerk, was one of the foundation members, and the club's second president. He is still a club trustee.

Mr. Jones is very interested in both friendly society and church work. He has served two terms as president of the local A.N.A. of which he is also auditor. He is a member of the State School committee and was school correspondent for six years. He has been sub-branch secretary of the A.R.U. In his church, he is Session Clerk, secretary of the Board of Management, and Sunday School superintendent, secretary and treasurer. He was instructor in first aid at Kerang for a time, and holds the 10th year gold medallion.

Mr. Jones

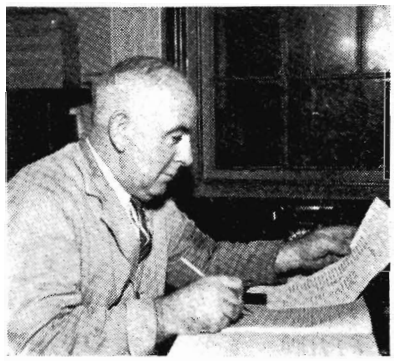
First Aid Champions

VICTORIA took first place at the Interstate Railway Ambulance Competitions held at Verdun, South Australia, recently. Results were : Victoria, 413 points ; Queensland, 405 ; New South Wales, 393½ ; South Australia, 389 ; Western Australia, 373 ; Tasmania, 366 ; Commonwealth, 337.

Individual Championship was won by Mr. J. R. McIntosh, Queensland, 147 points, with Messrs. J. M. Stephens, Western Australia, and L. A. Roberts, South Australia, equal second, 142 points.

Victoria's representatives were Ballarat North Workshops No. 1 Team, comprising Iron Machinist D. C. Overall, Fitter R. G. Benn, Fitter and Turner A. Maude, Fitter A. M. Compston, and Fitter and Turner R. J. Phillips (patient).

The shield and awards were presented by Mr. J. A. Fargher, Commissioner, South Australian Railways, at a dinner held in the Adelaide Railway Refreshment Rooms.



Mr. Thomas

Geraniums and Orchids

ONE of the foundation members and secretary of the Australian Geranium Society, Mr. H. H. Thomas, Officer-in-Charge, Typewriter Maintenance Depot, has watched the membership grow to over 500 since its inception 12 months ago. Mr. Thomas is also interested in orchids, but they take second place as he feels that the longer flowering period of the geraniums and the fact that they can be cultivated in the ordinary garden makes them much more decorative and useful.

Mr. Thomas is an expert in his field, and has broadcast over Station 3UZ on the preparation of geranium cuttings and their cultivation. He has about 30 named varieties in his garden, including some of the rare types.

Four of the Society members were appointed stock growers—Mr. Thomas is one of them—and they cultivate new plants for distribution annually among members. Also he helps in compiling the Society's quarterly *News Letter*.

Civic affairs also make demands on Mr. Thomas's time, as he is Secretary of the Tyrone Foreshore Committee of Management, which has 56 boat sheds on the foreshore and caters for holiday campers. He is, as well, official judge and starter of the Blairgowrie Yacht Squadron and plays an active part on the social side. Also he is secretary of Essendon All Black Football Club, with which John Coleman played for four years as a lad.

Long Signals Career

AFTER 50 years and 9 months in the Department, Signal and Telegraph Supervisor C. F. Hindson, of North Melbourne, retired recently. Mr. Hindson began as a lad labourer in the Telegraph Branch at Spencer Street and then served his apprenticeship at Spencer Street and the newly-established Electri-

cal Shop at Newport. Later he was at Ballarat and for some time was on the country relieving staff. During his career, Mr. Hindson was intimately associated with three Signal and Telegraph Engineers—he served as an apprentice with Messrs. W. Forrest and C. B. Young, and Mr. G. F. Woolley was one of his apprentices. During the first world war, Mr. Hindson served with the 3rd. Div. Engineers and later with the Australian Flying Corps.

When he was transferred to North Melbourne, about 10 years ago, Mr. Hindson re-organized a collection scheme in aid of Austin Hospital. So successful did the scheme become that voluntary contributions from the staff there and some outlying stations totals about £75 a year. Mr. Hindson received a life governorship from the hospital.

Just prior to his retirement he was entertained at a dinner given by his fellow signal supervisors who presented him with a suitably inscribed book.

Music for Dancers

DIFFICULTY has been experienced by some V.R.I. centres in obtaining suitable bands for dances, and committees have often been faced with the cost of bringing in a band from another town.

Consequently, the Council of the Institute recently installed electrically operated record changers, complete with amplifiers and long-playing discs, at Balmoral and Ararat. This enables those centres to provide dances, at a low admission charge, with excellent music played by world-famous bands. If the new scheme is as successful as hoped, other centres will be similarly equipped.

Parcels Assistant A. J. Hedger is a relative newcomer to Wangaratta. He came there from St. Arnaud, following a period at Ballarat. He played with St. Arnaud Cricket Club and has joined up with Wangaratta Railway Cricket Club. He is fond of reading and buys lots of books, as well as borrowing them from the library.

Kerang Driver-in-Charge

STARTING at Bendigo as an engine cleaner in 1917, Driver-in-Charge R. Blackmore, of Kerang, obtained his driver's certificate in 1936, and came to Kerang in 1945. Previously he had served at Swan Hill and Mildura. Keen on shooting and fishing, he has now taken on bowls, too. Recently he went to Lismore with the Murray Valley Bowlers to play in the Northern Rivers Association Tournament. On the way back they also played in Sydney and Goulburn. Mr. Blackmore managed to collect a trophy out of the trip. Although he has only been playing for two years, he has won four or five club trophies.

His fireman, Mr. J. Baker, joined the service at Maryborough in 1954. He left there for Donald, and later came to Kerang. Mr. Baker is interested in reading, shooting and swimming. He holds the second-year first-aid certificate and certificates for engine working and Westinghouse brake.

Messrs. Blackmore and Baker

Camera Club

AT its first meeting the newly formed Camera Club elected office bearers and decided that the programme would include competitions for good trophies, picnic excursions, lectures and demonstrations. The club has excellent darkroom facilities and all Institute members interested are invited to join it.

Office bearers are: President, W. E. Elliott (General Secretary, V.R.I.); Secretary, R. J. Tongue (Newport Workshops); Treasurer, A. Reeves (North Melbourne Loco.); Committee members; Misses T. Berry (Room 66, Head Office), N. Garrett (Inwards Parcels Office, Flinders Street), P. Huxtable (Room 55, Head Office); Messrs. L. Punch (Overhead Depot), H. Williams (c/o Inspector of Ironworks), W. Kussh (North Melbourne Loco.)

Discounts

THE Council of the Victorian Railways Institute has recently made arrangements with a number of firms to give discounts to Institute members for goods bought. The items will be supplied only on production of an official order from the Institute. Present arrangements cover the supply of car and other batteries, clothing and optical goods. It is hoped to extend the scheme.

Mr. Swalwell

Pigeon Fancier

FOLLOWING in his father's footsteps, Machinist A. Swalwell, of the V.R. Printing Works, has been interested in pigeons "ever since," he says, "I was scratched by one when I was six months old." As secretary of the Yarraville Homing Club for the past 15 years, Mr. Swalwell has spent a lot of his leisure time in fostering the club's activities. This has restricted somewhat his opportunities of training his birds for racing. Nevertheless, he has won his fair share of prizes.

Pigeon races are in two groups: young birds are flown between 30 and 140 miles during the season beginning in February; for old birds the season starts in August and the birds fly from 60 to 500 miles.

Like most keen pigeon men, Mr. Swalwell built up his flock by getting a series of birds from reliable lofts, and then mating and cross-mating them. He disposes of any surplus birds by passing them on to young enthusiasts.

Mr. Swalwell served his apprenticeship with the Government Printer and, after outside experience for about five years, joined the Department 21 years ago.

Starting at Ballarat nine years ago, Assistant Stationmaster W. Elshaug was on the relieving staff for some time before coming to Kerang 18 months ago. He has two hobbies: breeding budgerigars and small-bore rifle shooting.

Miss Veronica Boyhan and some of the trophies she has won for old-time ballroom dancing. Her latest achievement was the winning of *The Sun's* Belle of the Ballroom contest. Miss Boyhan, a typiste in the Secretary's Branch, has been in the Department just over four years. Her dancing partner is North Melbourne wingman, Laurie Dwyer.

Privilege Tickets

THE Commissioners have approved of the issue to the staff of privilege tickets for certain journeys at quarter fare, subject to a minimum of 3/6d. 1st class and 2/8d. 2nd class.

Those eligible for the concession are officers and employees with at least 12 months' service; juniors with at least 12 months' service who qualify for concession fares for home visits; and staff of the V.R.I., Railway Construction Branch, and State Coal Mines, with at least 12 months' service and who are eligible for rail passes whilst on annual leave. The tickets will be available for use by the officer or employee and/or his dependents eligible for inclusion on his annual leave pass.

Up to four privilege tickets will be granted in each annual leave year, and no reason will be required in support of an application. The tickets will be available for Victorian country journeys only, and not for journeys confined to the metropolitan suburban area.

Special application forms (G. 257) are available from supervising officers, and these must be used to obtain a concession certificate (G. 258).

In future, special passes will be granted only for travel for specialized medical treatment not available locally, or to enable visits to be made to members of the family in hospital.

(Full details appeared in the *Weekly Notice* for the week commencing 3.12.57).

Handbooks

A well-known Head Office personality, Mr. W. V. Hoatson of the Traffic Branch Head Office staff, recently joined the ranks of the retired. Either solely, or in collaboration with officers of other Branches, he was concerned with the revision of such essential handbooks as the General Orders and Accounts Instruction Book, the General Appendix, Transportation of Goods Book, Electric Street Railway Handbook and various others.

After 18 months as a school teacher, Mr. Hoatson joined the railways as a junior clerk at Warrnambool in 1909. Service overseas with the first A.I.F. preceded his transfer to Head Office in 1921. A keen gunshot and angler, he was regularly out after snipe, duck or foxes. He has always found a home-made decoy, made from a V-shaped piece of tinplate, much more effective than the variety sold in shops.

In retirement, Mr. Hoatson maintains he will on no account learn to play "that dangerous game of bowls which has ruined many good shooters and fishermen."

Thanks

"FOR the excellent service provided during a recent visit to the Royal Show by a group of children attending this school.

"Complete arrangements were handled at Wangaratta by Messrs. J. Stewart and F. Wilson. To these gentlemen my sincere thanks for their assistance and co-operation.

"On our return to Spencer Street from the Showgrounds, when we were both weary and famished, our load was lightened by the super-service and meal provided by Miss Day and her staff at the cafeteria. As some of the children were of the tender age of eight years, you can appreciate my position when the cafeteria staff took the children under their communal wing and mothered them.

"And to the drivers of the diesel rail-cars (names unknown)".
—E. G. Quinlivan, Head Teacher, State School, Moyhu

"It is my privilege, on behalf of the Chairman and members of the Citizens Appeal Committee, to acknowledge with grateful thanks the cheque for £145.19.9 from the officers and employees of the Victorian Railways for our War Memorial Appeal.

"We are greatly indebted for their splendid assistance for this very important project which we have in hand."
—Frank Ayre, Director of Appeal, Y.M.C.A. War Memorial Fund

"For the co-operative and efficient way in which the Tourist Bureau staff arranged the recent trip to Central Australia for a party from Tintern."
—Joan Montgomery, Tintern Church of England Girls' Grammar School

"For the kind hearted action of the Welfare Officer, Mr. W. Bowe, when a member of our Organization was recently involved in a tragic motor accident whilst off duty. My Executive feel that Mr. Bowe's action was that of a truly Christian gentleman as we are mindful of the fact that this accident occurred completely outside the ambit of the Railway Service. Actions such as that of Mr. Bowe can only tend to improve the relationship between your Department, the Union Officers and members.
—F. Carey, Divisional Manager, Australian Federated Union of Locomotive Enginemen (Victorian Division)

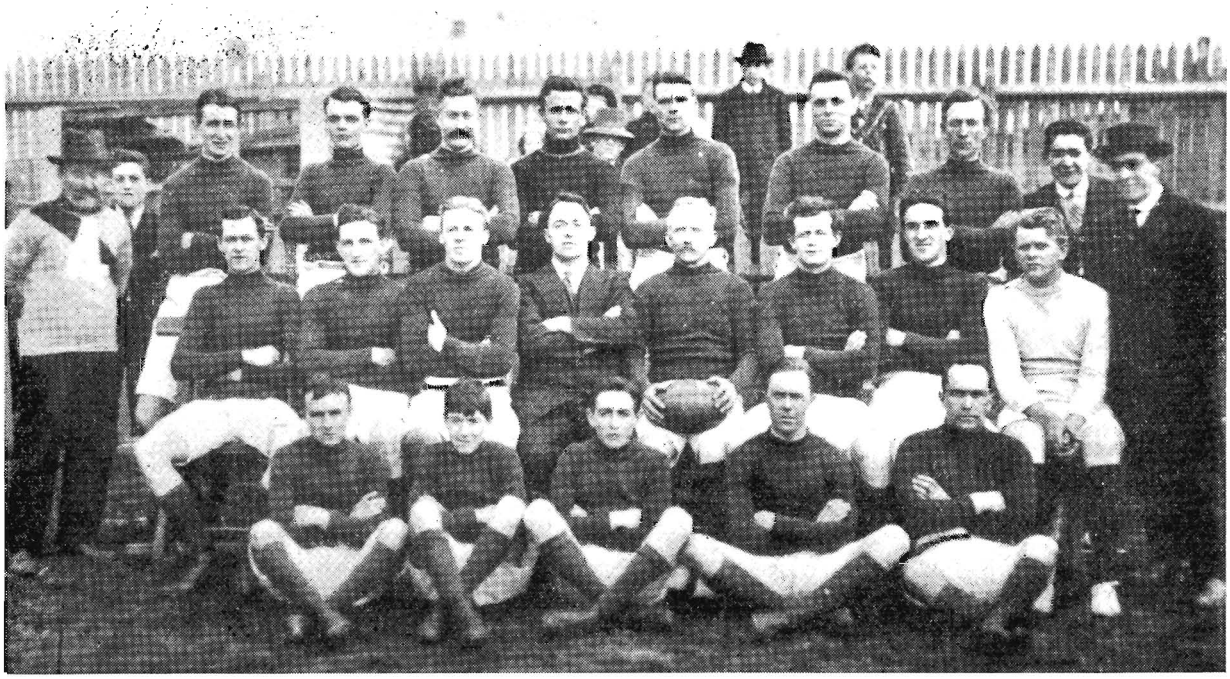
For "the fine work done by the bulldozer on the railway property at Glenfyne. When the trash is burnt it will be a great fire-break for the district."
—A. Callaway, Hon. Secretary, Glenfyne-Elingamite Rural Fire Brigade

For "the very satisfactory service and courteous attention this Company has always received from the Stationmaster and staff at Noble Park railway station. The many hundreds of chickens dispatched through this station by us received the unfailing prompt attention necessary to connect with country trains, and where transfer at Caulfield has been needed, very efficient service has also been given at that station."
—C. H. Frampton, Manager, Classic Hatchery Pty. Ltd., Noble Pa k

"To three officers of the Batman Avenue Depot who removed my household effects from the Police Depot at Albert Park, for the efficient and thoughtful manner in which they carried out their duty. They saved my family and me from much work."
—S. P. Armstrong, Inspector of Police, Danks Street, Albert Park

To Mr. D. M. Greer, stationmaster, Canterbury, and specially to Mrs. Faulds, station assistant, "for that prompt and correct action when I was taken off the train in a semi-conscious condition. I was comforted and looked after until I was taken to the Box Hill Hospital by Ambulance. The Doctor was called and my family informed. All this was done in the middle of the peak traffic, which would have embarrassed many of us."
—Arnold Veide, Ormond Avenue, Mitcham.

Junior Clerk Barry Brooks, of Wangaratta, started his career as an assistaat chef at the Hotel Australia, but left there to join the Department about 12 months ago. Although keen on the railways, he still retains his interest in cooking. Barry made a name for himself at Beechworth High School for his swimming ability, winning the junior championship. He also won the Noel Reynolds Memorial Shield awarded to the open champion in athletics.



When they were young. Transportation Branch Staff Office football team that played a "Room 1" team in September 1914. (Photograph of the "Room 1" team was published by *News Letter* in September last.) Back row (*from left*) : E. Tatterson (trainer), R. Lyndon, F. Castledine (now in Traffic Branch Staff Office), W. Butler, J. Bauer, W. Robert (later Live Stock Agent), F. Stevens, A. McLean. Middle row : G. Fleming, N. S. W. Chandler (now Provedore, Refreshment Services Branch, Treasurer of Carlton football club and former champion wingman), G. Ross (later played with Brunswick Association team), A. E. Hyland (later Chairman of the Suggestions, Inventions and Betterment Board), R. McClelland (later Transportation Branch Staff Officer), S. J. Goble (afterwards Air Vice-Marshal, R.A.A.F.), R. G. Wishart (later Chairman of Commissioners), T. Nelson. Front row : 1, 2, and 3 not known, J. McClean, P. Maynard.

SPORTS

Bowls

FOR the first time, it is believed, in the history of the Department, a railway sporting team will take part in a competition outside Australia when the V.R.I. Bowling Club sends a team to New Zealand next month.

Competition for inclusion in the team was very keen, over 50 nominations having been received. Those selected are : Messrs. L. J. Williamson (Club President), R. W. Anderson, M. T. Berry, A. Charles, A. Cowling, W. Evely, L. Hindson, W. K. Jarvie, T. Jenkins, H. Jolliffe, A. Polson, R. R. Quail, A. G. McGillivray, G. H. Rowe, G. G. Sargeant, H. M. Wallis, H. G. Watts, C. D. Wilson and E. C. Wilcock. Team will be managed by Mr. W. E. Elliott, General Secretary, V.R.I., and Mr. G. H. Bennett will accompany the team as Institute Representative.

The party will leave Sydney by s.s. *Wanganella* on February 14 and reach Wellington on the 18th. The New Zealand Railways Bowling Association has prepared a very interesting itinerary and many visitors will remain after the carnival for sightseeing tours. The last of them will leave by April 4.

By special efforts the Club has raised a considerable amount of money that will be used to help team members defray the expenses of the trip.

It is hoped this visit will be the forerunner of others.

This Year's Programme

THE first of fourteen social matches arranged by the Club was most successful. It was played at the Toorak and Nortl c t Bowling Green under electric light.

Golf

IN delightful weather, the V.R.I. Golf Club held President's Day and Captain's Day concurrently on the excellent Midlands Course at Ballarat.

Seventy members took part—from Melbourne, Ballarat, Maryborough and Daylesford. Trophies were donated by the President (Mr. F. Findlay), the Captain (Mr. M. Lynn), Ballarat Branch of the Institute and the V.R.I. Golf Club. An evening meal was provided by the Ladies' Committee of the Midlands Golf Club.

Trophy winners were : Mr. J. Kennedy, Melbourne, 18-holes stroke ; Mr. G. Chandler, Ballarat, "Out 9" holes ; Mr. W. James, Melbourne, "In 9" holes ; Mrs. R. Rolls, Melbourne, Ladies' Trophy.

Table Tennis

THE V.R.I. Doubles Tournament was won by Messrs. R. Austin and C. Barker (Train Services) from Messrs. E. Campbell and R. Hilton (Train Services) in the final.

Jolimont Workshops team represented the V.R.I. Table Tennis Association in the summer pennant competitions of the Victorian Table Tennis Association. Although not successful, the team gained valuable experience.

Railwayman Wins State Title

TRAFFIC Branch Clerk J. McKain recently won the State Open Snooker Championship of Victoria by defeating Gus White, 6 frames to 1. This is believed to be the first time a railwayman has won this title.

Mr. McKain has been playing with the V.R.I. Billiards Club for ten years, having won the club snooker championship five times, and the billiards championship once; last year he was runner-up in the billiards title. He started in the railways as a junior clerk at Richmond in 1947 and is now on the metropolitan relieving staff.

Cricket Record Broken

A 31-year-old record in the Eastern Suburban Churches' Association was recently broken when Ian Timewell took 17 wickets for 41 runs. A leg spin bowler, Ian plays for Blackburn Baptists. Last year he took 79 wickets and looks certain to get another "swag" this year. In last season's final, as well as taking 12 wickets for 98, he also made 66 runs. Ian is a clerk in the Secretary's Branch.

Wholly set up and printed at the Victorian Railways Printing Works, Laurens-st., North Melbourne, for the Publishers, The Victorian Railways Commissioners. 3270—57

1958

Terminating dates of Pay Fortnights shown in Orange
Public Holidays shown thus — O
(Good Friday 1959—March 27)

1958

	JANUARY					FEBRUARY					MARCH					
Sun.	...	5	12	19	26	...	2	9	16	23	...	...	2	9	16	23	30
Mon.	...	6	13	20	27	...	3	10	17	24	...	...	3	10	17	24	31
Tues.	...	7	14	21	28	...	4	11	18	25	...	...	4	11	18	25	...
Wed.	1	8	15	22	29	...	5	12	19	26	...	...	5	12	19	26	...
Thur.	2	9	16	23	30	...	6	13	20	27	...	...	6	13	20	27	...
Fri.	3	10	17	24	31	...	7	14	21	28	...	...	7	14	21	28	...
Sat.	4	11	18	25	..	1	8	15	22	...	...	1	8	15	22	29	...

	APRIL					MAY					JUNE					
Sun.	...	6	13	20	27	...	4	11	18	25	...	1	8	15	22	29	...
Mon.	...	7	14	21	28	...	5	12	19	26	...	2	9	16	23	30	...
Tues.	1	8	15	22	29	...	6	13	20	27	...	3	10	17	24	...	...
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Thur.	3	10	17	24	...	1	8	15	22	29	...	5	12	19	26	...	...
Fri.	4	11	18	25	...	2	9	16	23	30	...	6	13	20	27	..	...
Sat.	5	12	19	26	...	3	10	17	24	31	...	7	14	21	28	...	...

	JULY					AUGUST						SEPTEMBER					
Sun.	...	6	13	20	27	...	3	10	17	24	31	...	7	14	21	28	...
Mon.	...	7	14	21	28	...	4	11	18	25	...	1	8	15	22	29	...
Tues.	1	8	15	22	29	...	5	12	19	26	...	2	9	16	23	30	...
Wed.	2	9	16	23	30	...	6	13	20	27	...	3	10	17	24	...	...
Thur.	3	10	17	24	31	...	7	14	21	28	...	4	11	18	25	...	...
Fri.	4	11	18	25	...	1	8	15	22	29	...	5	12	19	26	...	...
Sat.	5	12	19	26	...	2	9	16	23	30	...	6	13	20	27	...	...

	OCTOBER					NOVEMBER						DECEMBER					
Sun.	...	5	12	19	26	...	2	9	16	23	30	...	7	14	21	28	...
Mon.	...	6	13	20	27	...	3	10	17	24	...	1	8	15	22	29	...
Tues.	...	7	14	21	28	...	4	11	18	25	...	2	9	16	23	30	...
Wed.	1	8	15	22	29	...	5	12	19	26	...	3	10	17	24	31	...
Thur.	2	9	16	23	30	...	6	13	20	27	...	4	11	18	25	...	...
Fri.	3	10	17	24	31	...	7	14	21	28	...	5	12	19	26	...	...
Sat.	4	11	18	25	...	1	8	15	22	29	...	6	13	20	27	...	...

VICTORIAN RAILWAYS

NEWS LETTER

FEBRUARY

VR

1958

THE MONTH'S REVIEW

Good Staff Work

"MURRAY shire council decided last Monday, as a trial measure, to have all its bitumen and concrete pipe requirements transported by the Victorian Railways in future."

This decision, reported in the Deniliquin *Pastoral Times*, was due to the efforts of Mr. J. F. Clancy, station-master at Mathoura, who approached the council in his endeavour to obtain more traffic.

Such active interest in the transport situation in his district as this, will make each railwayman a successful traffic builder.

Train Of Knowledge

PLANNED and sponsored by the progressive Macleod High School as an educational experiment, a "Train Of Knowledge" will take 200 girls and boys, accompanied by eight teachers, on a tour of Victoria next month. Leaving Melbourne on a Monday, they will visit Geelong, Warrnambool, Hamilton, Portland, Stawell, Bendigo, Echuca and Kyabram, and return to Melbourne the following Saturday, a round trip of 751 miles. Visits will be made to selected farms, orchards and factories.

TOK will be equipped with a public address system, and projection equipment will be carried. A daily newspaper will be produced on the train. Provision will be made for a sick bay which will be staffed by a nursing sister. Meals and sleeping accommodation will be arranged at country towns.

It is hoped that TOK, by giving city students a first-hand chance to see the natural wealth and beauty of Victoria, will increase their understanding of the State and its people. TOK, as an experiment, will certainly be worth watching, and it will not be surprising if other schools take up the idea.

Mildura Service Praised

WRITING to the *Sunraysia Daily* a correspondent says:

"I have lived in Mildura 33 years, and during that time I have travelled to and from Melbourne many times, using all forms of transport.

"But the most enjoyable and comfortable trip I have ever experienced was my journey from Melbourne on the *Mildura Sunlight*.

"From all angles it is everything a traveller could wish for. The carriages are equipped with comfortable layback seats—the wide windows give an uninterrupted view of the passing countryside.

"We had four refreshment stops which were very adequate. In all, an excellent service for the long journey to Melbourne. I for one hope the *Mildura Sunlight* is here to stay."

N.Z. Reso Tour

A party of 20 Victorian farmers, graziers, and city business men leave next month for a 4 weeks Reso Tour of New Zealand. They will visit both islands, inspecting various phases of primary and secondary industries as well as most of the outstanding tourist attractions. Mr. W. F. Thomas, Member of the Public Relations and Betterment Board, will be in charge of the Tour.

It is nearly 20 years since the last Reso Tour to New Zealand.

Non-Metallic Brake Blocks

TESTS were conducted recently to determine the practicability and economics of using non-metallic brake blocks on suburban trains. These brake blocks are a moulded product, of asbestos and resinous bonding materials.

The tests showed that these blocks were not only a satisfactory substitute for cast iron brake blocks, but also that their life was considerably longer. Other advantages are: reduction in noise level, smoother stops, their extremely light weight (6¾ lb. each as against 35 lb. each for cast iron, a saving in weight of 28 cwt, for a 7-car train), and the fact that the dust from non-metallic brake blocks, unlike that from cast iron blocks, does not give rise to car cleaning difficulties, nor does it cause electrical faults, fouling of ballast, etc. Furthermore, the quality of worn brake-block particles liberated from a whole suburban train is practically negligible.

The new type blocks are more costly than cast iron blocks, and some physical features of the older suburban rolling stock make general adoption of the new blocks unlikely. However, considering the advantages to be gained, and because of the suitability of the new cars for these blocks, it has been decided to equip all *Harris Trains* with the non-metallic brake blocks in the near future.

Where? When? and How?

TELEPHONE inquiries, covering a multitude of matters, poured into the Victorian Government Tourist Bureau over the Christmas holidays. For the three days December 23-25, there were 9,785 calls; for the three days December 30 to January 1, there were 7,520. Typical of the variety of information sought are the following:

- Where can I hire a pram?
- Is the X-ray clinic open tomorrow?
- When is it high and low tide at Twofold Bay?
- Whether some country roads in N.S.W. are bitumen or gravel.

Coloured Postcard

VICTORIA'S most powerful locomotive—the S class, 1,800 h.p. diesel-electric—is featured on a full-colour postcard now on sale at the Victorian Government Tourist Bureau and the Department's Public Relations and Betterment Board. Priced at 6d., it is expected to be in keen demand by rail-fans and others.

Long-standing Time

BACK in 1905, the Bendigo paper train left Melbourne at 2.10 a.m., and for 52 years it had the same regular departure time. During that period various accelerations had cut down its running time, with consequent earlier arrival. Now its departure time has been altered to 1.30 a.m. to give still earlier delivery of newspapers at Bendigo and northern towns.

On The Footplate

"THE attraction of engine driving to the modern boy is that he never has the chance of handling the throttle or applying the brake on a railway locomotive," says Norman McKillop, in "Top-link Locomotives" (Thomas Nelson and Sons Ltd., London). To help overcome this disability, Mr. McKillop takes the reader for a series of footplate journeys on steam, electric, diesel-electric, and gas-turbine locomotives. Being one of British Railways top-link drivers, he can tell what the driver actually does, and why, and along with this he gives details of the routes traversed.

Although Mr. McKillop describes himself as a "dyed-in-the-wool steam driver," he realizes the implications of the new forms of motive power and points out some of their main advantages.

Included in the book are 15 pages of photographs, logs of some of the journeys, and a final chapter on the future of railways. Its English price is 12/6d.

A.J.P.

FRONT COVER

Glamor girl with glamor train. Fashion houses are realizing that train travellers constitute an important sector of the community and are using railway backgrounds for publicity purposes. *Spirit of Progress* was chosen by Henry Talbot, of Helmut Newton and Associates, to set off this frock by Kiva Creations. For a recent fashion feature "Lovely to look at" on Channel GTV9, a railway station setting was used.

CAMBERWELL FLY-OVER

WORK on the last stage of duplicating the Camberwell–Ashburton track, which includes construction of a fly-over at Camberwell (pictured above), is under way.

Duplication of this line was authorized in 1951, but the work was spasmodic. It suffered from the 1952 recession, subsequent shortages of material, and curtailment of loan funds in 1955 and 1956.

So far, duplication has been brought into service between Riversdale and Ashburton. Between Camberwell and Riversdale a fly-over is being built to carry the 'down' Ashburton track over the Box Hill line.

In the future set-up, there will be three lines to East Camberwell—one for traffic to Melbourne, one to carry trains in either direction according to peak needs, and one for Melbourne bound traffic.

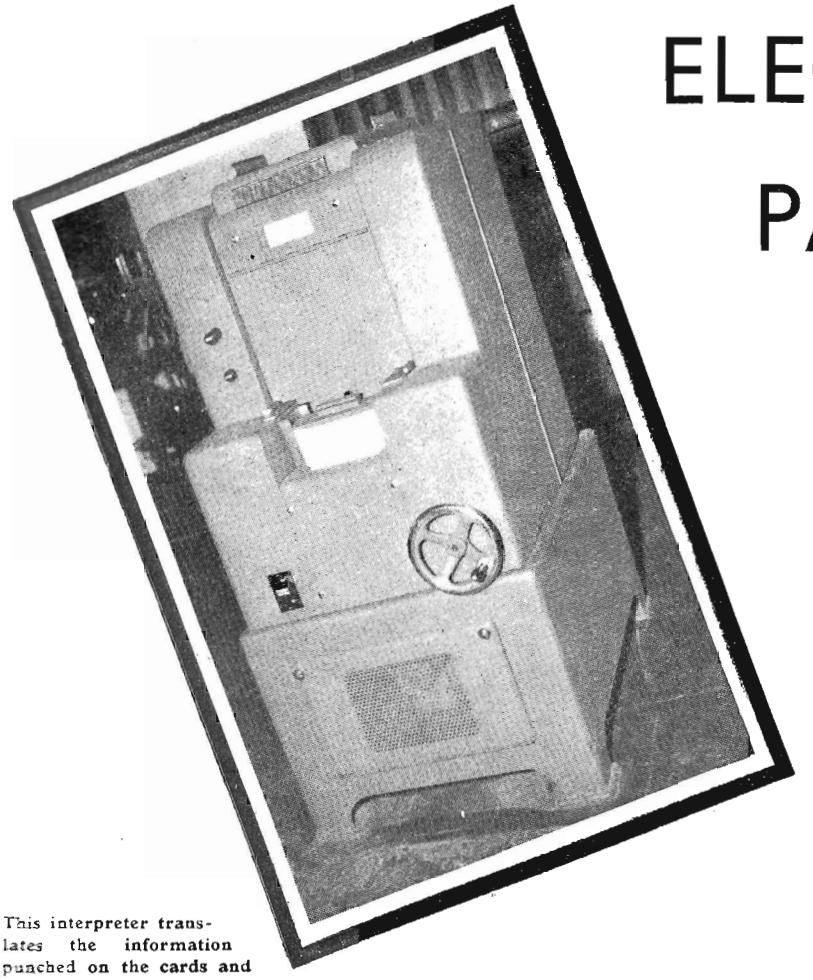
A flat junction for the diversion of the track to Ashburton would have caused interference with the two-way and Melbourne tracks. The fly-over will avoid this difficulty.

The general arrangement when the scheme is completed is shown in the photograph.

The track to Ashburton will divert to the left and climb a grade of about 1 in 30 on the Cookson Street side, and then swing over the Box Hill tracks and descend behind the East Camberwell Bowling Club.

It is hoped that the fly-over will be completed this financial year.

ELECTRONICS PACKS A PUNCH



This interpreter translates the information punched on the cards and reproduces it in type, thus enabling anyone to read the cards without difficulty.

AS part of the overall plan for constantly modernizing railway services and keeping abreast of modern developments, the Department recently installed in the Accountancy Branch the latest punched card equipment, including an electronic calculator.

THE Victorian Railways was the first organization in Australia to use punched cards when it installed Powers-Samas equipment in 1921. Today, there are hundreds of punched card installations throughout Australia.

The original installation was added to over the years as more and more work was transferred to the machines. The earnings records for 30,000 employees, a detailed analysis and accounting of the freight carried, a comprehensive costing routine, and statistics of engine and train mileage were but a few of the large and complex jobs which the machines were called upon to handle. So well have they done their job that some of the machines acquired in the 1920's were replaced only last year.

However, it was natural that developments in punched card equipment over the 36 years since the first machines were installed had made the equipment obsolete. Therefore, in 1953/54 the Commissioners appointed a special committee to investigate the question of replacement of the old machines with the most modern equipment available.

As a result of their investigations, the committee recommended that the existing 45-column equipment be replaced with the larger and up-to-date 65-column machines.

An order for the new machines was placed with Kalamazoo (Aust.) Ltd., the Australian agents for Powers-Samas equipment, and the first batch of replacement machines was installed recently.

One of the most amazing items of equipment included in the new installation is the electronic multiplying punch. This machine is the first step in the application of electronics to the Department's accounting and statistical work. The 'Emp,' as it is familiarly known to all in the Powers Section, is a high speed calculator that will multiply, add and subtract at the rate of 7,200 calculations an hour. For instance, you can give the machine the problem 97164.73 x .82812, and it will tell you in just half a second that the correct answer is 80464.0562076. And what is more, it will have—within the half second—made an independent check of the accuracy of its answer.

Sterling calculations come just as easily to this superman of arithmetic—for example, asked to solve 59184 x £15.19.8 + £599.16.3 — £981.7.4, it will in a flash rattle off the correct answer of £945,576.0.11. (If only we

could have one at home to help with the youngster's homework!)

The 'Emp' is being used at present to calculate ton-mileage statistics of the various commodities, and its installation has reduced the time involved in this analysis by 70 per cent.

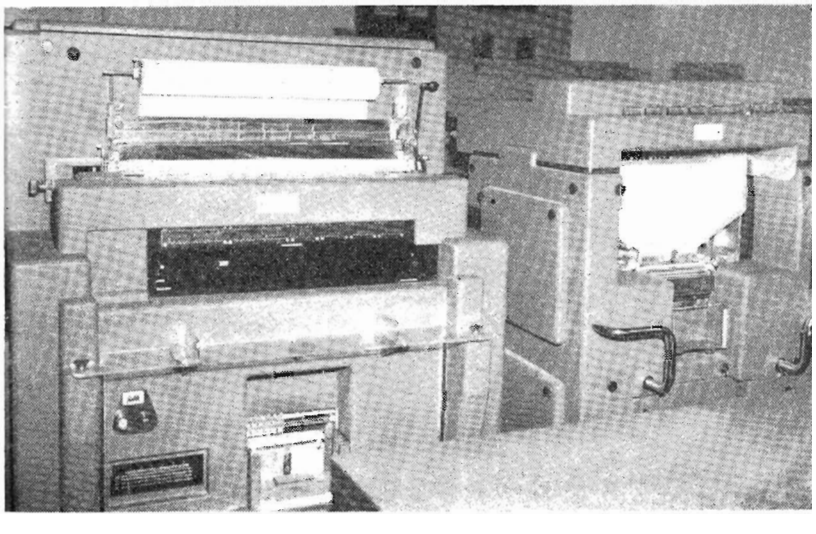
Another machine that has been installed to increase the efficiency of the work is the interpreter. This machine prints on the card itself the details of the information punched in the card. This is particularly useful where the cards may be required to be 'read' by a person who is unfamiliar with punched card technique. It is of interest to note the almost uncanny speed and accuracy with which the girls operating the machines can 'read' direct from the holes punched in the cards.

These are but two of the machines included in this up-to-date installation. When completed this year it will be among the largest and most modern installations in Australia.

With the aid of these complex and high speed machines, the girls in the Powers Section, under the competent direction of Mr. L. Olsson, efficiently handle the large volume of Accountancy Branch work.

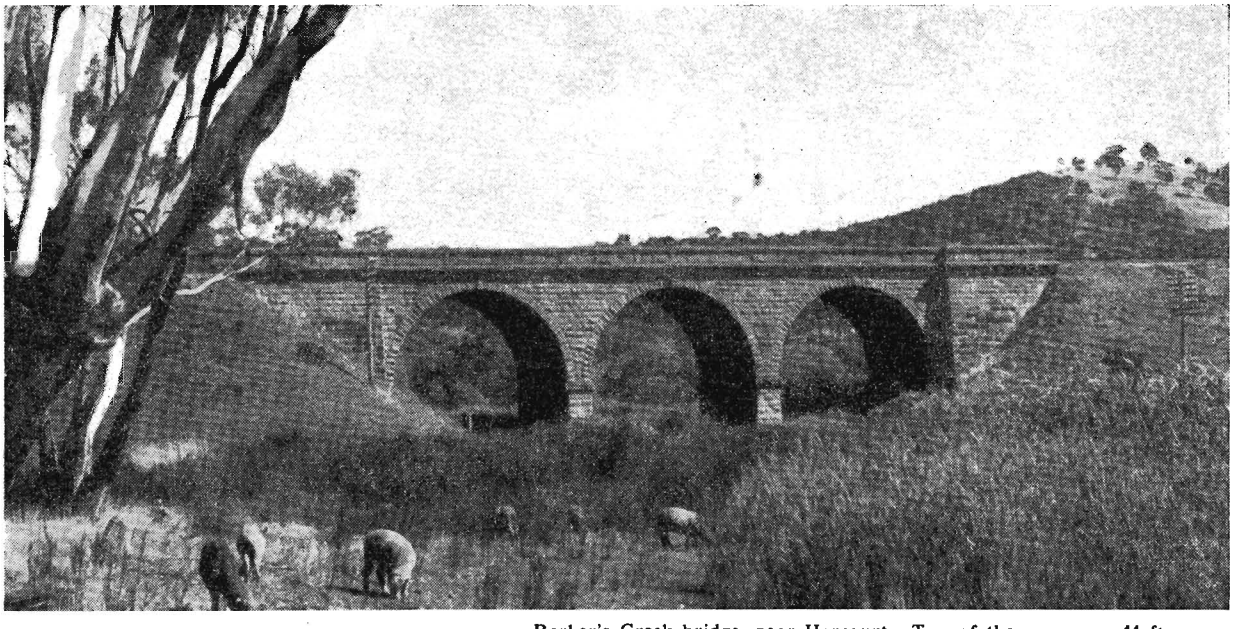
Indicative of this volume is the consumption of about 6 million cards a year. Placed end to end, they would stretch over 700 miles of railway track; stacked one on top of the other they would make a pack about 50 times as high as the Railway Administrative Offices.

Powers Machinist Mrs. Mavis Clark switches on the electronic multiplying punch to calculate commodity ton mileages. Calculations that can be performed on this machine include multiplication of two numbers—in sterling or decimals—cross addition and subtraction of up to four numbers, one of which may be the product of a multiplication. Information is fed to the machine by means of punched cards, and the result is punched into the same cards in other columns.

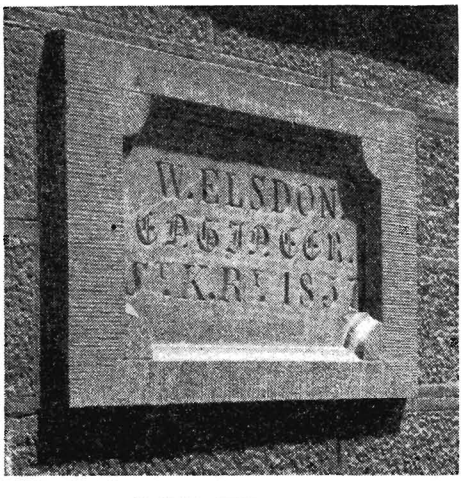


At left is part of the battery of 65-column tabulators and summary card punches. Punched cards showing detailed information are fed into the tabulator (left) that automatically prints, in readable form, the information it is required to extract from the cards. At the same time it accumulates the various quantities or amounts for which totals or balances are required. These totals or balances are printed automatically as and when necessary. If required, the tabulator can be set to print totals only instead of listing each card.

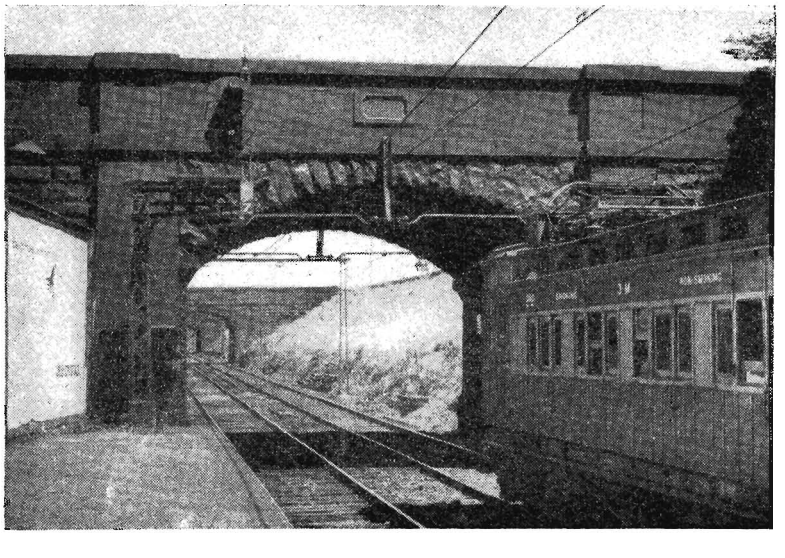
The summary card punch (right) can be connected to the tabulator to punch summary or balance cards automatically at every sub-total or grand-total stroke of the tabulator. It eliminates the necessity for punching summary cards by hand.



Barker's Creek bridge, near Harcourt. Two of the spans are 44 ft. wide, and the other 35 ft. The bridge is 37 ft. high.



MONUMENTS IN STONE



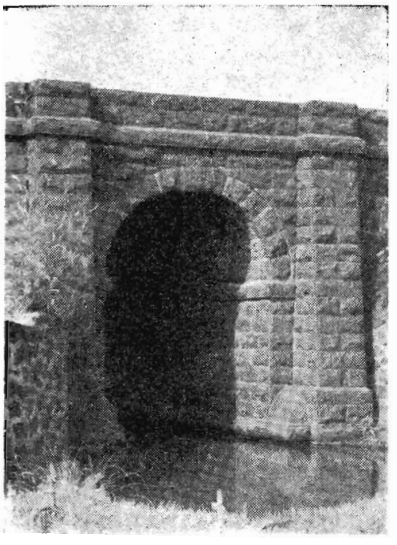
ON the older sections of the system, such as the St. Kilda, Bendigo, Geelong, and Geelong–Ballarat lines, are many stone bridges. These stand, today, as monuments to their builders.

Because of high initial cost and lack of skilled masons, stone has given place to reinforced concrete, but the beauty and dignity of stone remains.

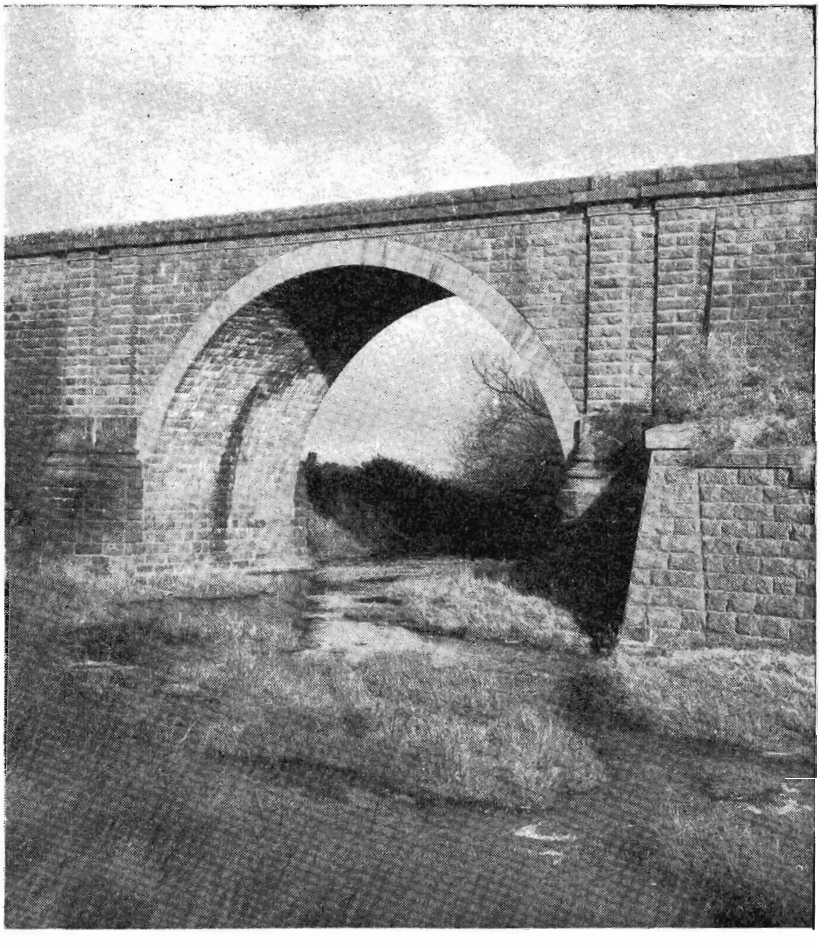
So well did the old stonemasons carry on their craft that maintenance on stone bridges on the system is practically unnecessary.

At left is the Dorcas Street bridge, at South Melbourne station. Through the arch can be seen similar bridges at Bank and Park Streets. A clause in the Hobson's Bay Railway's Act of Incorporation made it obligatory on the Company to erect bridges over the line when deemed necessary for public convenience.

Above is the tablet set into the Dorcas Street bridge. William Elsdon later became Engineer-in-Chief and General Manager of the Victorian Railways (1879–81).

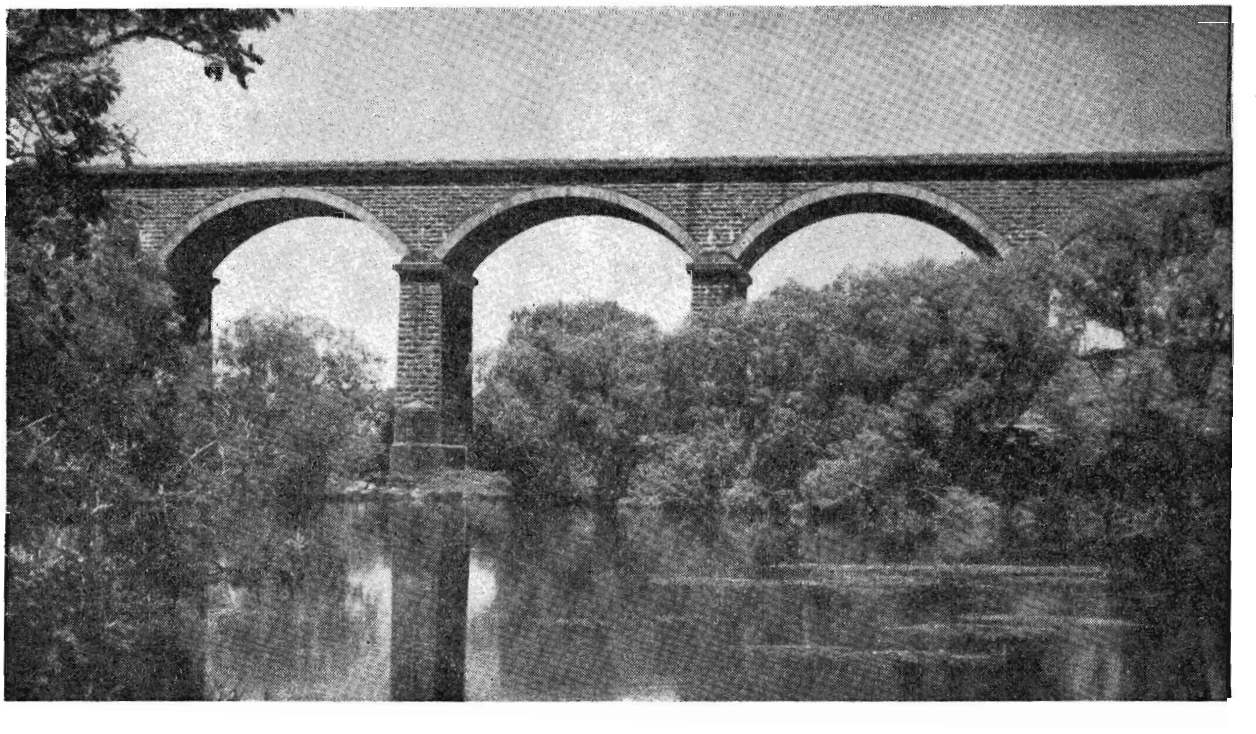


Above is a single span culvert between Tottenham and Sunshine.

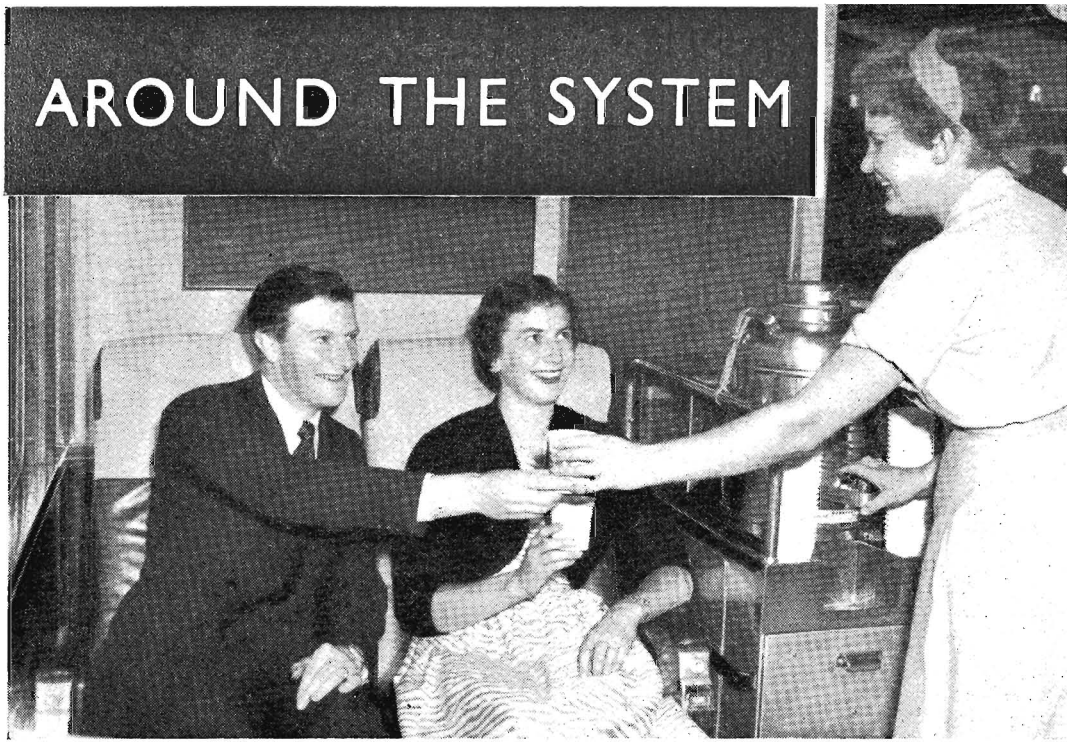


At right is the single arch of Riddell's Creek bridge, with a span of 60 ft 3 in. This forms a perfect semi-circle. The bridge is 46 ft. high. Nearby is another stone bridge over the road to Sunbury.

Below is the Malmsbury Viaduct, with five 60 ft. spans. It is 79 ft. high.



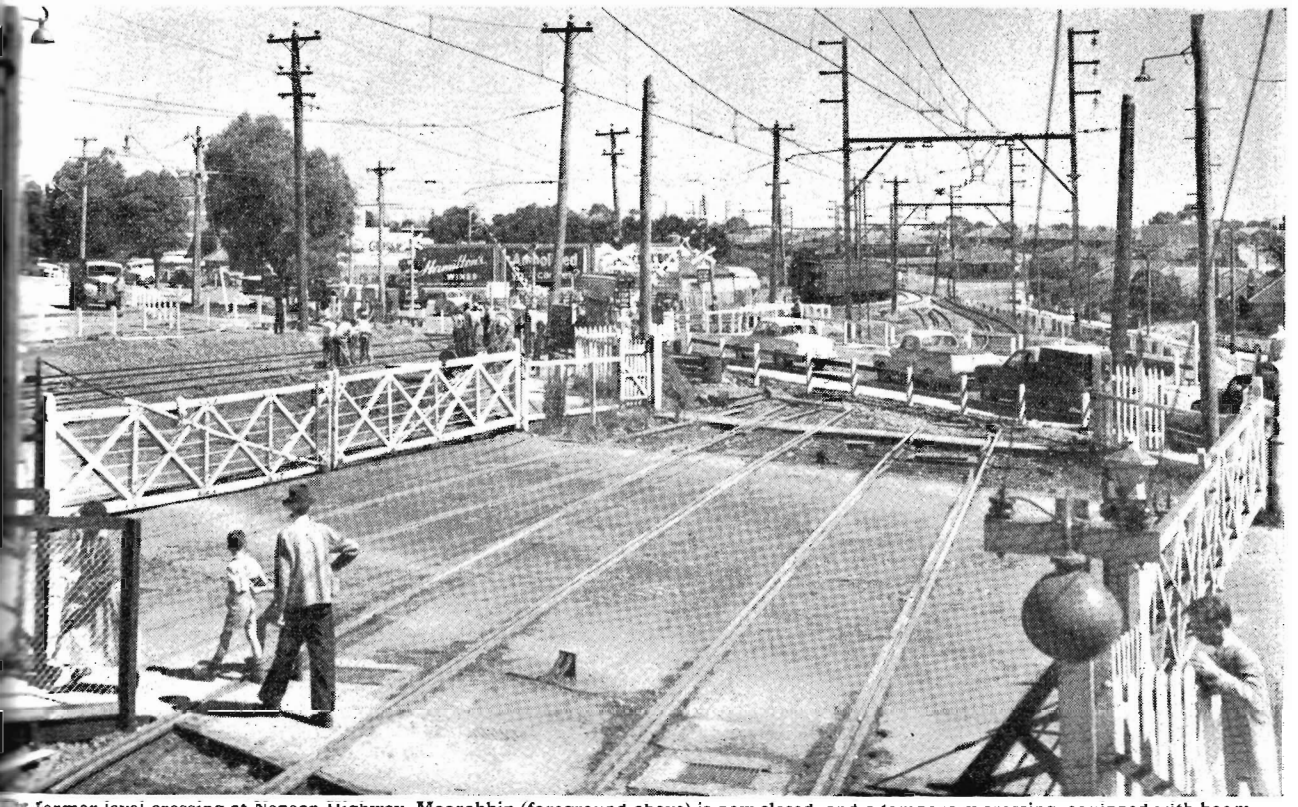
AROUND THE SYSTEM



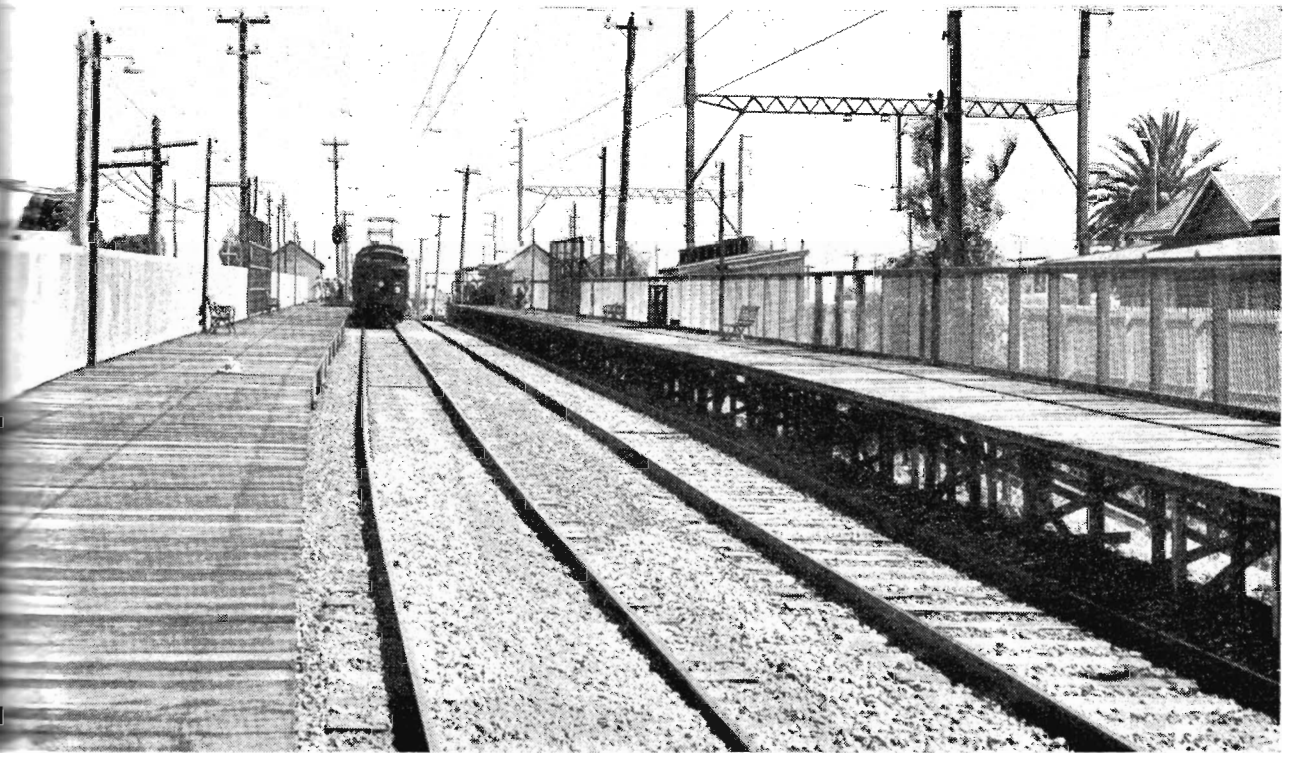
LIGHT REFRESHMENTS : This food trolley service operates on *The Daylight* whenever it is heavily loaded. It provides sandwiches, biscuits, tea, soft drinks, confectionery, tobacco and cigarettes. A similar service will be furnished on the *Mildura Sunlight* as soon as the equipment is built.

GRADE SEPA
barriers, is in
(below). Rail

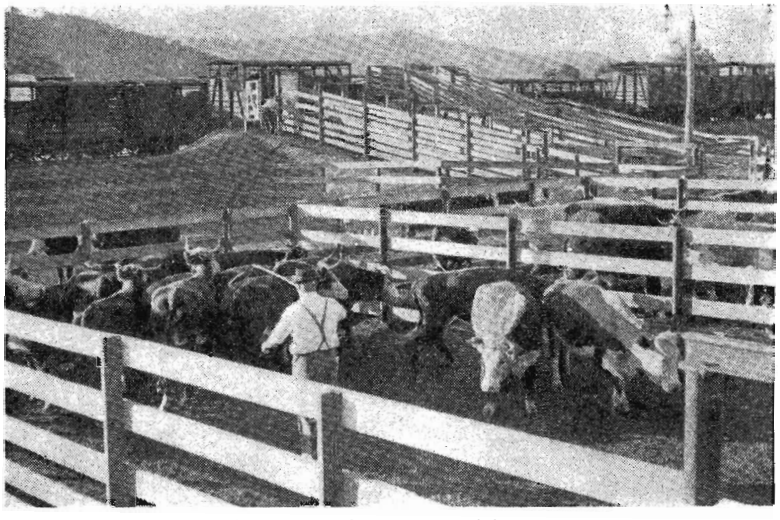
HAPPY TRAVELLERS : Some of the 1,200 Victorian, South Australian, and Tasmanian Boy Scouts who travelled to and from Greenbank, Queensland, to attend the Queensland Scout Corroboree. Picture was taken on arrival of one of the two special trains which brought the boys to Spencer Street.



former level crossing at Nepean Highway, Moorabbin (foreground above) is now closed, and a temporary crossing, equipped with boom
minary work involved in the building of the overpass was the temporary deviation of the track and construction of a temporary station
be dropped about 19 ft., but existing levels of the roadways at Nepean Highway and South Road will be practically unaltered.



CATTLE FROM CUDGEWA



Loading cattle into a special train

CUDGEWA has been linked with cattle ever since Roland Shelley and his family arrived in the district in 1837. They established cattle stations at Cudgewa, Tintaldra and Wermatong.

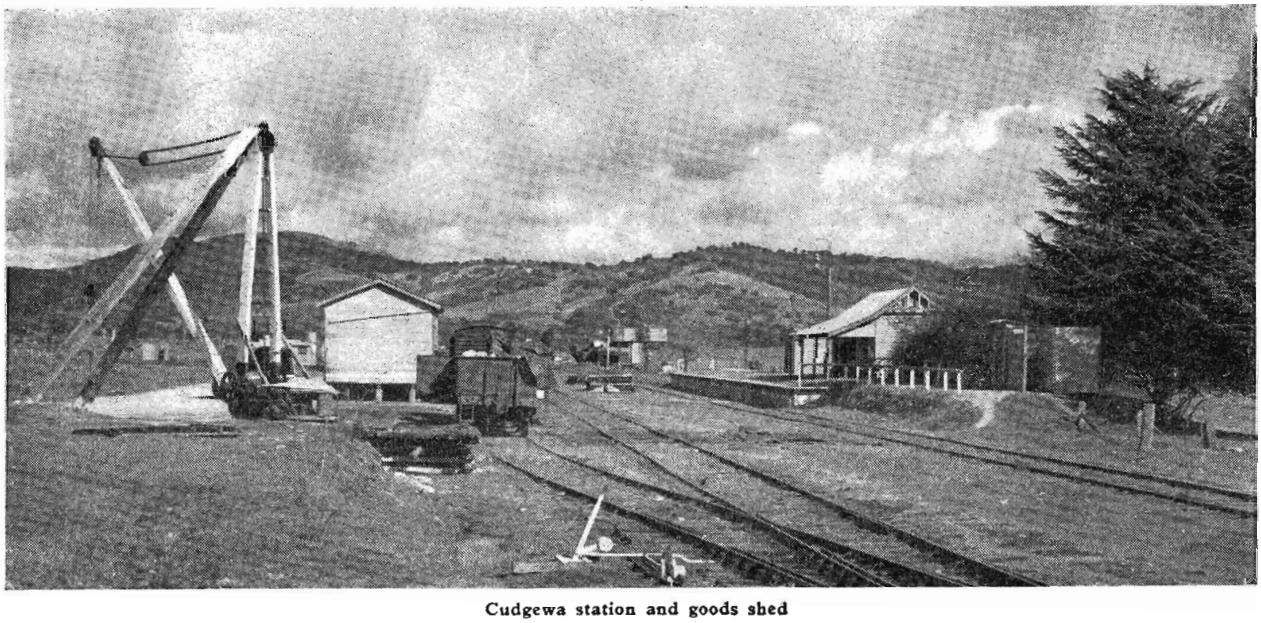
The district has since proved eminently suitable for cattle raising and it is now devoted predominantly to beef cattle and dairying. In the Upper Murray region are about 17% of the beef cattle of the State and about 9% of the dairying cattle.

Fast flowing streams from Kosciusko and adjacent plateau areas are snow fed for several months of the year. A feature of the valleys of these streams is the alternation of steep-sided valley sections with open grassy plains up to a mile wide, through which the rivers meander. On the high plains, there is deep, fertile soil, and a thick covering of grass in summer suitable for grazing of beef cattle which are moved in about December and out again about March before the snow sets in.

In 1891, the railway line from Wodonga was extended to Tallangatta, but it did not reach Cudgewa until 1921. The line was opened to Shelley (Victoria's highest railway station) on June 13, 1916; to Beetoomba on April 10, 1919; and to Cudgewa on May 5, 1921.

Owing to the very heavy grades approaching Shelley from either direction, train loads are limited to 180 tons for a K class locomotive. Normal service for Cudgewa is three trains weekly in each direction, plus live-stock specials. During the superphosphate season, there are one or two trains every day.

Cudgewa ranks next after Wodonga and Newmarket for the dispatch of cattle, averaging about 1,260 truckloads a year. Corryong, 9 miles away, is an important butter producing centre. During the season, it sends up to 60 tons a week by rail from Cudgewa. Five or six trucks of timber a week are also sent from Cudgewa. Biggest single inwards commodity is superphosphate.



Cudgewa station and goods shed

LINES FROM OTHER LINES

Insignia of the Victorian Railways occupies a prominent position in the B. & O. Transportation Museum display.

Railroad Insignia

BALTIMORE and Ohio Railroad's Transportation Museum recently dedicated a display of the insignia of foreign railroads. The collection of insignia of 28 railroads (including Victoria) is claimed to be the only one of its kind in the world, and it has already attracted widespread attention both in U.S.A. and abroad. Museum staff agree that it is one of the most interesting and colourful exhibits in the museum's vast treasure of railroadiana.

The dedication ceremony was attended by officers of the company, representatives of the press, TV, and radio, and foreign government representatives.

Rectifier Locos in U.S.A.

FIRST of twelve 3,300 h.p. rectifier locomotives equipped with electronic tubes was delivered recently by General Electric Co. to the Virginian Railway. The use of this type of locomotive has a significance for the future of railway electrification because the electronic rectifier tube could convert commercial alternating current into direct current, making it possible to use lower cost, highly developed, mass produced equipment as used on diesel-electric locomotives.

Power taken from the overhead wire at 11,000 V, 25 cycles, single phase, is reduced in voltage by a transformer and fed into twelve rectifier tubes, whence it passes to the six traction motors. The locomotives, which weigh 197 tons, are geared to run at no more than 65 miles an hour. They have a continous tractive effort of 79,500 lb. at 15.75 miles an hour. Dynamic braking is provided.

The locomotives will haul heavy freight trains over 134 miles of mountainous territory.

Free Piston Engines

AN advanced design of free piston engine with promising potential for locomotive application has been announced by Baldwin–Lima–Hamilton, of U.S.A. Free piston engines—the pistons are not restricted by connecting rod linkage and are left free to "bounce" in the cylinders—deliver their output to gas turbines for conversion to mechanical power.

Advantages claimed include servicing while the turbine is running, easy handling because of their light weight, and virtually vibrationless operation.

Electro–Motive Division of General Motors is also working on a free piston gas turbine electric locomotive.

Battery–operated TV

FIRST battery-operated industrial TV system was demonstrated in Switzerland recently, by Pye Ltd., of England. The equipment, which is completely portable and is operated from two 12–volt car batteries in series, was used to view rail alignment from a moving train. Railway engineers were able to watch the track on a screen inside the train. The equipment can also be used for examining the behaviour of springs and other inaccessible parts while the train is in motion.

The equipment was also installed on a small petrol-driven truck used as a service vehicle. This demonstration showed how the overhead catenary and its insulators could be examined with the use of a telephoto lens. The same equipment can be used to examine the underside of bridges, etc.

Set up in a goods yard, the camera was used to relay destination and classification marks on waggons to a viewing room, showing how such information could be gathered from a central office with cameras at strategic points.

The whole basis of the demonstration was to allow the Swiss Railways to assess the possibilities of the use of television in increasing efficiency and safety.

Train Managers In South Africa

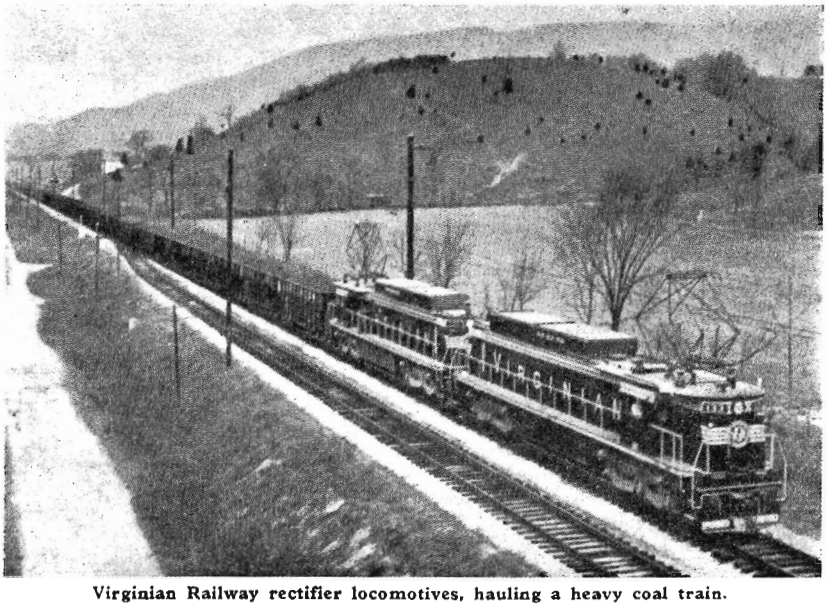
TRAIN managers have been appointed on two passenger trains between Johannesburg and Cape Town. The train manager will take complete charge of a train, including the personnel and of such services as ticket inspection and catering, and will be expected to take positive action in the case of complaints by passengers.

Besides the care of passengers and maintenance of staff discipline, he will act on undue delays and see to the prompt and efficient loading and unloading of the van on the train.

The new system is an endeavour to make train travel much more pleasant. If successful, train managers on other important main-line passenger trains will be appointed.

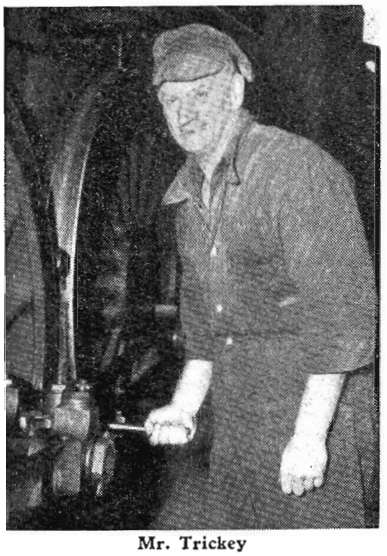
Narrow Gauge Lines

THE 353 miles of 2 ft. gauge lines, which form part of the 1,463 route miles of railway network in South West Africa, are to be converted to 3 ft. 6 in. gauge at a cost of about £7¾ million. The lines in South West Africa form an integral part of the South African Railways and the widening of gauge is being undertaken to increase carrying capacity and promote efficiency. Standard gauge for South African Railways is 3 ft. 6 in.



Virginian Railway rectifier locomotives, hauling a heavy coal train.

AMONG OURSELVES . . .



Mr. Trickey

(From left) **Assistant Stationmaster E. J. King (Hartwell), Station Assistant E. E. Saul (Flinders Street) and Signalman R. M. McLeod (Franklin Street), who received life membership gold medals, were among a group of 52 railwaymen recently presented with first aid awards by Mr. N. Quail, Commissioner.**

Another Life Saved

WALKING down the street to buy a newspaper, Fitter R. Trickey, of Bendigo Loco. Depot, saw a collision between a car and a bicycle. Rushing to the scene, he found the cyclist—a 12-year old boy—bleeding profusely from a severed artery in the right thigh. Mr. Trickey promptly stopped the flow of blood by applying pressure to the artery above the injury. An ambulance arrived and took the boy to Bendigo Base Hospital. But for Mr. Trickey's first aid, the boy may have died on the roadway. Mr. Trickey is an experienced first aider, holding the 30th year certificate.

Another railwayman, Conductor E. Wearne, heard the crash of the collision, but, by the time he arrived, Mr. Trickey was on the job. Mr. Wearne assisted by directing traffic away from the scene.

The Ambulance Officer, Mr. K. W. MacKenzie, who learnt of this good work through a newspaper report, feels that there may be other similar cases about which he never hears. He asks anyone who knows of any case where first aid given by a railwayman saves a life to give him all details promptly.

Mr. K. J. Feltscheer (centre), Acting Manager of The Chalet, Mr. Buffalo National Park, hands over a cheque for £200 to Mr. J. Walker, President of the Bright Bush Nursing Hospital Committee, at the Hospital Ball, held recently. The money was collected for the hospital by staff and guests of The Chalet.
Photo: W. Larsen.

Newport Workshops Band

UNDER the baton of Bandmaster D. Boyle, the Newport Railway Workshops Brass Concert Band is making rapid progress. Two years ago, at Heidelberg, they contested the D grade. Regraded as C, they won the Quickstep Contest and the Aggregate Prize at South Street Competitions last year. As a result they have been raised to B grade and will enter South South Street Competitions again this year.

Contesting expenses are very high and bandsmen are hoping for the continued support of all railway staff. Members of the staff are welcome to the practice nights at the V.R.I., any Tuesday; players having an instrument will receive a greater welcome.

Secretary of the Band is Mr. Harry Best, foreman fitter at Newport 'Shops.

TV For Sick Children

LAST year's achievement of the Victorian Railways Employees Auxiliary was the installation of eight television sets at the Orthopaedic Section of the Royal Children's Hospital. To cover the cost of this and other work at the hospital, a cheque for £2025 was recently handed to Mr. W. Feint, Manager of the hospital, by Mr. P. Gibbs, Assistant Manager of Spotswood Workshops. The presentation, made at the workshops, was attended by Dr. D. Galbraith, the hospital's Medical Superintendent, and representatives of contributors.

Started in 1946 by Mr. R. J. Attrill, of the Steel Construction Shop at Newport Workshops, the fund began with a first contribution of £60 odd to the hospital. Since then the total has increased to over £13,000 which has been used to obtain modern equipment and provide such smaller, but much appreciated items, as the annual Christmas party for the children.

It is hoped, this year, to supply the hospital with a bus.

Jury Service

ADULT railwaymen are liable for jury service unless covered by the general exemptions set out in the Juries Act 1956. One ground for exemption is the lack of "an adequate knowledge of the English language."

Copies of draft jury rolls and details of the conditions upon which exemptions may be obtained, and the procedure to be followed, will be exhibited annually at Court Houses, Police Stations and Municipal Offices within each Jury District during early March.

It is the responsibility of all railwaymen to ascertain personally if they are included on a jury list, and, if they are entitled to exemption, to arrange for their names to be removed from the list. The first lists under the new Act will be exhibited in March of this year.

If an officer or employee whose name is properly included on a jury list is transferred to a location more than 20 miles from the Court House in the Jury District concerned, he must immediately notify, in writing, the Sheriff in the Jury District of Melbourne or, if resident outside the Melbourne district, the local Clerk of Petty Sessions.

Immediately on receipt of a summons for jury service, an officer or employee should apply for leave of absence.

Officers or employees granted leave of absence to attend for jury service will, on application, be paid for the time necessarily lost from normal hours of rostered duty, and where such payment is granted, the amount allowed by the Court as compensation for attendance, exclusive of travelling expenses, must be remitted to the department.

Written certification of attendance for jury service, dates and times thereof, and amount allowed by the Court as compensation for attendance, will be required in cases where payment for time lost is sought.

Scholarship Winner

AWARDED an engineering training scholarship by the Federation of British Industries in conjunction with the Commonwealth Government, Assistant Engineer L. A. Murphy, of Newport Workshops Laboratory, was welcomed in London recently by Mr. W. P. N. Edwards, supervising director of the overseas scholarship scheme.

Mr. Murphy will spend six months with Metropolitan Cammell Carriage and Waggon Company in Birmingham. Further training will be arranged later.

Basketballer

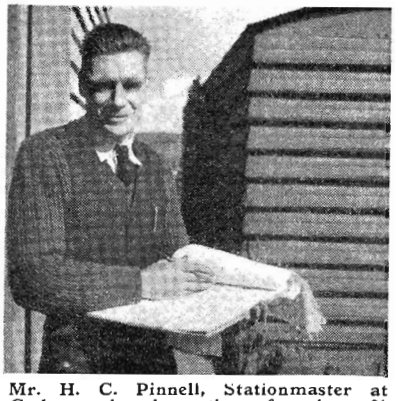
CONSISTENTLY high scores at basketball are made by Miss Myrna Cherry, a Secretary's Branch typiste, who plays for St. Andrew's in the Williamstown District Churches Association. Her highest last season was 30 goals and the lowest 15. She usually plays first goaler. Last season her team was runner-up for the premiership, losing the final by only one goal. Myrna has been playing with St. Andrew's for four years. In summer she is a keen tennis player and swimmer.

Miss Cherry

Institute Buildings

AS *News Letter* went to press the new Institute hall at Serviceton was in use although not officially opened. It consists of a hall 48 ft. by 30 ft. with stage, projection room and a billiard room, 24 ft. by 18 ft.

The Railways Commissioners, the Public Works Department, the V.R.I., and the local residents acting through the Serviceton Public Hall Committee all contributed to its cost. It is expected that all public functions will be held in it as well as picture shows.



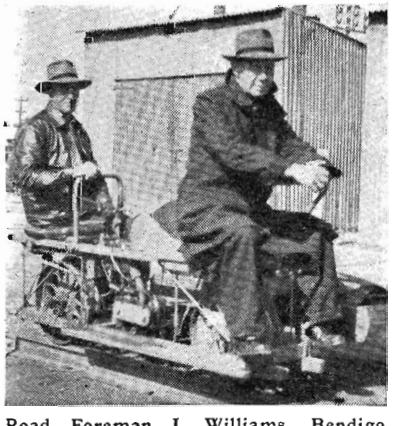
Mr. H. C. Pinnell, Stationmaster at Cudgewa, has been there for about 2½ years. He started in the Department as a lad porter at Reservoir in 1927. His first appointment as S.M. was at Avoca. Mr. Pinnell is keen on carpentry and gardening. His main regret is that there is no bowling club at Cudgewa.

Extensions to the Colac Institute building that have been completed have doubled the accommodation. A feature is the raised lounge 55 ft. long by 12 ft. Modern furniture has been obtained and the hall will be used for cabaret dances.

The new Institute building, recently begun at Hamilton, will serve not only V.R.I. members but also Hamilton residents, as the 60 ft. by 30 ft. hall will be available for public rental. The modern, brick building is being erected on a site bought for the purpose in Brown Street.

Benalla Party

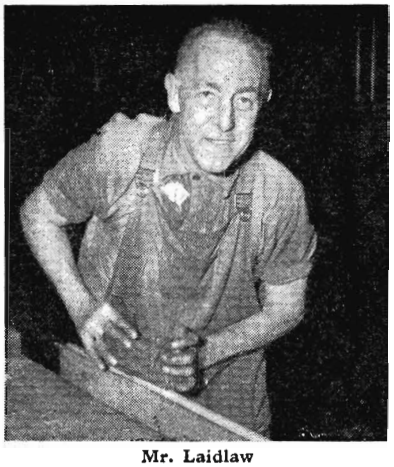
THE Committee of Benalla V.R.I. Carpet Bowls Club arranged a splendid Christmas party which was attended by many members and their friends. One of the highlights of the evening was the work of Keith Lobley as Santa Claus. Keith filled the part very well, and brought a good deal of joy to the many youngsters there.



Road Foreman J. Williams, Bendigo (*right*) and Ganger L. A. Young, Kerang, set out on an inspection. Mr. Williams, who was recently transferred from Seymour, plays bowls and carpet bowls. Mr. Young is also a bowler and hopes to come down for Country Week this year.

Fireman B. Bewicke, of Kerang, plays with the Railways Tennis Club which went as a Bendigo team to Country Week last year. Mr. Bewicke plays in the local A grade team which were runners-up last season. He is also interested in fishing and shooting.

Shedman G. V. O'Neil (here seen climbing into the crane cabin) came to Kerang 5 years ago after being at Melbourne Goods Depot for 15 years. He played football for North Melbourne Stars and basketball for the 6th Btn. (Royal Melbourne Regiment). A local basketball competition is being started and Mr. O'Neil is one of the players.



Mr. Laidlaw

First Aid and Football

CAR BUILDER R. C. LAIDLAW, leader of Jolimont Workshops No. 2 Ambulance Corps, is a 15th-year certificate holder. He has attended some serious cases both in and out of the Workshops.

Mr. Laidlaw started his football career with the Williamstown Juniors in 1916. From 1918 to 1923 he played with Essendon, then for two years with Footscray in the Association and three more when they joined the League. He played with Footscray Association in a challenge match against Essendon for Madame Melba's Red Cross Benefit. After giving up as a player, he was a League umpire for about eight years, mostly for country matches. He also played with the Railway team in the mid-week competitions. Nowadays he concentrates on gardening.

Spotswood Festivities

TWO recent functions held in the meal room at Spotswood General Storehouse were the combined buffet tea, dance and floor show for the Christmas party and a farewell to Mr. E. A. Falloon, Storehouse Manager, on his retirement.

Highlight of the Christmas party was a fancy hat parade. An imposing Christmas cake, surrounded by 65 candles in honour of Mr. Falloon, was prepared by Dick Finnegan and decorated by Margaret Johnson.

At the farewell, Mr. F. Orchard, Comptroller of Stores, presented Mr. Falloon with a handsome wrist watch, and a silver cake service for Mrs. Falloon.

Railway Family

A surprise party, given by the staff on the Eastmalvern–Glen Waverley line to Mrs. G. Ahern, was a tribute to her popularity during 13 years of service as a station assistant. Mrs. Ahern retired recently. Her husband, who had been stationmaster at Yarra Junction, died in 1944, leaving Mrs. Ahern to look after a family of 10. Two of her sons are in the Department—Mr. J. J. Ahern, A.S.M. at Inverleigh, and Mr. J. W. Ahern, train controller at Head Office—and one of her daughters is the wife of Mr. E. King, A.S.M. at Hartwell.

Her former colleagues presented Mrs. Ahern with a wall mirror and a fruit bowl.

Young Goods Clerk

RECENTLY promoted to Officer-in-Charge, Wangaratta Goods, Mr. J. E. Kennedy comes back to the town in which he began his railway career. He served at Yarrawonga, Wodonga, in the suburban area, on the relieving staff in Gippsland and, after a short term at Ararat, went to Hamilton as passenger clerk. During his 13 years at Hamilton he was promoted to S.M.'s clerk. Mr. Kennedy's promotions at a relatively early age are regarded by his former colleagues at Hamilton as being well deserved.

Mr. Kennedy has a dry wit, specializes in solving complicated safe-working problems, and writes excellent limericks. His father served in the Department as a ganger.

Mr. Kennedy

Thanks

"TO the Stationmaster and Porteress at Hampton station for their very prompt and kind assistance to my wife." —*K. Robson, Trentham*

"To the personnel concerned in the making and carrying out of the arrangements for the special train which carried the children from this school to Geelong and back. The Geelong South station arrangements were particularly efficient, and the staff did everything they possibly could for the smooth running of both the arrival and departure."

—*L. J. Bowe, Head Master, Williamstown High School*

To all concerned with the arrangements for the transport of pupils by rail to Warracknabeal. "No detail of the service was neglected; accommodation was adequate, and the courtesy and consideration of our local stationmaster and his staff and other officials combined to make the excursion one of the most pleasant ever undertaken by this school."

—*A. M. Rogers, Head Master, High School, Horsham*

"For the service provided for our picnic train to Bendigo, also the co-operation of the station staff at Spencer Street and Bendigo. We feel sure the patrons on this train felt every satisfaction with the transport provided."

—*R. E. Hodge, Secretary, Victorian Railways Mutual Benefit Society*

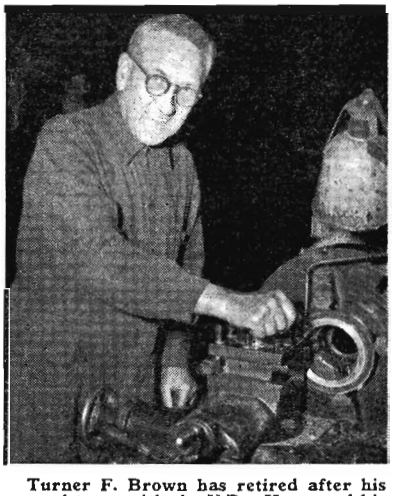
"For the very enjoyable trip which was conducted by the Victorian Government Tourist Bureau" for the Melbourne Cup. "The service given to us all, by the conducting officers, Mr. Sinclair of Sydney and Mr. Fyfe of Victoria, and everyone else who was in any way concerned, was most pleasing. I am looking forward to the trip again next year."

—*B. G. FitzGerald, Neutral Bay, Sydney*

To the station staff at Hamilton for their "extremely fine and kindly action in assisting my wife on her arrival by train. She is crippled and nearly blind. I would like you to know how much we both appreciate your extremely kind and generous action in coming to her assistance. I am too ill to travel with her and she could not wait to get her eyes attended to."

—*J. A. Vickery, Casterton*

Of the Postal Department and the Victorian Branch of the Postal Institute "for the efficient and kindly attention given us on the occasion of the Australian Postal Institute Triennial Sporting Carnival at Perth. I have been informed that we received the utmost in co-operation from the Stationmaster at Spencer Street and a number of his officers. Among those who did much to help were Mr. J. Baker, who arranged



Turner F. Brown has retired after his second term with the V.R. He served his time at Newport and Bendigo Workshops, but left the department during the first world war to take up church work. He came back to Newport during the second world war. He was at Benalla Locomotive Depot for seven years before transferring to Jolimont Workshops five years ago. Mr. Brown was one of a number of speakers in an A.B.C. series "Religion and Life—Men at Work."

Driver G. Judge and Guard R. A. Prentice, at Shelley. Mr. Judge is the fourth driver in his family. His hobbies are trout fishing and duck shooting. Guard Prentice is interested in bowls and fishing. He has missed only one year at Country Bowls Week since it started.

the car allocations, Mr. B. Edward, who had the heavy task of preparing the tickets, and Mr. J. O'Connor, who arranged the handling of luggage for all States."

—J. L. Skerrett, Director, Posts and Telegraphs, Victoria

" For the courteous attention given by the officers at Bonbeach station " in connexion with a refund on a ticket.

—T. F. Gibbons, Bonbeach

" For the trouble to which the Stationmaster at Eastmalvern went when my wife mislaid her handbag. It was found at Eastmalvern and handed in there. The Stationmaster tried repeatedly to get my wife on the 'phone, and, when that was unsuccessful, he contacted another person whose address was also in the handbag. It was our married daughter and she was able to pass on the S.M.'s message."

—A. V. Harley, Fountains Avenue, East Malvern

Built a Stockyard

STATIONMASTER R. S. Gillespie, of Hawthorn, who recently retired, claims he is probably the only stationmaster in the service who has built a stockyard—even though it was only a temporary one. It occurred at Berriwillock, in the depression days, over twenty years ago. Some local farmers wished to send a few head of cattle to Newmarket but there were no facilities for loading them at the station. Mr. Gillespie organized a working bee and had a temporary yard and race built from old sleepers and timbers. In those difficult days it was a help to the farmers and produced some much-needed revenue for the Department.

Although he will find plenty to do in the garden and about the home, Mr. Gillespie says he will greatly miss the interesting contacts with the general public, and especially business people whom he has always found interesting and stimulating.

St. Kilda Retirement

MR. L. R. Nicholson, stationmaster at St. Kilda, who retired recently, began as a lad porter at Murrumbeena 47 years ago. As a relieving operating porter in Eastern Gippsland, R.S.M. in the Western District, and S.M. at various country stations, he was well known throughout the service. In the first world war, he saw active service in Egypt and France, as a sapper with the 3rd Div. Sigs. During the last war he was an instructor of signals with the Corowa V.D.C. Mr Nicholson was associated with many public activities, both social and sporting, in the various locations in which he worked. His interests in sport covered tennis, swimming and fishing. Staff at St. Kilda, Elwood Depot and members of the public contributed in giving a presentation to Mr. and Mrs. Nicholson.

Off The Diet

MISS E. M. TOPP, Dietitian and Welfare Officer in the Refreshment Services Branch, retired recently. Prior to joining the Department in 1941, she had been engaged as a trained nurse and dietitian at the Fairfield and Alfred Hospitals.

During her service in the Railways, Miss Topp had been responsible for hygiene, uniforms and appearance of Refreshment Services staff whilst on duty ; furnishings in staff and managers' quarters ; testing of new lines of commodities ; making regular tests of milk delivered at refreshment rooms to check the butter fat content and bacterial count ; visiting rooms to inspect living quarters and service to the public ; travelling on buffet cars to check service and conduct of staff ; and instructing hostesses in their duties.

Miss Topp was presented with an electric sewing machine on her retirement.

Versatile Shunter

SHUNTER J. W. Bradley, Melbourne Yard, who joined the Department in 1910, was one of the passengers in the 1908 Sunshine collision. He served as relieving shunter at a number of country stations.

In his younger days, Mr. Bradley played football with Collingwood Juniors and the Royal Oaks. Nowadays he is a staunch Collingwood supporter. He was also keen on running and bicycle racing. He won the sprints at the Railway picnics for several years in succession, and competed in the Geelong –Melbourne and Warrnambool—Melbourne cycle races. Now retired, his interest in carpentry and as a general handyman will keep him well occupied.

All But 51

MR. J. HARDING, who joined the Department in 1907, retired recently from Spotswood Workshops after nearly 51 years of service. He started as a lad in the Secretary's Branch and transferred to the Way and Works Branch as a junior clerk in 1910. After experience in various sections of the Branch, he went to Spotswood 'Shops in 1935.

Enlisting in the 1st Div., 2nd Field Ambulance, Mr. Harding served on Gallipoli and in France and Belgium. He was on board ship, coming home for 6 months' leave, when the armistice was signed. During the second world war he served in the Coastal Artillery as a member of the V.D.C. In between times he worked for the Boy Scout movement, having been president of the Brighton Association.

Mr. Harding is a keen bowler, playing with the Returned Soldiers Bowling Club. He was club champion last year, and played in the Champion of Champions games but was knocked out in the fourth round.

His successor as senior clerk at Spotswood 'Shops is Mr. E. M. Lynch, a former Head Office timekeeper.

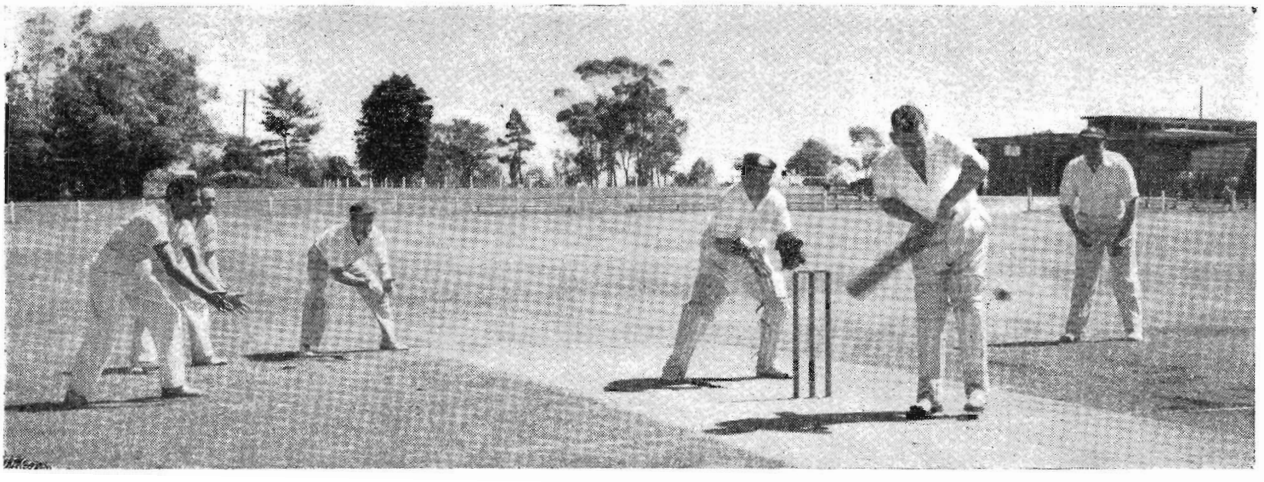
" Turn right after the second red light, then join the outside queue of traffic to the detour sign.

At the seventh big pot hole, turn left to the bridge bottleneck, then crawl to the jam at five ways.

Edge your way across to the middle road, and if you creep along for two miles, you will be in town.

But if you're a brain, you'll go by train ".

First of a series of advertisements appearing in the metropolitan daily papers



Play between Flinders Street and Loco in the Commissioners' Cup competition at Royal Park.

SPORTS

Soccer

RAILWAYMEN are well represented in the Just (Jugo-Slav) soccer team which, last season, won the championship, and the Sun and Borsari Cups. Trainer and masseur is Mr. Benito Bon; goalkeeper, Mr. Ennio Lucian; and centre forward, Mr. W. Ardner; all from Newport Workshops. Among the Committee Members are Messrs. B. Ivanovich and V. Ogorelec, of Newport Workshops and North Melbourne Loco., respectively.

Award to Referee

AT the end of the last soccer season, Mr. Luigi Cadelli was awarded the cup for best referee of the year It is annually presented by the President of the Victorian Soccer Association Mr. Cadelli has been in Australia for over 18 months; last season was the first he had refereed here. Before that, he had been a referee in Italy for six years. He is a chainman in the Way and Works Branch at Head Office.

Mr. Cadelli

Intersystem Tennis Carnival

ALL States, excepting Tasmania, will be represented at the Australian Railways Institute Tennis Carnival, to be held in Perth from March 16 to 27, for the Commissioners' Shield and the Blanch Cup which are at present held by N.S.W.

The Victorian Railways Institute will be represented by the following: M. Barker (A.S.M., Alphington), R. Carmichael (S.M., Willaura), B. Cheatley (clerk, Ballarat), N. Cousins (electrical fitter, Flinders Street), T. Fitzgerald (leading shunter, Wodonga), F. Jones (A.S.M., Little River), B. Pearce (clerk, Seymour), T. Sedmak (clerk, Accountancy Branch).

Mr. H. W. Jones (Spotswood Storehouse) will manage the team, which will also be accompanied by Mr. E. Grant, President, V.R.I. Tennis Association, and Mr. A. Hargreaves, V.R.I. Council representative.

Cricket

THE annual competition for the Commissioners' Cup is now in full swing. On going to press, Flinders Street, undefeated, was leading with 14 points, followed closely by Geelong 11, Loco 3 and Melbourne Yard yet to win a game.

The final will be played on the McAllister Oval, Royal Park, on Tuesday, March 4, beginning at 10 a.m.

Intersystem Billiards

SO successful was the visit, last year, of a team of billiard players representing the South Australian Railways Institute that it was decided to make this an annual event.

An invitation has been accepted from South Australia for a Victorian team to visit Adelaide from March 15 to 23. The Victorian party will comprise: Messrs. K. Dunne (signalman, Gravitation Yard), L. Groose (signalman, Albion), T. Hoare (Motor Garage, Batman Avenue), N. Lancaster (messenger, Flinders Street), G. Linacre (clerk, Accountancy Branch), T. Maher (fitter's assistant, Spotswood). J. McKain (clerk, Yarraville Goods), W. Perrins (retired). Mr. J. I. Brain will accompany the team as V.R.I. Council Representative.

Bowls

THE V.R.I. Social Bowls Club's single-handed championship was won by Mr. T. L. Hindson, Bendigo Workshops. The championship was held to select Victoria's representative for the Howse Cup matches to be held at Wellington in conjunction with the intersystem carnival in New Zealand this month.

This cup, incidentally, was presented by Mr. D. J. Howse who recently retired as Chief Traffic Manager, N.S.W. Railways. It has been competed for three times; having been won at Brisbane, in 1952, by A. Polson (Victoria), at Launceston, in 1954, by A. Simpson (N.S.W.) and at Perth, in 1956, by E. MacKenzie (N.S.W.).

Table Tennis

THE annual meeting of the V.R.I. Table Tennis Association will be held at the Institute Buildings, at 8 p.m. Friday, February 21. Applications from teams of three or four players who wish to take part in the 1958 competitions will be accepted up to 8 p.m. on February 21, by the Honorary Secretary, Mr. L. J. Evans. Team matches are held at the Institute on week nights, beginning at 7.45 p.m.

Country Table Tennis Week End

TO foster country table tennis, a State-wide tournament will be held in Melbourne during Labour Day week end. Teams matches, and singles and doubles championships will be played on Saturday, Sunday and, if necessary, Monday March 10.

As an intersystem carnival will be held in Brisbane next September, it is expected a large number of country players will take this opportunity of pressing their claims for inclusion in the Victorian side.

Entries will close on February 21, either with Mr. L. J. Evans or Mr. R. M. Kydd (Sports Secretary, V.R.I.).

Wholly set up and printed at the Victorian Railways Printing Works, Laurens Street, North Melbourne, for the Publishers.
The Victorian Railways Commissioners, Administrative Buildings, Spencer Street, Melbourne. 3271—58

VICTORIAN RAILWAYS

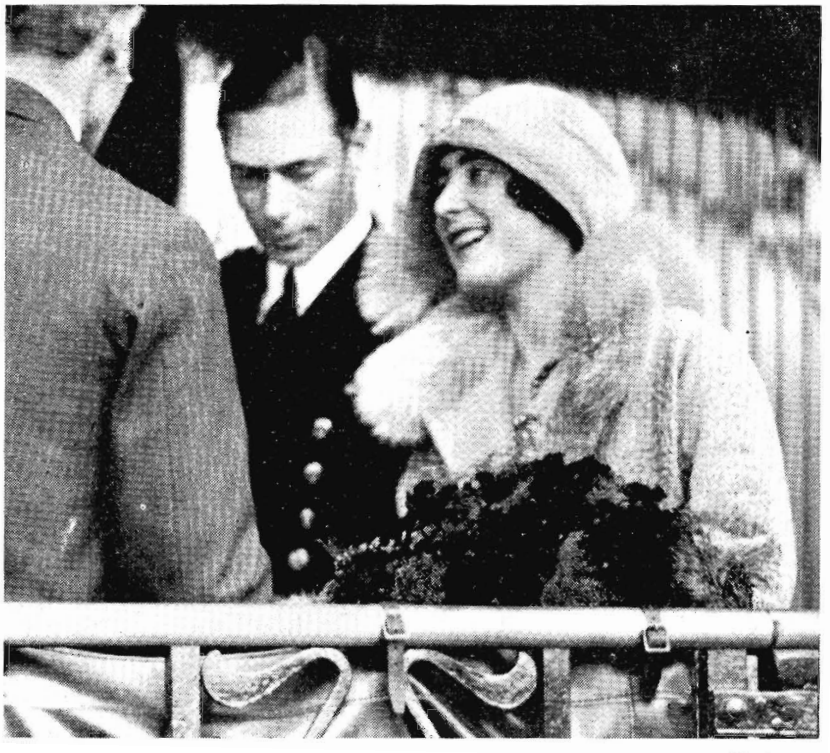
NEWS LETTER

MARCH

VR

1958

THE MONTH'S REVIEW



Flash back : Many railwaymen will recall the previous visit of the Queen Mother when, as Duchess of York, she accompanied the Duke (later King George VI, on a tour of Australia in 1927. Picture shows them on the rear platform of the Royal Train on which they travelled in Victoria. The train was hauled by two A2's, then the pride of the V.R.

Royal Progress

FOR the inspection of the begonia display at Ballarat Botanic Gardens, Her Majesty Queen Elizabeth the Queen Mother, travelled from Spencer Street by the Royal Train. Consisting of State Cars Nos. 4 and 5, two AZ cars, and *Spirit of Progress* dining car, the train was hauled by S 306, *John Batman*, and S 309, *William Lonsdale*.

The entrance to No. 1 Platform, Spencer Street, through which the Queen Mother passed to join the Royal Train was lined with boxes of petunias, marigolds and other attractive flowers. Shrubs provided a neat background.

For the tableau by school children at the M.C.G., 25,000 children from suburban schools were brought by train to Richmond or Jolimont. Scenes there were reminiscent of the children's display during the visit of Her Majesty Queen Elizabeth II.

Batman and Lonsdale

THE locomotives chosen to haul the Royal Train are two of the ten 1,800 h.p. diesel-electric locomotives recently purchased by the Department. Each of them bears a name of a prominent figure in Victorian history. S 306 is *John Batman*, and S 309 is *William Lonsdale*.

John Batman is well-known as one of the founders of Melbourne, much having been made of the rival claims of Batman and Fawkner to have been the actual founder. William Lonsdale and his work, however, have not been publicised to anywhere near the same extent.

Lonsdale was the first administrator at Port Phillip, as Victoria was originally known. In September 1836, Governor Bourke appointed him police magistrate at Port Phillip with powers of " general superintendence in the new settlement of all such matters as require the immediate exercise of the authority of the Government."

Arriving near the mouth of the Yarra on September 29, 1836, Lonsdale at first preferred the site of Williamstown as the official centre of the settlement. However, not being able to obtain water there, he decided on the present site of Melbourne.

When La Trobe arrived in Melbourne on October 1, 1839, Lonsdale was appointed sub-treasurer. In July 1851, when Victoria was separated from N.S.W., Lonsdale was appointed its first colonial secretary. He held this office until July 1853 when he became colonial treasurer. He returned to England about 1855 and lived in retirement until his death on March 28, 1864.

The Second Mile

WHEN travelling on the Stony Point train recently, Mr. F. B. Sly, a limbless soldier, of South Caulfield, was overcarried from Somerville to Tyabb through his own fault. Wondering how he was to get back, his fears were allayed, for the caretaker at Tyabb told him not to worry as someone was coming to pick him up.

The Stationmaster at Somerville had noticed that something was wrong, and immediately communicated with Tyabb. Then he got out his car, drove to Tyabb and collected Mr. Sly, who was soon back at Somerville.

Mr. Sly was so impressed with this kind act—which went quite beyond any normal service which could be expected—that he telephoned the story to the Public Relations and Betterment Board.

Aid To Industry

EMPHASIS on the assistance that railways give to industry is the keynote of the V.R. exhibit at the Australian Industries Fair, now open at the Exhibition Building.

Attractively designed panels feature—in letterpress and picture—the various aspects of railway service available to the community generally and the manufacturer in particular.

A similar display, which dealt with railway aid to the man on the land, proved highly popular at the Royal Agricultural Show and in the country.

Oil Change

THE recent change of name from Commonwealth Oil Refineries Ltd. to BP Australia Ltd., has also necessitated a change in the name of the platform and siding serving the company. Now, they are BP Platform and BP Siding.

TV Publicity

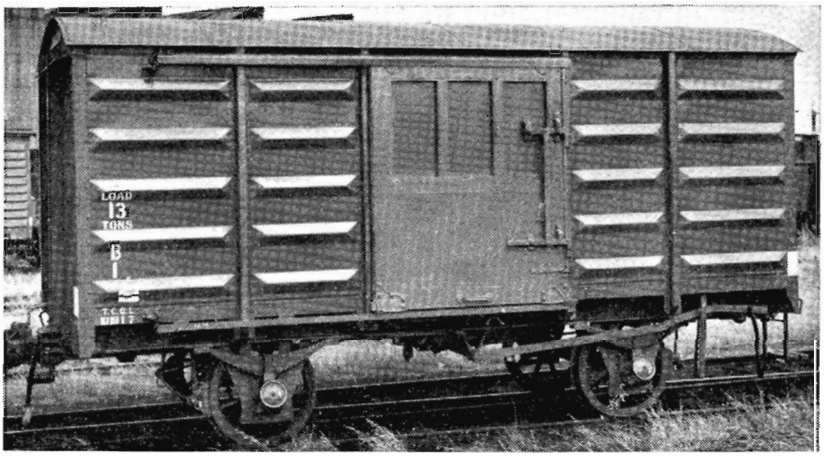
RECENTLY, a film featuring scenes in and around Melbourne was shown on Channel 7 ATN, Sydney. Mr. A. E. Williams, Manager of the Sydney Office of the Victorian Government Tourist Bureau, was invited to give a descriptive talk with the film. Included in the film were several shots of *Puffing Billy*.

FRONT COVER

Her Majesty Queen Elizabeth the Queen Mother alighting from the Royal Train at Spencer Street after her visit to Ballarat.

Photo by courtesy of The Age

ROLLING STOCK ROUND-UP



Prototype B class box wagon

PLANS for reconstruction or building of cars and wagons include the lounge car, box wagons, workmen's sleepers, and suburban cars. Some of the jobs have been started; others will begin in the near future.

RADICAL changes in the layout of the lounge car will permit fuller use of its carrying capacity.

In the observation saloon, 22 reclining seats (similar to those in the AZ cars) will be fitted. These, and two tub chairs at the rear of the car, will be booked normally, without any surcharge.

The present smoking saloon is to be furnished with 12 chairs and suitable tables to facilitate the service of light refreshments, etc. These club car facilities will be available generally to passengers on the train.

Two types of box wagons are being provided: 4-wheel B class, and bogie BP class. The prototype B is already in service.

These wagons are of welded steel frame construction, with side and end sheets of pressed steel, and sheet steel roofs. The floors are of timber supported on pressed steel longitudinal members, and designed to support the weight of fork-lift trucks having an individual wheel load up to a maximum of one ton. Internal lashing rings and wooden battens will enable lading to be secured.

The B wagons have a tare weight of 11 tons and a capacity load of 13 tons. Cubic capacity is 1,440 cubic ft. BP wagons have a tare weight of 23½ tons, a capacity load of 33 tons, and a cubic capacity of 2,670 cubic ft.

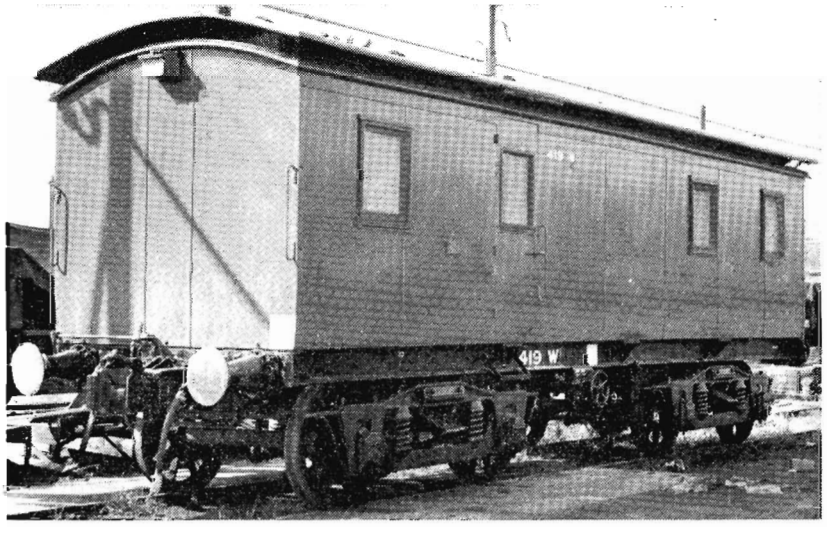
The letter P indicates that the latter wagons will be fitted with BX type bogies, enabling them to be attached to passenger trains running at speeds up to 70 m.p.h.

Both types of box wagon are being built in Departmental Workshops.

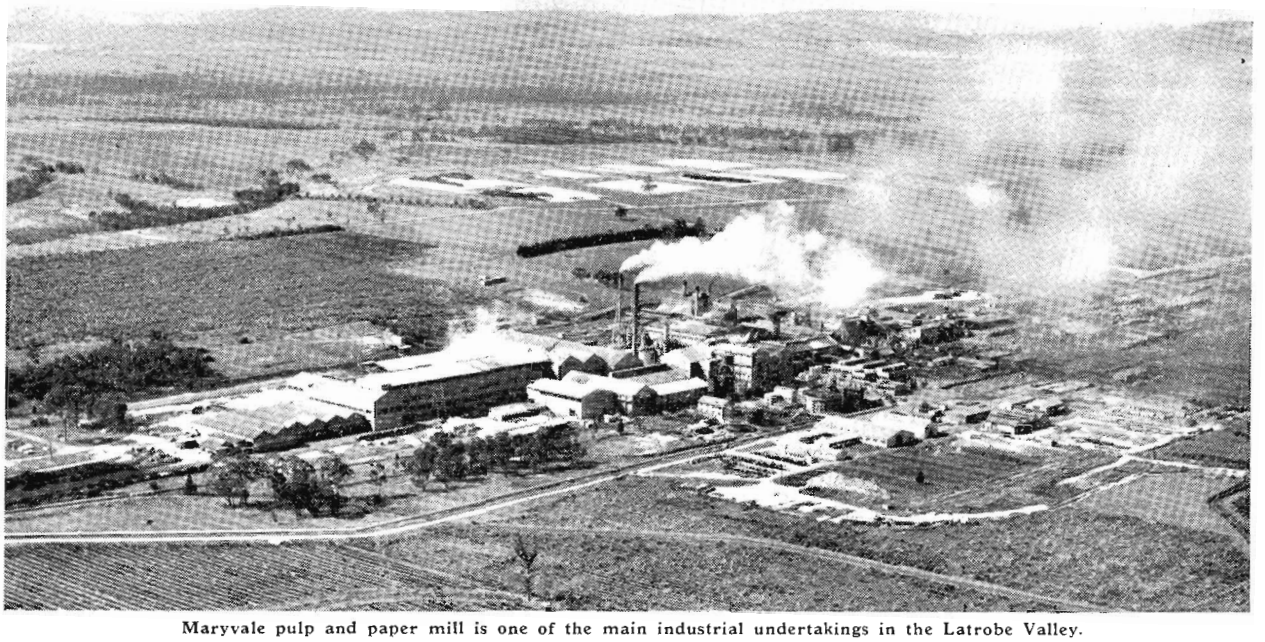
Workmen's sleepers with screw couplings are being converted for automatic coupling. This is being achieved by transferring the bodies to I wagon underframes, which are already fitted with automatic couplers. Condemned bodies of I wagons are being removed, and the underframes suitably altered for the workmen's sleepers.

To provide 80 smaller 2-man workmen's sleepers, the bodies of condemned A, B, M and T swing door cars are to be cut in half and the structures utilized for the conversion. A prototype will first be converted to enable development of the most suitable vehicle.

Older type sliding door suburban cars, which are equipped with drop windows and louvres, are being converted to provide lift-up windows and louvres. This enables the use of a solid sill and thus prevents rubbish from being deposited inside the lower walls. This work is additional to that already being done to rejuvenate these cars.



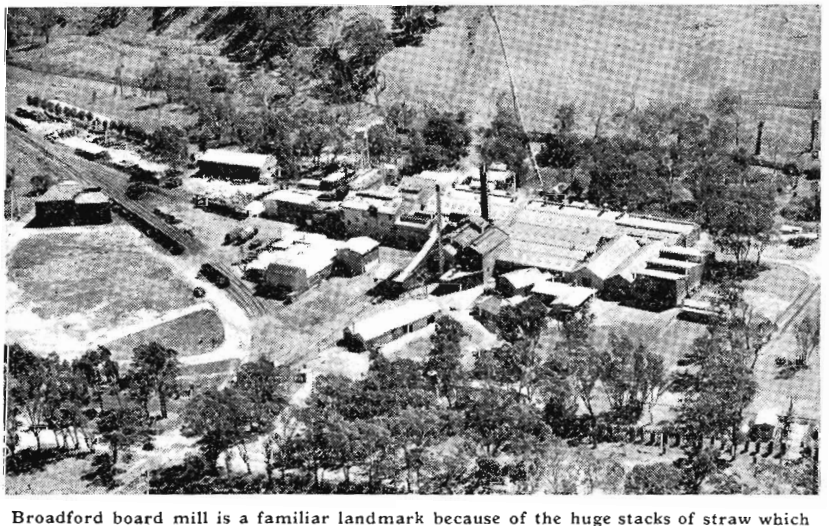
Auto coupled workmen's sleeper



Maryvale pulp and paper mill is one of the main industrial undertakings in the Latrobe Valley.

PAPER AND PULP

IN its activities, Australian Paper Manufacturers Ltd.—which is one of the Department's big customers—furnishes an excellent example of the extent to which railways and industry depend upon each other: railways looking to industry for traffic, and industry looking to railways for transport of raw materials and finished products.



Broadford board mill is a familiar landmark because of the huge stacks of straw which can be seen from both road and the railway.

ONE of Australia's most remarkable industrial achievements is the manufacture of pulp suitable for paper products used in wrapping and packaging. These products require a strong pulp, known as kraft.

Before 1939 Australia imported all its requirements of kraft pulp from overseas, but in that year Australian Paper Manufacturers Ltd. Maryvale Mill began production, using Australian eucalypt hardwood as the raw material.

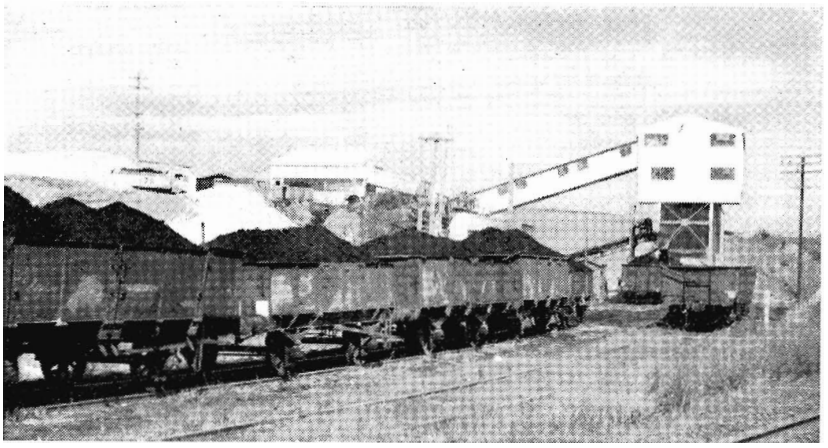
In making pulp from timber, the billets of wood are first cut into small chips which are cooked under pressure in a solution of caustic soda and sodium sulphide in water. The cooking dissolves the encrusting material from the chips, leaving the cellulose fibres in a free state. The fibres (or pulp) are then

washed free of chemicals and colouring matter. The pulp can then be pumped direct to the paper mill, or sent to a lap machine to be formed into sheets of pulp for transport to other mills.

Different species of timber produce pulps of different characteristics, and such pulps are blended to produce papers of required qualities. Eucalyptus pulp is short-fibred and is blended with long-fibred pulp, most of which is imported.

After blending, the pulp is diluted until its consistency is half per cent. fibre and 99½ per cent. water, in which stage it is passed through cleaners to remove dirt and rubbish. Then it passes through screens and flows on to an endless woven wire mesh, running at up to 1,200 ft. a minute. Water is drained out and the sheet of wet paper resulting from this process leaves the wire mesh containing about 1 part of fibre to 5 parts of water. The wet sheet is then passed between press rolls and further water dried out. The remaining water has to be dried out by passing the sheet over steamheated dryer rolls. The finished sheet of paper, after leaving these dryers, is given a polished finish by means of heavy calender rolls, and then is wound on to a reel. The roll of paper from the machine, 190 in. wide, is then slit down to commercial-width rolls or else cut into sheets which are baled for transport.

Australian Paper Manufacturers Ltd. is the principal manufacturer and supplier, directly or indirectly, of the bulk of the paper and cardboard used for packaging purposes in Australia. In Victoria, the company's activities provide an example of decentralization.



Loading brown coal at Maddingley open cut, which is operated by a subsidiary of Australian Paper Manufacturers Ltd.

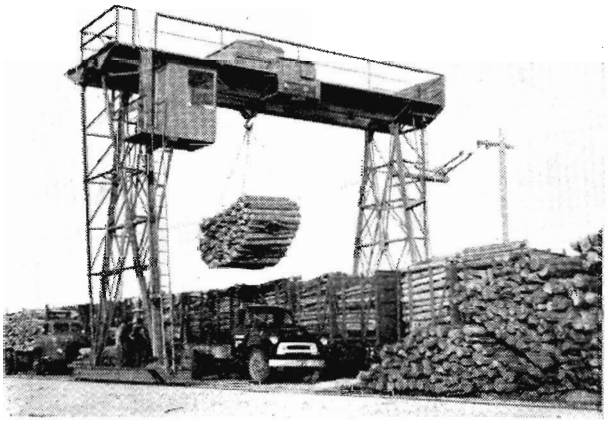
In addition to the mills in the Melbourne area, it has the pulp and paper mill at Maryvale, a board mill at Broadford, a brown coal open cut at Bacchus Marsh, a limestone quarry at Buchan, and pine plantations and eucalypt forests in Gippsland.

Imported long-fibre pulp is delivered to A.P.M.'s Maryvale Mill by rail in bales of sheets. By rail also come pulpwood from Victoria and South Australia, limestone from Buchan, salt from the Company's own works in South Australia, sodium salts, and briquettes. Sodium salts come from either overseas or from New South Wales. That from N.S.W. comes in bulk containers by rail, with consequent ease of transfer at Albury. From Maryvale are railed pulp to other mills and paper within Victoria and to other States. Paper for South Australia and N.S.W. goes all the way by rail; that for the other States is railed to Melbourne for shipment.

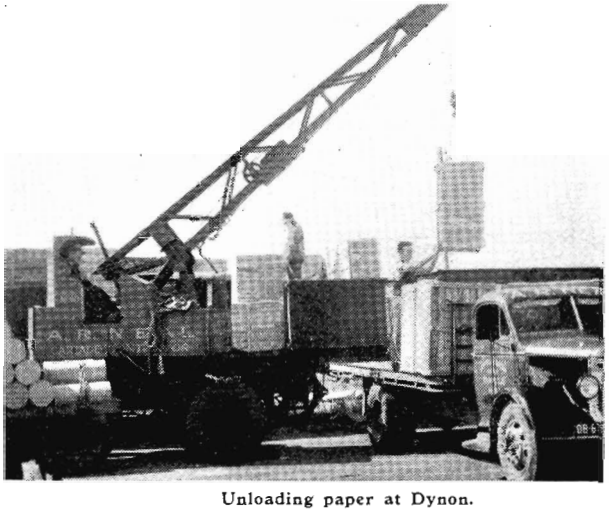
From the Company's open cut at Bacchus Marsh, brown coal is railed to its Broadford and Fairfield Mill, and to outside customers. Broadford Mill also receives straw and other raw materials by rail, and sends finished goods by rail to interstate destinations.

Pulp from Maryvale goes by rail to both Fairfield and Melbourne Mills, and finished goods from these mills are dispatched by rail from Melbourne Goods.

Manufacturers served by A.P.M. make such products as solid and corrugated fibre containers, multi-wall bags for cement and fertilizer, cartons of all grades, match-boxes, cigarette packets, envelopes, and a host of other items. Many of these containers again go by rail to carry goods to and from the countryside.



Pulpwood logs are loaded into specially designed KT trucks for transport from Bairnsdale to Maryvale. The gantry loads 10 trucks a day.

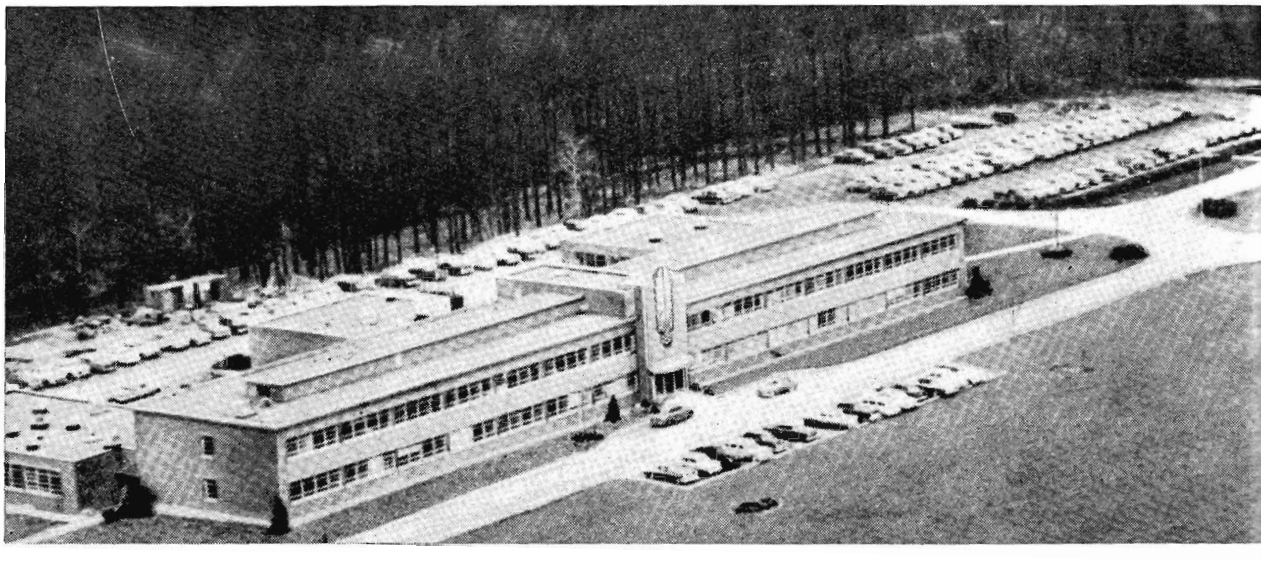


Unloading paper at Dynon.

Recently Mr. Connor visited a number of very interesting research establishments and industrial plants in Britain and America. He has recorded some of his impressions for *News Letter*.

RESEARCH OVERSEAS

by E. D. Connor, Engineer of Tests



<—Aerial view of principal buildings of United States Steel Research Centre—>

OF particular interest were the research laboratories of the British Railways in Derby, and, in America, those of Canadian National Railways, New York Central Railroad, Chicago Rock Island & Pacific Railroad, and The Association of American Railroads.

Each is investigating problems that continually arise in any large railway organization. In U.S.A. in particular, considerable effort is being put into fuel and lubricant performance in diesel locomotives and the behaviour of these engines, as judged by analytical examination of the crank case lubricants. It is interesting to note that procedures here in Victoria have been along similar lines.

I also visited a number of private industrial plants among which the research laboratories of Edgar Allen & Co., United Steel Companies Ltd. and English Steel Corpn. Ltd.—all in Sheffield—and those of United States Steel Corpn. and American Brake Shoe Co., in U.S.A, were very impressive. It will be realized that on such a journey, one could visit only a small selection from all those available.

Probably the two with greatest general interest would be laboratories of the United Steel States Corpn. and The Association of American Railroads.

The former is situated on a 142 acre site at Munroeville, a beautiful district about 20 miles out of the great American steel city of Pittsburgh, but not in the immediate vicinity of a steel works. It has a staff of approx. 1,000 including 600 trained scientists.

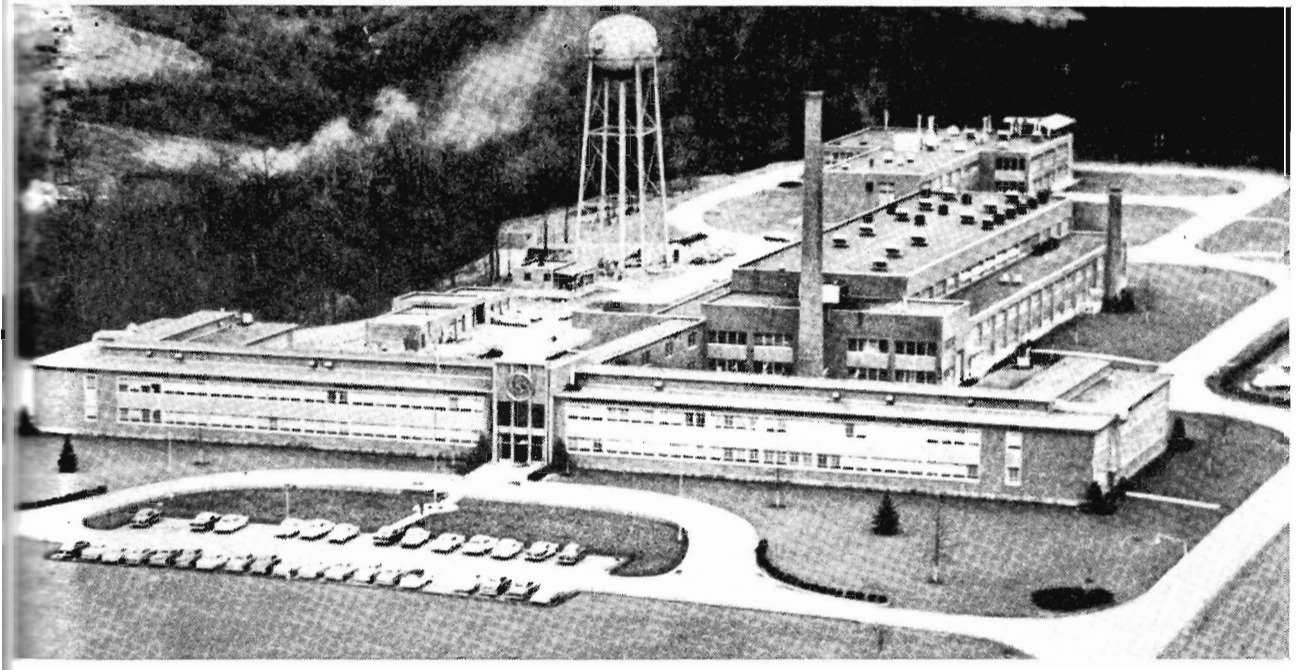
The laboratory is divided into 3 sections—fundamental research, applied research to raw materials and applied research to finished products. Looking at the pictures above, the fundamental research laboratory is on the left, and on the right are the raw materials in the ' T ' shaped building at the extreme rear and products research in the large building, including that behind and aside the two chimney stacks.

To illustrate the order of the work done in the products research section, they have a pilot plant in which steel sheet is tinned, a small plant to manufacture cans from the tinned steel, and a canning room to process and can the fruit. Only prunes are processed as they are the most likely to cause corrosion in the cans, which are kept in a very large room at a temperature of 100° F. Cans, withdrawn from this room at regular intervals, are opened to check their condition.

The United States Steel Corpn. is a very large manufacturer of railway wheels and axles, and, as part of their products research section, they have a machine for testing full sized wheels. This machine simulates variations of loading, braking, and track condition and can be run at speeds up to 1500 r.p.m.—equivalent to 160 miles per hour for a 36″ diameter wheel. (Our standard car and waggon wheel is 36″ diameter and diesel loco. wheel is 40″ diameter.)

On this machine, they are carrying out a testing program on the effect of brake blocks made from different materials on the steel in the wheel. In this matter, of course, the Victorian Railways are vitally interested.

Similar machines—though perhaps not quite so elaborately equipped—are used by the United Steel Companies Ltd. (Sheffield), the American Brake Shoe Co. Ltd. (New Jersey) and The Association of American Railroads (Chicago). All are engaged in research to



improve the performance of axles, wheels and brake blocks.

The laboratories of The Association of American Railroads are situated in the grounds of Chicago's Illinois Institute of Technology—a very pleasant situation for research.

The Association is a body set up by the 131 major railroad companies of the United States and Canada to co-ordinate those activities in which a common approach is advantageous. One of these is research.

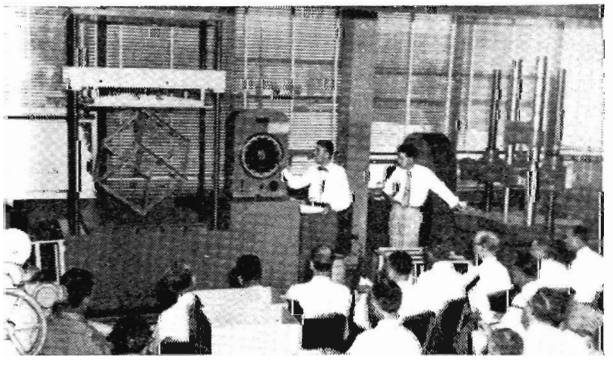
Although practically all the co-operating railroads have their own laboratories, a common laboratory for certain work in which every railroad is interested saves a great deal of overlapping and wasted effort; research projects on such subjects as weed killing, packing, rail jointing methods, axle fatigue and hot journal bearings are examples of the work being done at A.A.R. research laboratories.

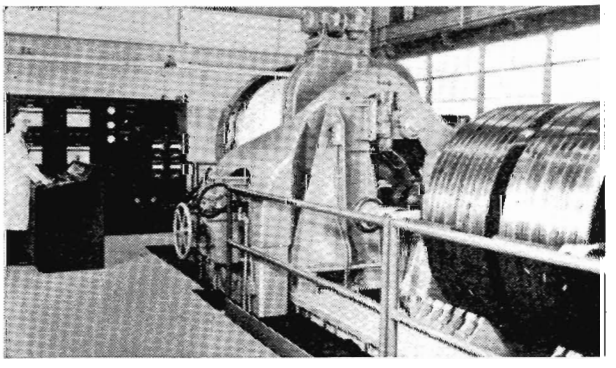
They have two quite large new buildings; in one are chemical, metallurgical, and mechanical testing laboratories and the other is equipped to carry out investigations into civil engineering problems such as fatigue strength and wear resistance of rail joints, suitability of road bed materials, etc.

A very interesting section of the mechanical and testing laboratories is that in which are tested many packages used to transport materials by rail, to determine their suitability for claim-free transportation. These tests may include sending a loaded vehicle on a selected return journey and then closely examining the packages it contained.

A great deal of research is carried out on weed killing, for which the co-operation of various member railroads is obtained. Only by finally carrying out large scale experiments can the overall suitability and efficiency of a weed killer on any particular type of growth be determined.

Such a resume could not be completed without a tribute to the Sheffield works of the English Steel Corpn. Ltd.; here I saw the pouring of huge steel castings taking 240 tons of liquid metal and the forging of steel ingots weighing 300 tons. The skill shown by the staff in the manipulation of these mammoth weights of steel heated to temperatures of 1300°C. was truly remarkable. They made a most awe-inspiring sight, apart from the great metallurgical skill essential to avoid failure in the hot working of such huge and consequently expensive pieces of steel.

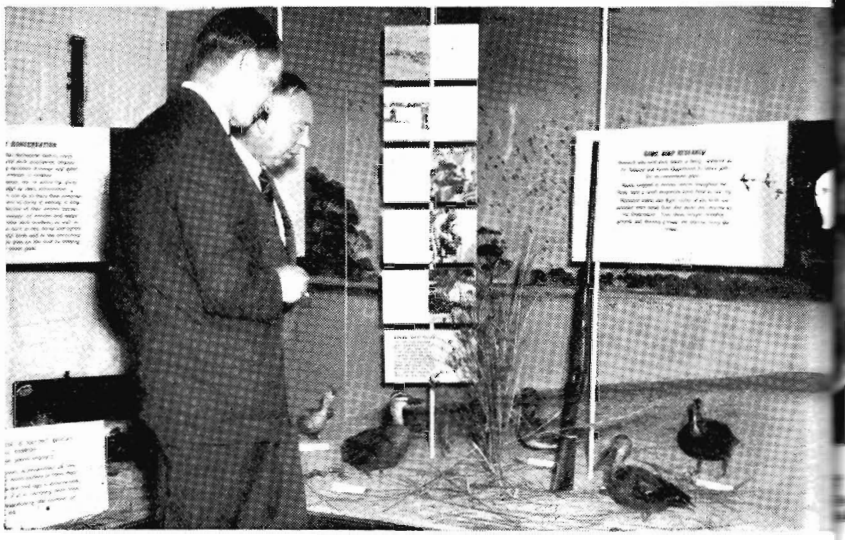




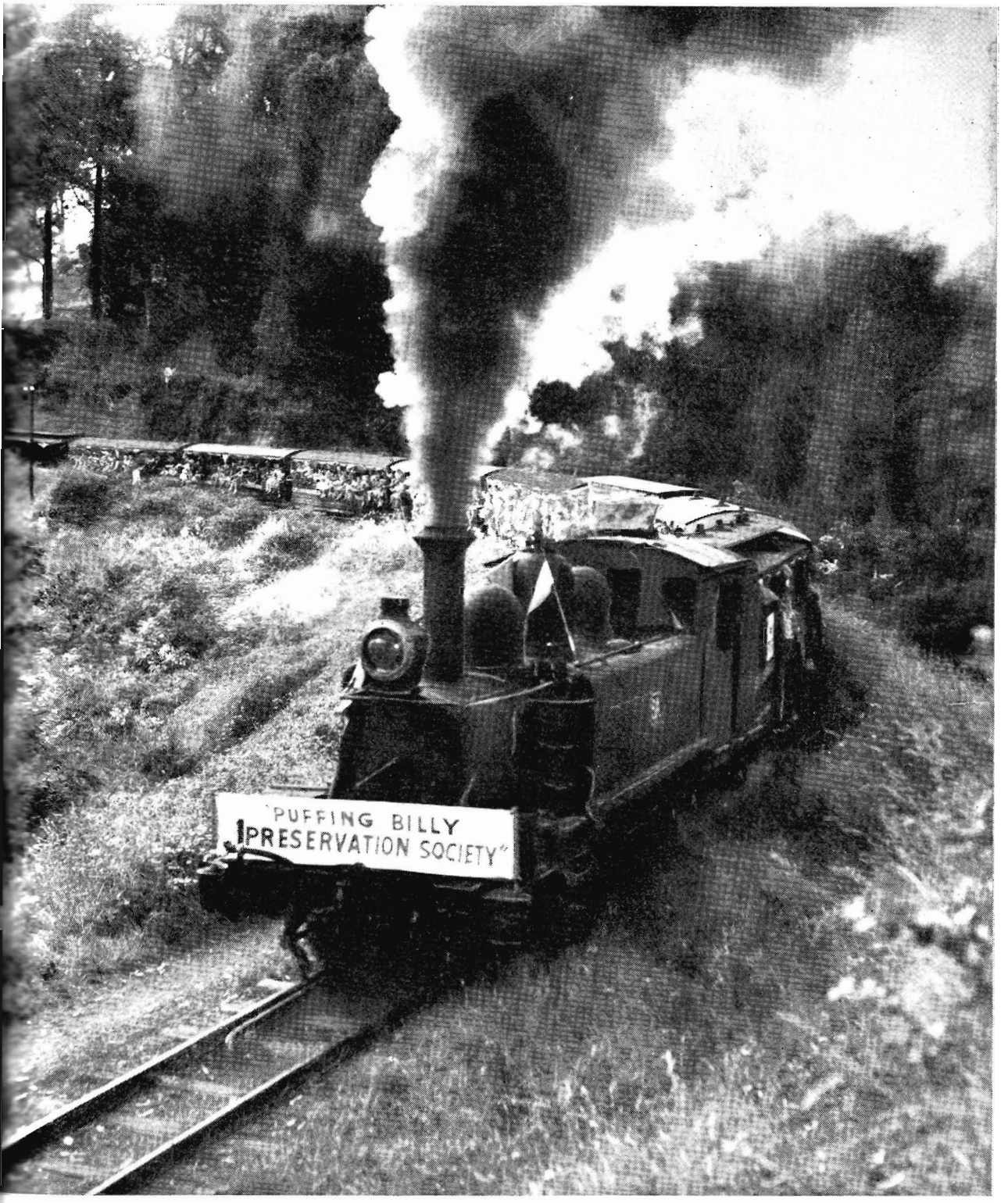
Left: 15-ton compression machine being used to determine structural strength of different types of crate construction, Association of American Railroads Research Centre. *Right:* General view of wheel testing machine United States Steel Research Centre.

AROUND THE SYSTEM

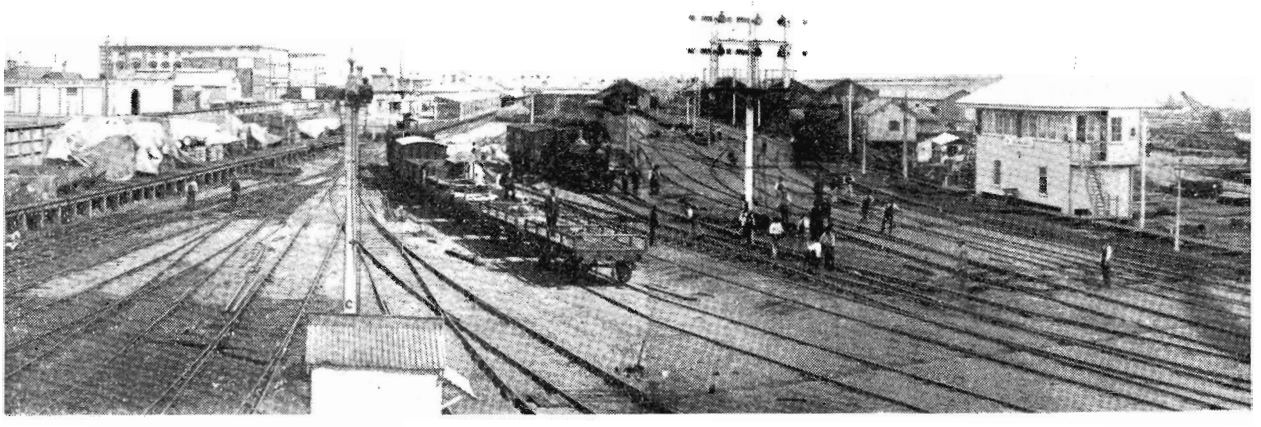
BULK WHEAT: Double-headed train, with a heavy load of bulk wheat from northern Victoria, on a curve near Lake Weerona, Bendigo. Yields in the north exceeded expectations, despite the dry year. *Photo by courtesy of Bendigo Advertiser*



DUCK SEASON: Mr. A. Dunbavin Butcher, Director of Fisheries and Game (*left*) and Hon. A. G. Rylah, Chief Secretary, inspect the window display at the Victorian Government Tourist Bureau. The window display, which coincided with the opening of the duck season, featured methods adopted by the Fisheries and Game Department to conserve the supply of wild duck by the proper management of breeding swamps.



TRIP: Crowds flocked aboard *Puffing Billy* for the last trip between Upper Ferntree Gully and Belgrave. Seven return trips were made on Sunday, two locomotives being used on alternative trips. The next day, locomotives and other rolling stock were loaded aboard flat trucks to Newport Workshops. Then, on the Tuesday, preliminary work began in connexion with widening and electrifying the track to Belgrave.
Photo by courtesy of Sun News-Pictorial



Titled " Spencer Street station showing improvements made by the Hon. J. Woods, Commissioner of Railways ; Interlocking by Messrs. McKenzie and Holland," this photograph was sent in by Ganger W. R. Tobias, Geelong.

V.R's FIRST INTERLOCKING

AS Commissioner of Railways and Vice-President of the Board of Land and Works, the Hon. John Woods has the credit of introducing the first interlocking system on the Victorian Railways.

For many years prior to 1877, the utter unsuitability of the Melbourne Terminus (now Spencer Street station) for carrying the increasing traffic had forced itself on public attention. The station, originally designed to accommodate a small passenger and goods business, had gradually been assuming very large dimensions by casual additions to offices, platforms, sidings, sheds, etc., but without any systematic plan. Uncertainty as to the final site for a central terminal had prevented the adoption of any fixed plan.

During the seven years ending 31/12/1876, more than £200,000 was spent in this unsatisfactory manner, and the jumble of offices, sheds, workshops and tracks had grown to be positively dangerous as regards the working of traffic.

During an earlier term of office, John Woods had been shown a ground plan of a terminal station on the site of the present one. This had commended itself to him because of its comprehensive character and simplicity of detail.

In the Annual Report for the year ended 31/12/1877, he said : " On my again taking office, the subject of the Melbourne Terminal Station was one of the first things which engaged my attention, and, after careful consultation with some of the principal officers in the Department, I determined to adopt the design referred to, and as far as practicable to carry out all further additions and improvements in such wise as to gradually work into the new plan.

" However, to cope with the difficulties of working the rapidly increasing traffic, some alterations were required to be temporarily carried out, and a sum of £5,700.0.9 was expended in :

- the rearrangement of arrival and departure platforms at the passenger station, greatly facilitating the classification and marshalling of trains for the various lines.
- further requisite and necessary additions and alterations to offices, etc."

The report goes on to say that when these works were sufficiently advanced, it was intended to bring all the different switches into one central points-box. For this purpose a set of McKenzie and Holland's apparatus, which had been imported, was to be used. The erection of this apparatus was to be under the immediate superintendence of a person specially engaged from McKenzie and Holland's factory. " By means of the foregoing, when any line is opened for the arrival or departure of a train, all other lines are blocked, and the signals set at *danger*, and only one line can by any possibility be open at one time. The whole apparatus is easily worked by one pointsman ; although no less than sixty points are under his control, the maximum of safety being thus ensured for the minimum of cost."

The following year it was reported that three signal boxes, fitted with McKenzie and Holland's patent interlocking apparatus had been erected, " which easily and effectively control every movement in the yard, whether of ordinary trains or shunting, with the chance of accident reduced to a minimum."

Today, traffic to and from Spencer Street and Melbourne Yard is controlled by seven signal boxes :

No. 1, original machine constructed in 1887, and extended in 1894 and 1913.

No. 1 Auxiliary, constructed 1928.

South End, constructed 1885, and extended in 1910.

Dudley Street, constructed 1903, new machine provided in 1914 and extended in 1919.

Gravitation, constructed 1900, new machine provided in new signal box in 1920. This machine was destroyed by fire and again replaced in 1948.

Franklin Street, constructed 1894, replaced by miniature lever power interlocking machine in 1924.

Viaduct Junction, constructed 1894, replaced by miniature lever power interlocking machine in 1924.

These boxes have a total of 542 working levers, for the mechanical or power operation of 318 signals, 169 points, and 55 sundry other signalling appliances.

The first three boxes are for country passenger trains, the next two for goods trains, and the other two mainly for suburban trains.

LINES FROM OTHER LINES

Atomic Locomotives

RAILROADS can have their first atomic locomotive on the rails by 1960, and the atom itself can eliminate the refrigerator car, in the opinion of Edward J. Kehoe, formerly of the Atomic Energy Commission (U.S.A.). He thinks that the prototype atomic locomotive of 1960 will not be competitive with the diesel in costs, but by 1970 atomic locomotives should justify their costs by high-speed high-horsepower service. Radiation sterilization of foods could kill the micro-organisms which cause rotting, and thus eliminate the familiar refrigerator cars—ice or mechanical.

Swiss And Dutch Units

AS a contribution to the pool of rolling stock required for the *Trans-Europ Express* international services, the Swiss Federal and Netherlands Railways—and manufacturers in those countries — have collaborated in the design and construction of five 4-car diesel-electric sets for service between Amsterdam and Zurich and Amsterdam and Paris.

The sets comprise one motor coach (with no passenger accommodation) and three passenger coaches, of which the rearmost is a driving trailer. Two sets can be coupled to run in multiple.

Each of the two diesel-electric power units for traction, situated in the motor coach, develops 1,000 h.p., and there is also a 300 h.p. set for auxiliary services. The four traction motors drive on the outer two axles of each 3-axle bogie.

As the trains are being manned by staff of different railway systems, control has been made as simple as possible.

One set accommodates 114 persons, and 32 more in the restaurant section. All seats are reclining. Cars are air-conditioned and have windows with double panes between which is a venetian blind which may be easily raised or lowered.

B.R. Diesel-Hydraulic Locos

THE British Transport Commission has placed a contract with North British Locomotive Co., Glasgow, for 52 main-line diesel-hydraulic locomotives of 1,000 h.p. each. This is the largest single order for main-line diesels yet placed on behalf of British Railways with one firm at one time.

The locomotives represent the first major instalment of a scheme for the complete replacement of steam by diesel traction on the whole of the Western Region lines between Newton Abbot and Penzance, and on many of the through trains between Paddington and Bristol and the West of England. Total number of diesel-hydraulic locomotives for this programme is about 130. Fourteen are already under construction at North British Locomotive Co. or at the B.R. Workshops at Swindon; and a large number of the remaining 64 will also be built at Swindon.

The first main-line diesel-hydraulic locomotive for B.R. was completed recently by North British Locomotive Co. This is of 2,000 h.p. and weighs 116 tons. Diesel-hydraulic transmission has been used with success in B.R. shunting locomotives, and its application to main-line locomotives will be watched with particular interest in view of its successful application on the Continent.

Cars for South Africa

RECENTLY, South African Railways called tenders for the building of 907 all-steel main-line passenger saloon cars. At prevailing world prices, the total 'in service' cost is estimated at £25 million. This is the biggest single tender ever issued by South African Railways. The last time main-line passenger saloons were ordered overseas was in 1951, when 245 were ordered. In 1955, 349 suburban electric motor coaches and plain trailers were ordered.

Lightweights Unpopular

LIGHTWEIGHT passenger trains, once looked on as the railroad's salvation in their fight against declining revenues and loss of passengers, are no longer popular, according to *Time* magazine.

The Rock Island Railroad removed U.S.A.'s first operative lightweight train, the Talgo-type *Jet Rocket*, from the 161-mile Chicago–Peoria run, and put it to carrying commuters on the short haul between Joliet and Chicago.

New York Central put its *Xplorer* off the Cleveland–Cincinnati service into short-haul service between Chicago and Elkhart, Ind.

General Motors reported that one of its two experimental Aerotrains has been sent to La Grange for remodelling. The other, turned back by Union Pacific after a disappointing 9-months test run between Los Angeles and Las Vegas, is to be leased to National Railways of Mexico for trial there.

Other railroads have experimented with lightweight trains, but ordered cars of more conventional design.

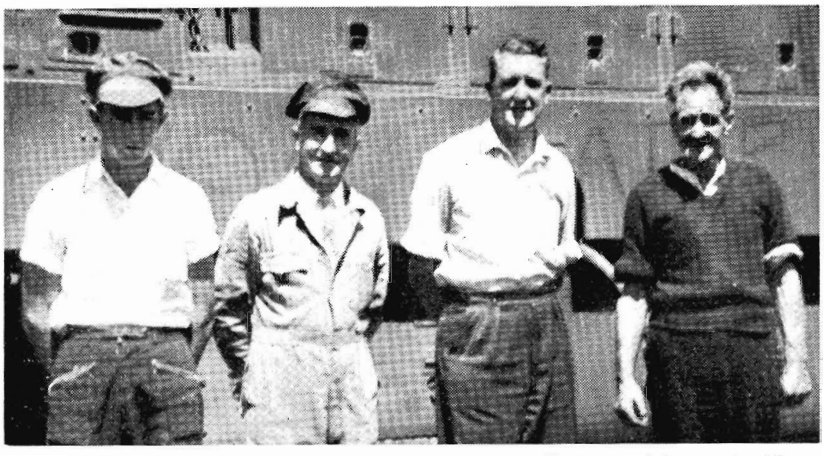
Passengers generally have not liked the trains, Many got dizzy watching the three-sectioned *Jet* coaches wriggle around curves. Others complained of the excessive vibration, added *Time*.

New Branch of T.R.I.

THE Tasmanian Railways Institute has opened a new branch at Wynyard, on the north-west coast. Any Victorian railwaymen visiting Tasmania will be made welcome at the Institute.

Motor coach of the Swiss Federal-Netherlands Railways *Trans-Europ Express* unit.

AMONG OURSELVES . . .



Left to right : **Fireman B. J. Slattery, Driver R. Slattery, Enginemen's Instructor M. Werner, and Driver-in-Charge J. Yorston**

Footplate Family

ALTHOUGH many railwaymen have followed father's footsteps, father and son engine crews must be fairly rare. One such case is that of Driver R. Slattery, whose son was his fireman during the recent wheat season. Fireman B. J. Slattery sent in the accompanying photograph, taken at Korong Vale when their T class diesel-electric locomotive was refuelled.

If you know of any other "footplate families" send along a photograph and details.

Tops Marks

AT the last V.R.I. examinations, Fireman D. Jowett, of Horsham, gained first place in three subjects. His results were :

Engine Working, Junior grade	92%
Westinghouse Brake, Junior grade	87%
Safeworking "B" Division (Train running)	82%

Mr. Jowett was awarded the "Brotherhood of Resonians" Prize for securing the highest total marks in the combined Engine Working and Westinghouse Brake examinations.

Prior to joining the Rolling Stock Branch, Mr. Jowett worked at the Institute as a messenger. He has always been a keen student of matters relating to railway working.

Kerang Committeeman

WORK for charities and civic affairs occupies much of the time of Assistant Stationmaster E. H. Haag, of Kerang. He is a member of six active committees : Kerang Hospital, R.S.L., Memorial Hall Fund, Carnivals, New Year's Day Athletic Club, and Parks Beautification. Mr. Haag has raised about £3,000 for the Hospital and Memorial Hall. He was secretary of Kerang Rovers Football Club for four years, and was on the social committee of Kerang Bowling Club. During the last war, Mr. Haag served in the Islands with the 6th Division.

Mr. Haag started in the railways in 1925, at Hawthorn. He served at various stations, sometimes twice at the one place, and came to Kerang in 1946. He is keen on duck shooting and fishing and has a couple of boats. He also plays bowls.

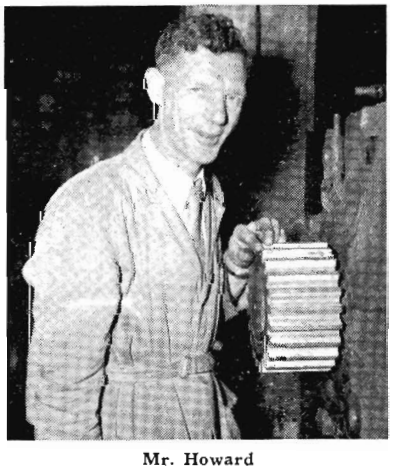
Top Scorer for South

SUB-FOREMAN ROY HOWARD, of Jolimont Workshops, who played for South Melbourne Cricket Club for 18 years, finished his cricket career last year after having made 6,500 runs with the Firsts—more than any other South player over the past 90 years. He was captain for the club's only premiership in district grade (1951/52) and coached for a couple of years.

Mr. Howard played in the interstate side for six years, with an average of 32. In 1950, he toured New Zealand with the Australian side, and played against England in 1951/52, scoring 139.

Baseball and golf are his other sporting interests. He plays baseball with South Melbourne as a catcher, and was in the interstate side in 1946. When at school, he won the Western District Boys' Championship in tennis, and was the youngest player ever to play senior league football with Warrnambool. When at Terang his golf handicap was 10.

Mr Howard joined the Department as an apprentice electrical fitter at Jolimont Workshops.

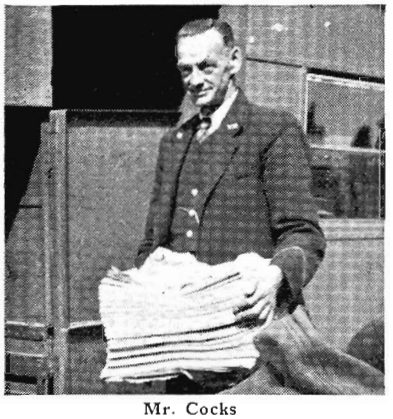


Mr. Howard

Mr. Smith

Ballroom Dancer

TAKING up competitive old-time dancing in 1956, Leading Hand Fitter S. E. A. Smith, of the Spencer Street Rail Motor Depot, won nine competitions in a period of 3 months, including four State competitions. At the last championships run by the Victorian Society of Dancing, he and his partner won both the Fresher and Novice Championships. In the silver medallists class he was judged the best gentleman and his partner the best lady. He and his partner also won the last competition run by the National Society of Dancing. He has the satisfaction of knowing that he was the last winner of both society competitions for, since then, the societies have amalgamated to form the Commonwealth Society of Dancing. Mr Smith is so keen that he spends most of his spare time practising old-time dancing.



Mr. Cocks

Koondrook 'Tram' Driver

RAIL Motor Driver W. Cocks, of Kerang, was the first regular R.M. driver stationed at Kerang after the Koondrook Tramway was taken over by the Department. The vehicle in use is that taken over from the Tramway, and local residents are very proud of their 'tram'. Mr. Cocks joined at Stawell Locomotive Depot in 1925, served for a time at North Melbourne Loco. and Spencer street, and then in the northern part of the State. When at Tallangatta, he played bowls and tennis. He was runner-up three years out of four in the Bowling Club championship. He now has a large garden and spends most of his spare time in it.

Camera Club

FIRST of the illustrated lectures for 1958 was given by Mr. John Hirons, of Agfa Films. Members gained some useful information on both black and white and colour film photography from the interesting talk and entertaining slides shown on the screen. On learning of the competition at the following meeting Mr. Hirons presented some Agfa films as trophies.

Results of the competition night were : Outstanding group, special award, Mr. R. Roach ; Best 35 m.m. group, Mr. L. Ison ; Best transparency, Mr. H. Mansfield. As there were 21 competitors, the three judges—Messrs. G. P. Corn and W. L. Blackie, and Miss W. G. Harrison—had a difficult job in selecting the winners.

Any railwayman interested in joining the V.R.I. Camera Club should contact the Secretary, Mr. F. Tongue, Timber Section, Newport Workshops (auto. 2137).

Philately And Dramatics

TRUCKER R. Bonacker, of Kerang, came from Bedford, England, two years ago. After trying out one or two jobs he joined the railways. He has passed in first aid and is now studying safe-working.

Mr. Bonacker was born in Germany and went to England with his mother when he was a child. His step-father works for British Railways.

His main hobby is stamp collecting in which he has been interested since his schooldays. He is also keen on amateur dramatics. In England, he was associated with the Nottingham Operatic Society and produced a few shows for them. He has won two first prizes for poetry in Eisteddfods in England.

Surrey Hills Pair

AFTER 23 years at Surrey Hills, Mr. R. Treloar, stationmaster, and Mr. T. Higgins, assistant stationmaster, retired recently. Business people of Surrey Hills combined with the staff there and at adjacent stations in presenting each of them with a wallet of notes. The presentation was made by local business men who spoke of the popularity of Messrs. Treloar and Higgins during their term at Surrey Hills.

Well Played Sir!

HUMOROUSLY minded cricket fans at the Gloucester Carriage and Waggon Company, England, where *Harris Trains* are made, sent out in one of the packing cases a bat nearly a foot wide and inscribed "FROM LAKER WITH BEST OF LUCK". Also in the case was a cartoon clipped from the London Daily Express of August 1, 1956—the day after Laker had taken 10 Australian wickets for 53 in the fourth Test at Old Trafford. The cartoon shows a collapsed kangaroo in cricket pads lying near a tombstone inscribed :

Here lie the Aussies of '56
Skittled by Laker for next to nix

The wags of Gloucester scored better than they ever expected, for just near the spot in Newport Workshops where the cases containing suburban train sections are opened, works former Test Umpire Andy Barlow. To carry on a good joke, Newport men asked Mr. Barlow to offer the bat to Australian batsmen who might be afraid of Laker's bowling if he comes to Australia with the English team next season. It was accordingly presented by him to Mr. Jack Ledward, the Board of Control secretary.

Driver J. Young, who started at Traralgon 20 years ago, has been at Kerang for two years. He is another of the many bowling and fishing enthusiasts there. When at Traralgon he played cricket and was a player in the Country Week Cricket competition.

Chalet Staff Hall

A new staff social hall has been erected at The Chalet, Mt. Buffalo National Park, for the sole use of the staff employed there. A gala dance was held to celebrate the official opening of the hall by Mr. H. L. Kennedy, Superintendent of Refreshment Services.

The new hall, which is 60 ft. x 20 ft., contains dart boards, billiard table, table-tennis table, and a piano. A large floor area has been reserved for dancing. The staff social committee is headed by Messrs H. Wiltshire and E. Higgins.

Members of The Chalet staff at the opening of the new social hall. *Photo : J. Tressider*

Mr. MacKenzie

First at Water Skiing

ELECTRICAL FITTER R. H. MacKenzie, of Jolimont Workshops, has been interested in building, maintaining and racing boats for many years. Outboards and speed boats were a family interest for his father, two brothers and himself. With his brothers, he was one of the first aquaplaners—water skiers as they are now called.

Mr. MacKenzie raced in 14-footers as a member of Port Phillip Yacht Club for many years. He recommends small yachting as a summer sport that has everything. In addition to building and racing boats, Mr. MacKenzie was head trainer for Sandringham Football Club for 20 years. Now he says he is "interested in snapper."

Thanks

"OVER the past twelve months a happy and harmonious relationship has existed between the Victorian Railways and this Association, and it is felt that the smooth and efficient running of your Department is contributing very largely towards Victoria's prosperity.

"My executive feels that it is important for Victoria to be well guided and that this is being achieved to a very large extent by the lead which you are giving and the high moral tone of your staff."

—L. Arthur, Chairman, Goods Secretariat, Victorian Road Transport Association in a letter to The Chairman, wishing him personally, and the staff, the compliments of the season

For the help which the staff at Ivanhoe railway station gave police apprehending a car thief. "A stolen car was found in the railway yards at Ivanhoe, and railway officials kept the vehicle under observation and reported to police when a man approached it for the purpose of removing it. This man was arrested and found to be a persistent car thief.

"The prompt and public-spirited action of the railways staff was greatly appreciated."

—S. H. Porter, Chief Commissioner of Police

To the Stationmaster, Geelong, from His Honour Mr. Justice O'Bryan "for the arrangements made for his convenience on the Geelong Flier. Such detailed arrangements were much appreciated."

—J. A. Chapman, Associate, Judges' Chambers, Melbourne

To the staffs at Hawthorn and Glenferrie when a bag was left on the platform seat. "A reward was offered to the staffs at both Hawthorn and Glenferrie, but was nicely and definitely refused. The episode has left on our minds a very nice impression."

—F. Reinhardt, Liddiard Street, Hawthorn

For the special rail car trip to Rochester. "May I state that the service was all that could be asked for, and a special mention for your train crew. Each and everyone who made the trip was highly delighted, and all consider it is the only way to travel."

—R. A. Downie, Secretary, Frankston Football Club

"For the help and guidance given by the Victorian Government Tourist Bureau in organizing the very successful and enjoyable excursion to Yallourn."

—H. L. Solomon, Head Master, Burwood High School

"From the Advisory Council of this school to the Stationmaster and other railway officials in Bendigo, and also those in Melbourne, for their co-operation in making our trip to Albert Park so successful. We were met with courtesy and consideration at all stages."

—M. E. Lazarus, Girls Secondary School, Rosalind Park, Bendigo

"For the very great help given by the Railways to us on the occasion of our Centenary Service. It was most inconsiderate of us to choose a time so inconvenient to the Railways, but the thorough care and expert organization which your people gave us, made everything possible."

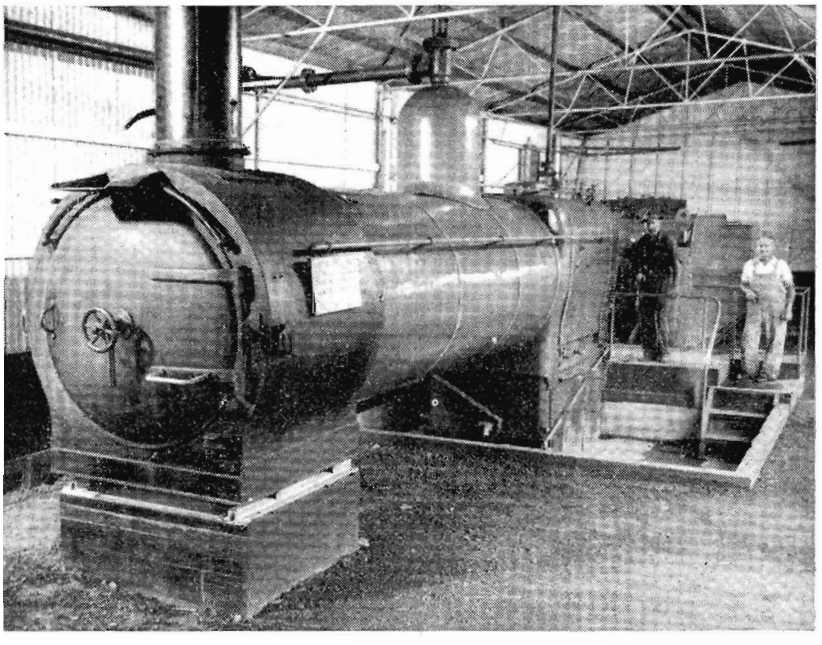
—Dr. J. R. Darling, Headmaster, Geelong Grammar School

For the rebate in connexion with special train to South Geelong. "The cheque is a pleasant reminder of a day towards the happiness of which the excellent organization of your department made a definite contribution."

—R. Frencham, Headmaster, Ballarat High School

To the Stationmaster, Ballarat, for the "co-operation and assistance given at all times. The student body wishes to express their gratitude for your help throughout the year with regard to our travel to Melbourne."

—F. Golding, Secretary, Students' Representative Council, Teachers College, Ballarat



Mr. J. P. Hannan, former driver-in-charge at Echuca (*left*) and Mr. K. O'Neill, supervisor of machinery at the cannery, with a former D3 locomotive boiler and tender recently installed at an Echuca cannery. Although old locomotive boilers are used as steam plants in various places, this is the first time that the tender has been incorporated in the steam system. The tender holds 4,000 gallons of water and should there be a breakdown in the town water supply, steam production could still continue for the day. Mr. Hannan is in charge of the steam equipment, and it was he who advised its purchase because of the efficiency of the old D3's.

"When loading an extraordinarily high vessel at Ferntree Gully for transport to Melbourne, it was found to exceed the given height by at least two feet, and consequently required the services of your overhead breakdown gang at very short notice, and also next day in the early hours of the morning.

"The courtesy and co-operation of your officer and his staff was most gratifying and we would like you to pass on to all concerned our thanks for a job well done."

—W. P. Egan, Heavy Cartage Division, Mayne Nickless Ltd.

For the comfort and attention on the Holiday Train Tour to Warrnambool. "The train trip, both ways, could not have been better, and we saw such a lot in so short a time."

—Mrs. M. Gilmore, Fraser Street, St. Kilda

"For the assistance and courtesy extended to our members during our recent trip to Yarrawonga. Special thanks to those with whom we were in direct contact in the persons of Mr. Barker and the Drivers and Guards of the train for their civility, assistance and personal attention to the details which made the smooth running of the trip possible."

—J. Chigwidden, Secretary, Sunshine Football Club

"To Mr. Arnold for his address on Train Control. This is the second occasion Mr. Arnold has addressed our society and I trust he will continue to enlighten people just how the Victorian Railways system of Train Control functions to keep our railways safe."

—H. J. Griffiths, Hon. Secretary, Alphington Methodist Men's Brotherhood

"To your Department, and in particular, your Traffic Inspector, Mr. K. Harvey and his staff, who did such a splendid job in handling the rail transport of approximately 5,000 people to and from our Dandenong Plant on the occasion of our Annual Children's Christmas Party."

—Earl C. Daum, Managing Director, General Motors-Holden's Ltd., Port Melbourne

"On behalf of the Murray Citrus Growers Co-op. Association, Adelaide, and of this office as its Melbourne freighting agent, for the manner in which officers in the various sections co-operated with us in arranging for the placing of a truck in time for loading on the waiting *Kaimai* for New Zealand. In particular, we are grateful to Mr. Griffiths, the yard superintendent, for the manner in which he followed the progress of the truck." The truck was a supplementary delivery which growers were unable to load in time for the normal train.

—G. E. Kitchen-Kerr, Secretary and Manager, M.C.G.C.A., Melbourne Freighting, Collins Street, Melbourne

"For making the rail-car available for our club to travel to Heathcote Junction. The boys learned a lot more by seeing the operation of the trains than could be conveyed to them by lectures. Thanks to the rail motor drivers, also Mr. Richardson, the Block and Signal Inspector, who helped so much. The Refreshment Services Branch, too, for the coffee and biscuits."

—A. D. Blair, Secretary, Scotch College Railways Club

"To all your personnel concerned for making our school trip to Castlemaine such an enjoyable success. From train crews, S.M.'s, porters, caterers, every single employee contacted we obtained nothing but unstinted help, courtesy and kindliness."

—R. Murphy, High School, Cohuna

Gliding Enthusiast

BUILDING and flying gliders is the main hobby of Electrical Fitter G. MacDonald, of Jolimont Workshops. He started gliding in 1949 and belongs to the Victorian Motorless Flight Group which is based at Berwick. Mr. MacDonald has helped, with other club members, to build two-seater gliders and to repair any damaged ones. Most of the gliders are bought because of the time taken to build them; Mr. MacDonald estimates that it would take one man three years to build a glider during his spare time.

Mr. MacDonald

Mr. MacDonald bought a high performance glider from England and flew in the national competitions at Tocumwal during Christmas 1956. He came 12th out of 27. So far he has had about 50 hours flying time.

Golf, tennis, squash and chess are other recreations, with photography as another hobby. Mr. MacDonald was interested in yachting prior to taking up gliding.

RECENT RETIREMENTS . . .

SECRETARY'S
Enderby, W. A., Personal Clerk to Chairman, Head Office
Foley, Mrs. R. M., Supervising Office Cleaner, Head Office

ROLLING STOCK
Bonnett, H. C., Motor Mechanic, Motor Garage
Brown, P., Sub-foreman, Jolimont
Cooney, J. T., Fitter & Turner, Traralgon
Curtis, H. F., Car Cleaner, Jolimont
Fella, A. S., Eng. metaller, Jolimont
Findlay, C. T., Fitter's asst., Bendigo Nth.
Greelish, J. J. Iron mach., Jolimont
Hayden, J. B., Striker, Nth. Melb. 'Shops
Minehan, J., E. T. Driver, E. R. Depot
McCarthy, J. D., Eng. driver, Ararat
McCarthy, L. M., Foreman, Jolimont
Pollock, J. S., Eng. driver, Bendigo
Rowlands, F., C & W builder, Ballarat Nth.
Scanlon, G. P., Fitter's asst., Ballarat Nth.
Schmidt, J. A., Foreman, Shelter Shed
Walton, T. I., Upholsterer, N. Melb. 'Shops
Willet, H. J., Eng. Driver, Bendigo
Wilson, A. P., Boilermaker, Ballarat Nth.

WAY AND WORKS
Faragher, E. T., Skd. lab., Special Works
Hartigan, J., Repairer, Horsham
Kennedy, J. F., Clerk, D.E., Geelong
Muldoon, W. J., Skd. lab., W.F. Spencer St.
Pekin, P. L., Repairer, Camperdown
Wilson, C. L. W., Repairer, Nth. Ballarat
Woods, V. W., Draftsman, Head Office

TRAFFIC
Bennett, T., Asst., stationmaster, Essendon
Bird, F. H., Goods guard, Ararat
Drummond, W.T., Sub. guard, B'meadows
Fox, C. L., Signalman, Clifton Hill
Hansen-Knarhoi, J., Asst stationmaster, Victoria Park
Higgins, T. F., Asst. stationmaster, S. Hills
Horsburgh, J. F., Stationmaster, Auburn
Mansell, P. F., Shedman, Seymour
Menhennitt, W. H. T., Pass. guard, Spen. St.
McLeod, C. E., A. stationmaster, Hampton
Sandercombe, E. M., Messenger, Telegraph Office
Treloar, H. R., Stationmaster, Surrey Hills
Young, S., Goods checker, Geelong

COMMERCIAL
Young, R. H., Clerk, Claims Div.

STORES
Falloon, E. A., Storehouse Manager, Spotswood General Storehouse
O'Donnell, F. M., Skd. lab., N. Melb. 'Shops

ACCOUNTANCY
Cronin, D. J. Clerk, Head Office
O'Callaghan, J. C., Clerk, Head Office

. . . AND DEATHS

ROLLING STOCK
Coghlan, J. W., Train examiner, Nth. Melb. 'Shops
Dixon, L. G., Fireman, Wodonga
Lee, J., Tarp. Sew. mchst., Newport
Miller, A., Watchman, Newport

WAY AND WORKS
Aldred, A.B.C., Photographer, Head Office
Thomson, V. H., Clerk, D.E., Geelong

TRAFFIC
Turley, J. J., Number taker, Geelong

STORES
Blake, T. G., Storeman-in-charge, Spotswood 'Shops Storehouse

ACCOUNTANCY
Keary, J. A., Clerk, Nth. Melb. R.S. Acctg. Office

News Letter will publish, each month, a list of those who have retired and those who have died whilst still in the Department. Lists are supplied by the Branches concerned.

SPORTS

Railways v Postal

FOR the first time in several years, Railways defeated Postal Institute in the annual cricket match, winning by 60 runs.

Scores were : Railways 188 (K. Carmody 64 n.o., R. Paley 39, R. Darcy 24, J. Williamson 23 ; W. Carey 3 for 22, J. Tomlinson 3 for 34) : Postal 128 (H. Hoare 35, W. Owens 29, W. Carey 23 ; L. Fisher 5 for 34, J. Heffernan 2 for 30, J. Southern 2 for 40).

Among the spectators were Mr. E. H. Brownbill, Chairman of Commissioners ; Mr. P. Leblang, Assistant Director, Postal Services ; Mr. F. Orchard, General President of the Victorian Railways Institute ; and a number of senior officers of the Postal and Railway Departments.

At the official luncheon, speakers stressed the value of these annual contests between the two largest government organizations in Victoria. The matches have been held for the last 25 years, except during the war. Postal have won 13 and Railways 6.

V.R.I. Cricket Competition

AT the end of the home-and-home round in this competition, Flinders Street remained undefeated for the season with 24 points, followed by Geelong 14, Loco 8, and Melbourne Yard nil. The preliminary final between Geelong and Loco was played on the Western Oval at Geelong and resulted in a win for Loco.

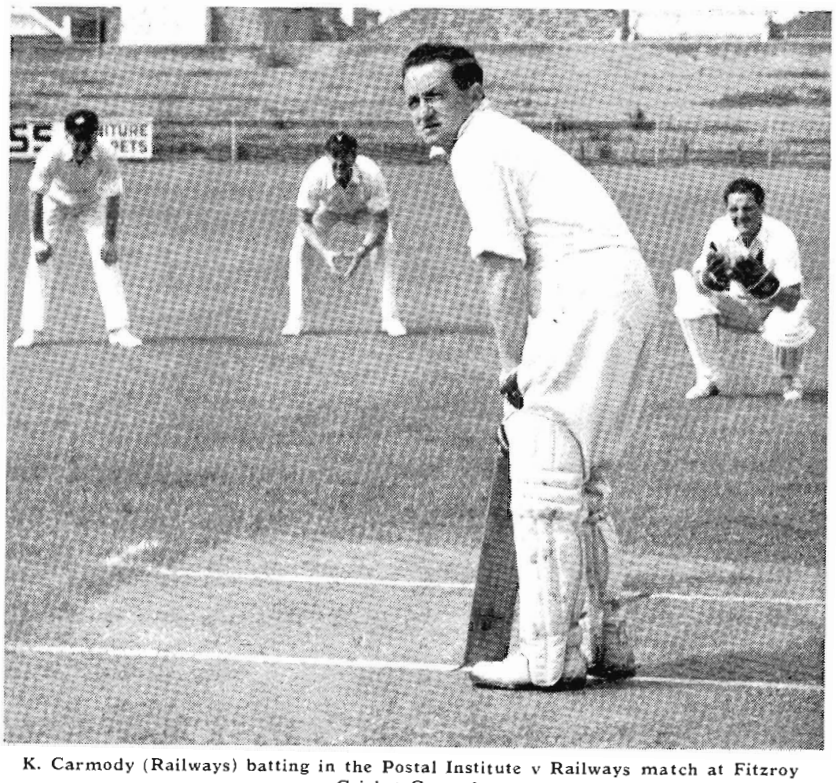
First N.Z. Railway Sporting Carnival

LAST month, railways bowlers converged on Sydney from all States and left by the *Wanganella* for the first railway sporting carnival to be held in New Zealand. The party, together with wives, totalled 180. As *News Letter* went to press play was beginning for the Commissioners' Shield and the Denniss Cup.

Bowls Champion

THE single-handed championship of the V.R.I. Bowls Club, held before the team left for New Zealand, was won by the team's youngest member, T. L. Hindson of Bendigo North Workshops, who is still in his 'twenties.

Mr. Hindson, who has been showing some outstanding form with Bendigo club for the last three or four seasons, beat some well known bowlers, including R. Quail (Moonee Ponds) and A. Cowling (Williamstown), to reach the final. The final, in which he defeated an A grade skipper, G. McGillivray, was an exciting match. They were all square at 16, 17, 19, and 20, and Hindson eventually won, 23 to 20, in a game of 21 up.



K. Carmody (Railways) batting in the Postal Institute v Railways match at Fitzroy Cricket Ground.

Tennis

ALL States, except Tasmania, are competing in the Interstate Tennis Carnival now being held in Perth. The Victorian team comprises : R. Carmichael (A.S.M., Willaura), L. Cook (junior clerk, Seymour) B. Cheatley (junior clerk, Ballarat), T. Fitzgerald (leading shunter, Wodonga), F. Jones (A.S.M., Little River) Captain, B. Pearce (junior clerk, Seymour) and T. Sedmak (Accountancy Branch, North Melbourne). Also with the team are Messrs. H. W. Jones, Manager ; E. Grant, President of the V.R.I. Tennis Association ; and A. Hargreaves, Institute Council Representative.

Football

THE annual meeting of the V.R.I. Association will be held in April. Railwaymen who are interested can get further details from the Sports Secretary. ('phone 1109).

THINGS THEY SAY

Moral force is, unhappily, no substitute for armed force, but it is a very great reinforcement.

—Winston Churchill

* * *

A good listener is not only popular everywhere, but after a while he knows something. *—Mizner*

RAIL QUIZ

A University professor, travelling from Melbourne to Bendigo during the vacation in a train doing 60 m.p.h., watched a goods train from Bendigo to Melbourne, going at 40 m.p.h., pass his train in 12 seconds.

Being of an inquiring turn of mind, the professor had checked on his train before joining it. He had measured it and knew it was 90 yards long. He knew the driver's name was George and that he lived at Eaglehawk with his wife and three children (2 girls and a boy). He also knew the guard's name was Tom, that he was a bachelor, and that he boarded at Golden Square, although he did not barrack for them in football. From the information he gleaned, he calculated the length of the goods train. How long was it ?

... ...

496 yards 2 ft. M to B train covers 352 yards in 12 sec. B to M goods train covers $\frac{704}{3}$ yards in 12 sec. Let x be length of goods train in yards. In 12 sec. M to B train covers $90 + x$ — distance goods train covers in 12 sec. $\therefore 352 = 90 + x - \frac{704}{3}$ and $x = 496\frac{2}{3}$ yards.

Wholly set up and printed at the Victorian Railways Printing Works, Laurens Street, North Melbourne, for the Publishers, The Victorian Railways Commissioners, Administrative Offices, Spencer Street, Melbourne. 391—58.

VICTORIAN RAILWAYS

NEWS LETTER

APRIL

VR

1958

THE MONTH'S REVIEW

Handling Live-stock

THE orderly, humane and efficient way in which unloading of sheep is carried out at Newmarket siding so impressed representatives of the Graziers' Association of Victoria that the Meat Committee of the Association asked that their gratification be conveyed to the Chairman of Commissioners.

Mr. R. C. Webb, vice-president, and Mr. V. W. Officer, secretary of the Association, had visited Newmarket siding to inspect the work of unloading, and Mr. Webb reported to the Meat Committee that he was most impressed by the way the operation was conducted.

Richmond Works

CONSIDERABLE progress has been made on the construction of bridges, platforms (two of which are almost completed), and subways associated with the new Richmond station.

When *News Letter* went to press, good progress had been made with the erection across Swan Street, of the " false work " (or temporary supporting structure) on which the trusses for the first two bridges will be built. The new bridges will be later lowered into position.

The footbridge leading from the Melbourne Cricket Ground to Batman Avenue has been given an extra span so that two more tracks can be provided to Richmond station.

Station Building

Tenders have been called for the construction of the new Richmond station building, which will be set back 20 ft. from the Swan Street alignment.

On the ground floor of the proposed station there will be leasable space, capable of subdivision into four shop tenancies. This section will have a total area of 46 squares. The ground floor will also have stairs and ramped entrances.

The concourse on the first floor will have a total length of 99 ft. There will be two kiosks and professional office space for letting.

Accommodation on the first floor includes, among other things, a station-master's office, booking and parcels offices, two staff rooms, and conveniences for public and staff.

Rail Publicity

WINNING motorists over to rail travel is the aim of two new pamphlets which were released to the public from the Railway Exhibit at the Australian Industries Fair. Both are printed in two colours and are convenient in size.

Practical country time-tables, in a new form, are given in *There and back in a day*, which lists trains that will take the busy man to the country and back in the same day, Mondays to Fridays. Thirty-six country centres are covered, and information includes whether air-conditioned cars are attached and if refreshments are available.

Motorists who drive to and from their work are presented, in *Joking Aside*, with hard, pertinent facts leavened with light sketches about motoring costs and allied problems. February issue of *News Letter* featured one of the sketches which is used.

> " And if you are wondering how the City Council's new senior traffic inspector is getting on ? Well, I checked up yesterday. Mr. G. M. Knight is not fighting with that traffic. He leaves the car at home and goes into the office by train "
> *Keith Dunstan, " The Sun ", 17/3/58.*

Gippsland Line

DUPLICATION of the Gippsland line advanced another stage last month when the double track between Yarragon and Trafalgar was brought into operation. Now the track is duplicated between Dandenong and Narre Warren, Berwick and Bunyip, and Longwarry and Trafalgar, except for short lengths through Pakenham, Nar Nar Goon, and Drouin station yards. Work is proceeding at present to eliminate these short lengths of single line. In addition, work is proceeding on the duplication from Trafalgar to Moe.

Cities And Railways

INFLUENTIAL Americans are beginning to realize that, with all the taxpayers' money that has been and is being poured out for more and fancier highways, more problems have been created than solved. Most alarming of the many disquieting symptoms are the signs of decay of the big cities.

Evidence of the awakening that is beginning was the holding of a symposium arranged by a life insurance company at Hartford, Conn. The Company had Wilfred Owen, one of the nation's leading economic authorities, prepare a booklet as a basic text-book for the conference. Here are some of Mr. Owen's observations.

" In spite of the world's highest income, the majority of our people may be faced not only with poorer standards of transportation, but with deteriorating standards of living . . . .

" To make matters worse, greater volumes of passenger and freight transport are being accompanied by shifts in method of movement, from space-saving public carriers to travel by automobile . . . Under the Federal Aid Highway Act of 1956, provision has been made for the greatest roadbuilding program in history . . . .

" But building new roads often attracts more traffic than the newly provided capacity can accommodate. . . What of the imbalance between heavy investment in new highways and the scarcity of capital for transit ? What measures should be taken to modernize transit equipment and improve public carrier services. . . ?"

There are a lot of people besides railway people who have a stake in keeping urban communities habitable and economically healthy. Arresting decay of the cities is important business for everybody who is in business.

TOK was " Tops "

TWO hundred Macleod High School girls and boys arrived back in Melbourne after their " Train of Knowledge " trip with only one regret—that the tour was finished. Both teachers and students had thoroughly enjoyed the round trip of 751 miles, which included visits to selected farms, orchards and factories.

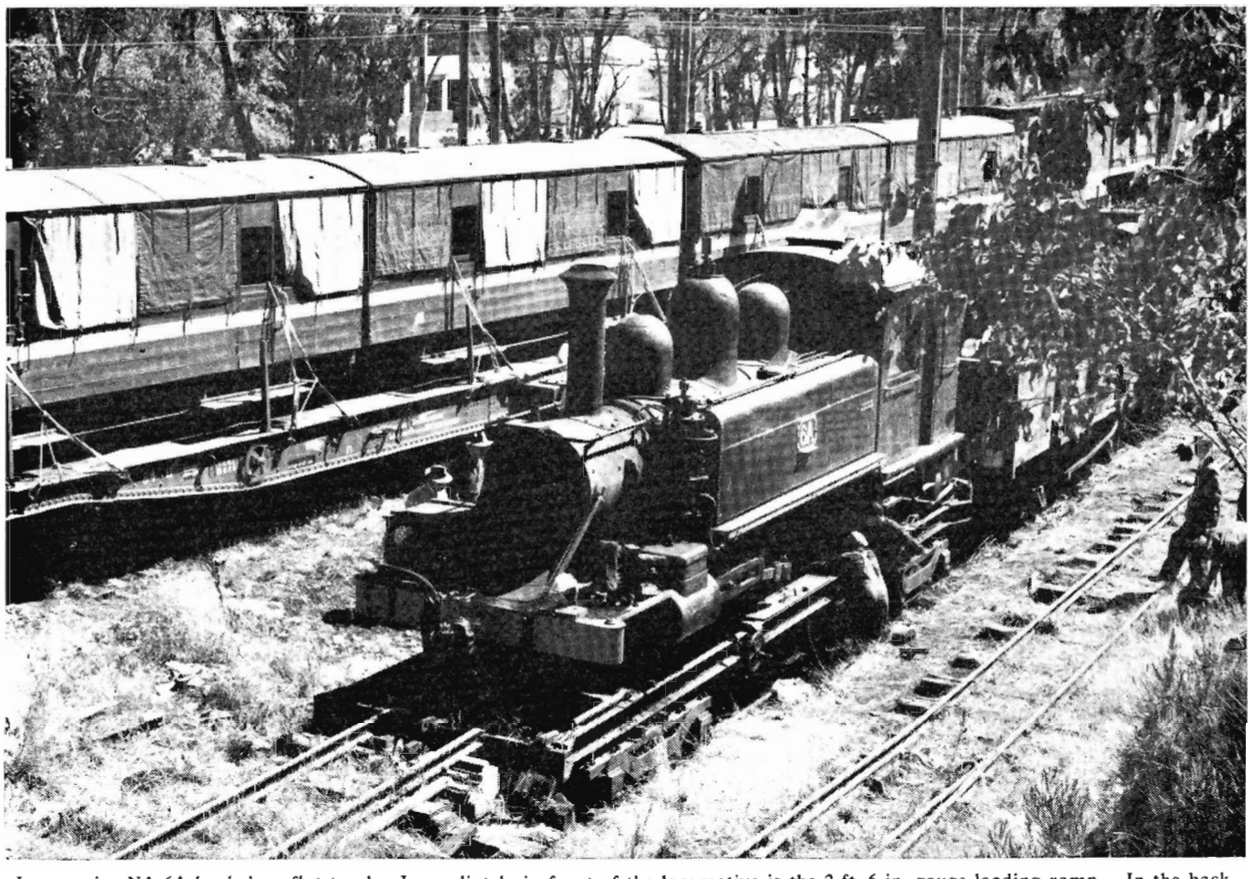
On the tour, which covered Geelong, Warrnambool, Hamilton, Portland, Stawell, Bendigo, Echuca and Kyabram, the students gained valuable first-hand knowledge of a large part of the State.

In *TOK Topics*, the daily newspaper produced on the train, an editorial expressed the students' thanks in a delightful way : " Thank you planners for the excellent ideas and the hard work which made everything so comfortable and enjoyable. And you, teachers, who put up with us at such close quarters for such a length of time, thank you from the bottom of our hearts. We do not forget you, our hosts, in distributing thanks. A large share of thanks we offer the Victorian Railways, the R.A.A.F. and the Army for the many things and services which added to our comfort."

FRONT COVER

A group of Macleod High School girls cluster round the locomotive for a photograph prior to departure of TOK from Flinders Street.

Photo by courtesy of The Age



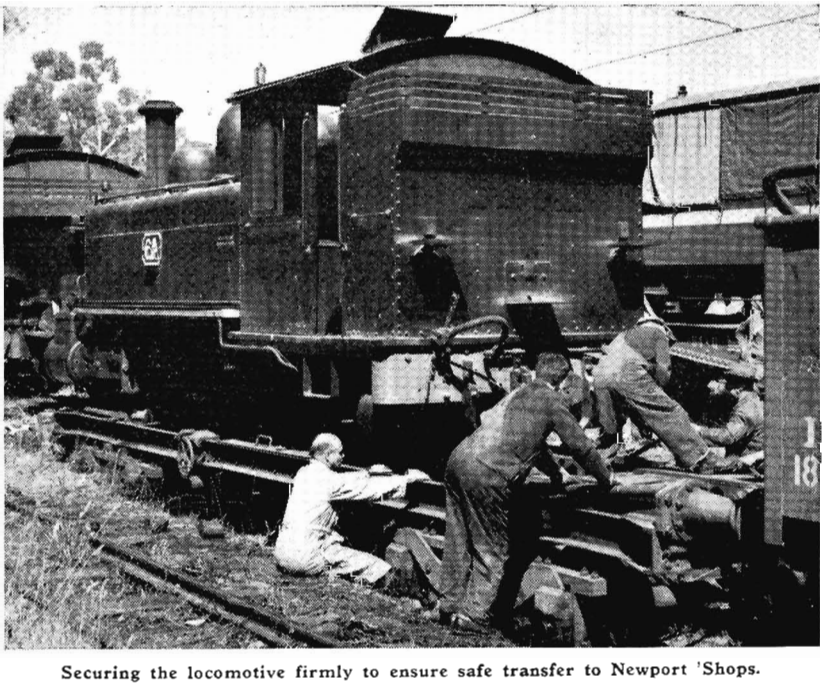
Locomotive NA 6A loaded on flat truck. Immediately in front of the locomotive is the 2 ft. 6 in. gauge loading ramp. In the background are the carriages already loaded for transfer.

PIGGYBACK TRANSFER

SHIFTING of the narrow gauge rolling stock to Newport Workshops after *Puffing Billy's* last trip was a relatively simple operation, thanks to the special loading ramp at Upper Ferntree Gully and the operation of a piggyback service.

As can be seen from the accompanying pictures, a section of the 2 ft. 6 in. gauge track terminated at the end of a ramp below which was a section of 5 ft. 3 in. gauge track.

Broad gauge flat top trucks, on which rails were laid, were backed up to the ramp, and the narrow gauge vehicles then pushed on to the trucks. They were then tightly secured ready for their journey to Newport 'Shops.



Securing the locomotive firmly to ensure safe transfer to Newport 'Shops.

SAFE HANDLING BUILDS GOODWILL

CO-OPERATION with customers in every practicable way is the keynote to success in building goodwill in any type of business. That such co-operation is being practised by many railwaymen is evident from the constant stream of letters of thanks.

One of the main fields for this co-operation is the safe handling of traffic, and in this field the Claim Prevention Officers carry out their work.

THE ORDISH FIREBRICK COMPANY
PROPRIETARY LIMITED
REGISTERED OFFICE AND WORKS
STUD RD., DANDENONG, VIC.

POSTAL ADDRESS: BOX 16, DANDENONG
TELEGRAMS: "ORDISH" DANDENONG

Manufacturers of Standard Firebricks
Refractory Insulating and High Alumina Bricks
Refractory Concrete, Cements and Clays

TELEPHONES DANDENONG 90 AND 124
AFTER HOURS WM 7626, DANDENONG 146

5th February, 1958.

The Chairman,
Victorian Railways Commissioners,
Spencer Street,
MELBOURNE, C.1.

Dear Sir,

We join with other rail users who are expressing their appreciation of the great services rendered over many years to our industry by your organization.

Through the co-operation of Railways Officers from all Departments, we have been able to develop new delivery methods with amazing success. Loading and unloading times have been cut to a fraction of those formerly taken whilst materials damaged in transit are now a rarity.

This Company has, over a long period, been traditional users of rail transport and we feel that our personal dealings have always been on a very high plane.

The introduction by you of such handling methods as the L.C.L. containers and your eager co-operation when handling by pallets was initiated, demonstrate an awareness of the advantages of modern methods for which the Department should be congratulated.

We wish you continued success in your fight against other means of transport and thus protecting this wonderful State asset.

Yours faithfully,

For and on behalf of
THE ORDISH FIREBRICK COMPANY PTY. LTD.

Secretary.

MAINTAINING a liaison with manufacturers, warehousemen, traders, and consignors generally, Claim Prevention Officers discuss methods of packing, branding and addressing goods, as well as the actual handling and transport of them. They also design and implement the use of various types of truck stowing equipment, such as truck dividing boards, rubber cask buffers, and machinery frames. They have also successfully experimented with inflatable dunnage, as used in U.S.A. This consists of nylon or other rubberized bags, inflated to certain pressures to cushion the load against transit movement.

A good example of the work carried out by the Claim Prevention Officers was the safe handling and interstate transit of firebricks on pallets.

Firebricks are of many shapes; they are fragile. These factors make transport difficult. Double handling was involved—an argument frequently used against rail transport.

However, the firebricks were carried by rail from Dandenong to Sydney in such a manner as to merit the special commendation of the company concerned. The company's letter is reproduced on this page.

When the Ordish Firebrick Company proposed palletising firebricks for transport to Sydney, they sought the co-operation of a Claim Prevention Officer. He was present at the loading, and instructed both the company's staff and

railway staff on what was necessary to ensure a safe and compact load.

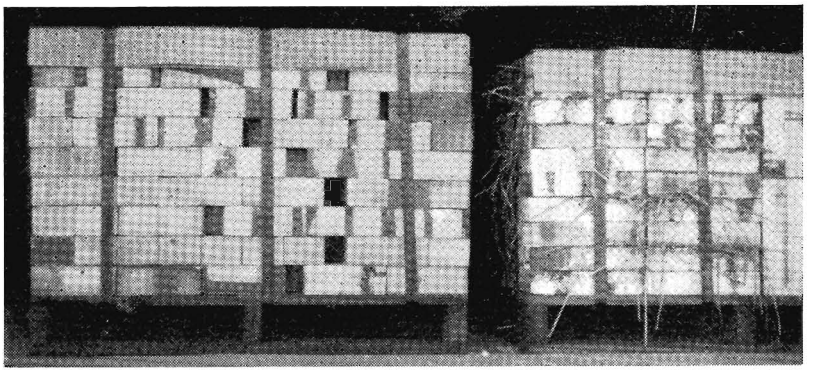
Strong steel strapping was used to secure each loaded pallet, which weighed 1½ tons. The pallets were then lifted by a mobile crane using steel slings.

The load was divided into two groups in the truck, one of six pallets and the other of four, leaving an intervening space of about 2 ft. 6 in. Dividing boards were fitted to the inner walls of the two groups and, by using a hydraulic jack, each group of pallets was forced hard back against the end of the truck. Wooden braces were then cut and fitted to the dividing boards, and the whole load thus secured.

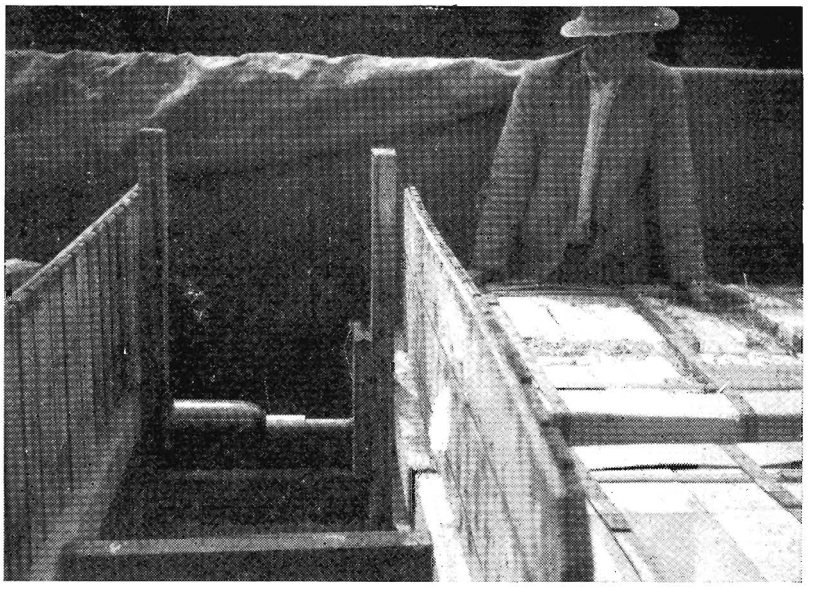
Reporting on the success of the operation the Claim Prevention Officer commented on the utmost co-operation which existed between the company's foreman and the railway staff.

Other instances of co-operation are occurring from day to day. For instance, when a particular type of transformer was to be loaded into a railway truck, the Claim Prevention Officer advised the consignor the type of protection that could be given to ensure safe transit. This advice saved both time and money for the consignor.

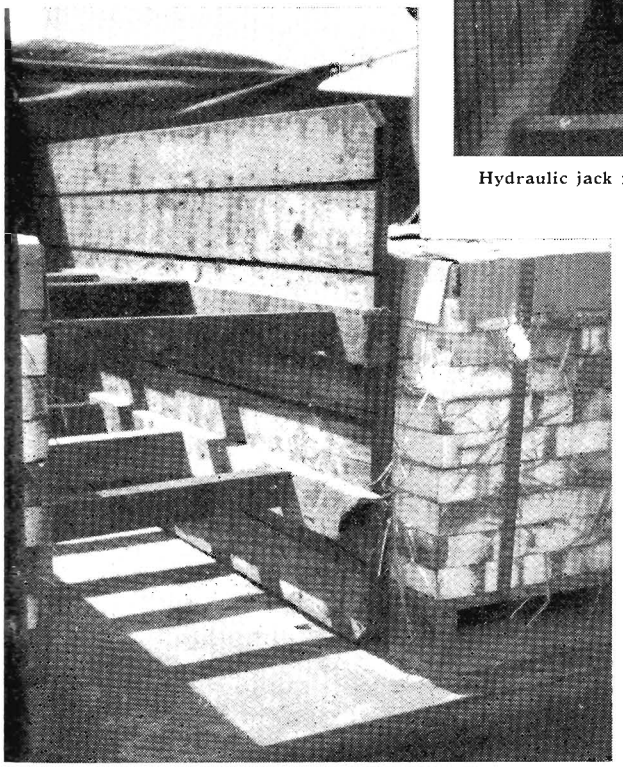
Co-operation such as this can only have one result—the building up of goodwill in favour of the railways.



Palletised firebricks at the factory, ready for loading. Ten of these pallets were loaded into a truck, six at one end and four at the other.

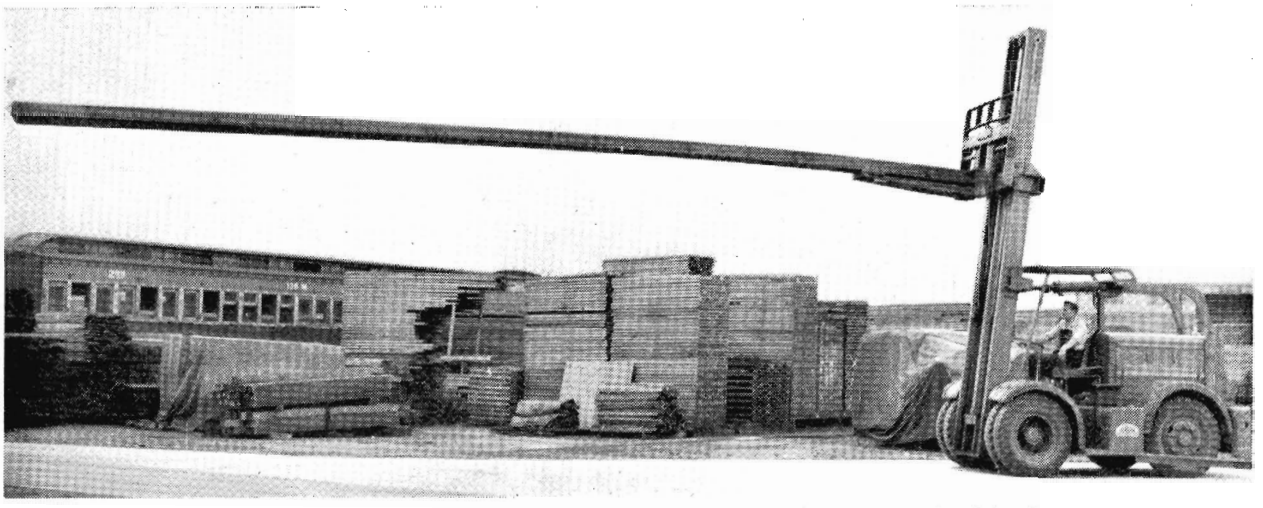


Hydraulic jack forces the pallets against the end of the truck to allow the wooden bars to be fitted against the dividing boards.



Use of strong timbers protects the pallets from damage and prevents any movement in transit.

Truck load of firebricks securely packed and ready to be covered by the tarpaulin.



New method of handling oregon flitches. This flitch is 40 ft. long x 16 in. x 6 in., and weighs about 10 cwt.

TIMBER STORAGE

DIRECT savings of at least £10,000 a year are expected when re-organization of timber handling and storage facilities at Newport Workshops are completed. Use of a 15,000 lb. capacity fork lift truck and provision of under-cover storage are the two main features of the new system.

Driver P Dziurek discharging sawn timber with fork lift truck.

MOST of the timber required for rolling stock construction and maintenance is received at Newport in rail trucks from Waygara, in Gippsland. The timber is unseasoned.

Under the new system, it is unloaded by the fork lift truck, either by lifting directly on the forks or by using a special boom or jib attachment. The timber is then conveyed to the grading and stacking shed where the unsorted pack is placed on a 4-wheel rail trolley.

A set of rails, let in flush with the concrete floor, enables the trolley to be moved backwards and forwards across the shed. Intersecting at right angles are four other sets of rails which run the full length of the shed. Eight more trollies operate on these, four on the right and four on the left of the main track.

Four men transfer the timber to these eight trollies, according to its size, each trolley being allotted to a different section of timber. As the timber is stacked on these trollies, it is battened out for air drying. Uniform packs of 4 ft. 6 in. wide and 3 ft. high are built. Length of the pack is, of course, governed by the length of the particular sections of timber. Random length orders have been eliminated and this ensures uniformity of length.

When a pack has been built to the required height, it is lifted from the trolley by the fork lift truck and carried to its allotted position of storage where it will be kept until properly air dried These stacks are built up five packs high.

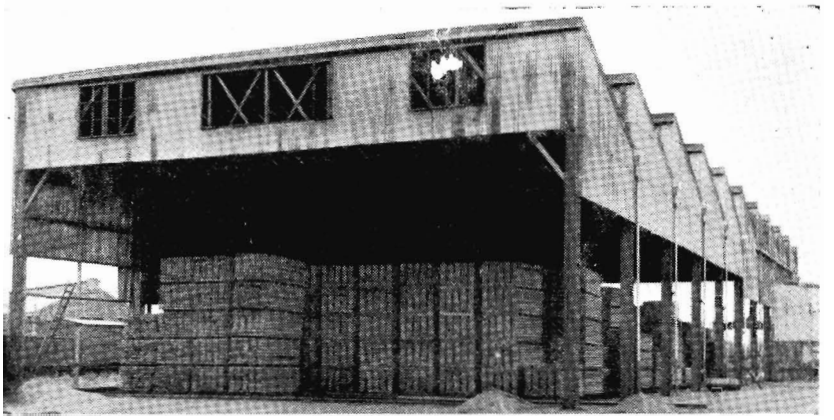
With this scheme in operation, the whole job of discharging, sorting, checking and stacking the timber can now be done by a team of five men—the fork lift driver and four others. Moreover, the work is now done under cover and there is no lost time because of inclement weather.

Use of the fork lift truck and trollies has obviated the need to borrow a mobile crane from the Workshops, eliminated the necessity for a 10-ton gantry crane which will be available for use elsewhere, released 30 flat top rail-trucks, and greatly reduced the handling time.

By completely altering the system of stacking the timber in the storage sheds, it is anticipated that all timber previously stored in the open will, in future, be stacked under cover. Timber stored in the open sustains a loss of about 10 per cent. in value through deterioration. As there were well over a million super. feet of timber so stored, it can be readily seen that storage under cover will, in itself, mean substantial savings.

Stacking, issuing and transportation of oregon flitches is also being re-organized by using the fork lift truck. This will greatly reduce handling time and, what is more, will mean safer practices.

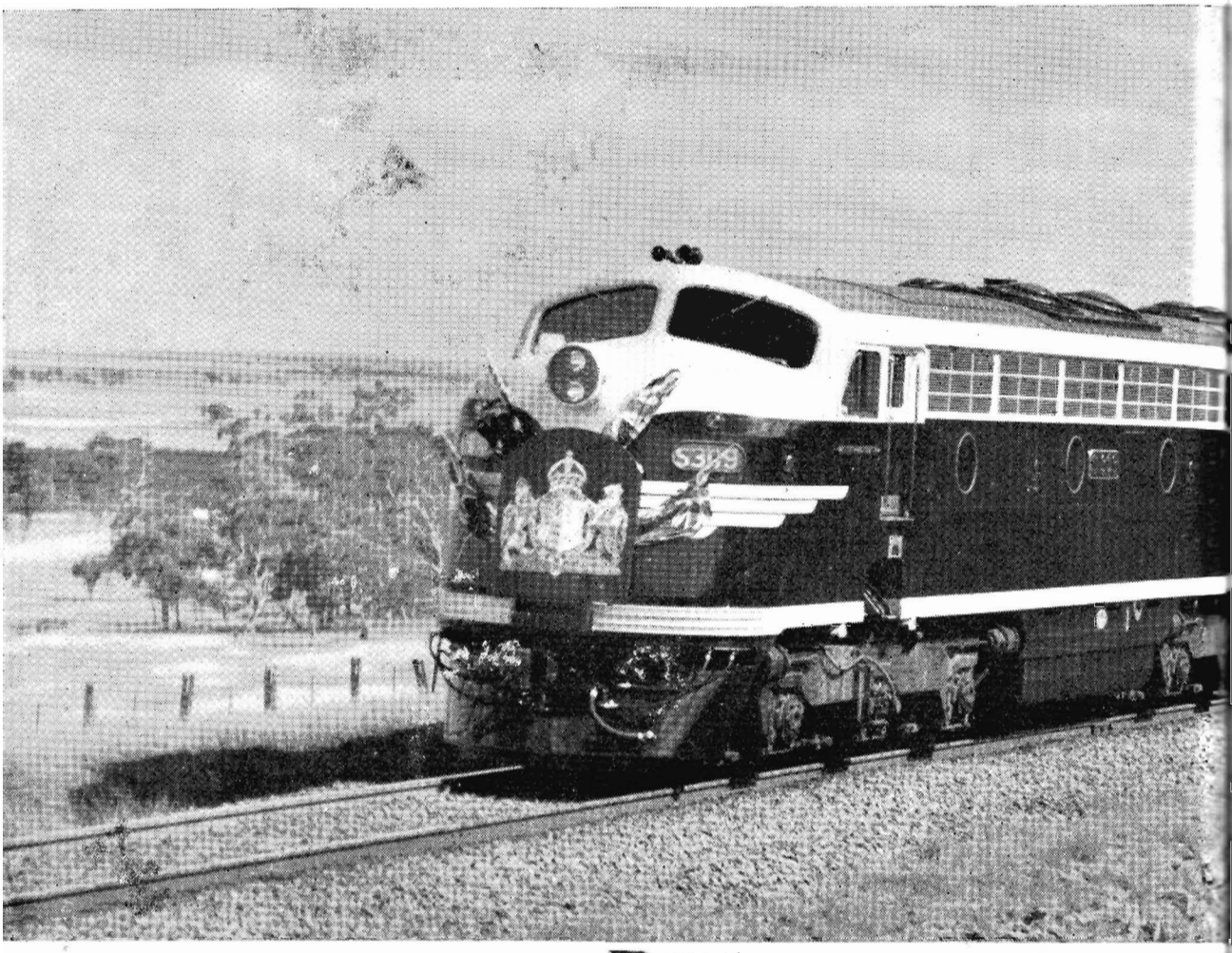
In addition to the direct savings, there will be many indirect savings, too. Faster and better service to the sawmill, reduction in maintenance of vehicles, and quicker discharging of contractor's vehicles are some of them.



General view of timber stacked under cover in former log mill.

Timber being sorted on to the trollies in grading and stacking shed by Skilled Labourers W. Darka and N. Taleolgou.

Timber stacks, showing method of stacking for air drying.

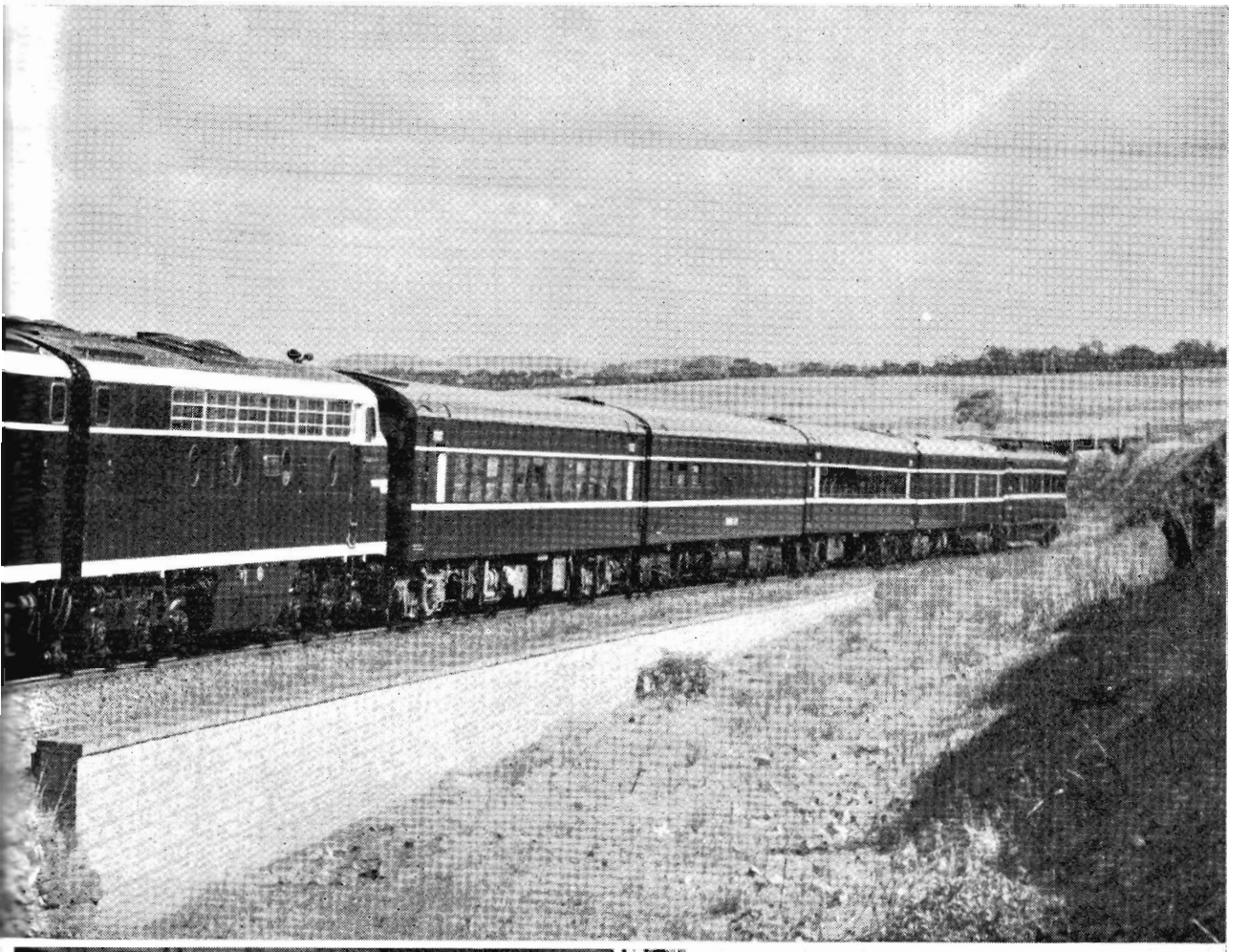


ROYAL TOUR

Her Majesty Queen Elizabeth the Queen Mother travelled by the Royal Train (*above*) for her visit to Ballarat.

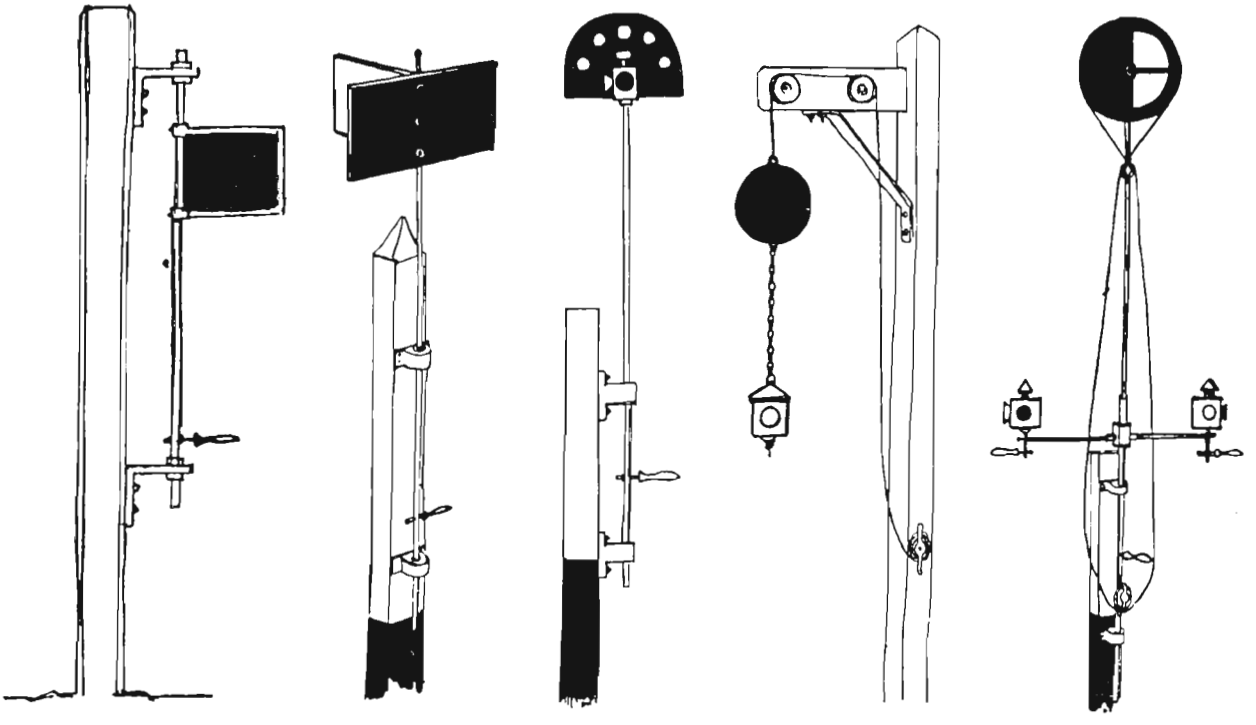
On arrival at Spencer Street station, Her Majesty was met by Sir Arthur and Lady Warner, who escorted her to the platform (*right*). Here Mr. and Mrs. E. H. Brownbill, Stationmaster A. G. Johnston and Conductor J. Freeland were, in turn, presented to Her Majesty.

After returning to Spencer Street, Her Majesty's equerry called Guard J. McInneny and presented him to the Queen Mother, who also shook hands with Stationmaster B. F. Donovan as she left the station.



Above is a section of the crowd which flocked to Ballarat from miles around to see the Queen Mother.

When the royal train arrived at Ballarat, Stationmaster H. M. Sanderson was presented to Her Majesty (*left*).



Left to right: **Flag signal, 1834; early board signal; Grand Junction Railway signal, 1838; ball signal 1837; half-open disc signal 1840.**

EARLY RAILWAY SIGNAL EXPERIMENTS

SIGNALS are an integral part of human existence and each one, whether it is a baby's cry or the roar of a liner's siren, has its own part to play in life.

Railways are especially dependent on both sound and visual signals for their safe operation. The history of railway visual signalling is one of continual development, and with the advent of electronics, an entirely new field has been opened for the future of automatic signalling systems.

THE safe passage of rail traffic was orginally controlled by hand signals given by railway policemen, who were stationed in houses at mile intervals along the tracks. These buildings served as goods and passenger depots, as well as shelters for the police who were responsible for the trains travelling over their sections of the railroad.

If the policeman stood with his arm outstretched the track was clear; standing "at ease" indicated danger ahead. To stop a train, a red flag was shown in daylight, whilst a swinging lamp served the same purpose at night.

To guard against collision by a following train, the last carriage of each train carried a two colour lamp—red on one side and blue on the other. Whilst the train was in motion, red was exhibited, but as soon as it stopped, it was the duty of the guard to turn the lamp so that blue showed.

By 1838 boards mounted on posts had taken the place of hand signals. A clear track was shown by the board being parallel to the track; if it was turned at right angles to the passage of the train the driver knew there was danger ahead.

As an adjunct to the board signalling system, the railways introduced the "time interval" method of safe-working. Signalmen were instructed not to dispatch a train until five minutes after the preceding one had passed. Sand glasses were supplied to enable the time to be accurately gauged.

With the rapid development of railways in the 19th century, it was only to be expected that the various operating companies should have different ideas as to the most effective type of signals.

The Great Western Company used a ball suspended on a mast ; a light hanging beneath the ball indicated its position at night. When it was hauled to the top of the mast the driver knew he had " all clear " ; a lowered ball signified danger. A variation of this system was the use of a basket in place of the ball by the Norfolk Railway Company.

Other railways used red signal boards of all shapes, but with the standard system of operation. Showing the board edges on to the approaching train meant a clear track ; when the board was broadside it indicated " danger ".

A signal reminiscent of our present road traffic " clock " method was used by the London South Western Railway in 1840 for double tracks.

The mechanism consisted of a circular iron frame with one half blocked out with metal, the other half being left open. Mounted at the top of a mast, the signal board was turned by means of ropes and cranks, not only at right angles to the railway track, but also in a vertical (circular) plane, so that the open portion of the iron frame could be shown either on the right or left hand side.

By manipulating the frame, a clear signal was given showing whether the right or left hand track was open to traffic. In the event of both tracks being blocked, the open portion was moved to the bottom of the frame. " Both lines open " was signalled by turning the frame edge on to the approaching train.

Englishman Charles Hutton Gregory was the father of the present interlocking system of signalling. In 1841 he built his first semaphore signal, and in 1843 the first control frame from which points and signals could be operated. A safety device was incorporated to ensure that points and signals would be operated in conjunction with each other.

Safety was further improved in 1856 when a system comprising six pairs of points and eight signals were mechanically locked to each other. A weakness of this system was that points only " half set " would still show the signal at its full position. Not until 1859 was a system of interlocking perfected whereby a signalling movement had to be fully completed before a complementary movement could be started.

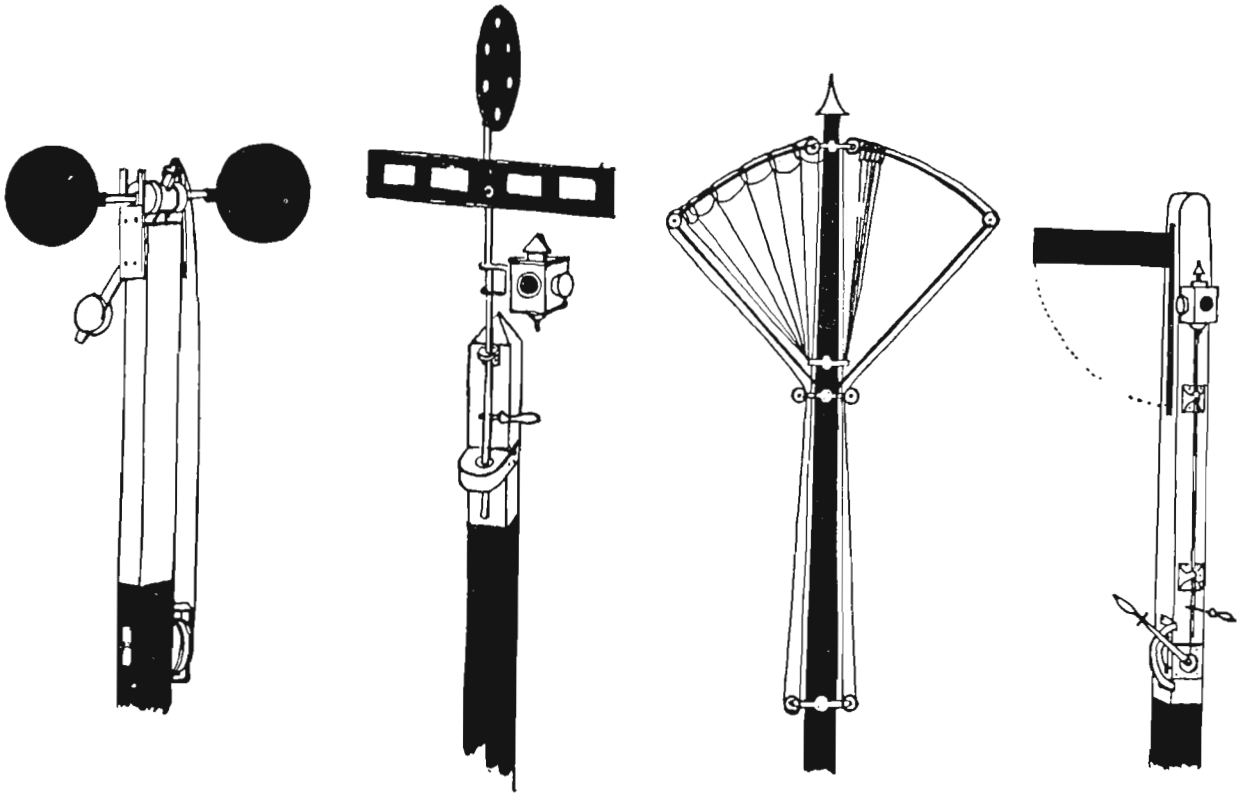
Another type of indicator used was the disc and crossbar ; the disc at right angles to the track telling the train crew the line was blocked. The bar indicated " line clear ". Both bar and disc were perforated to reduce wind resistance, which was considerable, as the apparatus was mounted 40 to 60 feet above ground level. The disc was 3 to 4 feet in diameter whilst the bar was 8 feet long and 15 inches wide.

An early three position signal showing " clear ", " danger " and " caution " was produced by Brunel, the famous engineer, in 1841.

It was known as the " fantail " or " kite ", and consisted of two cloth shutters, red and green, hanging from a hooped rail. When both shutters were closed the line was clear. The green shutter indicated " caution ", the red shutter was shown for " danger ". Excessive maintenance due to wind damage led to the abandonment of the system.

A more advanced signal was the three position " slot " signal, in which a horizontal arm could be depressed until it fitted into a slotted post. When the arm was horizontal it signified " stop " ; depressed to 45 degrees meant " caution " and dropped to its slotted position gave the " all clear ".

Unfortunately for the inventor, it was found, after a bad smash had occurred, that the signal had not worked owing to the arm having been frozen in its slot by snow. Thinking that he had the " all clear " the driver of the train had proceeded at full speed into the rear of a stationary train already in his section.



Left to right : **Double disc signal, 1846 ; disc and cross bar signal; Brunel's fantail signal;** slotted-post semaphore.

AMONG OURSELVES

Latest appointments highlight the opportunities available in the Department to rise from the lowest ranks to the highest; from junior clerk to Deputy Chairman, and from apprentice to Commissioner.

Mr. Meyer

Mr. Quail

Mr. Brown

Mr. Meyer Leaves

RESIGNING recently as Deputy Chairman, Mr. O. G. Meyer has been appointed managing director of Australian Carbon Black Pty. Ltd. This is a new industry in Australia, and is being backed by two American firms. Carbon black is an important defence material and an essential ingredient in rubber used for tyre manufacture.

Mr. Meyer will go overseas in June to visit plants in France, England, Canada and U.S.A to get production and industrial experience.

New Deputy Chairman

THE career of Mr. Norman Quail, who has been appointed Deputy Chairman for two years from April 1, illustrates the opportunities for promotion open to railwaymen.

Mr Quail began as a junior clerk in the Transportation Branch, in 1910, later transferring to the Electrical Engineering Branch. His railway career was interrupted by service in the first A.I.F. He soon gained a commission and, while serving in France, was awarded the Military Cross.

Shortly after resuming in the Department he became personal clerk to the Chief Electrical Engineer, and then staff clerk of the Branch. His success in the latter post led to his transfer to the Secretary's Branch, as senior clerk to the Staff Board. From there he graduated through a number of senior staff positions to become Chairman of the Staff Board in 1947. He was appointed Secretary for Railways in 1949, and Commissioner in 1956. His wide knowledge and varied experience of all phases of staff and industrial matters, together with his extensive administrative experience and intimate knowledge of the system, will prove a valuable background for his new position.

An active member of the Legacy Club, Mr. Quail is keenly interested in the welfare of ex-servicemen and their families.

Appointed Commissioner

MR. G. F. Brown, former Chief Mechanical Engineer, is the new Commissioner. His career, like that of Mr. Quail, should be an inspiration to all young railwaymen as well as to youngsters searching for a career.

Starting as an apprentice fitter and turner at Newport Workshops in 1923, Mr. Brown became an engineering assistant in 1929. In 1934 he was lent to the Country Roads Board to advise on the design of road-building equipment. He designed a bitumen heater and sprayer which is now used throughout Australia.

Mr. Brown was appointed Plant Engineer in 1937 and, in 1943, he became Superintendent of Locomotive Maintenance. He was sent to U.S.A., in 1950, in connexion with the design of the diesel-electric locomotives for the Department and to investigate latest methods of maintenance.

Mr. Galletly

Mr. Featonby

He acted as Chief Mechanical Engineer during the absence abroad of Mr. A. C. Ahlston and, on the latter's retirement, succeeded him as Branch Head.

Mr. Brown comes of a railway family ; both his grandfathers were engine drivers, and a great-grandfather was an inspector of permanent way on the Geelong–Ballarat line in 1864.

Rolling Stock Changes

THE newly appointed Chief Mechanical Engineer, Mr. W. O. Galletly, also joined the Department as an apprentice fitter and turner. He began at Jolimont Workshops, and later won a railway scholarship and did the diploma course in mechanical and electrical engineering at the Workingman's (now Royal Melbourne Technical) College.

He was appointed engineering assistant in the Plant Engineer's Office, Newport Workshops, in 1926. For several years he served in various capacities in the plant and production sections.

Mr. Galletly transferred to Head Office in 1935 as engineer in charge of the Rolling Stock research section. Features of his work were dynamometer car and locomotive tests, comprehensive research into locomotive fuels, and experiments in the use of brown coal dust as fuel for locomotives. In 1946 he was sent to Germany, where brown coal fired locomotives had been operating for some years before the war. He also studied latest trends in railway practice in Europe and North America.

In 1953, Mr. Galletly was appointed Assistant Chief Mechanical Engineer.

His Successor

SUCCEEDING Mr. Galletly as Assistant Chief Mechanical Engineer is Mr. W. Featonby, who began as a lad labourer and shortly afterwards became an apprentice blacksmith at Newport Workshops.

In 1920 he came to Head Office and for six years he was in the Drawing Office as an assistant engineer engaged on design work connected with locomotives, cars and trucks. He returned to Newport in 1926 and became Workshops Foreman in 1933. In the latter position he was in immediate control of the building of *Spirit of Progress*. In 1937 he was appointed Superintendent of Steel Car and Wagon Construction.

For five years from 1941, Mr. Featonby acted as Consultant Welding Engineer to the Department of Aircraft Production. This followed his long experience in the development of welding in its application to railway vehicles.

Mr. Featonby was appointed Workshops Superintendent at Newport in 1954.

An expert in the field of welding, Mr. Featonby is a former president of the Australian Welding Institute, and was a part-time instructor in Mechanics Grade 3 at Brighton Technical School.

More Good Work

RECENTLY, *News Letter* reported that Murray Shire Council was having all its bitumen and concrete pipe requirements forwarded by rail, thanks to the efforts of Mr. J. F. Clancy, stationmaster at Mathoura.

Now Mr. Clancy has arranged for tallow traffic from the district to go by rail. He has also arranged for a Commercial Agent to interview a pastoralist with a view to regaining wool traffic.

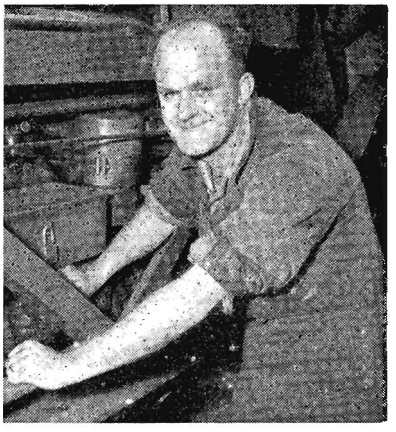
Helping Sick Children

RECENTLY, the V.R. Employees Auxiliary gave a party to the kiddies at the Orthopaedic Section of the Royal Children's Hospital. Newport Workshops Band and other artists entertained the children and staff, and each child was given a present.

The Auxiliary has also purchased new cots and beds for another ward.

Wrote Matron S. G. Brodie to Mr. R. J. Attrill, secretary of the Auxiliary : "The children are most anxious for me to convey their thanks for the visit. The whole day was one of the happiest they have had. I would particularly like to say what a great difference the new beds and cots have made. Not only do they look well, but they make the moving of children so easy."

Doctor Douglas Galbraith, Medical Superintendent, said, "I think Sunday's visit was a great success. We do appreciate what the Auxiliary has done for us. It does mean very hard work on the part of a few, and we are grateful to you and your staunch Committee members for all the help they give us."



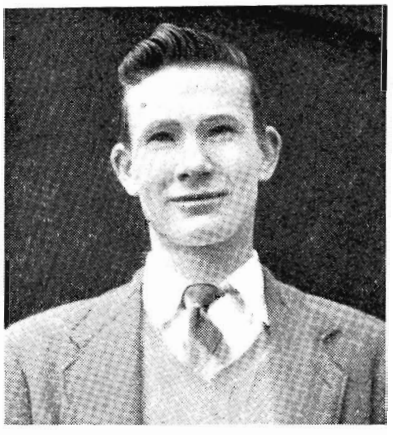
Mr. Cox

First Aid and Foot-running

LEADER of Jolimont Workshops No. 1 Ambulance Corps, Electrical Fitter W. E. Cox has been interested in first aid for the last 10 years. He has gained his bronze, silver, and gold medallions and his 9th year certificate.

Mr. Cox was a professional footrunner for some years. He won the Heidelberg Gift, and ran second in a number of races. He was twice a semi-finalist at Stawell. Mr. Cox was head trainer for Old Scotch Collegians for the last two years and for some time he was coach of the V.R.I. Women's Amateur Athletic Club. Both his father (Ern Cox) and his uncle (Syd Cox) were drivers at North Melbourne.

Railway wedding at St. Cuthbert's Presbyterian Church, Middle Brighton. *Left to right,* **Peter Johnson, best man, goods clerk at Sunshine ; Lola McIntosh, bridesmaid, typiste at Head Office ; John Lay, bridegroom, yard assistant at Sunshine ; Joan McIntosh, bride, typiste in Metro. Superintendent's Office ; Pat Dallimore, bridesmaid, and Warick Angus, groomsman. The bride's father is Signalman M. D. McIntosh of Caulfield. Miss Dallimore's father is a fitter's assistant at North Melbourne Loco. Depot.**



Mr. Taylor

Bandsman-Fireman

PLAYING the tenor horn for Kerang Returned Soldiers and Citizens Band, Junior Clerk J. F. Taylor is also a member of the Country Fire Brigades Association. The band runs a Saturday night dance at Kerang and all members are rostered for duty as ticket sellers, doorkeepers and so on.

Mr. Taylor comes from Scotland, and started at Kerang 3½ years ago. He played in a junior band in his home town—Kirkcaldy. Now studying accountancy, he sat for his intermediate examination last year. Like most Kerang residents, he is fond of duck shooting and fishing.

Bushlover from Wales

THIS year's Moomba Queen, Norma Jones, who used to work in the Department, is the elder daughter of Sub-station Assistant Leonard Jones. He was among the staff recruited in Britain for the railways and came out from Wales, with his wife and two daughters, early in 1951.

Mr. Jones is enthusiastic both about his job in the Department (" a good place to work ") and the Australian bush.

Already, he and his family have seen most of Victoria and a good deal of New South Wales and South Australia.

In a soft, Welsh accent, Mr. Jones speaks feelingly of his enjoyment of the bush. He is particularly impressed by The Grampians and the Murray Valley. Some parts remind him of the " old country ". The hills about Korumburra, he says, are like the Cotswolds, and the timbered ranges near Bright resemble those of his native Cambria.

" But it is all a great country ", adds this man from Wales who has found, not loneliness, but a friendly welcome in the bush.

Locomotive Oddity

DEPOT Foreman H. A. Wignall, of Benalla Loco., writes to say that there are five D3 locomotives stationed there, and each one was built by a different maker. The locomotives and their builders are :

D3 606, Beyer Peacock & Co. Ltd., England, 1912 (originally DD 533)

D3 624, Thompson's, Castlemaine, 1915 (DD 901)

D3 635, Baldwin Locomotive Works, U.S.A.. 1912 (DD 597)

D3 667, Newport Workshops, 1916 (DD 1017)

D3 684, Walkers, Queensland, 1913 (DD 659)

This seems rather a unique combination.

Other locomotives stationed at the depot are 12 K class, two D1, one D2, one A2, and four R.

Thanks

" FOR the kindness shown to me by a member of the train staff on *The Overland* from Dimboola. I was travelling alone and have the misfortune to have a broken leg. I had no need to worry as the gentleman I refer to settled me into a most comfortable carriage, and every little while called in to see if I was all right. At Ballarat he provided me with a lovely hot cup of tea and toast. He also saw me safely put into a taxi on our arrival at Spencer Street. He accepted nothing from me—even for the cup of tea. It is actions like these that make one feel that the world is not such a bad place after all." (The member of the staff concerned was Guard E. J. Cole, of Melbourne Yard—Ed.).
—Mrs. I. Sage, Palm Court, East St. Kilda

For the donation of £389–18–0 by the V.R. staff to the Lord Mayor's Fund for Metropolitan Hospitals and Charities. " It is indeed a great privilege to write in acknowledgment and in sincere appreciation of this most generous gift, and I do want your Staff to know how greatly we appreciate their generosity and continued support of our work here at the Fund on behalf of the affiliated institutions. The specific donations will be included in the next distribution."
—F. W. Thomas, Lord Mayor, President

" As a seasoned traveller I would like to say that I have been very pleased with all my treatment on various trains. Many thanks to the Hostess and Conductor, not forgetting the drivers who are always willing to explain anything regarding the locomotive. So once again, thanks for your service."
—N. P. O'Connor, of Twyford Street, Williamstown

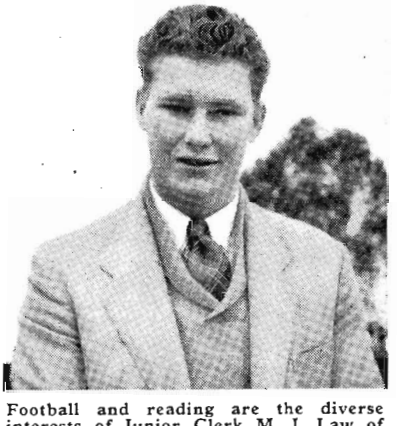
For the help in dispatching olive trees to all parts of Victoria. " I am holding scores of letters from those Victorian clients thanking me for the prompt delivery and excellent condition of trees on arrival at their various destinations. I sincerely thank you for the part the Victorian Railways played in establishing this good record."
—K. A. Brock, Beaumont, South Australia

" On behalf of the President and members of Albury Legacy Club, our sincere appreciation of the excellent co-operation received at all times from the Stationmaster and Staff at Wodonga, during the Camps and Holidays period for Junior Legatees."
—R. Vincent, Chairman, Camps and Holidays Committee

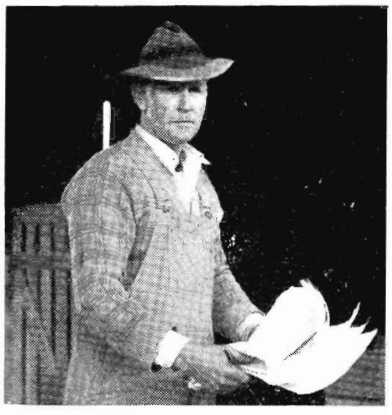
For " the courtesy and helpfulness of Mr. Harding who received my numerous 'phone calls and inquiries " at the Inward Parcels Office, Spencer Street, when a very valuable parcel was being sought. (The parcel had been placed in the safe for safekeeping.) " Such patience and a genuine desire for service to the public creates a very favourable impression and results in good public relations."
—Joyce Bockholt, Victorian Society for Crippled Children

" For the excellent way in which the railway staff handled the transporting of our GFS Campers to and from Geelong on the way to Point Lonsdale. This makes the task of the Leaders much lighter and we are most graceful."
—Mrs. K. H. Bright-Parker, Chairman of the Girls' Friendly Society World and Australian Councils

" For the very efficient way in which the staff of Flinders Street, in particular the Stationmaster, and the staff at Bendigo, together with the staff of the Tourist Bureau, assisted us in arranging for the transport of our young people to a training camp at Bendigo. There were several interstate representatives present, and they too praised the efficiency and courtesy of the railway staff. Your staff made my job less tiring by their efficiency, courtesy and helpfulness."
—J. Ward, Secretary, Victorian Pilot Council, Congregational Union



Football and reading are the diverse interests of Junior Clerk M. J. Law of Kerang. He played on the half-back flank for the Kerang Rovers last season. Previously he had played at school. When not at football he keeps the V.R.I. Library busy supplying him with books. Mr Law's father is a ganger at Kyneton.



Checker A. A. Haw, of Kerang, worked on the land before joining the railways six years ago. Fishing and gardening are his hobbies. He has also attended first-aid classes for several years.

For the manner in which the Mont Albert gates are operated. "I do not know these men, but I think the three that take part deserve the fullest praise for the way they manipulate the gates for the motorists. As a professional man, I use them frequently daily, and have been convinced that there cannot be many men who are as quick, attentive, and helpful to such a marked degree in their work."
—*F. L. Jones, Victoria Crescent, Mont Albert*

For the wonderful organization which helped to make the Holiday Train Tour to Mt. Gambier run so smoothly. We would appreciate it if you would pass on our special thanks to the train crew for the attention and service they gave to the tourists."
—*A. H. Lane, President, and Committee Members of the Holiday Train Association*

"To the station staff and all others who assisted in the return to me of my handbag containing money and valuable personal papers which I had left in the 1.40 p.m. Dimboola train at Ballarat on Saturday, 4th January."
—*Mrs. J. Kyffin, Eastgate Street, Pascoe Vale South*

"For your splendid service in arranging tour to the Snowy Mountains for my sister and I."
—*Miss R. M. Hardstaff, Wynyard, Tasmania, writing to the Manager, V.G.T.B.*

Shelter Shed Retirement

MR. J. A. Schmidt, foreman at the Shelter Shed, who retired recently, began as an apprentice car and wagon builder 47 years ago. He worked at Newport Workshops, Jolimont Workshops and, for the last eight years, at the Shelter Shed.

In the first world war, Mr. Schmidt saw active service in France and was twice decorated for valour in the field. On his retirement, he was presented with a pair of binoculars.

Revolver in Pocket

AFTER fifty years' service, Mr. T. J. Kelly recently retired as Assistant Inspector, Railways Investigation Division. He began his career as a lad porter in the then Transportation Branch in 1908 and, after working as ticket checker and in other grades in various parts of the State, joined the Investigation Division in 1917.

His most exciting experience, Mr. Kelly recalls, occurred about 1920 when he and another officer approached a man leaving a train at Spencer Street who was suspected of pilfering from goods trains. Shortly after they spoke to him the man dived his hand into his pocket. Quickly throwing him, they found a loaded revolver there.

Mr. Kelly expects to be kept busy in retirement doing many odd jobs that have accumulated about his home. He will be helped in this by an electric drill and attachments that were presented to him by his fellow officers.

Booking Expert

JOINING the Department in 1911 as a junior clerk in the Main Booking Office, Spencer Street, Mr. W. R. Johnston has had a lifetime of booking rail tickets.

He was transferred to the Victorian Government Tourist Bureau, Queen's Walk, in 1933 and was engaged on interstate rail bookings. In 1939, the Bureau transferred to its present location, and Mr. Johnston was then Chief Booking Clerk, with about 10 booking clerks under his control. He has had the responsibility of training many young men in the finer points of Victorian and interstate booking. It is estimated that, since he became Chief Booking Clerk, Mr. Johnston has handled about £20 million in revenue.

Now retired, Mr. Johnston is devoting his time to his favourite pursuits—motoring and gardening.

Mr. W. R. Johnston (*left*) receiving a wristlet watch from Mr. H. H. Streckfuss, Acting Manager of the V.G.T.B. The watch and a gift for Mrs. Johnston were presented by the Bureau staff.

RECENT RETIREMENTS . . .

ACCOUNTANCY
Connell, J. J., Clerk, Head Office
Dixon, E. J., Clerk, Head Office
Tucker, C. E., Clerk, Head Office

TRAFFIC BRANCH
Bedson, A. L., Stationmaster, Healesville
Connor, J. H., Asst. stationmaster, Edithvale
Dixon, J., Ldg. Station asst., Ballarat
Driver, A. V., Luggage checker, Spencer St.
Galvin, W. J., Yard asst., Melb. Goods
Millerd, F. W., Subn. guard, Port Melb.
Mounsey, F. J., Goods guard, Melb. Yard
McNamara, G. F., Clerk, West Footscray Goods
Owen, A., Weighbridge attdt., Bendigo
Reid, A. A., Ldg. shunter, Newport Yard
Roche, W. M., Goods trucker, Melb. Goods
Roper, W. M., Clerk, Ballarat Dist.
Stubbs, J., Shunter, Flinders St. Yard
White, W. J., Subn. guard, Essendon
Wilkie, A. P., Goods checker, Geelong

ROLLING STOCK
Ahern, C., Car builder, Jolimont
Audley, W. H., Train examiner, Jolimont
Birch, A., E. T. driver, E. R. Depot
Bryan, F. L., Office asst., Jolimont
Currie, E., Coal stage empl., Nth. Melb. Loco.
Donohue, A., Engine driver, Nth. Melb. Loco.
Eddy, R. N., Carpenter, Jolimont
Hearson, H. F., Car cleaner, Jolimont
Hibbert, H., Packer & trimmer, Nth. Melb. Loco.
James, W. R., Foreman, Head Office
Kilfoyle, A. J., B.M. help, Ballarat Nth.
Liddell, A. T. C., Fitter, Jolimont
Murfitt, W. S., Engine driver, Benalla
McLeod, A., Engine driver, Benalla
O'Brien, P. A., Office asst., Bendigo Nth.
Perry, F. H., Car cleaner, Nth. Melb 'Shops
Perry, L., Labourer, Newport
Praetz, C. H., Turner, Ballarat Loco.
Speedy, A. M., Fitter's asst., Bendigo Nth.
Spry, W.T., Fireman (Q), Murtoa

COMMERCIAL
Kelly, T. J., Asst. inspector, Claims Div.

STORES
McNamara, J. W., Storekeeper, Bendigo

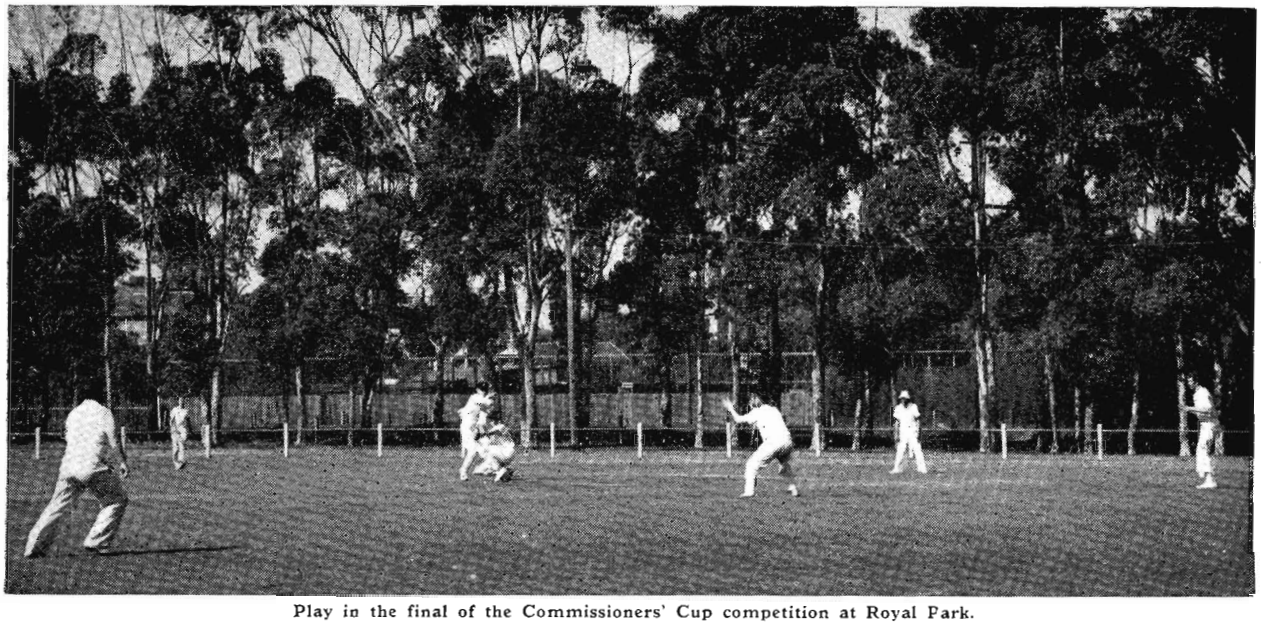
WAY AND WORKS
Dingfelder, L., Labourer, Bendigo
Featherstone, R. S., Labourer, Ballarat
Fleming, D. P., Ganger, Dookie
Harcombe, J., Fitter's asst., S & T, Nth. Melb.
Miller, G. H., L.H. Elect. mech., S & T, Flinders St.
Palmer, S. R., Repairer, Eltham
Stott, E. R., Roadmaster, Nth. Eastern District
Wilson, S. A., Skilled labourer, Sale

. . . AND DEATHS

TRAFFIC
Kennan, F. M., Subn. guard, Frankston

WAY AND WORKS
Baker, W. A., Repairer, Goroke
Griffin, M. J., Repairer, Chiltern
Hyde, S. H., Ganger, Yarroweyah
Rawson, E. S., Labourer, Spl. Wks., Warragul
Stock, D. A., Cadet engineer, S & T, Flin. St.

ROLLING STOCK
Dixon, A. E., Engine driver, Colac



Play in the final of the Commissioners' Cup competition at Royal Park.

SPORTS

Country Cricket Week

MELBOURNE turned on ideal cricket weather for the annual Country Cricket Week held during March 17 to 21. Six centres competed : Ballarat, Bendigo, Benalla, Seymour, Warragul and Geelong. Matches were played on the Royal Park ovals. Prior to play on the opening day, visitors were welcomed by Mr. Commissioner Quail and Mr. F. Orchard, General President, V.R.I.

Results

AFTER keen competition, Ballarat won the " D.S.J." Shield with Benalla and Geelong filling second and third places. Scores for the final were : Ballarat 198 and Benalla 65. Contributing largely to Ballarat's success was the fine, fast bowling of G. Whittingslow.

Century scorers were : R. Darcy (Geelong) 161, G. Kruff (Wodonga) 104, G. Watson (Bendigo) 111, D. Walker (Benalla) 101.

Bowling highlights were : W. McKay (Ballarat) 6 for 7 (including a hat trick), 8 for 20 and 9 for 27 ; G. Whittingslow (Ballarat) 7 for 22 in the final ; R. Keddie (Ballarat) 3 for 7 ; J. Hogan (Warragul) 5 for 18; J. Dunne (Korong Vale) 6 for 54.

The Shield was presented to the captain of the Ballarat team (Mr. E. Stephens) by Mr. Quail who congratulated the winners on their fine performance and the other teams who had fought hard but had not been so successful.

Flinders Street Wins Commissioners' Cup

FLINDERS Street, with 3 wickets for 202 runs, beat North Loco., 9 for 200, in the final for the Commissioners' Cup.

Best bats for Flinders Street were : K. Cormick 102 n.o., J. Williamson 41, and E. Barnes 40. R. Davison 84 and H. Casley 34 n.o. were North Loco's best.

R. Greene (Flinders Street) 4 for 30 and G. Neill (Loco) 2 for 52, provided the best bowling figures.

A a social function Mr Quail presented the Cup to the Flinders Street captain, Mr J. Williamson.

Tennis

IN the V.R.I. Tennis Association Finals, Suburban Lines beat Rolling Stock in the " A " grade and, in a closely contested " B " grade event, Spotswood Shops went down to Melbourne Yard. As *News Letter* went to press, a V.R.I. team was competing in the Interstate Tennis Carnival in Perth. Results will appear in the next issue.

Benalla Carpet Bowls

FORMED in 1951, Benalla V.R.I. Carpet Bowls Club was the first in the district. Since then two other clubs have started and it is hoped to begin a town competition soon. The V.R.I. club has taken part in each inter-centre competition since they began in 1954. A Benalla men's team has been runners-up twice—at Bendigo in 1954 and at Melbourne in 1957.

At the club's annual meeting in March, all major office bearers were re-elected : Stationmaster J. Graham, president for his fourth term ; Mrs. J. Sandlant, secretary for sixth time ; and Mrs. R. Hayes as treasurer for third year. Driver N. Grant and Signalman K. Lobley were elected vice-presidents.

Mrs. Sandlant, besides being secretary of the Carpet Bowls Club holds a similar position with the V.R.I. Ladies' Auxiliary. She is also actively associated with a school Mothers' Club and a Girl Guides' committee.

Billiards

BELIEVED the first V.R.I. billiards team to go interstate, Victorian representatives competed with a team from the South Australian Railways Institute in Adelaide last month.

Victoria won the teams matches in billiards and snooker but lost the singles championships. In these, T. MacLaughlin (S.A.) defeated J. McKain (Victoria) in billiards and snooker.

From Venice

A prominent soccer player is Mr. Giorgio Penzo of the Way and Works Branch at Flinders Street. He has played for Geelong and is now goal keeper for Juventas which, this year, won " The Sun " cup. In addition, he has represented Victoria in interstate soccer and was reserve player for the Australian team which, last year, played teams representing China, Hungary and Austria. Before coming to Australia he played for a junior team in Venice.

Giorgio Penzo (goalkeeper for Geelong) punches ball away from the Jugoslavia United Soccer Team's centre forward.

Wholly set up and printed at the Victorian Railways Printing Works, Laurens Street, North Melbourne, for the Publishers, The Victorian Railways Commissioners, Administrative Offices, Spencer Street, Melbourne. 798—58.

VICTORIAN RAILWAYS

NEWS LETTER

MAY

VR

1958

THE MONTH'S REVIEW

Furniture By Rail

PEOPLE shifting their household furniture to or from the country or another State can send it by rail far cheaper than by road as was recently demonstrated by a resident of Bendigo, transferred to Sydney. Considering some road rates excessive, he decided on rail transport.

The furniture left Bendigo on a Wednesday and was in his new home in Sydney before noon on the following Tuesday. It was in perfect condition, with beds erected and all furniture placed in position by local carriers.

Cost by rail, including all carriers charges, was £52.8.0; by road, the quotes were £132.0.0, £106.0.0, and £87.10.0 respectively—that is, double the rail cost.

Our happy customer called at Bendigo Goods Sheds to express his satisfaction and appreciation of a job well done.

Trained Footballers

LAST year, Carlton League team chartered a diesel rail-car to travel to Geelong for the match there. They were the first League team to do this.

This season, Melbourne followed their example and chartered a rail-car. They won the match by a big margin.

Good news spreads; and South Melbourne chartered a rail-car for their match at Geelong. They won, too.

By way of contrast, Geelong still follows the old practice of hiring a bus. Recently, the bus didn't want to start for the return journey, and club players had to stand by for some time until the trouble was rectified.

Which all goes to show, as Tom Train would have said, that good training is the best form of travel.

Parking At Stations

A parking area for 20 cars of rail patrons is to be provided at Darling station, and the existing car park at Glen Iris—which accommodates more than 20 cars—is to be extended for 200 feet to provide space for more cars.

At both stations the Department will carry out the necessary ground levelling work and Malvern Council will undertake road work to facilitate entrance of cars to the parking areas.

Wise motorists nowadays park their cars at the nearest railway station and continue their journey to the city by train, thus avoiding all the worries of city driving and parking. The current series of newspaper advertisements, "Be a brain and go by train", features some of these pitfalls that beset the motorist.

Guide For Holidaymakers

LATEST publication from the V.R. Printing Works is *Where to Go in Victoria*, a comprehensive directory of Victoria's hotels, motels, and guest houses, with details of accommodation, rates, recreation, and other facilities. Places listed are essentially those that cater for visitors. In addition, the directory gives valuable tourist information about the various districts. It runs to 432 pages and weighs nearly 1 lb. Officers of the Victorian Government Tourist Bureau inspected every place listed to ensure correctness of detail.

The book is the recognized accommodation authority for the State. It is on sale at all branches of the Bureau and at V.R. Bookstalls, 3/6d. a copy (4/3d. posted).

Dinner Jackets Out

FOR many years, stewards on *Spirit of Progress* dining car have been supplied with a suit, comprising dinner jacket, waistcoat and trousers. Recently, the question was raised as to whether or not white coats would be more suitable. After discussion, the Uniform Clothing Committee recommended that a trial be given to the white coats which are more readily cleaned. So successful has the trial been that the Commissioners have now approved the adoption of the white coats as standard issue in place of the dinner jackets and waistcoats.

Reading Versus Steering

OBSERVING that Americans average 243 hours a year travelling to and from their jobs, the *Philadelphia Daily News* in a recent editorial went on to say:

"That's a lot of time—and most of us spend it watching traffic.

"We needn't be as old as our grandparents to recall when these were bonus hours. This was before the era of personal transportation, which made every man a chauffeur. People rode the trains.

"But the train, in the pre-automobile era, was an educational force comparable to the Chautauqua. It was literally a poor man's college on wheels.

"Passengers were agreeably occupied with their own devices because only the engineer was required to keep his eyes on traffic . . . . We know a man who became adept in reading French through studies pursued on trains. Another acquaintance read all the books on Dr. Eliot's famous five-foot shelf.

"It might not be a bad idea to give up driving to work once in a while, to get away from having to give traffic your undivided attention. Ride a train now and then, and catch up on your reading."

Lament for a Locomotive

THE following lines, dedicated to *Heavy Harry* (H 220) were sent in by Mr. J. M. Dunn, A.S.M. Cathkin.

"HEAVY HARRY"

O Harry you beaut I've heard you roar,
Up the slopes of the Great Divide,
And roll away like thunder down
The grade on the other side.
Now he frets all day in the loco shed,
And his huge steel frame seems dead;
No steam sings from his whistle stack,
No smoke flies overhead.
They say he's old and broken down,
And nobody knows his fate;
But his heart's out there on the open track,
The lord of the Albury freight.
His great wheels coupled with a cast of power.
To his two-ton piston rods;
And his long lean flow of beauty
O shades of the Grecian gods.

He longs to speed with the wind again,
Like a Titan that's burst his bars,
To stab the night with his shaft of light,
And fling his steam to the stars.
Then out and away to the great north-east,
Where the straights and the grades are kind,
He mows the miles like a bat from hell
With a load and a half behind.
O there's many an engine haunts the shed,
Whose drivers are long since dead;

But their ghosts come out on the midnight tracks,
When the green light calls ahead.
Then through the cuttings and round the bends,
Their wheels begin to spin,
As they pull their phantom loads again,
And the ghosts in the cabins grin.
Their stacks are wet with the flying steam,
As they race down the trail of years;
But the dew is moist as the salted wet,
The wet of salted tears.

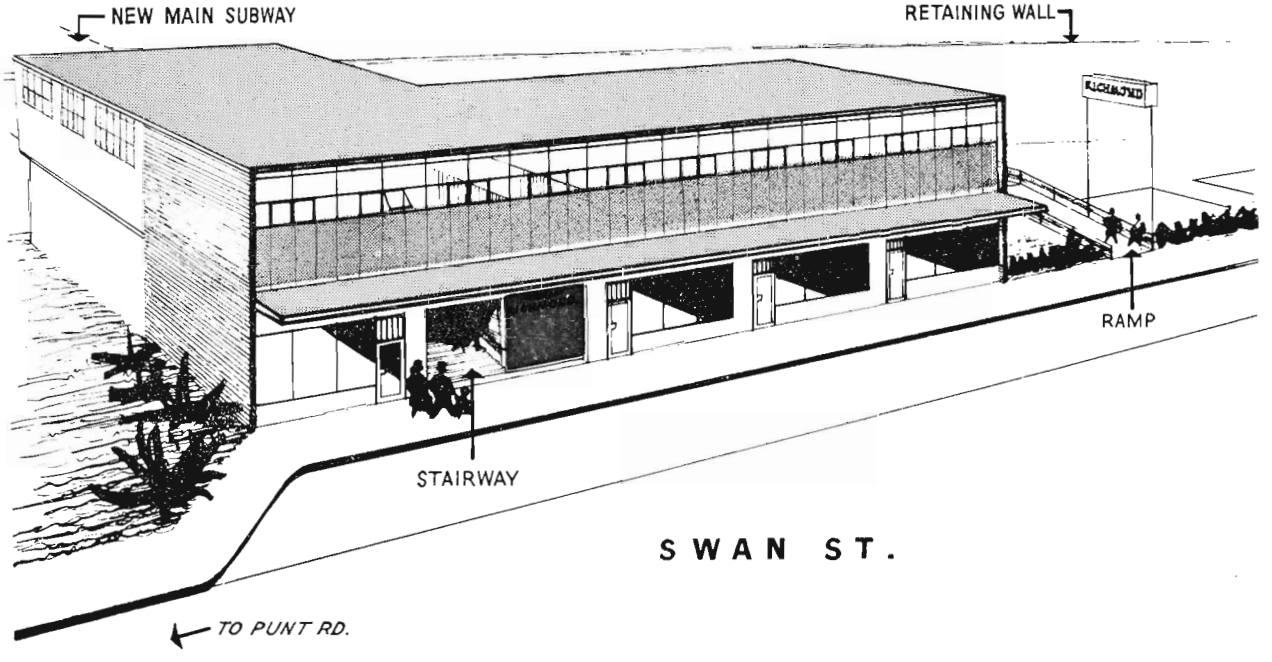
So au-revoir you shadowy crews,
That drove the lords of the line;
We dips our lids to you tonight,
For the sake of old lang syne.
And I hope that when the powers meet,
Their minds will take a look,
At Harry half hid in smoke and steam,
On the straight to Tallarook.

First Interlocking

COMMENTING on the article in March *News Letter*, Mr. C. D. Gavan Duffy, of Camperdown, suggests that the first was really Essendon Junction Box, opened on July 11, 1876. This is so, as the Interlocking Register shows. The article was based on early Annual Reports which, strangely enough, made no mention of Essendon Junction Box.

FRONT COVER

Sunlight, shadow, and steam combine to make an attractive picture of R 739 on the turntable at North Melbourne Locomotive Depot.



Artist's impression of the new station building.

NEW RICHMOND STATION

SUCCESSFUL tenderer for the new station building is McDougall and Ireland Pty. Ltd., and the contract provides for complete erection of the building from ground level in 20 weeks. Foundations, comprising clusters of old rail piles driven to bedrock, will be carried out by Departmental staff.

THE new station building is to be erected on the north side of Swan Street, on a triangular piece of land about 130 yards from the corner of Punt Road. The building has been planned in two levels.

At street level, of the whole area of 50 squares, 46 squares will be available for leasing. The remainder will consist of tenants' conveniences and an electrical switch room.

The higher, or concourse, level will contain the stationmaster's, booking, and parcels offices, staff and store rooms, public conveniences, two kiosks, and an additional area for leasing. Three public telephones will be provided for the convenience of passengers.

Access to concourse level, which will link directly with the main station subway connecting with the platforms, will be by means of a ramp at the east end of the building, or by a stairway at the west end of the Swan Street frontage. Both entrances will be closed by rolling grilles overnight.

Framework of the building will be of structural steel supported by a concrete deck at ground level. At concourse level, patent interlocked steel decking will be used as permanent formwork for the concrete slab.

The flat roof will be supported on open web joists covered with another form of patent steel decking overlaid with an insulating material and built up saturated felt roofing. Ceiling linings will be architectural aluminium in the concourse and plaster sheet elsewhere.

External walls will be faced with 2 in. salmon pink bricks at the end and north elevations. Coloured ceramic structural blocks will be used above the cantilevered verandah on the Swan Street facade, and steel window highlighting will give adequate illumination to the concourse and office areas.

The leased area along the Swan Street frontage at ground level will be enclosed with stainless steel and plate-glass shop fronts. Internal partition walls will be terra cotta blocks, plastered and with highlighting above door height.

Concourse walls, and walls and floors of all conveniences will be tiled for ease of cleaning; paving to concourse will be asphalt; electric lighting will be mainly fluorescent.

The type of construction adopted will facilitate erection of the building.

New goods shed on opening day

SOUTH DYNON OPENS

A once derelict and desolate area on the south side of Dynon Road, South Kensington, has been transformed into an up-to-the-minute interstate goods terminal. Traffic congestion, greatly relieved when North Dynon was brought into full use, will be still further reduced by the facilities available at South Dynon.

First instalment of mechanized units for use in handling consignments at South Dynon

THE new goods shed at South Dynon is 880 feet long, 140 feet wide, and 26 feet 6 inches in height above rail level. It is of steel frame construction, roofed and walled with asbestos cement sheeting. Administrative offices and an amenities block are included.

Three railway tracks run through the shed which has a holding capacity of 35 4-wheel vehicles on each side. The centre track is used for shunting.

Construction of the shed, with its earth-filled floor and entrance ramps, provides an all-weather loading or discharging point, with goods under cover all the time. The whole of the area within the shed and in the immediate surroundings has been sealed to rail level to permit the fullest use of mechanical aids of all types. Entrance gates from Dynon Road are staggered with those for North Dynon to avoid delay to road vehicles.

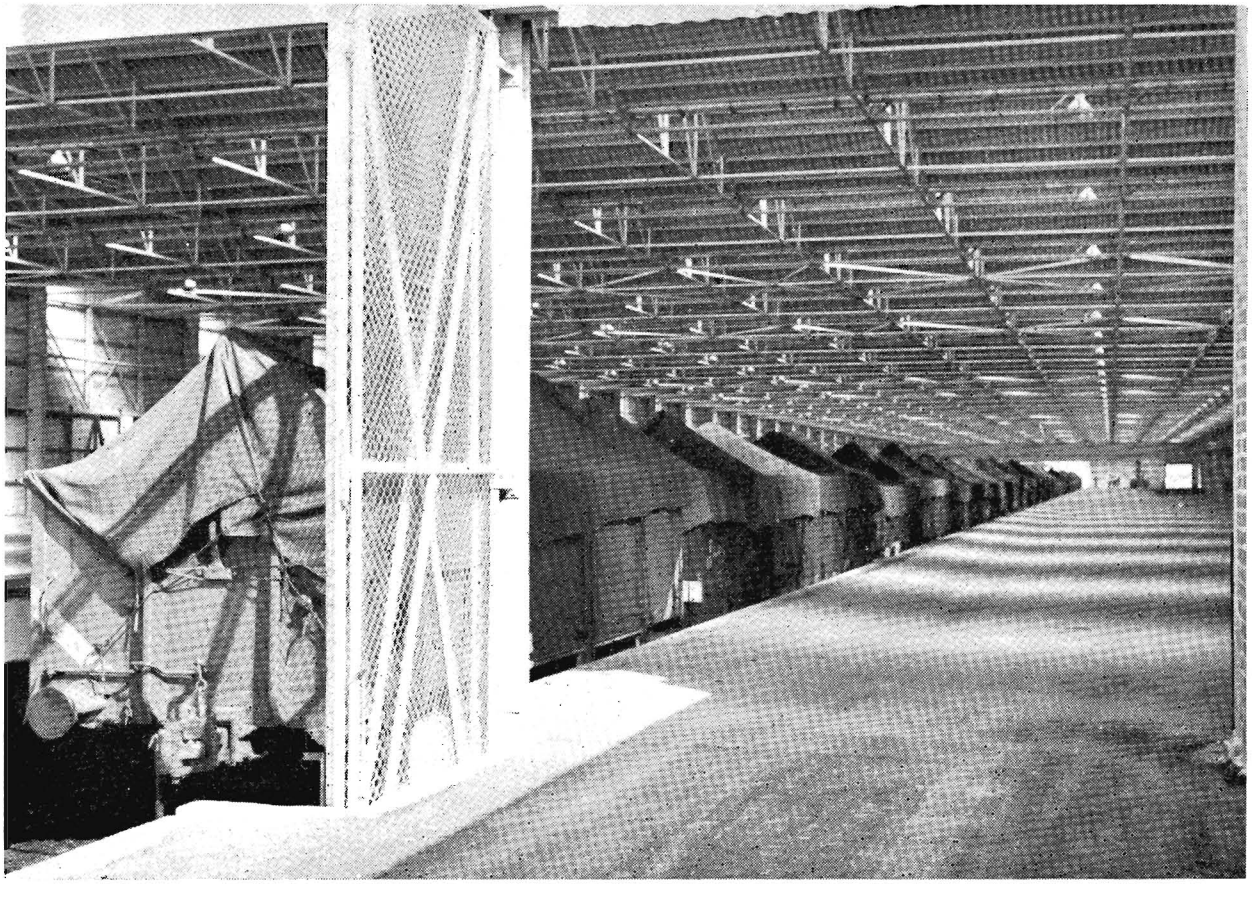
Rail vehicles can enter South Dynon from either Melbourne Yard or Tottenham Yard. South Dynon is also the entrance to the new Appleton Dock where coal and merchandise will be handled.

South Dynon is expected to handle

about 80,000 tons of galvanised iron a year as well as all general goods from Darling Harbour formerly dealt with at Montague Shipping Shed. This diversion of traffic will mean a considerable saving in handling cost as it will obviate haulage over the Flinders Street viaduct and into and out of Port Melbourne Yard. It will be of decided benefit to Montague Shipping Shed which will revert to its original use, i.e. discharge and delivery of overseas cargo from vessels at Port Melbourne.

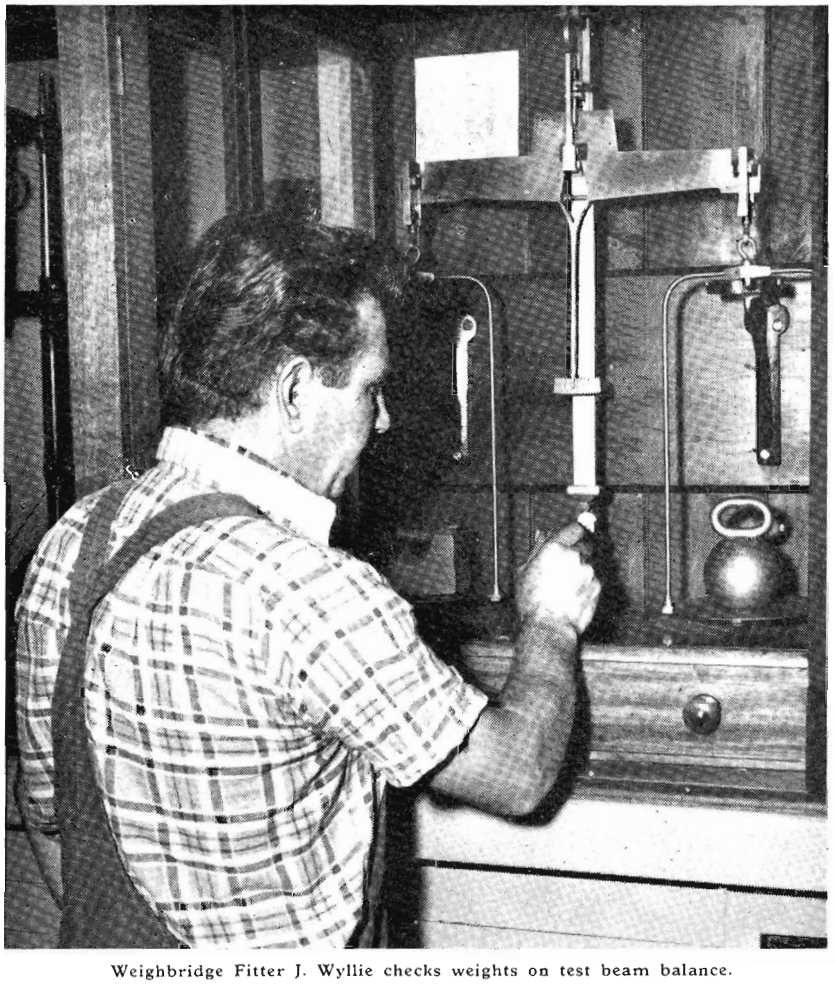
Galvanised iron will be handled by fork-lift trucks equipped with crane jibs as well as forks. The jibs have a lifting capacity of 5 tons. Their use will enable much speedier handling of the traffic. Road vehicles will drive into the shed to receive the galvanised iron unloaded from the trucks.

In constructing South Dynon, provision has been made for its adaptation later as a terminal for interstate traffic carried on the Melbourne–Sydney standard gauge line. A third rail to provide for 4 ft. 8½ in. gauge has been laid throughout the sealed areas to obviate any disturbance of the sealing when standard gauge is provided. With the two sets of rails, the depot can also be used as a transfer point for both gauges, if required. Should expansion of the Depot be necessary, there is a very large area available.



Unloading galvanised iron (*above*) from the first rake of trucks to enter South Dynon shed (*below*) Note the special crane jib attachment to handle the sheets of galvanised iron.

CORRECT WEIGHT



Weighbridge Fitter J. Wyllie checks weights on test beam balance.

CORRECT weight is an important factor in railway operations as so many items are carried at freight rates computed on the basis of weight. If weighing appliances gave incorrect weights, either the Department or the customer would suffer.

CARE is, next to weight, the most important word in the *Book of Weighing Instructions*, and stress is laid on the need for care in the use of the various weighing appliances used in the Department. The Department itself is responsible for the accuracy of the equipment, and great care is taken to ensure that it registers correct weights.

The basis for the accuracy of the weights is found in the set of master test weights and the delicate test beam balances held at Spotswood Workshops. On this basis rest the 4,000 weighing appliances in use throughout the system. These range from small parcels scales up to 40-ton weighbridges.

The Department's master test weights are regularly checked by the State Department of Weights and Measures, and great care is taken to secure them against damage or interference. The test beam balances are so sensitive that the weight of a cigarette paper will tip the balance.

Keeping those 4,000 appliances up to the mark is the work of seven weighbridge fitters, five fitter's assistants, and two apprentices, under Foreman L. McNish, on the staff of the Workshops Manager, Spotswood. The men work both inside the 'Shops and around the system.

For outside work, the system is divided into four sections—the same as those for the Working Time-table. Each section has a special 2-man workmen's sleeper and a test rail truck. One end of the sleeper is fitted as a workshop, complete with forge and a stock of replacement scales. The test rail truck, which is weighted with concrete blocks and also carries 8 tons of test weights, is itself regularly checked on the weighbridge at the Reclamation Depot.

Weighing appliances in country areas are cleaned, tested and adjusted annually, and completely overhauled where necessary. The only exceptions are in remote areas where traffic is light. In these places, appliances are replaced by the Workshops on advice from the stationmaster that the appliance is suspect. A report on each test is made, by the fitter, on a standard form.

There are two types of weighbridge—truck and cart—used for weighing railway trucks and road vehicles respect-

:ely, and every one must be certified :t regular intervals. In addition, there are a number of test tenders located at various country stations, and these are put on the truck weighbridge every month as a check on its accuracy. Where there is no test tender, one truck of goods is weighed each month and forwarded " to weigh " for special test over another truck weighbridge.

On numerous occasions the accuracy of Departmental weighbridges has been questioned on comparison weighing by privately operated weighbridges. In each case the outcome has been to the credit of the railway weighbridges, thanks to the care taken with their maintenance.

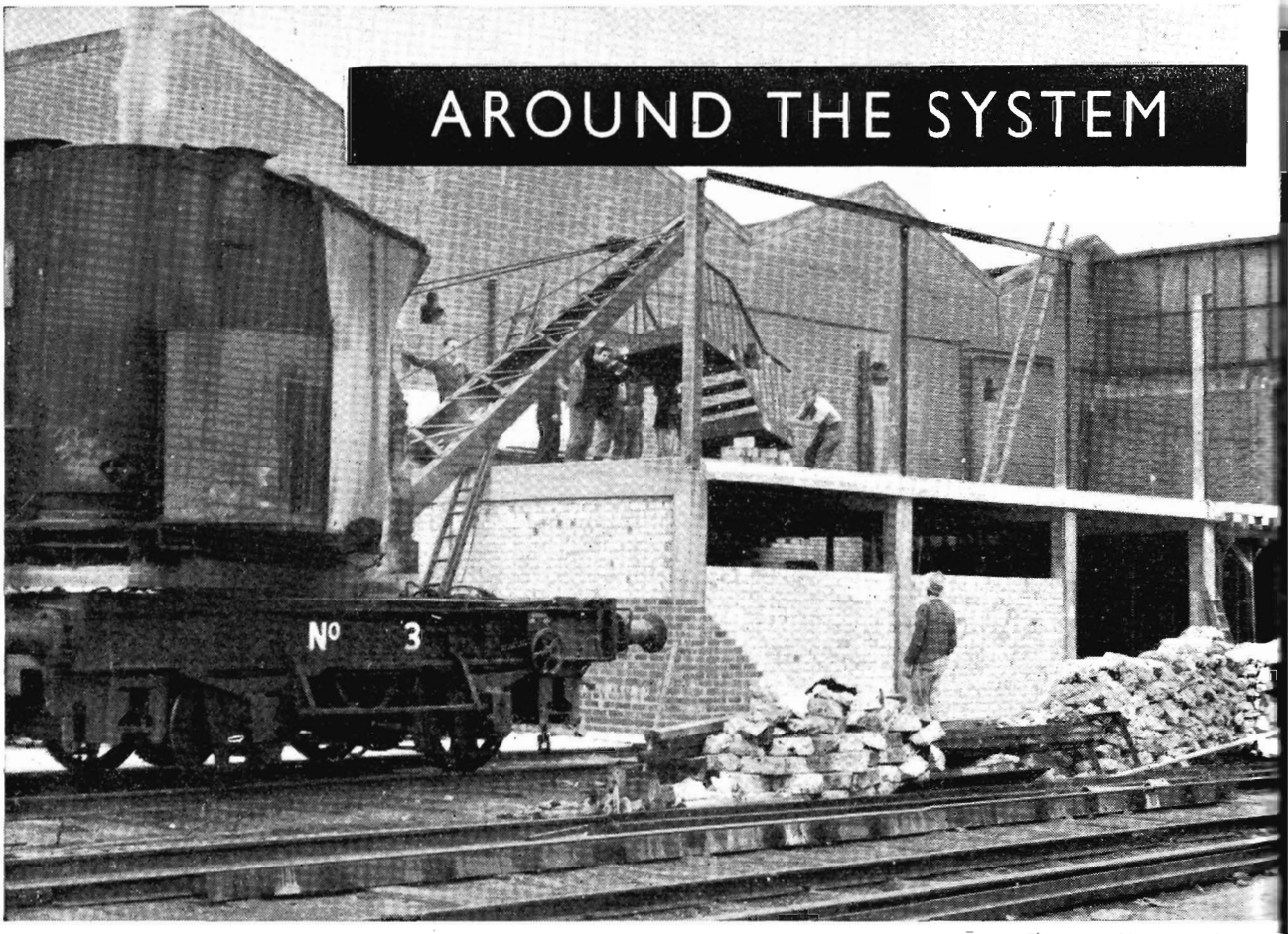
In fact, Departmental experience in maintenance and testing of weighing equipment is as great or greater than that of any other Australian Department or firm of scale maintainers. So much so that when the weighbridge testing section of the Department of Weights and Measures was instituted, it asked for and was given details of V.R. practice in testing weighbridges.

Fitter's Assistant J. Beasey (*left*) and Fitter A. Dale repair 150 lb. Toledo scale.

Apprentice Weighbridge Fitter J. Goss adjusts 56 lb. spring balance scale.

Weighbridge Fitter A Mason (*left*) and Fitter's Assistant M. Kucharski test steelyard of 35 ton truck weighbridge.

AROUND THE SYSTEM



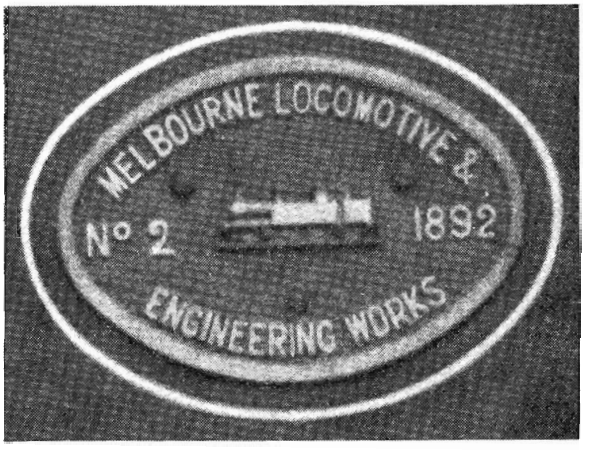
AMENITIES : Above is steam crane lifting staircase for new amenities block at Jolimont Workshops. The crane was also used in pouring concrete on the first floor level. The ground floor of the new building will house 100 lockers, five showers, 30 wash points and a toilet block. On the first floor will be a meal-room for 80 men, with boiling water supply for tea making over a stainless steel sink ; a recreation area and supervisor's room.

BRIDGE WORK : Details of the new Swan Street bridges are discussed by Mr. E. H. Brownbill, Chairman of Commissioners, and Mr. N. Quail, Deputy Chairman, with Mr. D. D. Wade, Engineer of Special Works (left). Immediately in front of them is the first section of the first of the new bridges.

TRAVEL : At extreme right is a specially chartered diesel rail-car on the Cudgewa line, between Bullioh and Koetong. These rail-cars are a very popular medium of travel for clubs, sporting bodies, and others making special country tours.
Photo : R. P. Dunbar

LOCOMOTIVE BUILDERS PLATES

By L. J. Harrigan



Melbourne Locomotive and Engineering Works (David Munro and Company) plate No. 2 which appeared on E 474. This firm built 25 E class locomotives for the Department in 1892-1894. They were numbered 472 to 520 (even number only).

FOR over 150 years, it has been customary for manufacturers of machines—mobile and stationary—to attach builders name plates to their creations, for identification and advertising. These plates, generally of brass and in various shapes—square, oblong, diamond, oval, round—show the builder's name, city, year of construction, and the works serial number of the machine.

On locomotives, they are fastened to the sides, either on the cab, tank, bunker or smoke box.

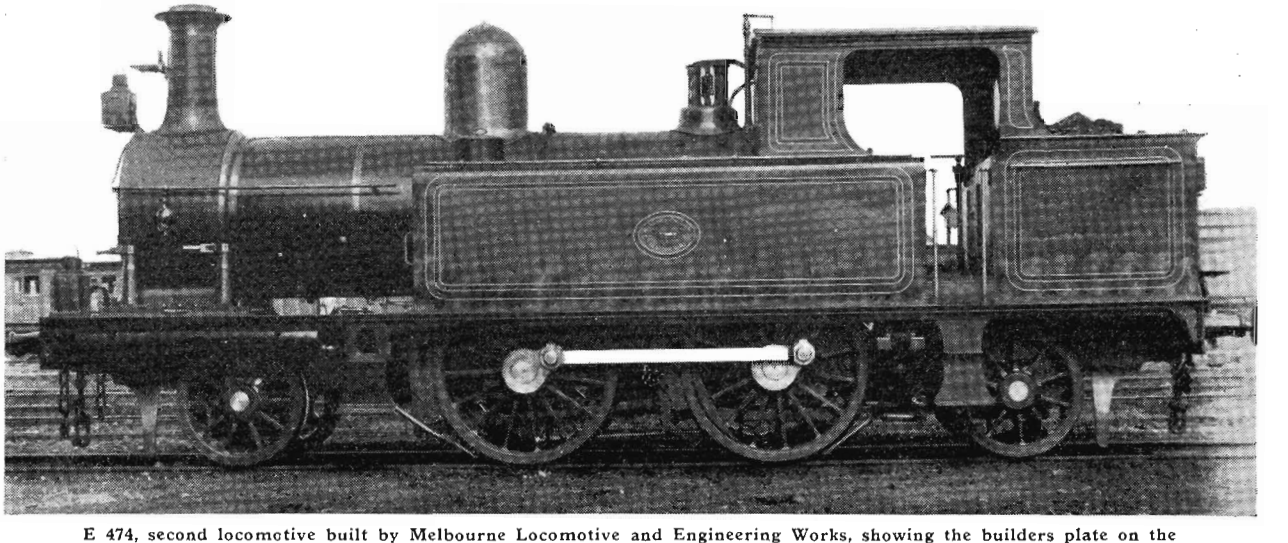
Builders consider their plates as badges for high-grade workmanship, and, in earlier years, most of them were attractive examples of engraving.

During the 100 years since 1857, when the first five engines of the Victorian Railways Department were manufactured in London, 27 workshops have supplied the 1,530 locomotives which have operated on the Departmental lines. Great Britain, Victoria, United States, Belgium, Queensland, and New South Wales, in that order, have made large or small contributions.

An attractive plate was that of the Phoenix Foundry Company, Ballarat. In prominent display on a large brass oval, the firm's badge—the Phoenix—was carried on the 352 locomotives supplied to the Victorian Railways. Engines and plates have now gone.

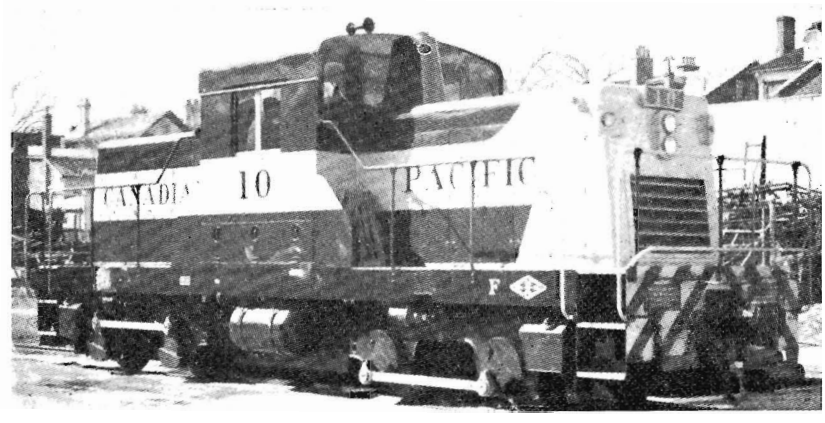
Probably unique—and certainly most pleasing—the plate of the Melbourne Locomotive and Engineering Works was worn by 25 suburban 2-4-2 tank E class locomotives. Affixed to the oval plate, a small brass model of the E glinted in the light, and was always an object of pleasure to small boys and grown men. Covetous eyes stimulated possessive ideas, and gradually the models disappeared.

One taken from E 506 nearly 50 years ago was a cherished gift to a little boy who lived near Williamstown, on which line E 506 was a regular daily worker and used to whistle " Good Morning " to the boy. For a long time the model doubled as a plaything and a door stop. Alas, it vanished : no one knows where.



E 474, second locomotive built by Melbourne Locomotive and Engineering Works, showing the builders plate on the side of the tank.

LINES FROM OTHER LINES



B–B type shunter built by Canadian Locomotive Co.

Canadian Diesel-hydraulic Loco

DURING the summer of 1957, the first Canadian built and designed diesel-hydraulic locotive was introduced on the Canadian Pacific Railway. It is a low-power (for North America) shunting locomotive in which twin engines and bogie wheel arrangement have been combined with a mixture of cardan shaft and side-rod drive.

A central cab is used, flanked at each end by a quick-running oil engine and its transmission unit housed in a narrow but high casing, with a walk-way right around. Output depends on physical conditions and also on the actual engine employed, for the locomotive is designed to take as standard several models of about 250 b.h.p. Top designed speed is 35 m.p.h., and starting tractive effort at 30% adhesion is about 27,000 lb. Basic weight in working order is 39 to 40 tons according to the engine type.

Remote operating controls are fitted on the inspection platform, and two field telephones provide communication between the cab and the men on the platform.

More B.R. Diesels

SECOND major order by the British Transport Commission for main-line diesels is that placed with Birmingham Railway Carriage and Wagon Co. Ltd. for 45 diesel-electric locomotives of 1,550 h.p. each. These are for the Kent Coast lines of the Southern Region of British Railways, which are to be electrified. The locomotives will be used mainly for hauling freight traffic, and for inter-regional passenger services which cannot be operated by electric multiple-unit trains or electric locomotives.

The locomotives will have a BB wheel arrangement, and will be fitted with Sulzer diesel engines.

Electric Loco. Order

SOUTH AFRICAN Railways' contract with Metropolitan-Vickers for 135 electric locomotives is the largest single order for electric locomotives ever given out by the administration—and probably one of the largest, if not the largest, contracts ever placed for electric motive power. The order, worth £9½ million, was secured against world-wide competition. The new locomotives will be four-axle 2,000 h.p. and will weigh 80 tons. The Bo-Bo type of locomotive now appears to be favoured for general service throughout the electrified network in South Africa.

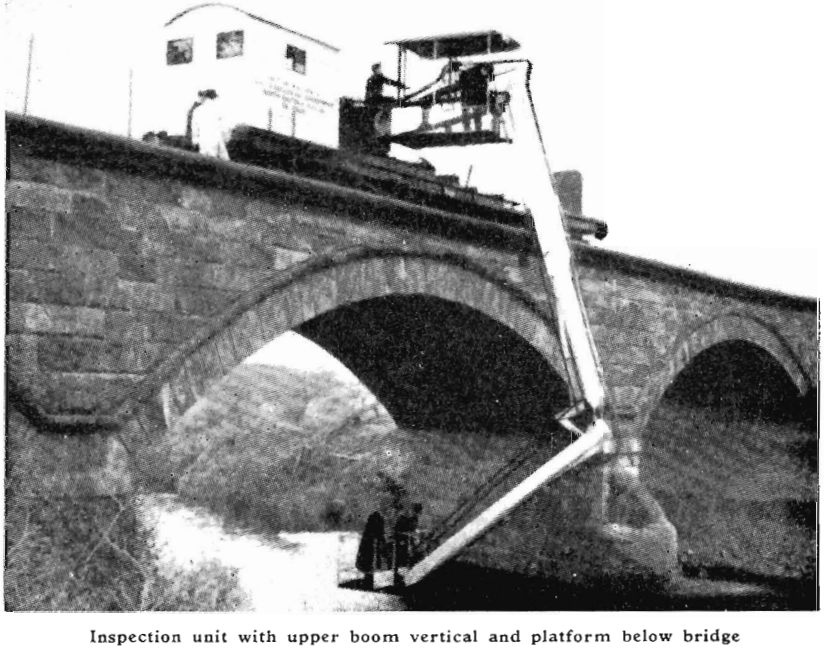
Meals in Fare

THE unique experiment inaugurated by Union Pacific Railroad some months ago, of running a daily streamline train with unlimited buffet meal and refreshment service included in the fare, is evidently successful, as the train, *City of Las Vegas*, is being continued. It runs in the morning over the 335 miles from Los Angeles to Las Vegas, and returns in the afternoon and evening. Until recently the service was worked by the lightweight General Motors *Aerotrain*, but this has now been returned to the makers and replaced by a train of standard equipment, including a full-length lounge.

Viaduct Inspection Unit

THE hydraulically operated rail-mounted viaduct inspection unit developed and put into service by the North Eastern Region of British Railways is believed to be the first of its kind in the world. The equipment is mounted on a bogie bolster type wagon, and gives direct access to the underside of viaduct arches or high bridges, with a payload on the inspection platform of 600 lb. It is possible to carry out inspections to a depth of 29 ft. below rail level and to travel under the arch a distance of 15 ft. from the outside face.

Main power unit is a twin-cylinder four-stroke air-cooled diesel engine fitted with electric starting equipment and driving three hydraulic pumps. One pump provides power to the rams operating the slewing movements and the booms. The other two provide power for the winch.



Inspection unit with upper boom vertical and platform below bridge

AMONG OURSELVES . . .

(*From left*) **Mrs. B. Harrington, Miss F. Osborne, Miss J. Spencer (all from Accountancy Branch) and Miss V. Sheehan (Stores Branch) receiving first-aid certificates from Mr. G. F. Brown, Commissioner. Among the awards was a 9th year certificate to Miss J. Tuck, Spotswood Storehouse, and a 7th year certificate to Stationmaster J. Rice (Corio).**

Railway Staff Ball

THIRD Annual Victorian Railway Staff Ball will take place at the Palais de Danse, St. Kilda, on Thursday, July 17. The Ball Committee is planning to make the function even bigger, brighter and better than the previous two.

Early decisions include provision for two bands instead of the usual one, the highest price supper that the Palais can provide, a special Inter-Branch Competition and a top line floor show.

The Chairman of Commissioners has expressed a wish that the proceeds this year be donated to the Railways effort for the Anti-Cancer Appeal. Previously the Ball Committee has given donations to "Operation Gratitude" and the Frankston Orthopaedic Hospital.

Bookings will be open on May 19 and will be dealt with as received. £1.0.0. deposit will be accepted for early table bookings. Ticket Secretary is Ian Jelfs, Room 88, Head Office (Way and Works Branch) Auto 2264. President of the 1958 Ball Committee is Frank Storan (Commercial Branch), Treasurer, John Conheady (Traffic Branch), and Hon. Secretary, Pat Clarke (Commercial Branch).

Colac V.R.I. Official Opening

RECENT additions to Colac Centre of the V.R.I. were officially opened by Mr. E. H. Brownbill, Chairman of Commissioners. The opening proceedings were broadcast over station 3CS. The Mayor of Colac spoke, followed by Mr. F. Orchard, General President of the Institute, who introduced Mr. Brownbill. Mr. G. F. Brown, Vice-President, Mr. W. Donald, Institute Councillor, and Mr. F. Mitchell, Assistant Secretary of the V.R.I., also travelled from Melbourne for the opening.

Colac Centre was established in December 1930, as a result of a decision by the then Colac and District Railway Social Club which expressed a desire to affiliate with the Institute. The Commissioners granted a block of land for the construction of a building, tennis courts, etc., but the Department was not able to provide a building. Local members, therefore, purchased a large unused wool shed from a local businessman. The shed was dismantled and the material used to erect an Institute building. Most of the work was done by working bees under supervision of a local builder, Mr. Jane, who very generously donated his services.

Thus, Colac became the first V.R.I. Centre to erect a building at the cost of members.

The original shed comprised little more than walls and roof, but the local committee carried out improvements and provided an excellent dance floor.

Latest alterations have enlarged the dancing area to approx. 60 ft. x 50 ft., with a raised lounge floor. Fluorescent lighting has been installed and the interior decorated in pastel shades. Red leather upholstered chairs have been provided in the lounge. As a result of their work, members now possess a fine and valuable building.

Old Signal Instruction

WHEN working at Frankston in the old drivers' and guards' locker room, Apprentice Electric Mechanic G. Boyd, of the Overhead Depot, found an old signal instruction behind some paper on the chimney.

The document was issued from the Office of Engineer of Existing Lines in May 1883, and gives details of alterations to semaphores at Flinders Street Station West. The new signals were to cover movements to and from the "tramway" along Flinders Street to Spencer Street, which was in operation prior to the building of the viaduct.

At that time there were five roads through Flinders Street West: No. 1 was for arrivals and departures at Sandridge Platform, Nos. 2 and 3 served Middle Platform, No. 4 was for arrivals and departures at St. Kilda Platform, and between 2 and 3 was Middle Road or Tramway Road.

Ararat Picnic

MEMBERS of Ararat A.F.U.L.E. Social Club made the day a family affair at their recent annual picnic at Lake Lonsdale, in The Grampians district. All enjoyed a varied picnic programme, including swimming, beach games and children's sports. Ice creams and soft drinks were distributed free, and a battery of hot-water urns allowed the traditional foot-plate brew to be always on tap.

An event of major interest during the afternoon was the Mr. Hercules Competition, won by Fireman R. Dicker of Ararat Loco. Depot.

Winner of the Mr. Hercules Competition, Fireman R. Dicker, and other aspirants to the title, at Ararat A.F.U.L.E. Social Club picnic.

Photo: D. Andrews

Ray Laity

Outstanding Apprentice

EACH year the Apprenticeship Commission selects the outstanding apprentice in each of the several trades and presents them with an award in the shape of a specially mounted medallion.

For 1957, Apprentice Blacksmith R. H. Laity, of the Way and Works Branch, was chosen as the outstanding apprentice in the blacksmithing trade. At present Ray is working in the Machinery and Water Supply Division.

Ray was educated at Benalla State, Albury Grammar, and Essendon Technical Schools. Now he is doing the diploma course in mechanical engineering at the Royal Melbourne Technical College.

Mr. H. J. Laity, Yard Foreman at Flinders Street, is Ray's father. Other members of the family connected with the Railways are : Mr. N. Laity (uncle), ganger at Tongala, late Mr. E. E. Floate (grandfather) was a goods guard at Benalla, late Mrs. E. E. Floate (grandmother) at one time had a fruit preserving showcase on Seymour station, Mr. P. Whitfield (mother's uncle) retired as driver-in-charge at Korong Vale, Miss S. Whitfield (mother's aunt) is manageress of Refreshment Rooms at Korong Vale, and Mrs. Laity (his mother) worked, for a time, at Benalla Refreshment Rooms.

V.R.I. PRIZEWINNERS

Following are members of the staff who topped the lists at the Annual Examinations for 1957 :

PETER ALEXANDER MEMORIAL PRIZES
Engine Working, Junior Grade : **D. Jowett, Fireman, Horsham, 92%.** *Senior Grade* : **K. Nimmo, Fireman (Q), Ballarat, 96·5 %.** *Westinghouse Brake, Junior Grade* : **D. Jowett, Fireman, Horsham, 87%.** *Senior Grade* : **K. Nimmo, Fireman (Q), Ballarat, 86%.**

G.P. BURGESS SPECIAL PRIZES
Safeworking, "A" Division : **C. Collin, Station asst., Moe, 90%.** *"B" Division* : **D. Jowett, Fireman, Horsham, 82%.**

T.H. WOODROFFE PRIZES
Station Accounts and Management, Junior Grade : **E. Gulbis, Station asst., Eltham, 89%.** *Senior Grade* : **D. Bates, A.S.M., Euroa, 87%.** *Permanent Way, Junior Grade* : **A. H. Furlong, Repairer, Neerim South, 71%.**

W.R. BROWN MEMORIAL PRIZE
Ticket Checking : **W. Borkut, Junior station asst., Mitcham, 77%. ; N. Vagenas, Station asst., Collingwood, 77%.**

L. C. STEWART PRIZE
Storeman's Duties, Junior Grade : **R. L. Shaw, Junior storeman, Spotswood, 85%. ; E. P. Canterbury, Storeman, Newport, 81%.**

V.R.I. COUNCIL PRIZES
Storeman's Duties, Senior Grade, Class 2 : **J. E. Hughes, Storeman, Elect. Depot, Spencer St., 79%.** *Class 1* : **C. Stella, Storeman, Spotswood, 74%.** *Class Storeman-in-Charge* : **J. P. Maguire, Storeman, Seymour Works, 79%.**

A.E. HYLAND PRIZE
Typewriting : **Miss C. Scot-Dalgleish, Typiste, Newport Shops, 80 w.p.m.**

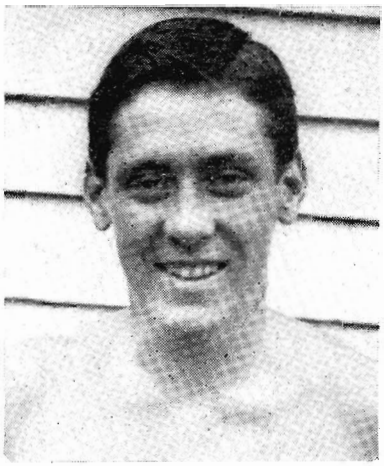
BROTHERHOOD OF RESONIANS PRIZES
Junior Grade : **D. Jowett, Fireman, Horsham ; Consolation prize, J. Enenkel, Fireman, Geelong.** *Senior Grade* : **K. Nimmo, Fireman Ballarat ; Consolation prize, R. J. O'Keeffe, Fireman, Warrnambool.**

Swimming Champion

APPRENTICE Car and Waggon Builder I. DeAraugo, of Bendigo North Workshops, has been having a most successful season. His successes started when he was at Marist Brothers College, Bendigo, when he won the school swimming championship in 1955 and 1956.

A keen member of Bendigo Swimming Club, Ian gained the season's aggregate trophy for club races won during 1957. During the present season he has taken the Boys 16-years 55 yards open freestyle at Tongala, and Bendigo East Club's most important open race, the Allan Masters Memorial. His most outstanding success was winning the Bendigo Club's annual classic for club members, the Lenten Bracelet.

Ian is a member of Bendigo V.R.I. and is very popular among his workmates.



Ian DeAraugo

Among the group of apprentices who were recently presented with Commissioners' Prizes they had won, was Apprentice Car Painter Z. Chorkawyj. For the last four years he has been a prize winner, gaining a second in 1954, a first in each of the two succeeding years and a second last year. Mr. Chorkawyj was born in the Ukraine and came to Australia at the age of 13. He is shown receiving his prize from the Acting Chairman of the Staff Board, Mr. E. Rogan. The other officers are (*from left*) ; Mr. R. W. Curtis, Supervisor of Apprentices ; Mr. H. W. Tran, Principal of the V.R. Technical College ; and Mr. R. Smith, Secretary of the Staff Board.

Mr. O'Brien (*left*) being farewelled by Foreman Frank Harley who was one of his football opponents in the 'twenties.

A Carlton Captain

ONE of Carlton's greatest footballers, "Paddy" O'Brien, recently retired as iron machinist at Jolimont Workshops after 49½ years' service. He captained Carlton in 1923 and '24, the League combined team in '21 and '23, and the undefeated carnival team that went to Hobart in '24. In 1921, '22 and '24 he received the *Sporting Globe* trophy for the season's best half-back. As an amateur boxer, he collected middle weight and heavy weight Victorian titles and a New South Wales Railways' championship.

Thanks

"ON behalf of the Executive Committee of the Girl Guides Association, and the Organizers of the State Camp, may I thank you very much indeed for the great co-operation given by the Railways Department, particularly Mr. Herdman of the Traffic Department, Mr. Boyd, Stationmaster at Flinders Street, and the station staff at Yarra Junction. The efficient transport of more than 800 children had a bearing on the great success of the Camp."

—Mrs. D. Curtis-Otter, State Commissioner, Girl Guides Association

"For the excellent organization which marked the transport of approximately 450 students and teachers from Geelong to the Olympic Pool. The co-operation, courtesy, and efficiency of all Railways officers concerned merit the highest commendation and deep appreciation of all who comprised the Geelong High School contingent."

—T. J. Higgens, Headmaster, High School, Geelong

To the Outward Parcels staff and Cloakroom staff at Spencer Street and the Parcels Clerks at Caulfield and Oakleigh, our sincere thanks for the assistance they have rendered us during the past twelve months. It is only through the co-operation of these people that we have been able to maintain an exceptionally high standard of service to our many customers."

—T. A. Gould, Manager, Parts Department, William Adams Tractors Pty. Ltd.

"For the attention given to me by your Hostess on the train when travelling. Have since learned her name is Miss B. Spokes, and I would like to let her know how much her services were appreciated. It does make a difference to one's travelling when such girls give the attention and kindness."

—Mrs. A. Stansfield, Wodonga

"For the services rendered by your officers when a situation of emergency had arisen at our Warrnambool and Colac gasworks. To avoid a cessation of gasmaking in those towns it was imperative to get some gasmaking coal railed urgently.

"We were helped first by your shunting personnel, who arranged prompt shunting of some coal from West Melbourne gasworks into Melbourne Yard. Then your Mr. Brown (extension 1193) was extremely co-operative in arranging dispatch out of your yard on Friday evening.

RECENT RETIREMENTS . . .

WAY AND WORKS
Bigmore, H. G., Actg. Despatch Officer, Head Office
Gibbs, H. S., Lengthsman, Newport
Giles, J., Skilled Laborer, Flinders Street
Hugnes, E. C., Skilled Laborer, Flinders St.
Kelly, J., Clerk, Staff Office
Kirkham, A., Ganger, Eaglehawk
Lee, C. P., Ganger, Footscray Goods
Nicholls, L. H., Repairer, Birregurra
Rae, R. V., Skilled Laborer, W. F., Ballarat
Rees, S., Repairer, Korumburra
Spokes, W. F., Ganger, Flinders Street
Traill, R. G. O., T and T Supervisor, Head Office
Tuckett, C. H., District Fitter, Ballarat

STORES
Helmers, T. H., Steam Crane Driver, Perm. Way Depot

ACCOUNTANCY
Rogan, E. J., Clerk, Revision Bureau

TRAFFIC
Bines, D. G., Goods Guard, Melb. Yard
Bray, Mrs. O. E., Caretaker, Taradale
Cleary, B. A., Clerk, C o Room 70
Coombes, G. R., Signalman, Canterbury
Davidson, J. C., Stationmaster, Camberwell
Deverall, W. E., Stationmaster, Stawell
Eaton, J. M., Yard Foreman, Seymour
Gillingham, G., Clerk, Head Office
Harding, C. G., Snr. B and S Insp. C o Metro. Supt.
Hogan, T. J., Asst. Stationmaster, Malvern
Kydd, R. M., Telegraphist (on loan), V.R.I.
Loats, S. H., Signalman, North Geelong
Murphy, C. E., Clerk, Spotswood Goods
McMahon, J., Clerk, Melbourne Goods
Rees, J. B., Goods Checker, Melbourne Goods
Sinclair, J., Labourer, Deniliquin

ROLLING STOCK
Andison, W. H., Striker, Bendigo North
Bell, A. W., Iron Mach., Newport Shops
Bendle, L. H., R. M. Driver, Echuca
Case, A. R., Boilermaker, Newport Shops
Clark, D. B., Blacksmith, Nth. Melb. Shops
Cuthbert, A. G., Car Painter, Jolimont Shops
Duke, A. W., C'smith's Asst. Newport Shops
Gibson, W. G. S., Anglesmith, Newport Shops
Halliday, T. H., Fitter, Newport Shops
Jenkins, N. V. K., Sub Foreman, Newport Shops
Kemlo, G. W., Draftsman, Newport Shops
Kingdon, F. G. T., Car Cleaner, Bendigo Loco.
Leeman, A. E., E. T. Driver, E. R. Depot
Leonard, G. V., Fitter and Tnr., Newport Shops
McMahon, T. J., U. G. Repairer, Nth. Melb. Shops
McPhee, A., B. M. Help, Ararat
Pierce, W. G., Engine Driver, Nth. Melb. Loco.
Smith, W. C., Car Builder, Bendigo Nth.
Speirs, H. C., Eng. Driver, Seymour
Syme, D. H., Car Clnr. Sub F'man., Jolimont
Townsend, H. E., C smith's Asst., Newport Shops
Vassallo, I., Skilled Lab., Newport Shops

. . . AND DEATHS

WAY AND WORKS
Jordan, G. B., Foreman, Spotswood Shops
Kryzyzawonski, T., Skilled Lab., W. F., Sale

ACCOUNTANCY
Garland, T. J., Clerk, Nth. Melb. R. S. Acctg. Office

TRAFFIC
Bampfield, W. J., Yard Foreman, Melbourne Yard
Davidson, H. P., Supervising Guard, Head Office
Evans, R. E., Asst. Stationmaster, Dennis
Hart, H. C., Yard Checker, Melbourne Yard
Priest, A., Goods Trucker, Melbourne Goods

ROLLING STOCK
Mercer, A. J., Clerk, Head Office
Moody, A. N., Clerk, Geelong

"In a time of anxiety, it was most agreeable to be assisted so admirably".
—*P. J. Hardy, Director, The Gas Supply Co. Ltd., Swanston Street, Melbourne*

Roy Kydd Retires

THE next occasion that genial Mr. Roy Kydd appears at a railway sporting event will be in an unofficial capacity, as, after 45 years service, the popular V.R.I. Sports Secretary has retired.

Joining the Department as a junior telegraphist at Ballarat in 1913, he soon became interested in railway sport. In 1932 he organized the first Country Cricket Week. This proved so popular that tennis, bowls, golf, and carpet bowls weeks have since been added to the programme.

Since 1938 Roy has been V.R.I. Sports Secretary and it can safely be said that every major railway sporting event owed much of its success to his hard work.

Between sporting activities he had 3½ years active service abroad in the first world war, and, in the last war, was attached to army headquarters where he became Deputy Director of Army Amenities.

His work has made Roy also known to thousands of railwaymen beyond the State.

On the Traill

NOW that he has retired, Mr. R. G. Traill will have more time available to spend in the great outdoors. Just before the last war, he built himself a caravan and has recently spent some time on rebuilding it ready for his retirement. Mr. Traill joined the old Signals Branch in 1910. During the first world war he served for nearly four years with the A.I.F. Shortly after his return he was appointed electrical mechanic, rising to Telephone and Telegraph Supervisor in 1955. One of his sons, Mr. Ron Traill, is a clerk in the Claims Office.

Off The Road

STARTING in the Railway Construction Branch in 1914 on the building of the Hamilton–Cavendish line, Mr. E. R. Stott was appointed repairer in 1915, special ganger in 1927, and road foreman in 1934. In the latter capacity he served at Shepparton, Korong Vale, Dimboola, Maryborough, Seymour and Flinders Street. Mr. Stott acted as road master in the Eastern and South Eastern District in 1947, and a few months later became road master in the North Eastern District. Now retired, he intends touring New Zealand, where he was born, and then settling at Kallista where he will have full scope for his favourite pastime of gardening.

Geelong Signalman

TWO special functions were held at Geelong recently to mark the retirement of Signalman Stan Loats. First was a gathering of V.R.I. Committeemen, and the other was of railwaymen and friends. At both, suitable presentations were made.

Mr. Loats had been president of Geelong V.R.I. for a record term of five years, president of the local branch of the A.R.U. for four years, vice-president of the Railway Servicemen's League, as well as being active in other local clubs. Now Mr. Loats can concentrate more on his dahlia growing, in which field he has been outstandingly successful.

Old Port Melbourne station, about 1898. This photograph, taken shortly before the station buildings were demolished, was sent in by Mr. J. H. Reilly, a former Principal Fares Officer, who is now 87. Mr. Reilly is in the picture, standing underneath the station lamp and holding a parcel in his hand. The old station buildings included a telegraph office conducted by the Postal Department, and a refreshment room.

SPORTS

New Zealand Bowls Carnival

FIRST railway sporting carnival held in New Zealand was an outstanding success. The party of railway bowlers from all States totalled 180 and left by the *Wanganella* in February.

On arrival, they were warmly welcomed by railway, civic, and bowls officials.

After the carnival, some of the visitors stayed on for tours of one of the world's most scenic countries.

New Zealand won the teams tournament for the Denniss Cup, with 7 wins. Victoria finished second with 6 wins and 1 loss, while New South Wales and Queensland came third and fourth respectively.

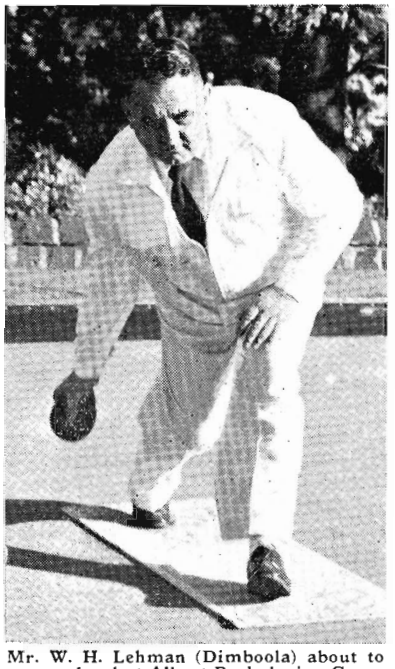
In the singles championship, L. Hindson's victory over A. Tansell (Commonwealth) brought the coveted Howse Cup to Victoria for the second time in four carnivals.

Team For Interstate Cricket

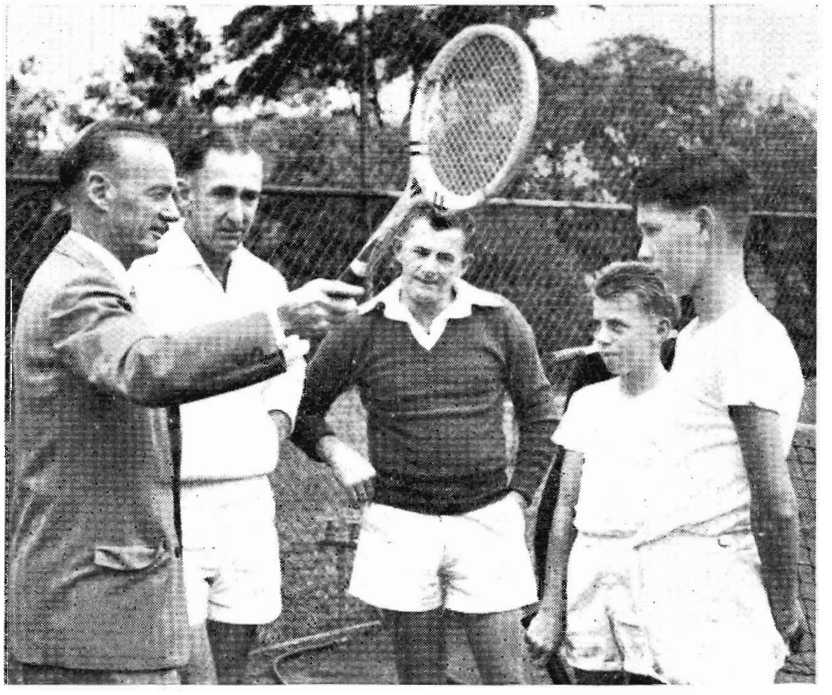
TEAM for the next interstate cricket carnival, to be held in Perth in January 1959, has been selected early to allow members ample time for arrangements.

Those selected are : C. Hovey (guard, Geelong) captain, J. Williamson (driver, North Loco) vice-captain, K. Carmody (clerk, Caulfield), E. Barnes (clerk, Refreshment Services), L. Balcombe (railways investigation officer, Head Office), K. Cormick (apprentice car builder, Newport), R. Durant (engineer, Way and Works Branch), R. Davison (boilermaker, North Loco.), D. Dingey (fitter, North Loco.), L. Hill (electrical fitter, Flinders Street), J. Heffernan (car builder, Newport), W. McKay (sheet metal worker, Ballarat), E. Stephens (fitter, Ballarat), and S. Wallis (coppersmith, Ballarat).

With the team will be Messrs. W. J. Crowe (suburban guard) manager, W. Clanchy (signalman, Ripponlea) scorer, D. O'Donnell (train examiner, Laurens Street) property steward, and W. Wilson, President of the V.R.I. Cricket Association.



Mr. W. H. Lehman (Dimboola) about to grass a bowl at Albert Park during Country Bowls Week.



Mr. Harry Hopman paid a visit to the V.R.I. Country Tennis tournament at Royal Park. He was specially interested in two promising young players from Maryborough, Peter Finch, 13, and his tall cousin, Michael Hammond, 12. The famous coach is shown giving the lads some hints. Looking on are Mr. R. Craigie (next to Mr. Hopman) and Mr. T. Fitzgerald of Wodonga. *Sun News-Pictorial photograph*

Country Tennis Week

ALTHOUGH rain prevented play on the opening day, perfect weather prevailed for the remainder of Country Tennis Week, held at the Institute courts, Royal Park, from April 14 to 18. Forty competitors entered, representing seven centres. The visitors were welcomed by Mr. P. Farnan, Secretary for Railways, and Mr. A. Cobham, Senior Vice-President of the Institute.

The teams championship, for the Donald Macintosh Cup, was won by Wodonga from Lilydale—4 rubbers to 2.

In the semi-finals for the open singles championship, D. Darmody (Wodonga) beat T. Fitzgerald (Wodonga) 9—2 and R. Humphris (Wodonga) beat R. Craigie (Maryborough) 9-8. In the final, D. Darmody defeated R. Humphris 6-4, 6-1.

The Railways championship was won by T. Fitzgerald (Wodonga), from N. Joyce (Warragul) 6—1, 6—3.

After the conclusion of play on the final day, trophies were presented to the winners by Mr. Farnan.

Ladies' First

FOR the first time, the V.R.I. Table Tennis Association is conducting a separate competition for women players. In it are teams from Accountancy Branch, Spotswood General Storehouse (two teams), Train Services, Claims Division and V.R. Institute.

Winter competitions for men are in full swing, with 20 teams playing matches on Mondays to Fridays at 5 p.m. and 8 p.m., and on Saturday mornings.

V.R. Men In Stawell Gift

VICTORIAN railwaymen filled first and third places in this year's Stawell Gift. The winner, Malcolm Durant, is a Production Assistant in the Drawing Office at Newport Workshops. He joined the Department in 1952 as an apprentice patternmaker and is now studying to become an Assistant Engineer.

Bill O'Brien, who finished third, is a clerk in the Signal and Telegraph Division at Head Office and has been in the railways for twelve years. At Stawell he also came second in the 75 yards ; in March, at the Bendigo Thousand, he won the sprint and was second in the semi-final for the Thousand. He has been running for about ten years.

Ararat's R. G. Stoddart is surely the fastest train controller in the service. He also competed in the Stawell Gift and won his heat comfortably, but was beaten in the semi-final. In the 100 yards sprint he was more successful—gaining third place.

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VICTORIAN RAILWAYS

NEWS LETTER

JUNE

VR

1958

THE MONTH'S REVIEW

Standard Gauge Works

AT present, work on the standard gauge line between Wodonga and Melbourne is confined to the duplication of bridges, extensions to culverts, and establishment of camps.

In all, there are 205 bridges and 389 culverts involved. Total length of bridging required will be about 14,000 ft., and the approximate weight of steel for bridges is 4,500 tons,

When *News Letter* went to press, there were 412 men engaged on the work. Early in the next financial year a start will be made on the earthworks. By that time it is expected that the number of men working on the project will have grown to about 500. This number will increase each month, and it is anticipated that a total staff of 1,500 will be employed.

Bridge Foundations

CONCRETE shell piling is being used for the foundations of the Broken River bridge at Benalla, and the same method will be used for the Ovens River at Wangaratta. These are the two biggest bridge works in the project.

Under this method of construction, a 12 in. concrete pipe is placed outside a steel mandrel, at the foot of which is a concrete shoe. The mandrel is then driven into the ground and the concrete pipe follows it down. From time to time the mandrel is withdrawn and extended, and new sections of concrete pipe added until such time as the pile is fully driven.

This method of pile driving avoids damaging the pile, and, as it is hollow, an inspection lamp can be lowered inside the casing to check on the work.

When the casing has been driven down to the required depth, the mandrel is withdrawn, steel reinforcement is lowered into the casing, which is then filled with concrete.

This is a new method to Australia, and is only the second time it has been used here.

Special Trains

THE comfort and relaxation of rail travel is making a progressive impression on the travelling public as evidenced by the demand for special trains and the popularity of Sunday rail tours organized by the Victorian Government Tourist Bureau. Three recent examples of really " extra specials" are :

A special Sunday *Daylight* express was scheduled for June 15 to bring 120 members of the New York City Ballet from Sydney to Melbourne. Although run specially for the Ballet company, the train was made available for other passengers.

Last month, 500 Young Australia League girls and boys travelled by special trains between Melbourne and Brisbane for an educational tour during the school vacation.

Walhalla was the destination of more than 400 tourists who went by special Sunday train to Moe and then joined motor coaches for the remainder of the journey to the historic mining township. A whole steer was cut up and barbecued by the Walhalla Progress Association and special arrangements made for talks on Walhalla's history and the showing of coloured slides and films of the district's attractions.

Suburban Services

REPORTING on suburban traffic, the Bulletin of the International Railway Congress Association points out that passenger traffic of suburban services to cities of over a million inhabitants is essentially a mass movement reaching figures of up to several hundreds of thousands of passengers a day. At the highest peak period, the number of travellers to be carried is frequently ten times greater than during the quiet times of the morning and afternoon. These peak periods present difficult problems for the administration.

During these rush hours it is not possible to give every passenger a seat. Most of the vehicles have a limited number of seats, but the U.S.S.R. Railway Administration reports that it puts into service at the peak hour carriages with no seats.

Railway Administrations are helpless by themselves to spread traffic peaks, although this would relieve the working of the suburban lines and would enable the comfort of passengers to be improved. Some of them have tried to persuade public authorities and private business firms to spread the hours of opening of offices and shops, but usually unsuccessfully except in U.S.S.R.

Service and Cleanliness

FROM the *Border Mail*, Albury, comes a pat on the back. " A visitor who had a stand-up lunch at Wangaratta station was loud in his praise of the service and attention there, also the cleanliness. He remarked : 'I've never seen any refreshment room so polished and spotlessly clean."

Under His Hat

AT a suburban station, recently, it was noticed that one of the station assistants had a suburban rail map carefully fixed inside his cap. Presumably, when anyone inquired about a particular station or line with which he was not familiar, he could take off his cap and study the map. Quite a bright idea. Evidently the station assistant believes in the scout motto, " Be Prepared."

Railroads, Highways, People

PERTINENT comment on vital differences in rail and road transport is contained in the following editorial from the *News-Times* of Danbury, Connecticut, U.S.A.

" 'Working all night, despite a continuous downpour, wrecking crews of the New Haven Railroad cleared most of the wreckage from the scene of Sunday morning's derailment in Brewster (N.Y.).'

"That is the story in the *News-Times* of last Tuesday. Somehow it impressed us ; we've been thinking about it.

"Note that the New Haven cleared away the wreckage all by itself. No state highway crews, no working parties from the Town of Brewster had to do anything.

"Now, if this had been a wreck involving trailer trucks, local and state police, state and Brewster work parties would have been at work. And the company that owned the trucks wouldn't have paid a nickel for the work of clearing away the wreckage.

"That would have come out of the pockets of the taxpayers, at both state and town levels.

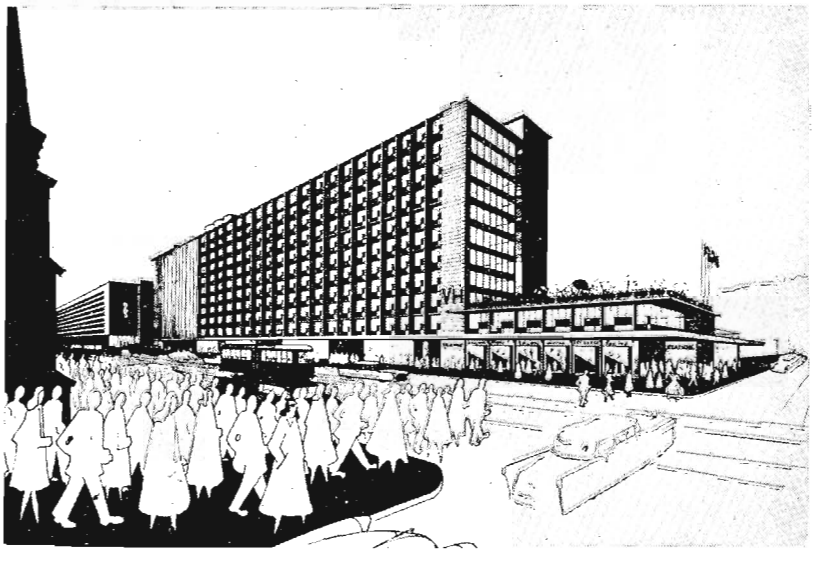
"The railroads do not run their trains over expensive highways, pounding them into ruin over the years. The railroads own their own rights of way, keep them in repair, do not impede highway traffic.

"We have nothing in the world against the trucks or their owners. They are part of our overall transportation system in this modern America of ours. Yet the trucks do wear our highways out, and when they come to grief they do need, and get, aid that is provided, not at the expense of the truckers, but at the expense of the poor taxpayers."

FRONT COVER

Changing a T class diesel-electric locomotive motor at the Diesel Shop, North Melbourne Locomotive Depot. *Left to right* : Diesel Maintainers L. Byrne and W. Gladstone and Fitter's Assistant D. Ballingall.

PRINCES BRIDGE STATION ROOFING PLANS



Artist's impression of the new building scheme

DEVELOPMENT of the site of Princes Bridge station is provided for in an agreement between the Railways Commissioners and the Victorian Employers' Federation for leasing the area at the south-east corner of Swanston and Flinders Streets for a term of 98 years. The agreement was signed just as *News Letter* was about to go to press.

The area, which has a frontage of 660 ft. to Flinders Street and 118 ft. to Swanston Street, is at present occupied by Princes Bridge railway station, platforms, etc. The agreement provides for the lowering of the tracks and platforms at an estimated cost of £468,000 which is to be borne by the Federation. It also provides for accommodation equal to the existing station buildings, shops, etc. at the new low level.

At ground level, a concrete slab will be laid over an area of about 60,000 square feet and a series of limit height buildings will be erected on top of the slab. The buildings will consist mainly of office space, and one of them—probably to be known as Victoria House—may become headquarters of the Federation. Others features envisaged in the buildings will include cafes, an open air restaurant, a theatrette, modern parking stations and other facilities.

Interim plans have been drawn in such a way that the view of St. Paul's Cathedral, on entering the city from St. Kilda Road, will not be impaired.

The scheme is estimated to cost about £7½ million and, subject to the Federation obtaining the necessary consents, etc., work should begin in from six to nine months' time and be completed in about four years. At the termination of the lease the entire structure will become the property of the Railways Commissioners.

An operating company, Grasslands Pty. Ltd., has been formed to assume responsibility for the project.

Commenting on the project, the Minister of Transport, Sir Arthur Warner, said that the Government would be very sure that the project could be carried out before it allowed the work to begin.

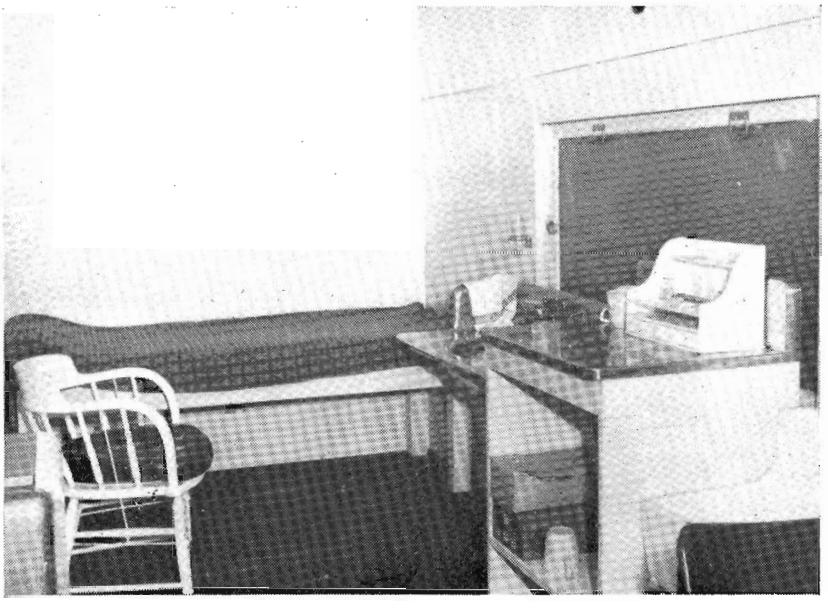
The agreement would enable the Federation to go ahead and secure finance. At the end of the six months, the company would have to show the Government that it has guarantees for the whole project, and another agreement would then be signed. After that, work would begin.

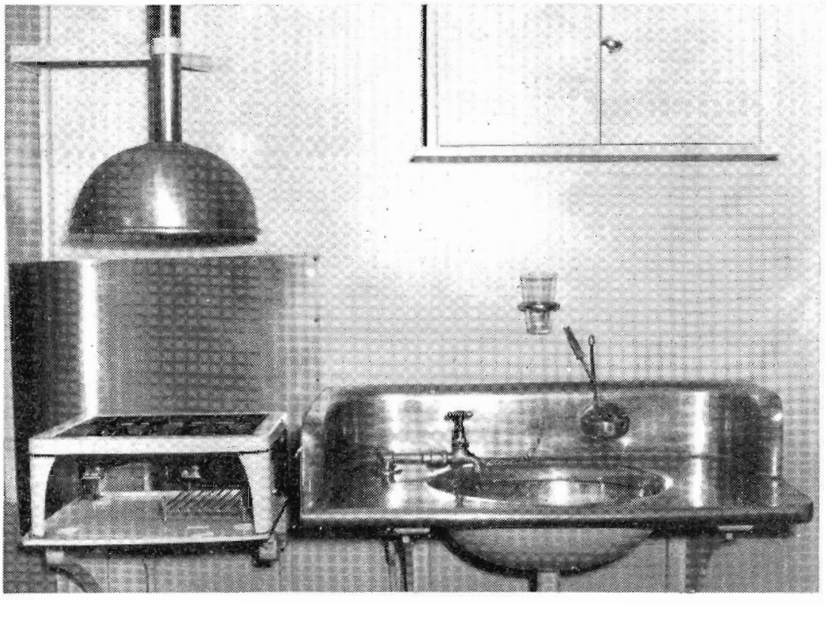
If the company could not raise enough money within a reasonable time, the Railways would be free to offer the lease of the site to any other body.

Signing the agreement. Seated at the table are (*left to right*) Sir Arthur Warner, Minister of Transport, Mr. E. H. Brownbill, Chairman of Commissioners, Mr. N. Quail, Deputy Chairman, Mr. G. F. Brown, Commissioner, Mr. H. P. Higginson, Past President of the Federation, Mr. L. C. Burne, President of the Federation. Standing are Mr. A. Dundas, Estate Officer, Mr. H. R. Hauptmann, Chairman of Public Relations and Betterment Board, three press reporters, and Mr. A. Gilmore, Commissioners' Special Officer.

CARS AND WAGONS

EXPERIMENTAL and prototype work is included in the construction and rebuilding of rolling stock by Victorian Railways—demonstrative that the department is prepared to meet new traffic requirements and go after business.





Sections of the remodelled Medical and Vision Test Car. Above is the examination room and, below, the kitchen.

A South Australian Railways OA wagon, normally used to transport motor car bodies, has been adapted at Newport Workshops for an experimental "piggyback" freight service. Loading gauge restrictions limit the height at which loaded semi-trailers can be carried on rail wagons and pass safely under bridges and through tunnels. For this reason it is not possible to adopt the overseas practice of loading complete semi-trailers on to rail wagons. The experimental wagon was, therefore, designed to hold semi-trailers after their road bogies have been removed. Inside dimensions of the wagon are 69 ft. $4\frac{1}{2}$ in. x 8 ft. $3\frac{7}{8}$ in., and it will accommodate two semi-trailers, the chassis and load of each weighing up to 16 tons.

Special lifting gear for the transfer of the load, as well as the framework to be mounted inside the wagon to support the semi-trailers, were designed by V.R. engineers. They were constructed at Newport Workshops.

At Newport Workshops, too, a railway carriage underframe is being converted to a special wagon for bringing complete motor cars from Albury to Melbourne. A superstructure will provide a 2-tier rail wagon with cars driven on and off the lower level, and a crane to lift the cars to and from the top level.

The original E class American gondola type wagons are being rebuilt to modern standards. The prototype has been completed at Newport Workshops, and the others will be rebuilt at Bendigo North Workshops.

The wagons are being fitted with heavier end and side panels, standard HY type end posts, end girders and coping, and standard HY type doors, door panels and fasteners. All new work is of welded construction, and the rebuilt wagons will be considerably stronger to meet general requirements.

For the handling of uncrated masonite sheets from Alexandra to Melbourne, a prototype KM wagon has been converted from an old I wagon. This vehicle has open sides to allow fork lifting of the masonite sheets into and out of the truck.

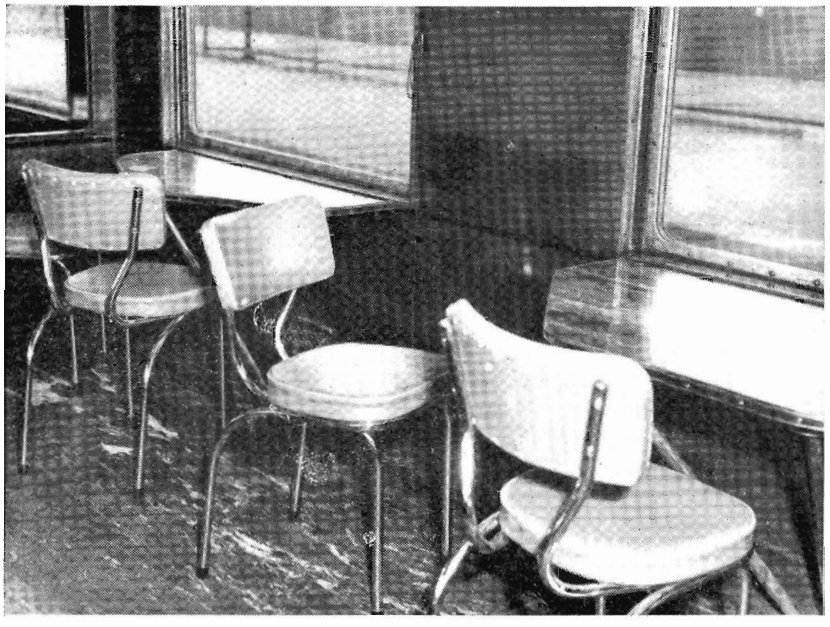
Provision has been made for the building of a further 20 P class powder wagons at Newport Workshops, and the design is in hand for a prototype workmen's shower car, also to be built at Newport. This car will have six showers and double wash troughs with hot and cold water available. It is intended for use at country camp sites.

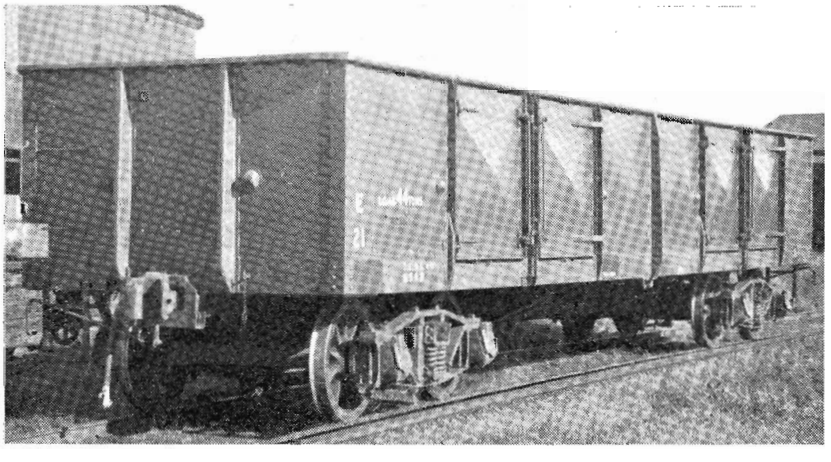
Remodelling of the Medical and Vision Test Car has been completed. This provides accommodation for doctors and staff and makes them independent of hotel accommodation.

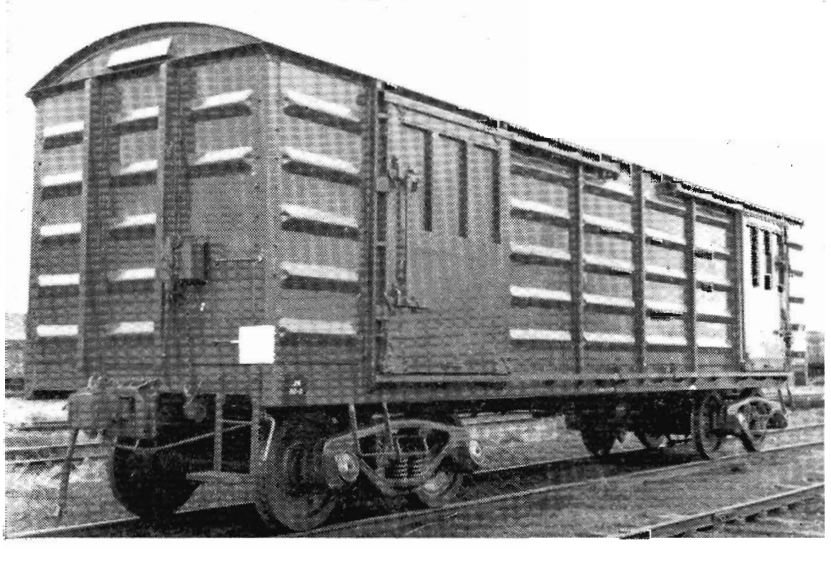
Living quarters are grouped at one end of the car in an entirely separate section. They consist of a kitchen fitted with stove and stainless sink, three sleeping compartments, a small lounge, shower recess and lavatory. A hot water unit is installed.

The other section of the car comprises waiting room and office, changing room, an examination room and a dark room for eye testing.

Alterations to passenger cars involve ABE, ABW, AE and BE classes. In the first two classes of vehicle, a common ladies lavatory in the centre replaces the individual first and second class ones which had to be entered from the compartments. A door from the corridor now gives access. This enables provision of four more booked seats in each car. In the AE and BE cars, clear glass panels are being installed between compartments, in a similar manner to those in swing door suburban cars.







Refreshment tables and chairs in the remodelled Club Car (above). Twelve of these chairs are available for passengers taking light refreshments. Full details of the alterations to this car were published in March issue of *News Letter*.

Centre: Prototype rebuilt E waggon at Newport Workshops just prior to dispatch to Bendigo North Workshops.

Below: One of the first of the bogie type BP box wagons described in March *News Letter*. These will be fitted with BX bogies to enable them to be attached to passenger trains running at speeds up to 70 m.p.h.

TRARALGON

Above : Traralgon Locomotive Depot.

Left : Stationmaster M. M. O'Meara.

Right : Depot Foreman D. J. Sullivan.

Below *The Gippslander* pulls into Traralgon.

COUNT Strzelecki and his party were the first white men to set foot in the Traralgon district. They had set out from Omeo in 1840 to search for new pastoral country and their route took them four miles east of the future township of Traralgon in April 1840.

The first party with cattle for Traralgon reached there about June 1844, when Edward Hobson took up Traralgon Run on behalf of his brother, Dr. Edmund Charles Hobson. By 1860 Traralgon residents numbered nine.

Until the railway came, Traralgon was no more than a sleepy hollow. Apart from the fact that it was the nearest store for the gold diggings at Russell's Creek, there was little business to be done.

With the opening of the railway to Melbourne in 1878 a great fillip was given to the district. Sawmills sprang up to handle the redgum forests on the plains, and most of the timber was railed to Melbourne. In the early 'nineties a number of large estates were subdivided to meet the demand for dairying land. Among the early industries was flax growing at Callignee and Tyres from 1895 onwards.

Selection of Traralgon as a locomotive depot for the Gippsland line about 1903 gave the township further impetus and caused a good deal of development.

The rapid growth of Yallourn and the restricted trading facilities there permanently established Traralgon as a shopping centre. But Traralgon made its greatest advance when Australian Paper Manufacturers Ltd. established its huge mill at Maryvale. Building boomed and the town has never looked back.

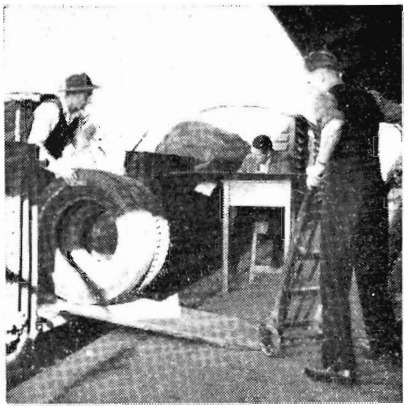
By 1946 Traralgon's population had grown to 4,800; today it is in the vicinity of 10,000.

To cater for traffic to and from Traralgon there are four passenger trains daily to and from Melbourne, including *The Gippslander* to Bairnsdale, and a twice daily rail motor service to Maffra. Regular goods trains daily are : four to and from Melbourne, one to Yallourn, two to and from Bairnsdale, one to and from Sale, and one to and from Maffra. There is also a goods train to Mirboo on three days a week.

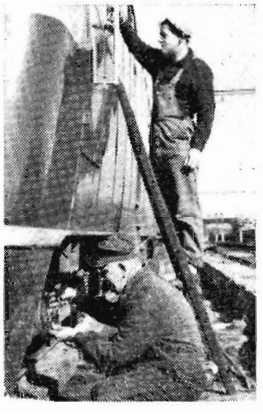
To handle this traffic there is a stationmaster and staff of 37, and a depot foreman with a staff of 77 at Traralgon and another 120 at outstations.

Among the commodities handled by rail are : gypsum and coke for Gippsland Cement Works, briquettes for Great Eastern Brickworks, and the entire output of Kiwi Polish Factory, which supplies the whole of the Commonwealth.

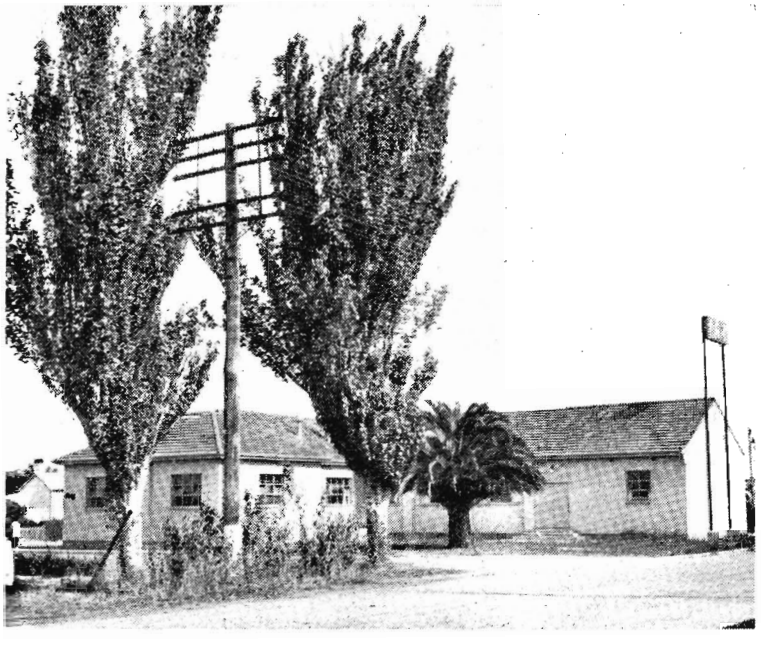
As the terminal of Australia's first main-line electrification, Traralgon is the changing point for locomotives. L class electrics run between Melbourne and Traralgon and then either T class diesel-electrics or J class steam take over. As a result, the locomotive depot carries out a wide diversity of work. In addition to servicing the locomotives and rail motors, a certain amount of truck repair work is also carried out. At present the depot is being remodelled. The coal stage has been removed and facilities are being provided in the area for stabling L class locomotives. The loco. store has been shifted to a new site and in its place a modern amenities block has been provided. This includes hot and cold water to basins and showers, new lockers, and a mealroom. A new first-aid room, neatly fitted, has also been provided.



Left : Parcels Assistant D. Eaton and Station Assistant F. Simpson handling mail from *The Gippslander*. Right : Unloading at the goods sheds by Shedman G. H. Beveridge, Checker M. Lethlean and Station Assistant H. W. Fasse.



Left : R. M. Driver M. J. Dwyer and Lad Labourer K. Murphy preparing Maffra rail motor. Centre : Skilled Labourer R. Marks and Labourer O. Norling loading firewood. Right : Storemen P. Blake and H. Irvine in the new Loco. Store.

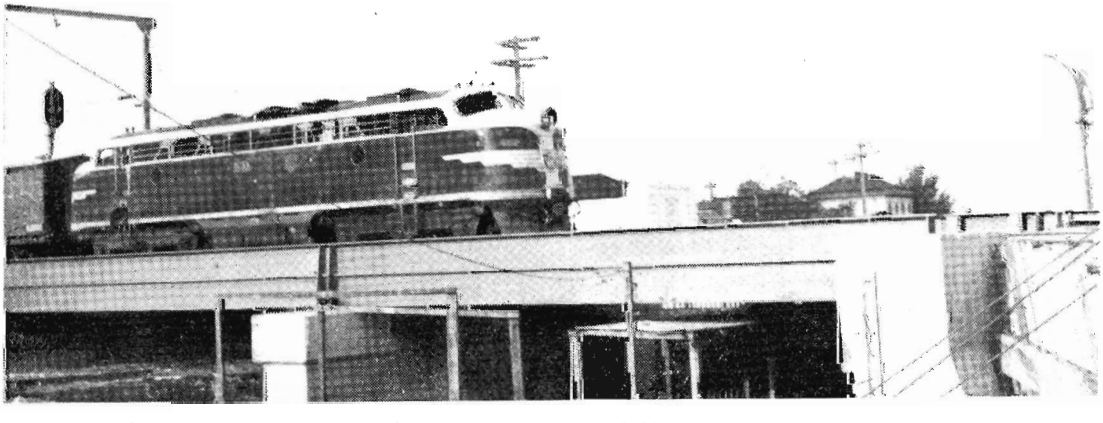


Traralgon's Institute hall was opened in 1956.

The grave (right) in the station yard is one of Traralgon's mysteries. When the first settlers arrived, the locality near the present departmental residences served as the burial ground. There are said to have been 12 persons buried there. The only grave of which the definite location is known is that in the picture. An earlier redgum headstone has been replaced by a concrete slab and headstone with the inscription "— SMYTHE INFANT 18 ——." Local tradition has it that the child buried there was the daughter of Traralgon's second constable, William O'Brien Smythe. Much has been written for and against this view, but nothing has been definitely proved. The full story is given in a manuscript history of Traralgon, compiled by Mr. W. J. Cuthill, S.M., a copy of which is in the Public Library.

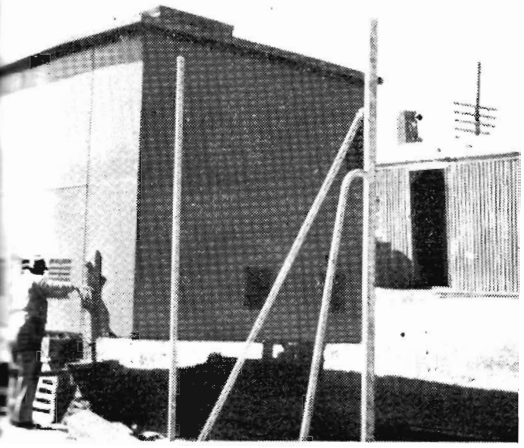
AROUND THE SYSTEM

HELPING HAND: The V.R. Employees Auxiliary subscribed £1,000 towards the cost of a bus for the Orthopedic Section of the Royal Children's Hospital. The remaining £600 was contributed by the Government. In the picture, Mr. A. C. Stockley, Chief Electrical Engineer, presents a cheque for £1,000 to Dr. Douglas Galbraith, Medical Superintendent of the Hospital.



GRADE SEPARATION: One of the first trains to use the new bridge at the Napier Street, Footscray, underpass. Trains have, for some time, been running over a temporary track. The new track has been regraded over Napier Street with a lift of about seven feet. Excavations for the roadway have now to be made to complete the work. This crossing is one of the three major abolition projects for which the Victorian Railways are the constructing authority; the other two being Frankston Road, Dandenong, and Nepean Highway and South Road, Moorabbin.

HIGHEST STATION : A goods train at Shelley, on the Cudgewa line. Shelley, 2,562 feet above sea level, is Victoria's highest station, with heavy grades from either direction. These limit train loads to 180 tons for a K class locomotive.

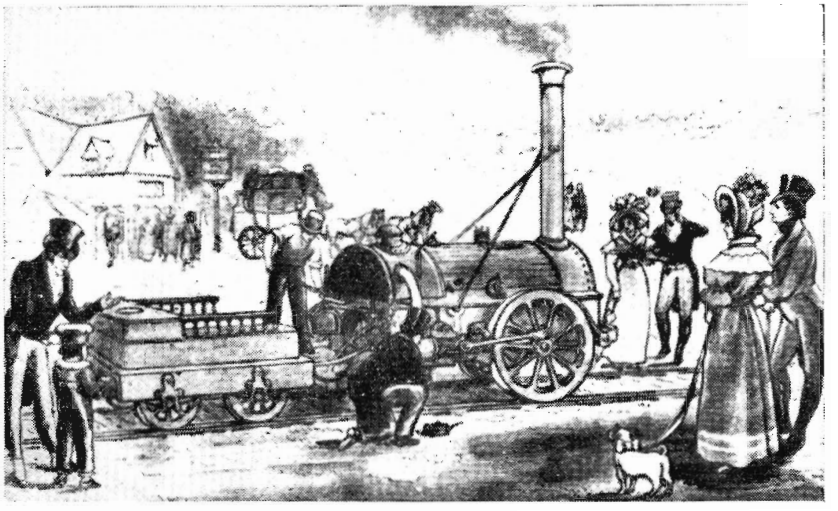


SUBSTATION BUILDING : This steel building for Eltham substation was built at Newport Workshops and transported to the site. The new substation is being built as part of the general scheme involved in changing the frequency of current for electric trains from 25 cycles to 50 cycles. Provision has been made under the scheme for additional power demanded by the growth of outer suburban traffic. The new substations are equipped with the latest design of pumpless, air-cooled, mercury arc rectifiers which are smaller and lighter than the old rotary converters they replace.

GEORGE STEPHENSON

A RAILWAY PIONEER

by E. W. JONES



A sketch, made on the spot, just before the opening of the Liverpool and Manchester Railway. George Stephenson is depicted nursing the right-hand cylinder while his son, Robert, is firing.

RAILWAY engineers have always had a strain of the adventurer in them and have usually been willing to try their hands at anything once, even when people have said it was impossible.

This versatility was demonstrated by George Stephenson who was not only competent in all the various trades necessary to construct locomotives and railways but was also a shoe mender, clock repairer, tailor and embroiderer. During the early period of his life, the last trade helped to tide him over lean times.

Before he became famous, George Stephenson was employed as an engine-wright at the Wylam Colliery. When his first assignment as an engineer to survey the Stockton to Darlington line was sent to him by messenger, the envelope was addressed to George Stephenson, Esquire, Engineer, Killing-worth. Nobody in Killingworth could remember where George Stephenson Esquire lived until a woman suggested trying Geordie Stephenson the wheel-wright.

One of Stephenson's most difficult jobs was the construction of the Liver-pool to Manchester line. Irate land holders chased his surveyors away, and one unfortunate theodolite bearer was pitchforked through his pants before he evaded his pursuers. Stephen-son was finally forced to use decoy parties while he carried out the actual work himself on moonlit nights.

Before the advent of steam transport, mail coaches had a monopoly of internal passenger and mail carriage, and so it is not difficult to understand why people who were interested in the coaching industry with its inns, saddlers, grooms, horse breeders, coach builders and others were not prepared to welcome a new form of transport which would wipe out their means of livelihood.

Some of the arguments put forward against railways were that the passage of trains would stop cows from grazing and hens from laying ; the poisoned air from the locomotive chimneys would kill birds flying over them and make the preservation of foxes and pheasants impossible.

As there would no longer be any use for horses, the species would become extinct ; oats and hay would become unsaleable commodities.

If these gloomy predictions did not prove sufficient to provoke the populace, those hardy souls who travelled by rail were promised a swift death when the boiler of the locomotive blew up, blasting them to oblivion.

Despite such opposition, the work of railway construction continued. After the initial survey of the Liverpool-Manchester line was finished, Parlia-ment refused to sanction its construction. Some members believed that a large area of bog, known as Chat Moss, presented insuperable difficulties.

Stephenson held the opinion that a line could be constructed over the bog by supporting it on a platform of heather and brushwood. Unfortunately for him, his broad accent made his explanation difficult to convey to the members of the investigating com-mittee, and it was only after the Bill for the construction of the line had been submitted to Parliament for the second time, and Stephenson had been de-moted, that approval to go ahead was granted.

Once the work had commenced Stephenson's genius soon asserted itself and he was again back supervising construction. His scheme was found to be entirely satisfactory, not only for the actual trackwork, but also for supporting an embankment at one end of the bog. This last enterprise almost spelt disaster for the line. Such large quantities of brushwood were used that the engineers thought they were never going to reach the bottom of the bog. When they had almost given up hope, the filling began to build up above bog level and they knew they had the battle won.

The seal was finally placed on Stephen-son's fame as an engineer at the Rainhill trials in 1829 when the *Rocket* suc-cessfully competed against three other locomotive entries. Strangely enough, public opinion favoured a Swedish locomotive, *Novelty*, built by an engineer named Ericcson.

This little engine with its burnished copper and dark blue paint was popular favourite. Its performance of 23 miles an hour was also impressive, and Stephenson was a worried man until its bellows broke down on its second trial run.

Breathing a sigh of relief he turned to a friend and remarked " Eh mon, we needn't fear yon thing, its got no goots."

The *Rocket* won the trials on its reliability of operation. Hackworth's locomotive, the *Sans Pareil* attained a speed as great as Stephenson's entry, while the little *Novelty* during the trials reached 30 miles an hour. Later it reached the unprecedented speed of 40 miles an hour.

Before his death in 1848 Stephenson had seen the fulfilment of the prophecy he had made in 1825 at a party to celebrate the completion of the Stock-ton to Darlington railway.

" Now lads, I venture to tell you that I think you will live to see the day when railways will supersede almost all other methods of conveyance in this country, when mail coaches will go by railway and railroads will become a great high-way for the King and all his subjects. The times are coming when it will be cheaper for a working man to travel upon a railway than to walk on foot."

LINES FROM OTHER LINES

Giant Diesels for B. R.

THE British Transport Commission is ordering 22 main-line 3,300 h.p. *Deltic* type diesel-electric locomotives for use on express passenger service between London (King's Cross), Leeds, Newcastle, and Edinburgh. The order follows the use of English Electric's *Deltic* locomotive, the most powerful yet built in Britain, on trials in regular service on British Railways since November 1955.

Deliveries will begin in 1960, with completion by mid-1961, when the 22 new diesels will have replaced 55 main-line steam locomotives on such trains as *The Flying Scotsman, The Elizabethan, The Talisman, The Yorkshire Pullman,* and *The Tees-Tyne Pullman.*

The new locomotives will each be powered by two 1,650 h.p. Napier *Deltic* engines, and will have two 6-wheel bogies.

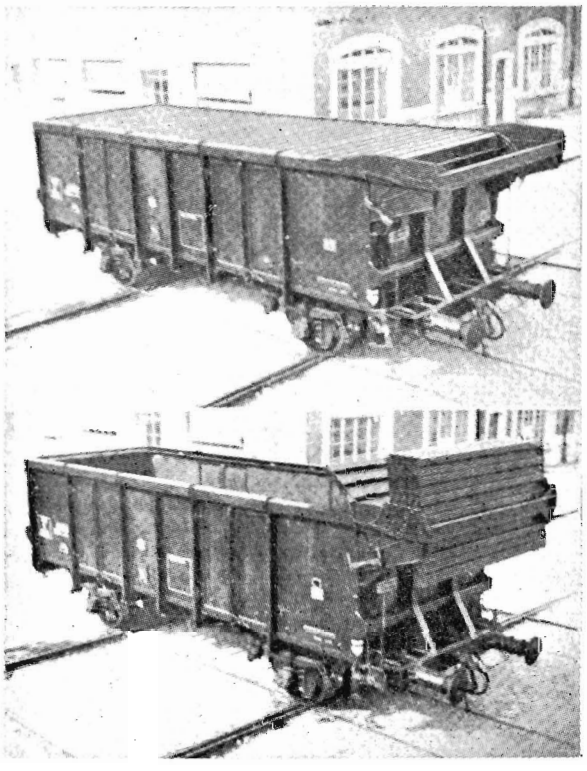
B.R. Prototype Coach

THE last of 14 prototype passenger vehicles to be built for British Railways has recently been delivered. Constructed by the Birmingham Railway Carriage and Wagon Co. Ltd., the coach is a second class open saloon. The coach retains the standard arrangement of two saloons divided by a central gangway, with a vestibule and lavatory at each end. Seat spacing has been designed to give increased comfort. Accommodation is provided for 39 passengers.

On one side of the coach the seats are two-passenger units, with separating central armrest. Single seats are fitted on the other side of the compartment. Upholstery is in foam rubber, and the seats are adjustable. Readily detachable tables, storage and luggage space are incorporated in the design.

Continuous steam heating fittings, covered with decorative grilles, are provided along both sides of the saloons. Fluorescent lighting is fitted.

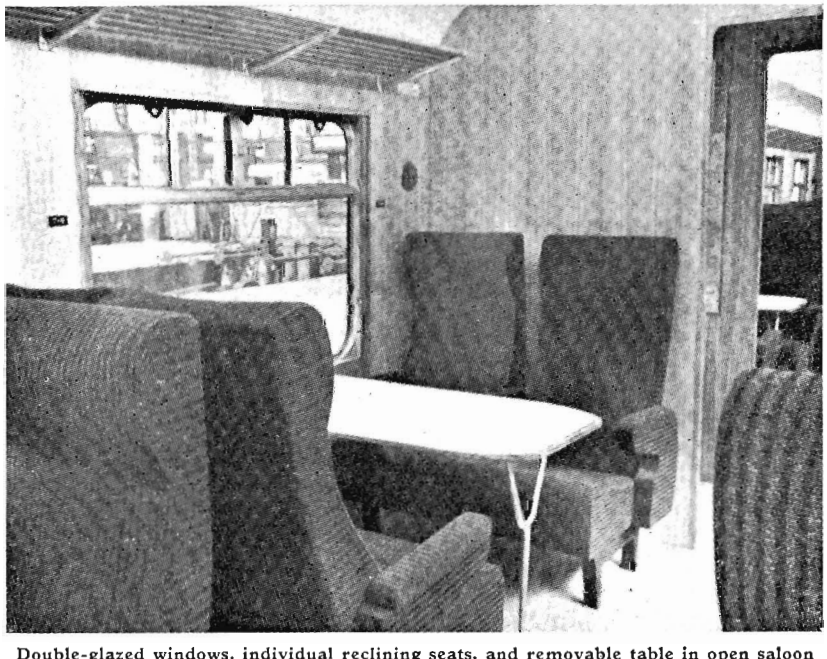
Dual-purpose Wagon



This combination of covered and open wagon is a French invention. The roof is composed of a series of steel plates which run in channels fixed to the top of the body-sides. The leading panel is linked to an endless chain, which is worked by a handle at one end of the wagon, and each panel is connected by chain with its neighbour.

To close the roof, the operator merely turns the handle in one direction and the panels are thereby drawn out until the roof is covered. A reverse movement folds the panels and stacks them in the manner shown in the picture. The arrangement allows for rain water to be drained off.

The French Railways are now building a number of these wagons.



Double-glazed windows, individual reclining seats, and removable table in open saloon of B.R. prototype coach.

Pullman Safety Record

IN the six years ended November 11, 1957, not a single passenger was killed while travelling in a Pullman car in U.S.A. During that period 73,000,000 Pullman passengers have been carried 45,000 million miles.

End of Steam-Turbine-Electric

THE remarkable steam-turbine-electric locomotive experiment initiated in 1954 by Norfolk and Western Railway, one of the most important carriers of coal in U.S.A., has ended in failure. This locomotive, 161 ft. 1½ in. long and weighing 523 tons, was carried on four 6-wheel bogies with all axles motor driven. Nicknamed " Jawn Henry " because of its massive proportions, it could handle 4,500-ton loads over heavy gradients, and was showing an economy of 30 per cent. in coal consumption compared with steam locomotives of conventional design on the same service. The heavy water consumption made it necessary for an additional tender to be attached, and there had been so many breakdowns of the turbine and the electrical gear, and of water-feeding and control equipment, that eventually the locomotive had to be confined to helper service up Blue Ridge Mountain so as to keep within easy reach of Roanoke shops.

THE IMPORTANCE OF TOURISM

From an address given by Mr. M. J. Harkins, Manager of the Victorian Government Tourist Bureau, at a Public Relations Institute luncheon

THE future of tourism in Australia is limited only by our imagination, ideas, initiative, and industry. If we, like other countries, exploit our opportunities for tourist traffic, it will provide high rewards.

THE national importance of tourism is frequently hidden because it is not generally recognized as an economic factor in industry. The rapid turnover of travel income has a vitalizing effect by creating the atmosphere of business confidence on which prosperity depends.

Tourism cannot be divorced from travel generally. Many travellers with a business mission also take advantage of an overseas trip to include some touring as well.

The travel market is especially important to a rapidly growing country such as Australia, because of the tremendously stimulating effect of travel expenditure. Money expended in travel is handled by local merchants, by hotels and by stores, and it is turned over rapidly in payment for services.

A census taken by the Hawaiian Visitors' Bureau in 1952 showed that 29 million dollars were spent in the islands by tourists, and it was found that these dollars multiplied themselves 155% during the year and were turned into 72 million dollars of local business. It is this multiplication of earnings and the confidence begotten by the circulation of large sums of money that make the tourist industry so vital to internal economy. A recent report states that tourism is now the third greatest industry in the United States.

Tourism is big business. Our scenery in Australia can be sold over and over again, we have bounteous crops of fresh food, the friendliness of our people has not diminished by its constant exercise, our great parks and the facades of our buildings are not impaired by the tourists who visit us and take colour photographs to show the folks back home.

The need to bridge the gap between Australia's export earnings and the cost of imports essential to the development of the Commonwealth in the next decade means that sources of export income must be increased. In a comparable position, Europe today is bridging its gap by the sale of services which are embraced by the term 'tourism.'

Now, the first essential to the national development of tourism is a healthy, domestic tourist traffic. If hotels and transportation services rely solely on overseas visitors, there may be insufficient traffic to warrant large scale development.

Domestic tourism is influenced by two important sections of the community—the professional and higher salaried group, and the employee group. The first demands travel amenities of the same standard as overseas visitors, whilst the second group is prepared to accept a lower standard of amenities in return for a lower rate.

A very good example of a highly developed domestic tourist traffic is that to Central Australia in the post-war years. A tour to Palm Valley and Ayers Rock was regarded, not so many years ago, as a 'high' in adventure. There were a few venturesome souls who made their way into little known country just to see what was at the other end of the track.

In the post-war years, however, operators became more enthusiastic and commenced to cater on a major scale for tourist parties. The Victorian Government Tourist Bureau began to act as an agent for these companies and, from a handful of tourists, we have now developed a very substantial business in booking Australian tourists to Central Australia, including trips to the very remote area of Ayers Rock and Palm Valley. The 'Gold Coast' is a fantastic example of what domestic promotion can do.

The purpose of these illustrations is to indicate that it is the domestic traffic which has built up Central Australia and the 'Gold Coast' and has made them available to the many overseas visitors who are now inquiring about trips to these areas.

Now, what do we anticipate is the value of the tourist industry in Victoria? It is very difficult to assess the value of an industry or to even obtain an indication of the number of tourists who visit the various States. In 1952 an endeavour was made in Victoria to get at some figures and it was estimated that domestic and overseas tourists totalled 255,700.

Assuming the average 'stop over' of a tourist was seven days and that expenditure by each was £2.10.0 per day, the total amount of tourist income circulated in Victoria in 1953 was about £4½ million. If this formula is applied to every State of the Commonwealth, allowing for lesser travel in some States, a sum in the vicinity of £15 million was circulated throughout the Commonwealth as a result of travel which could be classified as tourist.

In estimating the value of the tourist trade as a source of income, consideration must be given also to the income derived from fares paid for air and sea passages.

We are entering a new era in the development of tourism. There will be a tremendous increase in the number of visitors with the introduction of jet aircraft, and a proportionate increase in other transportation facilities serving Australia as part of the Pacific.

Within the next two or three years, the Pacific will become the second largest international travel market. The world's greatest ocean is shrinking with modern transportation developments, and distance as such has been eliminated from tourist thinking. And so the future of tourism in Australia is limited only by our imagination, ideas, initiative, and industry.

AMONG OURSELVES . . .

Television dancers Judd Laine and Robin Farquhar, who will be the star attractions at the Victorian Railways Staff Ball, gave a demonstration on the lawns at the rear of the Railway Administrative Offices. The Ball is being held at the Palais de Danse, St. Kilda, on Thursday, July 17. Profits from it will form part of the general railway effort for the Anti-Cancer Appeal.

Benalla V.R.I.

RECENTLY there has been a great upsurge of interest in the activities of the Institute and the various affiliated clubs at Benalla.

The Carpet Bowls Club has attained its highest membership since its formation in 1951. This club has always tried to increase interest in carpet bowls and, with this in view, it convened a meeting to form a town association. Two members of the club were elected office bearers in the new association. They are Repairer C. Horgan, president, and Signalman K. Lobley, secretary.

A dramatic club was formed recently. Known as the Benalla V.R.I. Players, it has about 15 members. The small committee of management consists of Signalman K. Lobley, president, Electrical Fitter K. Wilson, secretary and treasurer, and Carpenter G. Greenfield, in charge of property and make-up. Mr. L. Popplewell, an associate member with long experience in amateur dramatics, is producer and director. Two one-act plays are at present in rehearsal, with plans for more ambitious productions as members gain experience. This is claimed to be the only railway dramatic club in Victoria. All profits from its activities will be devoted to Benalla Centre.

Benalla V.R.I. Crib Club is also having an excellent year under the able stewardship of Stationmaster J. Graham and Guards J. Sandlant and F. Turner. Two aggregate competitions run during the year sustain the interest of all local crib enthusiasts.

TV Celebrities

LANDLORD to TV stars is just a sideline with Mr. P. A. H. Dunbar, of Traralgon Locomotive Depot. The stars are two pet wombats successfully raised by Mrs. Dunbar. She obtained the first of them about 18 months ago. Then it was only 7 in. long and weighed a mere 13 ounces. Today, thanks to her careful feeding with an eye dropper and a piece of bicycle valve tube, it is a bouncing 40 lb. pet. For the past six months she has fed it on grass, bread, apple peelings and such like. The other is a few weeks younger and was raised in the same manner.

Mrs. Dunbar used to keep koalas and kangaroos before they were protected. Now she keeps blue-tongue and bobtail lizards as well as her two wombats.

Hot Books

WHEN Mr. C. W. Cole, who retired as S. M. at Armadale, came from England in 1911, he paid a steamer fare of only £6—the special government-assisted rate for migrants. After a spell at farming, he joined the Department in 1912 as a lad porter at Dookie.

" I've enjoyed my life in the railways " he says, " especially dealing with the public. It's very interesting work."

Recalling some amusing incidents of those far-off days he relates how surprised he was, on arrival at a certain Mallee station, to notice the scorched conditions of some of the station books. It then came out that they were not up-to-date, and, to keep them out of official sight during an inspection, one of the staff hid them under a bush near the irrigation channel. Later in the day an irrigation employee, concluding they were rubbish, set fire to them. They were rescued in the nick of time by an anguished S.M.

Watching football, playing golf, and doing a little fishing will occupy much of Mr. Cole's time in retirement.

Apprenticeship Week Display

A feature of Ballarat's Apprenticeship Week was the display of sheet metal working in the local Gas Company's window in Sturt Street. This was arranged by the School of Mines. During the week, apprentices from various trades and engineering works in Ballarat worked in the window. On three afternoons, 4th year apprentice coppersmiths from Ballarat North Workshops showed their skill and trade knowledge, and much favourable comment was heard from the onlookers.

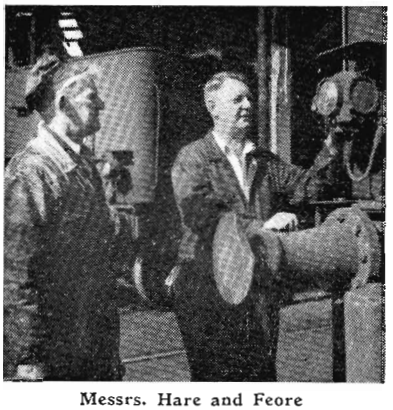
On the Tuesday, Ross Wilson gave a practical demonstration of how a ball is made from flat sheet copper. On Wednesday, John Curtain began the construction of a copper expansion bowl, and this was completed by Peter Nunn on the Thursday.

Rail Ads. Sell

VALUE of the railways as an advertising medium is keenly appreciated by clients, said Mr. G. P. Mulcahy on his retirement as Sales Manager of the Advertising Division. Among recent letters of appreciation sent to his Division was one from a client who claimed his business had been entirely built up by railway advertising ; and another saying that the firm had such a flood of orders that it was unable to keep up with deliveries.

Mr. Mulcahy joined the railways as a supernumerary junior clerk at Melbourne Goods in 1909. His departmental career was interrupted by World War 1 during which he served in Egypt, Gallipoli and France ; he was torpedoed in the " Southland;" and awarded the Meritorious Service medal. On returning, he joined the newly-formed Refreshment Services Branch which then had only nine Refreshment Rooms. When the letting of advertising on railway property was taken over by the Branch, he transferred to the new division, and, in 1929, became Advertising Sales Manager. Prior to the take over, the Department received only £8.250 yearly from advertising ; this has increased to the present annual revenue of approximately £75.000.

Mr. Mulcahy was tendered a farewell dinner by the officers of his Branch



Messrs. Hare and Feore

V.R.I., R.S.L., V.D.C.

FITTER'S Assistant H. L. Hare has been secretary of Traralgon V.R.I. since 1935. During that time he has seen many changes, including the building of the new hall that was opened in 1956. Mr. Hare has also been active in R.S.L. affairs. He served as president of the Traralgon Branch of the R.S.L., and was president of the R.S.L. War Service Fund. He was also secretary of the V.R. Patriotic Fund during the last war. Mr. Hare served with the 58th Btn. during World War One, and, during World War Two, was second in command of A Company, V.D.C., Traralgon. Interested in racing, he has been treasurer of Traralgon Racing Club since it was re-formed in 1944.

Mr. Hare joined the Department at Traralgon in 1921. In 1927 he won the "Harold W. Clapp Prize" for safe-working. He is affectionately known throughout the district as "Bunny."

Ambulance Man

STARTING at Newport 'Shops in 1921, Fitter H. Feore came to Traralgon ten years later. Keen on ambulance work, he holds the 18th year first aid certificate and was first aid instructor at Traralgon for a number of years. He is a vice-president of Latrobe Valley Ambulance. Both Mr. Feore and his wife are interested in fishing.

Memory in Oils

AN oil painting of his station was the unique presentation to Stationmaster J. C. Davidson, Camberwell, on his retirement. Mr. Davidson had 47½ years' service, practically all in the country. He was at Camberwell for 11 months. Among other gifts was a golf buggy. A keen golfer, he will also find ample time for his other hobbies of fishing and bowls during retirement at Maffra.

The Painter

PAINTER of the picture presented to Mr. Davidson was Clerk James Efstratiades of Camberwell. Of Greek parentage, he came from Egypt and joined the Department 3½ years ago. Training he received as an architectural draftsman, in Egypt, helped him considerably in painting. He does mostly portraits and is taking art lessons at Swinburne Technical College.

Stationmaster J. C. Davidson, Clerk J. Efstratiades (holding picture and staff at Camberwell.

Clerk W. J. Thompson, of Traralgon, was Commissioners' Representative on the Council of Traralgon Centre V.R.I. His other interests are fishing and shooting. Mr. Thompson came to Traralgon 18 years ago, after service in the metropolitan area.

RECENT RETIREMENTS . . .

ROLLING STOCK
Gillies, R. G., Fitter's Asst., Ararat
Harlow, A. E., Coppersmith, Newport 'Shops
Milburn, J. J., Engine Driver, Bendigo Loco.
Mossfield, L. R., Engine Driver, Mildura
McMillen, J. J., Coppersmith, Newport 'Shops
O'Brien, P. J., Iron Mach., Jolimont 'Shops
Scullie, G. J., Engine Driver, North Melb. Loco.
Simpson, A., Welder's Asst., Newport 'Shops
Taylor, G., T. C. Attdt., Newport 'Shops

TRAFFIC
Cole, C. W., Stationmaster, Armadale
Duggan, J. J., Goods Chkr., Melb. Goods
McKay, R. J., Clerk, Upper F. T. Gully
O'Connell, W., Stationmaster, Allansford
Peck, T. K., A.S.M., Kyneton
Ross, W. L., Station Asst., Spencer St.
Ryan, J. S., Sen. Train Controller, Spencer Street
Spiers, C. J., B. & S. Inspector, Bendigo
Wells, L. H., Clerk, Ballarat
Wills, H. Z., Goods Sub-F'mn., Bendigo

STORES
Rogers, G., Storeman, Newport 'Shops

ELECTRICAL ENGINEERING
Orr, T. S., Shift Electrician, Jolimont Substation

WAY AND WORKS
Bodinner, A., Gardener, On loan to V.R.I.
Budgen, H. A., Iron Mach., Spotswood 'Shops
Curren, W., Labourer, R. F., Sale
Harrison, W. F., Skilled Labourer, W. F., Bendigo
McMillan, A. E., Ganger, Healesville
Newbound, R. I., Ganger, Bandiana
Roberts, T. C., Works F'mn., Spencer St.
Thomas, F. C., Repairer, Elmore

. . . AND DEATHS

ROLLING STOCK
Dunstan, J. C., Car Cleaner, Shltr. Shed
Gummow, H. W. L., Labourer, Newport 'Shops
Peel, T. M., Fitter's Asst., North Melb. Loco
Wilson, J., Welder's Asst., North Melb. 'Shops

WAY AND WORKS
Linehan, P., Turner's Asst., Spotswood 'Shops

TRAFFIC
Cumming, G. S., Shunter, Seymour
White, W. W., Clerk, Ivanhoe

SECRETARY'S
Spencer, J. C., Medical Officer, Spencer St.

Mr. Brown

Ladder Race Champion

DURING his 26 years' membership of Traralgon Fire Brigade, Driver N. M. Brown has won 110 trophies on the running track. He has also won the Ladder Race Championship of Australia three times—at Bendigo in 1935, Warrnambool 1937, and Bendigo 1938. Fond of fishing, he is off to the Bemm River in East Gippsland whenever he gets a chance.

Thanks

"FOR the amazing co-operation given by you and your staff when we were sending children away on vacation last January. Would you please pass on to all members of your staff the gratitude of Melbourne Legacy."

—L. A. Keatch, Chairman, Camps and Holidays Committee, Melbourne Legacy, writing to Stationmaster, Spencer Street

"On behalf of members of the Executive Committee of the Lord Mayor's Children's Camp Fund for the excellent co-operation afforded the Camp by yourself and staff connected with the Traffic Control Branch.

"I have been informed by our Camp Manager that at all times he received the utmost co-operation and assistance in organizing travelling arrangements for the children attending the Camp at Portsea from all parts of the State of Victoria."

—F. W. Thomas, Lord Mayor, writing to The Chairman

"For the valuable assistance rendered by you and officers of your Department in connexion with the Assembly of School Children held at the M.C.G. in honour of Her Majesty Queen Elizabeth the Queen Mother.

"The part played by you and officers of your Department in connexion with arrangements for the transport of children to and from the Ground helped considerably towards the smooth running of the Assembly."

—Maj.-Gen. A. H. Ramsay, Director of Education, writing to Mr. H. Levey, Metropolitan Superintendent

To "the Conductor on the 2 p.m. Albury to Melbourne train on April 7. He was most courteous and considerate to me. I had a badly sprained and splintered ankle. He found a comfortable compartment and made inquiries on the journey from time to time, and then brought a taxi, in Melbourne, as near as possible to the carriage door. He didn't wait for a tip either."

—Mrs. E. Fowler, Preston

"In regard to delay in shipping of newsreels from Geelong to Melbourne, I should like to express this company's appreciation of the prompt attention we received. Mr. Arthur, of the Traffic Inspection Department, was most helpful in solving this problem. As a result of his helpful suggestions as to addressing and routing of material, we trust the difficulty will not occur again."

—J. A. Blyth, News Editor, General Television Corporation Pty. Ltd.

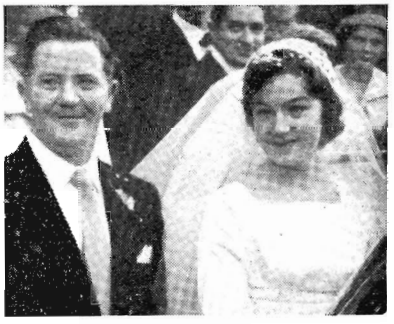
To all members of the staff concerned with the arrangements for the Australian Railway Historical Society tour in March. "We did value the opportunity of inspecting the locomotive depot at Ararat. Arrangements made for the serving of meals to our passengers at Ararat and Maryborough worked very smoothly; would you please convey our especial thanks to those members of your Refreshment Services Branch."

—M. C. G. Schrader, Hon. Secretary, Victorian Division, Australian Railway Historical Society

"It is a pleasure to record our appreciation of an entirely unsolicited service given by one of your assistants.

A rather large carton was forwarded to us by rail and, realizing that the parcel was rather more than the writer could cope with, your assistant voluntarily carried this some 200 yards to our car."

—Manageress, Julie Millinery, writing to Stationmaster, Moorabbin



Mr. and Mrs. Kevin Bolton leaving St. Patrick's Cathedral after their wedding last month. The bride was Miss Judith Ellis, typiste in the office of the Chief Train Controller. The groom is a guards' roster clerk at Head Office.
Photo : G. Giannino

"For the excellent services provided in connexion with this School's excursion to Yallourn. The teachers spoke most highly of the courtesy of the stationmasters, train crews and special officers, and I would like to mention particularly your Mr. Barker, who answered numerous questions with cheerful politeness."

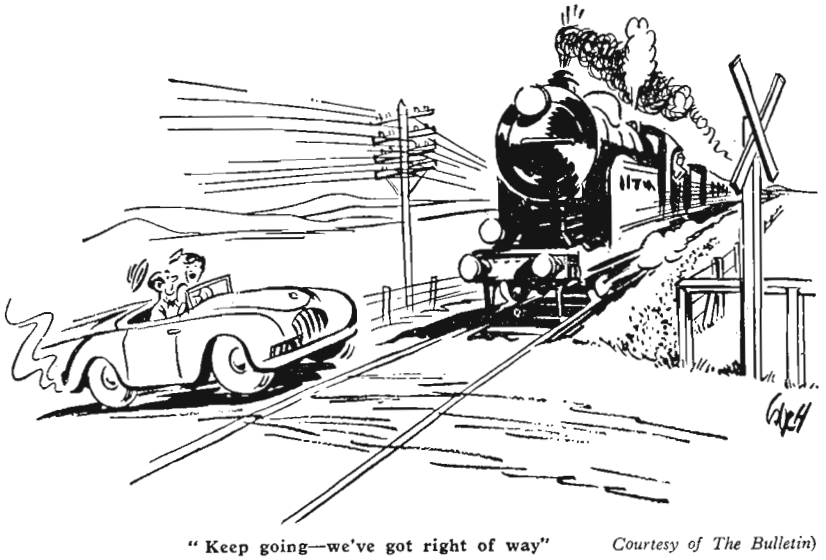
—V. Percy, Headmaster, Blackburn High School

"For the efficiency of your Flinders Street station staff in promptly recovering a valuable overcoat of mine left in a suburban train. I was able to recover the coat some two hours later and greatly appreciate the assistance given to me by the staff of the Lost Property Office."

—F. A. Green, Port Pirie, S. A.

"For your work and interest. After a wonderful fortnight's holiday, I returned home last night according to plan. The trip was splendid and smoothly organized and all arrangements worked out well."

—Miss F. K. Maw, Frankston, writing to the Manager, V.G.T.B.



"Keep going—we've got right of way" *Courtesy of The Bulletin)*

SPORTS

Football

THE opening match in this season's Commissioners' Cup competition was played on May 20, when North Loco. won by the narrow margin of 4 points from Newport Workshops, in a fast and well sustained game. Newport Workshops, a new team, did very well against their formidable opponents who were last year's premiers.

Reg. Harley (captain of the Victorian team in the last interstate carnival) is North Loco's. captain; the Workshops are captained by Jack McTaggart. At the time of going to press, captains for Melbourne Yards and Geelong had not been selected.

Games are played at Royal Park Ovals on Tuesday afternoons and at Geelong and Spotswood Ovals on various Sundays. The final rounds will be played at Geelong and North Melbourne during the first weeks of August.

An incident in the keenly contested game between Newport Workshops and North Loco.

Tennis Talk

MR. HARRY HOPMAN, famous tennis coach and Davis Cup player, will give a talk on international tennis in the V.R.I. Hall at Flinders Street on Wednesday, June 25, at 8.15 p.m.

Tickets may be obtained on application to the Institute Office, Flinders Street.

New Sports Secretary

MR. RON BAGGOTT, former football captain and coach, has succeeded Mr. Roy Kydd as Sports Secretary of the Institute.

In the sixteen years of his active football career, Mr. Baggott played with Melbourne from 1934 to 1945, during which he took part in about 140 games and kicked nearly 350 goals. A brilliant centre half-forward, Ron (while his brother Jack was a Richmond half-back champion), was in Melbourne's celebrated premiership sides of 1939-40-41 and gained interstate honours in 1939 when Victoria played in Western Australia. From 1945-58 he was captain and coach of Brunswick. Ron is also a willow wielder, having played interstate with V.R.I. teams, and, in district cricket, with Northcote.

During the war, he was over three years with the R.A.A.F., serving for a time in the Islands. He joined the Department in 1933 and, since 1937, has been a clerk in the Stores Branch.

Ron Baggott

Bowls

A most successful event was the Wimmera Bowls Cup tournament held at Ararat. The cup went to Ararat; members of the winning team being M. O'Neill (captain), R. Richards, C. Delaney and A. Hutchinson.

Life Membership

DURING the recent bowling carnival in New Zealand, Mr. L. J. Williamson, Comptroller of Accounts, was made an Honorary Life Member of the Australian and New Zealand Railways Institute Bowling Association. Mr. Williamson has been president of the V.R.I. Social Bowling Club since its inception, ten years ago.

Table Tennis

THE singles handicap tournament of the V.R.I. Table Tennis Association was won by A. Konkel (Claims) after a keen final with last season's title holder, K. O'Shannassy (Commercial Branch).

The first round of the "Home and Home" matches resulted in Accountancy Branch and Train Services sharing the lead in "A" grade; Train Services and Melbourne Goods in top position in "B" grade, and Spotswood No. 1 team leading from Institute in the Womens' grade.

The Interstate Carnival

QUITE a number of table tennis players are keenly interested in selection to represent Victoria at the Brisbane carnival in September. Country players applying for selection are reminded that applications should reach Mr. L. J. Evans at the Institute, Flinders Street, by the end of this month. Applicants should state what competitions they play in, and give details of recent performances.

Soccer Club

THE V.R.I. Soccer Club formed last year is developing rapidly. It now has about 50 members and training is in full swing at No. 6 soccer ground, Olympic Park. When a sufficiently strong team is organized, it will be entered in the Saturday afternoon competition of the Victorian Amateur Soccer Football Association.

Intending members should get in touch with the Honorary Secretary, Mr. E. Proestakis (Auto. 1660).

Boxing and Wrestling

AMATEUR boxers and wrestlers are advised that this year's competitions will be held on July 18, 23 and 29.

Promising Cricketer

MR. K. W. Cormick, who knocked up 102 n.o. playing for Flinders Street when they beat North Loco. in the final for the Commissioners' Cup, is a brilliant young player of whom more will be heard in railway cricket. He also plays with Melbourne Cricket Club's 3rd Eleven and is an apprentice car and wagon builder in his fifth year at Newport Workshops.

Wholly set up and printed at the Victorian Railways Printing Works, Laurens Street, North Melbourne, for the Publishers, The Victorian Railways Commissioners, Administrative Offices, Spencer Street, Melbourne. 1248—58.

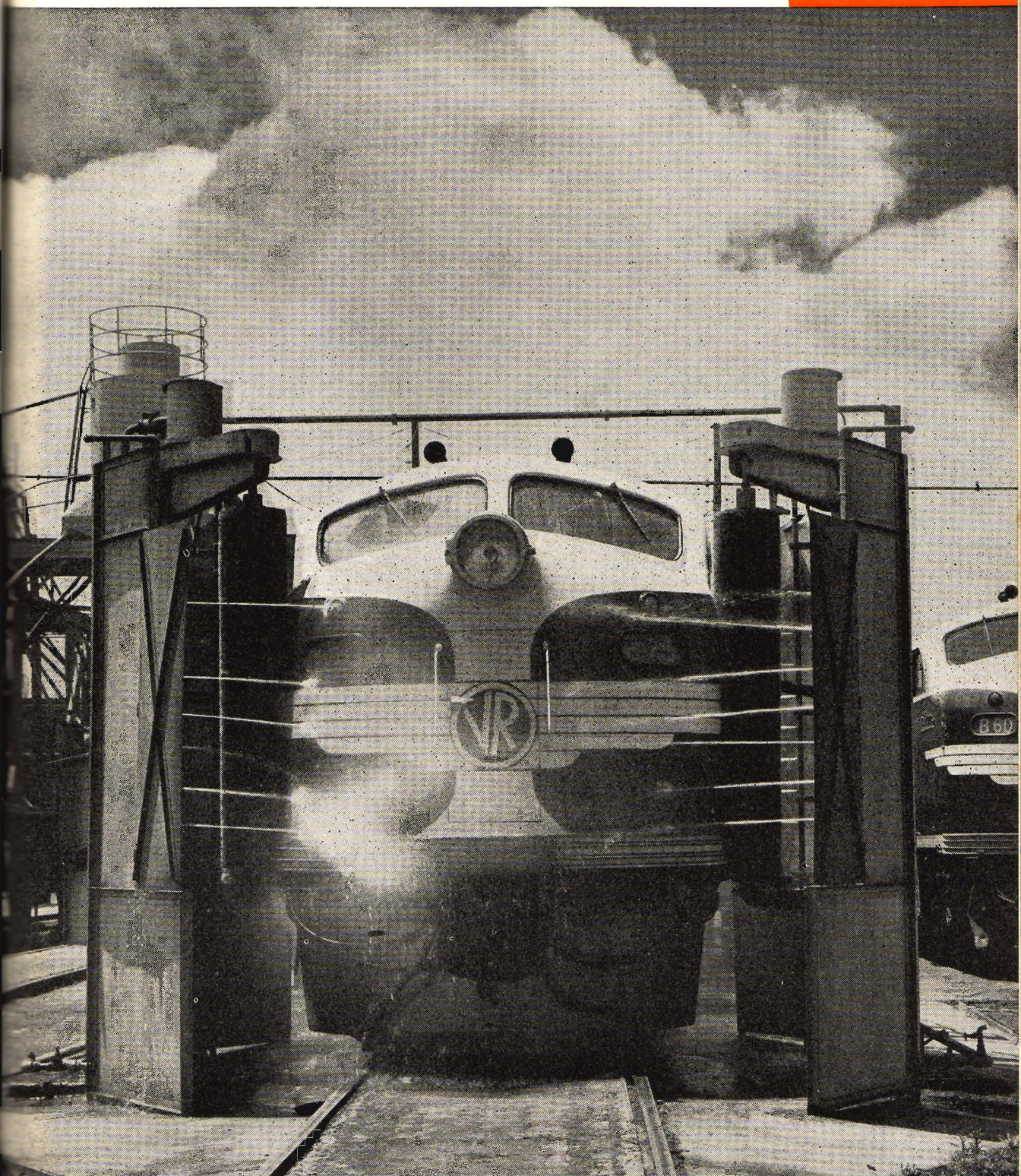
VICTORIAN RAILWAYS

NEWS LETTER

JULY

VR

1958



THE MONTH'S REVIEW

More Diesels Ordered

TWENTY-FIVE 600 h.p. diesel-hydraulic locomotives are to be supplied by Tulloch Ltd., Rhodes, N.S.W. at a cost of about £775,000. These will be the first diesel-hydraulic locomotives to appear on the Victorian Railways.

The locomotives, which are of the 6-wheel coupled type, will be used for shunting and freight transfer work between railway yards. They will be fitted with Mercedes-Benz engines and Krupp transmission. The rest of the components will be manufactured by Tulloch Ltd. which will also be responsible for assembly.

First delivery is anticipated before the end of June 1959, and the balance will come to hand at three-weekly intervals.

The Department is also considering tenders for an additional 10 diesel-electric locomotives of 900 to 1,000 h.p.

Farmer Praises Daylight

WRITING to the Minister of Transport, Mr. W. Fleming, of Phillip Island, says :

" Lately I took three of my family to Sydney via *The Daylight* and we enjoyed every mile of it. The Victorian train is all that could be desired. I'm a dairy farmer and did appreciate the exceptional amount of butter and milk served at meals. If this practice was carried out throughout the country in hotels and cafes, the butter problem would be nearly solved."

More Training

FOLLOWING the example set by Carlton last year, three more League football teams have chartered diesel rail-cars to take them to their matches at Geelong. They are North Melbourne, Collingwood and Essendon. Carlton have arranged for a rail-car for their trip this year, and another League Club has been making inquiries.

The comfort and reliability of the diesel rail-car service are two of the factors that have made these trips so popular.

Broad Gauge to Belgrave

STEADY progress is being made on the re-alignment, conversion to broad gauge, and electrification of the line from Upper Ferntree Gully to Belgrave.

A bridge to replace the old level crossing near Upper Ferntree Gully is under construction (see picture—centre page). It will be 140 ft. long, with concrete sub-structure and a steel and concrete superstructure. A bridge of similar design, 190 ft. long, is to be built over the main road near Kia-Ora Avenue, and the existing timber bridge spanning the cutting west of Upwey station will be replaced by a modern steel and concrete bridge 110 ft. long.

Other new bridges will be built at Glenfern Road, between Upwey and Tecoma, at McNicol Road, between Tecoma and Belgrave, and over a deep gully about half way between Tecoma and Belgrave.

New stations will be built at Upwey, Tecoma and Belgrave, and extensive re-arrangement is planned for the Upper Ferntree Gully station yard. The new Upwey station will have a pedestrian subway, while a footbridge will be constructed at Belgrave station. It is anticipated that the line will be in use in the financial year ending June 30, 1961.

Safety Film

THE first film produced by an Australian trade union—The Federated Society of Boiler-makers—is being screened in Departmental workshops as part of a campaign to reduce industrial accidents. The 400 ft. 16 m.m. film is in colour and is titled " Think Twice." It cost more than £1,000 to produce.

In graphic 'shots' the film emphasizes the need for workers, especially those handling tools which expose them to intense heat, ' flash ' and fumes, to use protective safety first equipment, such as glasses, hoods, gloves, boots, etc.

Record Stock Trip

A flock of 3,200 high quality Merino ewes travelling by train from Deniliquin, N.S.W. to Leonora, W.A., created an Australian railways' record for long distance haulage of a large consignment of live-stock. The 1,967 miles journey by rail took the ewes through four States of the Commonwealth.

The sheep were transferred to build up flocks depleted by drought conditions in the Leonora district. The company was not prepared to lower the high blood-line standard of its flocks by purchasing inferior quality ewes and decided to transfer them from its Jerilderie station property.

As is usual with stock travelling long distances by rail, the ewes were rested, fed and watered at various points to ensure that they reached their destination in first-class condition. The effectiveness of railway care was demonstrated by the fact that only five ewes were lost—a remarkably low figure.

School Railway Clubs

LATEST recruit to the ranks is Reservoir High School, where the club has been functioning for about three months. This school, together with Scotch, St. Kevin's, Melbourne High and Carey sent representatives to Caulfield Grammar to discuss the advisability of forming an association of School Railway Clubs to help foster interest and comradeship among the boys. The invitation came from the boys at Caulfield Grammar.

The meeting was unanimous in deciding to form the association and elected a provisional committee to consist of nominees from the school clubs. The committee will draw up the necessary constitution and rules. The new body should be the means of stimulating an interchange of ideas between the various school clubs.

Representatives of the Puffing Billy Preservation Society and of the Department were present at the inaugural meeting.

Railways in Wartime

COMMENTING on the difficulties which face American railroads wishing to increase their capacity, *Railway Age* says :

" When there is a shooting war on, there is inevitably a shortage of fuel and manpower. Five men in the crew of a diesel-powered train can move 5,000 net tons of freight that would require probably 300 men, if the freight were moved by truck ; and the train will use only a fraction of the fuel that is needed to move an equivalent tonnage by highway.

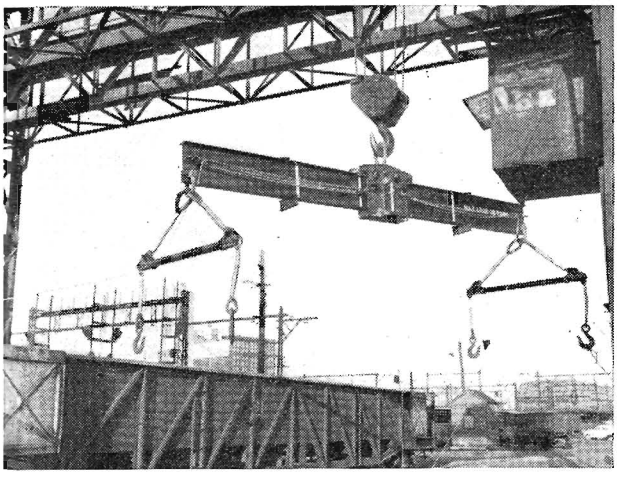
" In World War 11, practically all long-haul freight was moved by rail (or pipeline) because there wasn't the manpower or fuel to move such tonnage by highway ; and barge service is too slow when the needs are urgent.

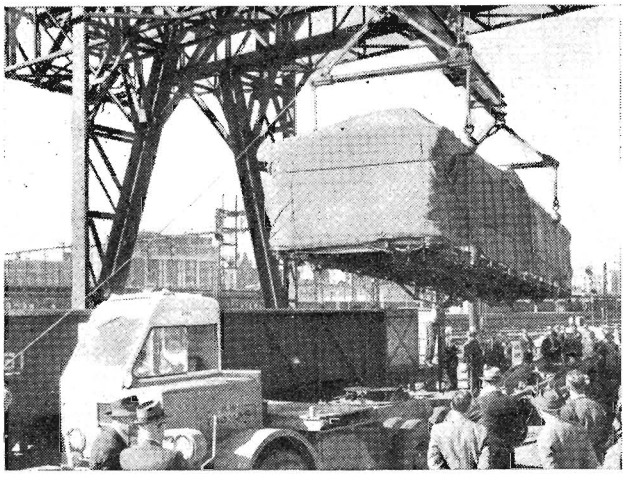
" In another war, America would need more railroad capacity than in World War 11, but nothing whatever is being done to permit and encourage the railways to increase their capacity.

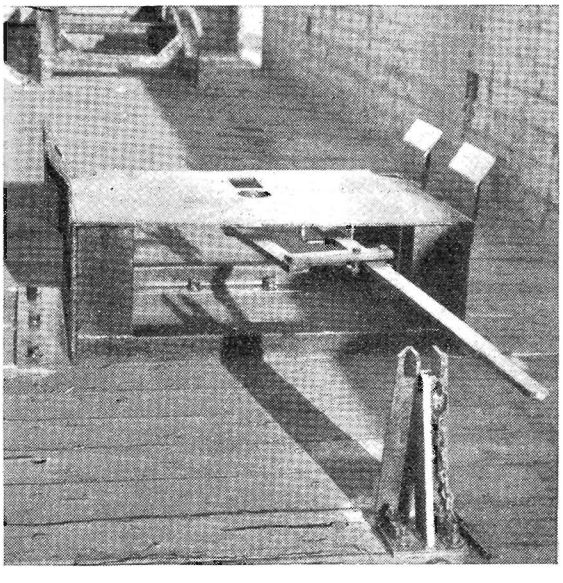
" The threat to the country's safety from shrinkage of its railroads plant is fully appreciated by the Defence Department's principal transportation authority, General Edmund Lasher."

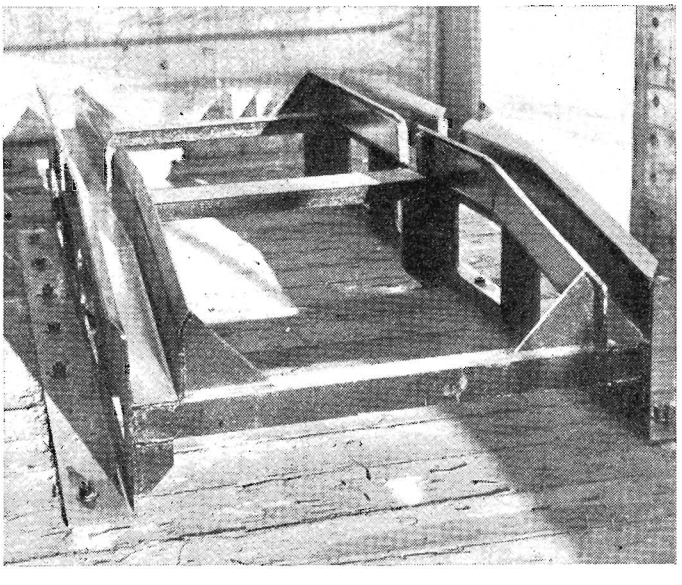
FRONT COVER

B 75 passing through mechanical washing plant at the Diesel Shop, North Melbourne Locomotive Depot.









RAIL-A-TRAILER

A highly successful test run of the experimental rail-a-trailer freight service was made on the fast goods train from Melbourne to Adelaide last month. A semi-trailer loaded with reels of paper was stripped of its road wheels and loaded into a specially adapted South Australian Railways OA wagon.

The rail-a-trailer, giving door to door service, could be a valuable means of gaining for the railways traffic which has been going by road. Despite the attractive rates for bulk loading by forwarding agents, there has been a steady growth of road transport between Melbourne and Adelaide. The Department is striving to gain this traffic and, with it, much needed revenue.

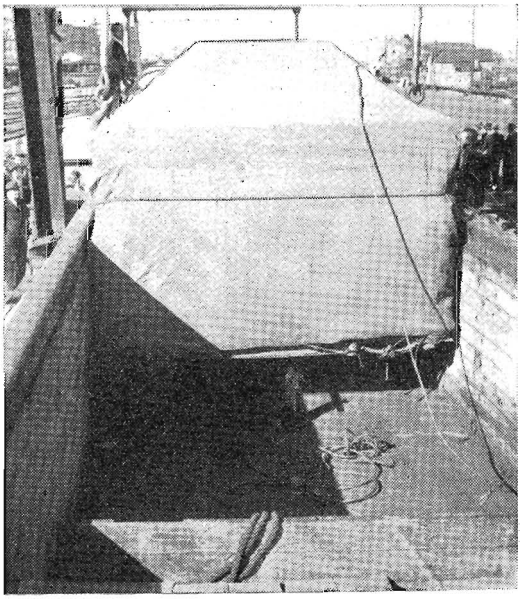
Top left shows the lifting gear attached to the crane. The lifting beam is so constructed that it will compensate for any off centre of weight in the semi-trailer's load.

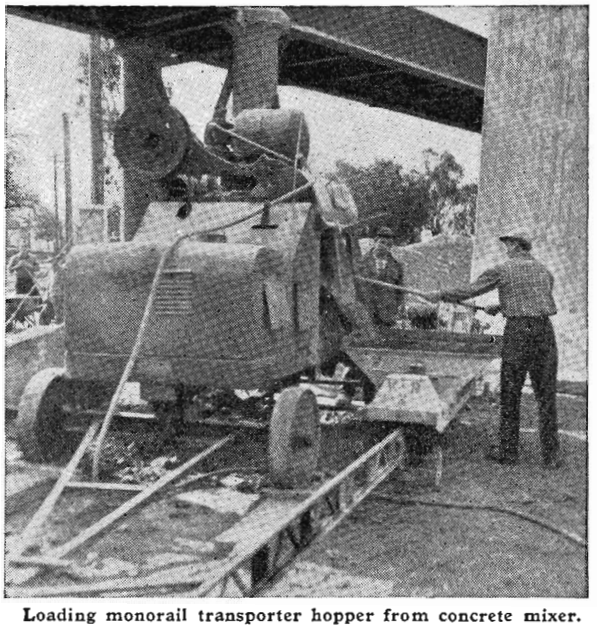
Top right: Swinging the loaded semi-trailer underframe into the wagon.

Centre left: Cradle supports for the semi-trailer underframe: the one in the foreground is for the turntable end of the semi-trailer.

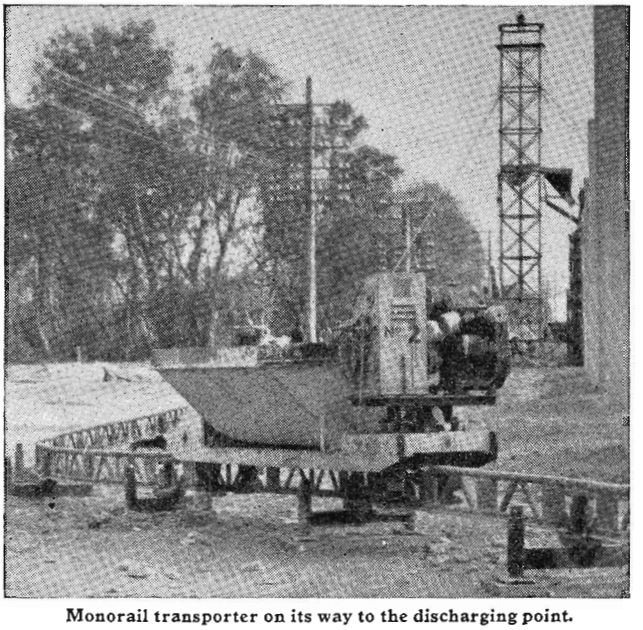
Centre right shows a close-up of the cradle support for the bogie end.

At right is the loaded semi-trailer sitting comfortably inside the wagon.



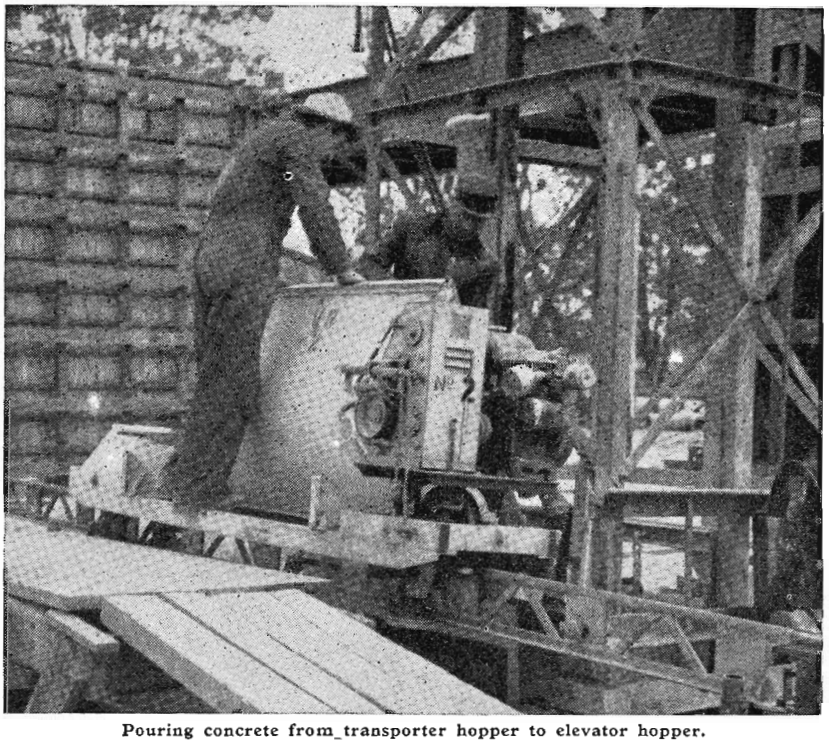


Loading monorail transporter hopper from concrete mixer.



Monorail transporter on its way to the discharging point.

CONCRETE BY MONORAIL



Pouring concrete from transporter hopper to elevator hopper.

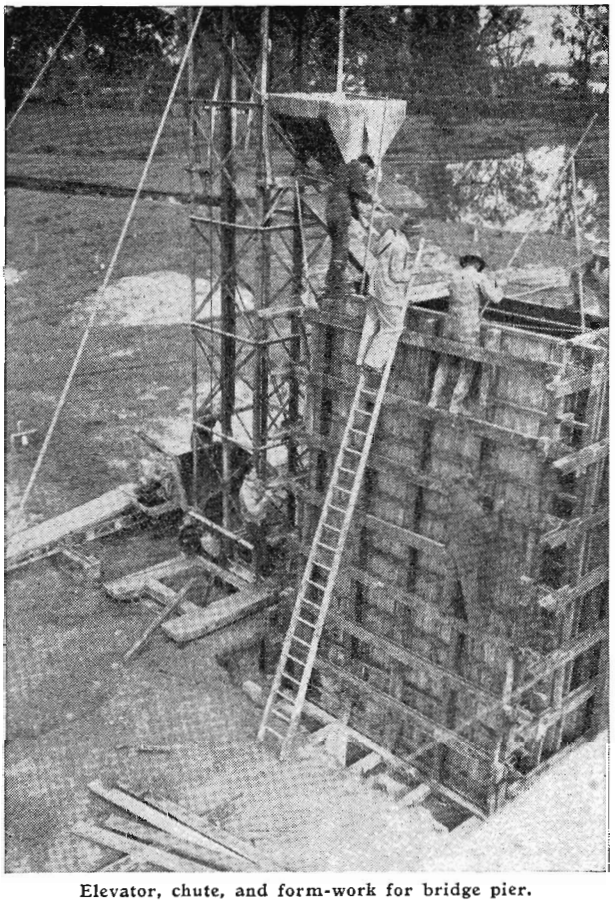
DUPLICATION of the Broken River bridge, at Benalla, is one of the major works now being carried out in connexion with the building of the standard gauge line between Wodonga and Melbourne.

Construction of the bridge piers involves the use of about 1,200 cubic yards of concrete. Transfer of this from the mixer to the site of pouring is greatly facilitated by the use of a monorail self-propelling transporter.

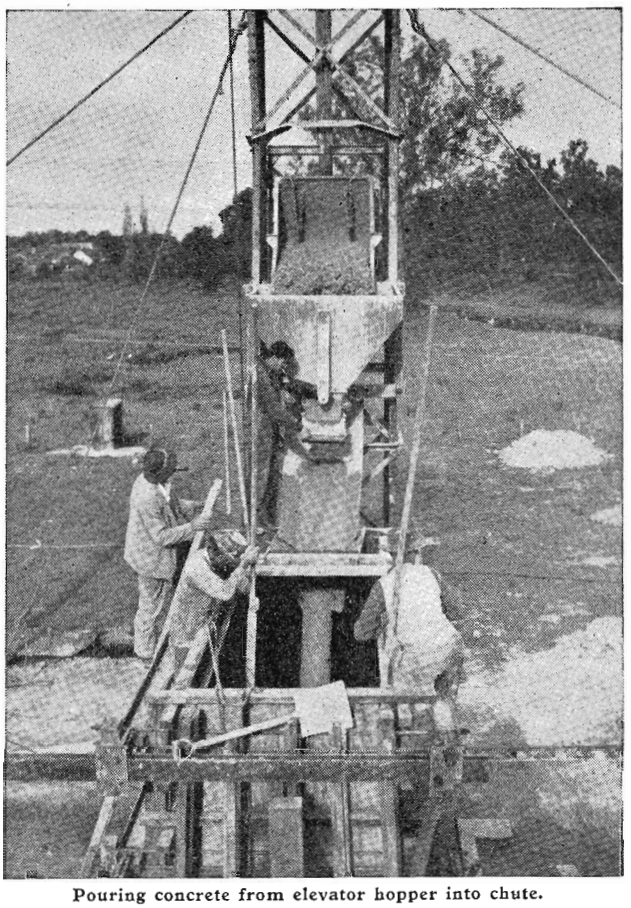
Powered by a 3 h.p. petrol engine, the monorail transporter can travel, unattended, at the rate of 3½ miles an hour. Load carrying capacity is 1,400 lb.

The transporter can negotiate curves of 12 ft. radius and can climb a 1 in 12 gradient. It has automatic stops which can be placed at any point along the rail.

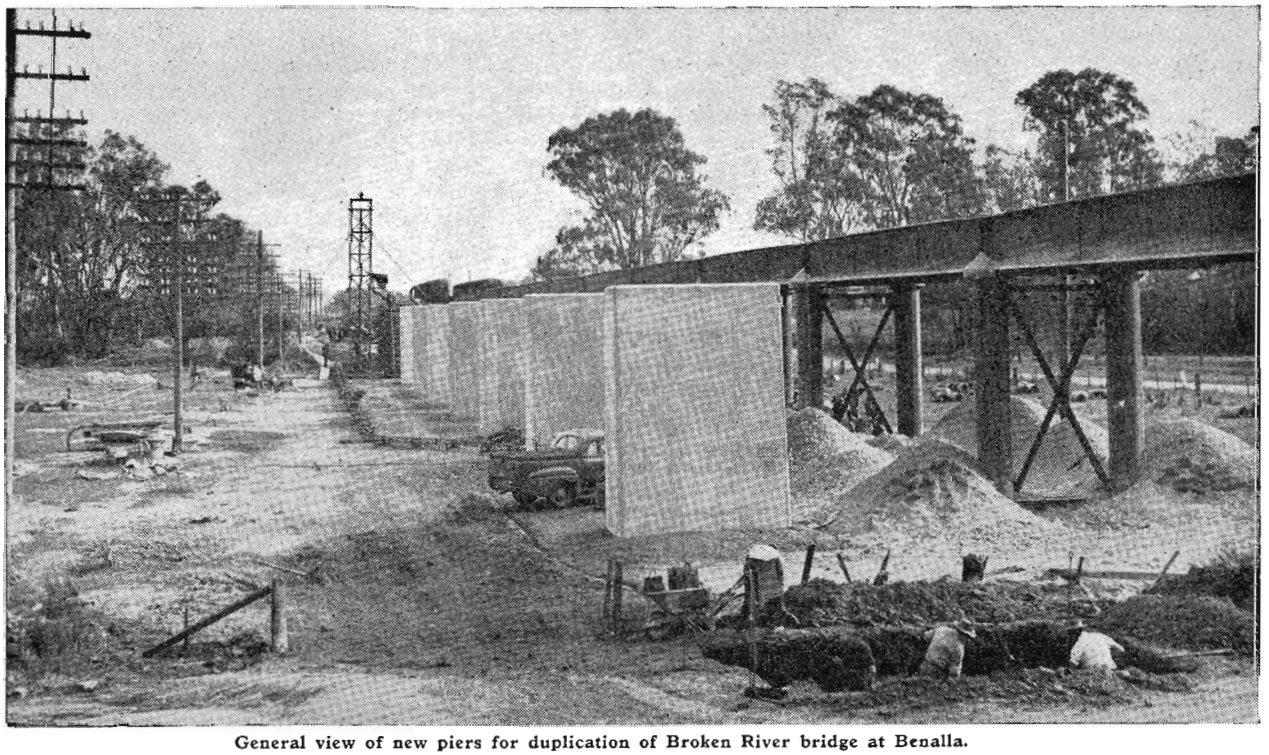
Use of the transporter obviates the need for laborious handling by wheelbarrow, and ensures a continuous supply of concrete without effort.



Elevator, chute, and form-work for bridge pier.

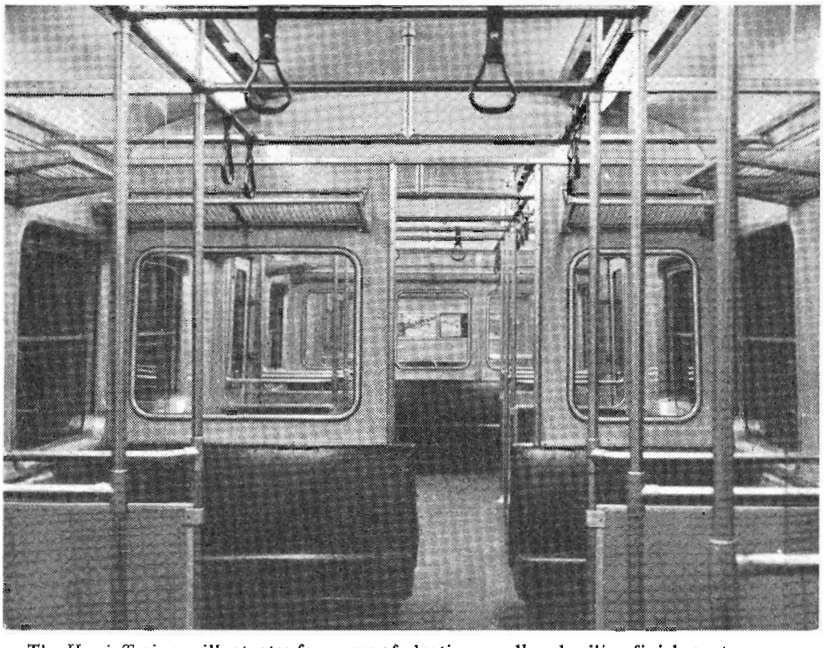


Pouring concrete from elevator hopper into chute.



General view of new piers for duplication of Broken River bridge at Benalla.

PLASTIC ECONOMY



The *Harris Train* car illustrates four uses of plastics : wall and ceiling finish, seat covering, hand grips, and lamp covers.

INCREASING use of plastics by the Department has enabled considerable economies to be effected. Wherever practicable, plastics are replacing rubber, even to the coats and leggings worn by track patrolmen.

PLASTIC in its varied forms is used somewhat extensively in new passenger car construction. Its main use is in the form of laminated plastic interior wall and ceiling finish. Laminated plastic is bonded to either hardboard or plywood and this is used for interior wall, ceiling and partition surfaces on the *Harris Trains* and country saloon cars.

In the form of asbestos tiles for floor surfaces of portion of the buffet cars, plastic is used to a limited extent. It is also being used experimentally on the full floor area of two of the *Harris Trains*. Advantages claimed for the plastic asbestos floor tiles are that they provide extra wear resistance, are non-stretching, and make an initial saving of floor covering costs.

Plastic seat covering materials are being used now to replace leather and other previously used material. They reduce costs and give long life. Plastic is also used in the manufacture of the handgrips of strap hangers for suburban cars.

Fluorescent lamp covers are used in the light housings of *Harris Trains* and new country cars with an obvious advantage over glass.

Advantages claimed for plastic material in new passenger car construction are that it provides a hard wearing surface that resists impact and abrasion, it is fire resistant and does not support combustion, it eliminates interior painting and has a low maintenance cost, it is easy to clean and is hygienic because of its smooth, non-porous surface, and it is light and colourful.

Plastic forms a large portion of the electrical insulating materials used by the Signal and Telegraph Division. Nylon bushes and end posts are being used instead of fibre and canvas bakelite in insulating rail joints for track circuits. Substantial savings are being effected because of the high mechanical properties of the material and lower replacement frequency.

P.V.C. (Polyvinyl Chloride) insulated cables are used for direct burial in the ground for spark gap connexions, cross bonding and installation in locations where rapid deterioration of rubber insulated cable occurs. P.V.C. pipe wrapping tapes are used on underground piping at locations subjected to electrolysis or severe corrosion. P.V.C. cable strapping is used for grouping relay cable runs.

Moulded bakelite bases are used for mounting of lighting arrestors, and for insulating of terminals. Terminal blocks made of Polyester and mica flour have been used to replace other electrical material at damp locations because of their good electrical properties under such conditions. P.V.C. tubing is used for flexible connections to signal apparatus, and replaces flexible steel conduit.

A new type of self-locking nut, with a nylon insert ring at the top end, is now being used for crossing signs and big end bolts of pertol engines. These have saved a large number of lock nuts.

Small quantities of perspex are used for lenses of indicator lamps for control panels, switch boards, etc. Ebonite sheet is used for switch board panels, mounting blocks, etc.

The Machinery and Water Supply Division finds plastics are very useful for insulating and for washers for air hose couplings. Also, the 20,000 gallon tank at Yarraville poison depot and the tank wagons on the weed poisoning train are lined with sprayed on plastic material.

For general electrical insulating purposes, plastic is being used extensively by the Electrical Engineering Branch. It is fast replacing rubber insulation on wires and cables. Plastic cable coverings, conduits, tapes, switches and bearings are now being used. Acetate film is used as a release agent in the manufacture of micanite vee rings for commutators, and epoxy resin for sealing communication cables.

Gloves and hose are two other items in which plastic is replacing rubber.

BEAUTY ON THE LINE

LIKE any suburban householder, the Department does its share of gardening.

Glowing tributes have been paid to the success of its work – work that so frequently turns a dull embankment into a blaze of purple or hides an ugly fence with attractive green shrubs.

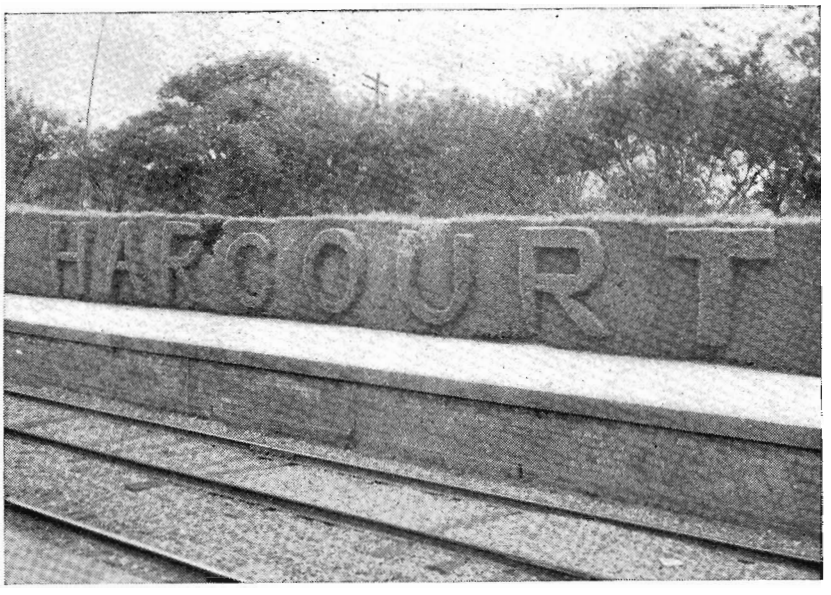
BACKBONE of the gardening scheme consists of the Head Gardener and his staff, and those railway men and women throughout the service who respond to the incentives provided by the Department through its annual competitions.

For these competitions, trees and shrubs are given free by the Departmental nursery to enable the staff to improve their workday environment and departmental residences. Prizes totalling over £1,400 are awarded annually for the best kept station, depot, residence, and so on.

Those who take advantage of this are not only eligible for the awards but also have the worthwhile satisfaction of making more attractive the surroundings in which they work or live.

Lawns and gardens in the metropolitan area, together with the Departmental nursery, are looked after by Head Gardener W. Frain and his staff of ten men. Mr. Frain, incidentally, came from England where he was head gardener at Cross-House Estate, Devon. "Rear them tough" is the motto at the nursery (near Flemington Bridge) which sends out between 5,000 and 7,000 trees and shrubs annually. Plants are grown in the open without artificial shelter, to ensure they are as hardy as possible.

As well as improving surroundings for passengers, railway staff and citizens generally, Departmental gardening also has its useful side. It is a valuable deterrent to erosion of slopes and embankments.

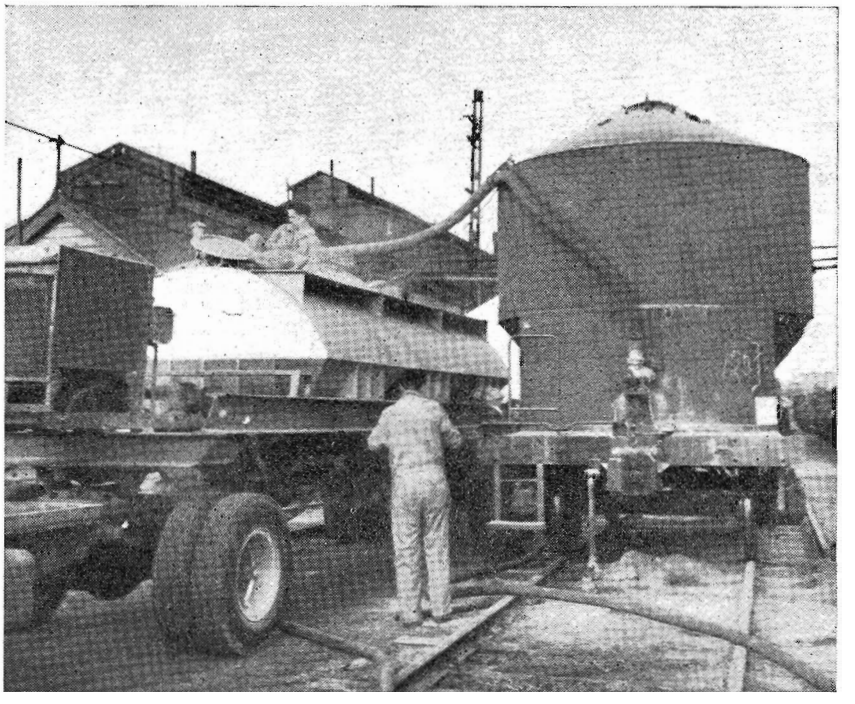


NAME IN HEDGE : In the last competition, Harcourt, with 91 points, gained first prize in the district for maintenance of existing trees etc. (with piped water supply).

TENDER CARE : Nurseryman G. Dunn at work in the nursery.

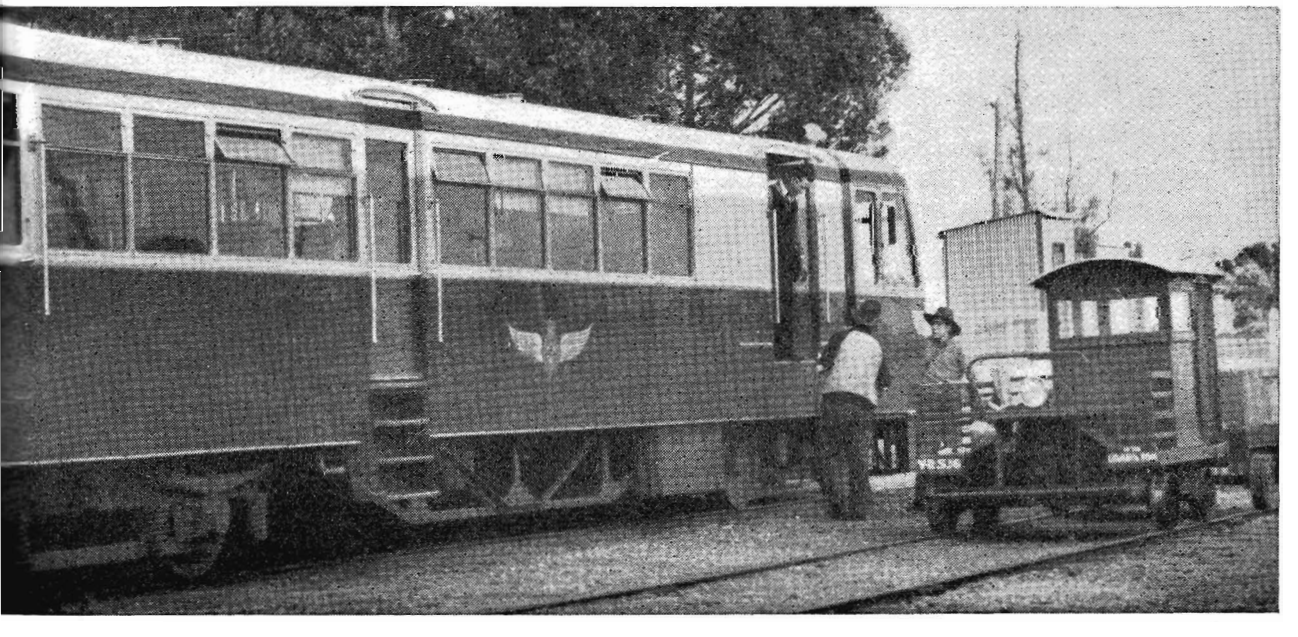
NEW BRIDGE: Pouring concrete (*above*) for the abutment of the new bridge at Ferntree Gully. It will carry the broad gauge line to Belgrave over the main road and so avoid the old level crossing on the narrow gauge line. Dismantling of the narrow gauge track between Upper Ferntree Gully and Belgrave has been completed.

AROUND THE SYSTEM



BULK CEMENT : To keep pace with increasing cement production, the Department is expanding the existing fleet of CJ bulk cement wagons to 50. Also, experiments are being carried out with pneumatic equipment for rapid discharge of the cement from rail wagon to road tanker or into storage silos. One of the CK wagons, formerly used for pulverised brown coal, was used for the first test (pictured above). The equipment enables the cement to be blown through a 4 in. diameter hose, connected from rail wagon to road tanker or silo. Tests will be continued to obtain the ultimate planned efficiency from the bulk cement discharging equipment.

RAIL MOTORS : Meeting, at Piangil (*below*), of the Swan Hill–Piangil diesel rail-car and the Piangil–Kooloonong postal motor. *Photo : J. Bugg*



MEN AGAINST MOUNTAINS

by E. W. JONES

AUSTRALIAN railway engineers are fortunate in that most of the continent is flat or undulating. Only where the various railway systems cross the coastal ranges has it been necessary to construct tunnels to avoid excessive gradients.

Of all the railroad operating countries of the world, Switzerland holds the record for the highest number of tunnel miles in proportion to the total track mileage. Of 3,536 miles of track, no less than 193½ consists of tunnels.

The most famous of these tunnels is the twin tunnelled Simplon, the first tunnel of which is 12 miles 537 yards long. The smaller of the two, it was opened in 1906 ; its companion, slightly longer at 12 miles 559 yards, was not opened until 1921.

As a comparison it is interesting to note that the longest tunnel in Australia is the 14 mile Adaminaby Dam to Tumut Pond tunnel, of the Snowy Mountains hydro-electric scheme.

Whilst the Snowy Mountains tunnel is purely for the transport of water and is being constructed with all the assistance that modern science can offer, the Swiss tunnels used the newly developed German pneumatic drilling equipment. Before this became available tunnels were laboriously hewn through the mountains with hand tools and human muscle.

The construction of the Swiss tunnels was beset with difficulties. The original plan required a single track tunnel 14 ft. 9 in. wide at rail level and 19 ft. 6 in. high. Parallel with this was to be constructed a second pilot tunnel 10 ft. 6 in. wide and 8 ft. 0 in. high. Later this tunnel was to be enlarged and used for a second track.

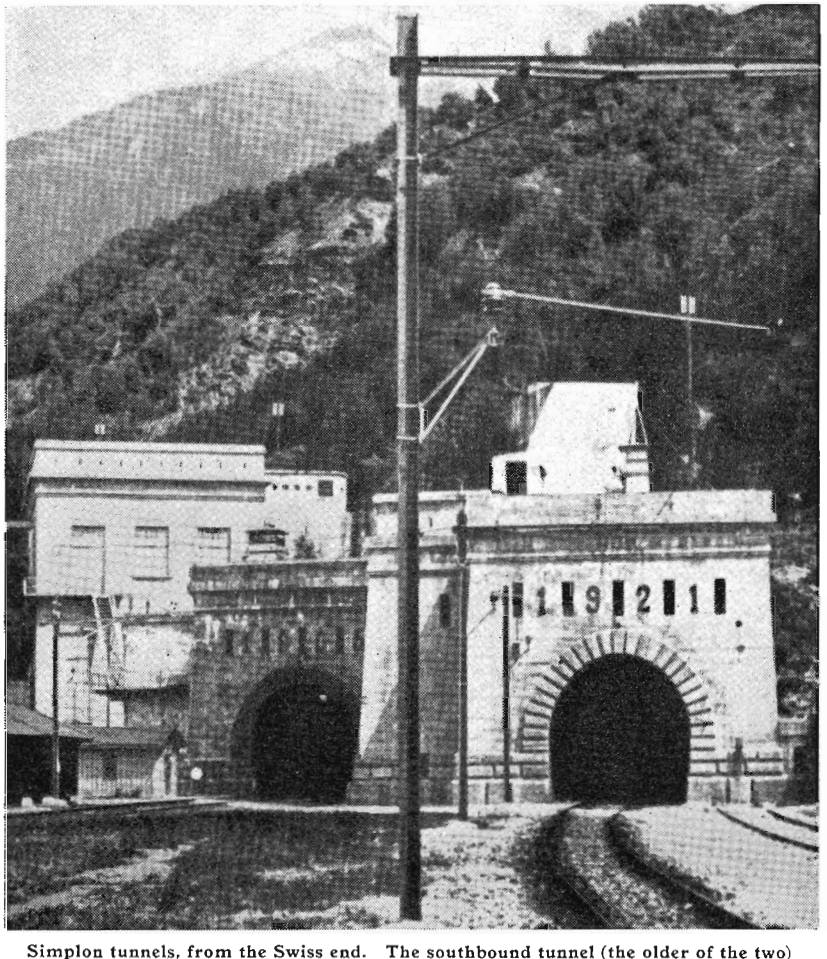
During the initial construction programme the pilot tunnel was used to remove excavated rock from the main tunnel, provide ventilation and drain water from subterranean water sources.

The German firm which had won the contract commenced work in 1898 and confidently expected to finish by 1903. At first the tunnellers encountered little difficulty. Construction proceeded normally until the gangs had penetrated four miles into the mountain when the temperature suddenly rose from 97°F to 115°F.

By the time the gangs had progressed to 5¼ miles it was 127°F. Despite the use of cooling fans the temperature could not be reduced to a workable level, and it was not until streams of ice cold water were played on to the rock face that conditions were brought to a reasonable level, allowing work to proceed.

The gangs driving through from the other side of the mountain were plagued with constant deluges from hot and cold springs which flooded the workings at different points. By using the smaller pilot tunnel the engineers managed to discharge 15,000 gallons of water a minute which was sufficient to allow progress to be made.

As if these troubles were not sufficient, Nature had another trick in store to delay construction. An area of rotten rock strata was encountered.



Simplon tunnels, from the Swiss end. The southbound tunnel (the older of the two) is on the left, and the northbound on the right.

Drilling caused the harder rock far overhead to push the soft rock downwards so that as the tunnel was formed with wood and steel shorings, the enormous pressure from the rocks crushed them like matchwood. It was only by sheer doggedness that the engineers finally erected a masonry lining sufficiently strong to prevent the tunnel roof from collapsing entirely.

Not until May 1906, nearly three years after the scheduled date, was the first tunnel finally completed. Four thousand men had been employed on its construction, 1,250,000 cubic yards of rock blasted away and £3,000,000 spent. If this amount is converted to present day values the total cost was approximately £20,000,000.

By 1912 it was realized that traffic warranted the opening of the second tunnel. All the original difficulties were again encountered—high temperatures, underground springs and rotten rock.

So bad was the rock strata that it not only threatened the new tunnel, but caused serious cracking in the masonary lining of the old tunnel. This was controlled by inserting a steel and concrete lining shell over the faulty masonry.

The lining of the new tunnel was made nearly 4 feet thick before the engineers felt confident that they had won their battle with the mountain.

At exactly half way through the tunnels a crossover is provided so that trains can be switched to either track in the event of repairs being required in either tunnel.

Because of the outbreak of World War 1 and the difficulties encountered during construction, the second tunnel was not opened for traffic until 1921—nine years after its commencement.

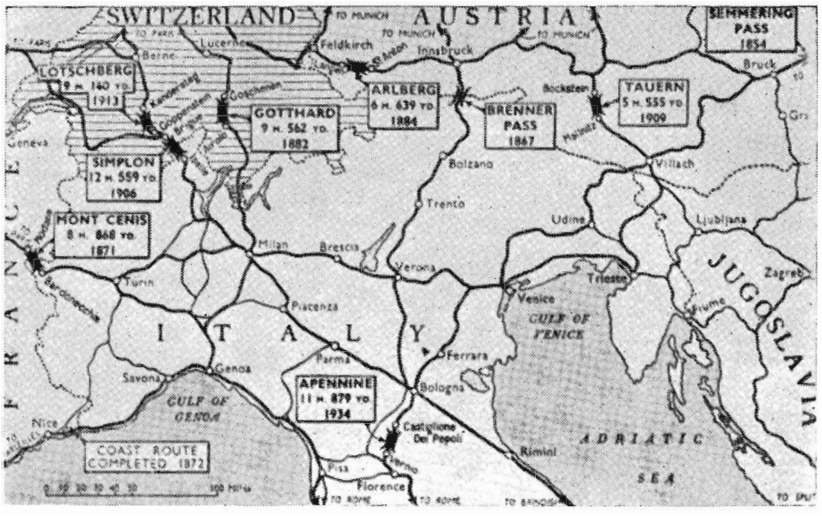
Another tunnel constructed with heartbreaking difficulty was the Lotschberg tunnel which penetrates the mountains for 9 miles 140 yards.

During its construction it was necessary to tunnel under a deep gorge occupied by the Kander River.

According to the calculations of the engineers at least 600 feet of rock separated the river bottom from the tunnel workings.

On the 24th July, 1908, when the explosive charges to shatter the tunnel heading were exploded at 2.30 a.m., they broke down a thin wall of rock and allowed a deluge of water and debris to flood the tunnel, killing 25 out of the 26 workmen engaged.

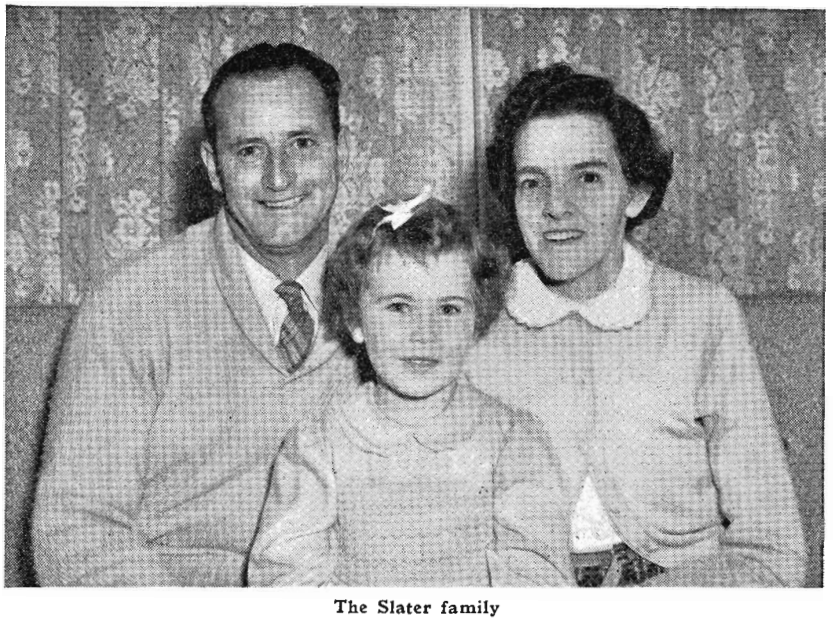
The problem was solved by sealing off the flooded tunnel with masonry and building a diversion which increased the original length of the tunnel by 875 yards to its present length. This tunnel is double tracked, with a width of 26 ft. 3 in. and height above rail level of 19 ft. 8 in. Trains pass through it at 60 miles an hour.



The main Alpine tunnels.

Three levels of the Lotschberg line can be seen in this picture. There is the lower tunnel at the left, to the right is the three-arch viaduct of the loop across the valley, and above is the uppermost viaduct.

AMONG OURSELVES . . .



The Slater family

Baby Champion

ELECTRIC Train Driver E. T. Slater, of Sandringham, and his wife are proud of their daughter, Noreen, who has won 15 first prizes in baby competitions in the past 27 months. Noreen's first success was at a competition at Sunshine when she was 18 months old. Her trophies, gained in various suburbs, include eight silver cups, as well as other silver trophies, medallions and sashes. She is entered for 12 more competitions.

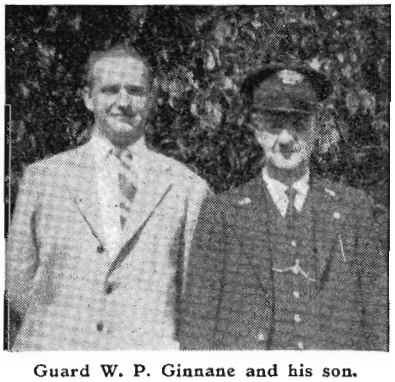
Mr. Slater joined the Department in 1945, at Seymour Loco. Depot. Mrs. Slater worked for a time in the Electrical Engineering Branch and later as a portress. Her father, Mr. Owen Donohue, was a driver at Seymour at the time of his death. A brother was a shunter at Seymour.

Ararat Concert

A humorous " pick-up " goods train painted on the stage backdrop of the V.R.I. hall set a typical atmosphere for the Ararat A.F.U.L.E. Social Club concert, recently. Direct from the footplate came the star act when the all male Loco. Ballet burnt up the boards. Then members' wives invaded the footplate to give an amusing and realistic impression of their menfolk on the job, to the tune of " Early in the morning down at the station."

Vocalists ranged from opera to hill-billy and a Barbershop Quartette. An old fashioned mouth organ trio were also in good form. Members' children in chorus sang bright popular melodies, and junior solo items included national and tap dancing, recitation, a piano solo, and sketches.

A magician was also on the bill to amaze the audience. After community singing and audience contests, supper was served.



Guard W. P. Ginnane and his son.

Ginnane and Son

THE Ginnane family are proud of their railway association. Guard W. P. Ginnane, of Ashburton, has been 34 years in the Department; his father had completed more than 40 years of service when he retired as Stationmaster, Surrey Hills, in 1926; and his brother, Mr. J. J. Ginnane, who was superannuated recently, joined the Department in 1910. The latter was a clerk in the Bookkeeper's Office, Melbourne Goods. Mrs. Ginnane's brother is a head linesman with the N.S.W. Railways.

Their son, Mr. W. J. Ginnane, has had a brilliant scholastic career, and is leaving in August on a two year scholarship at Oxford University. He was dux of his school in 1945, winner of three scholarships, an outstanding debater, a stage producer, and tutor at the University. To help pay his way through the University he worked as a taxi driver, builder's labourer, and factory worker. When he graduated as Bachelor of Arts with first class honours in philosophy, in 1956, he won first place in the final examination and was awarded the Hastie Scholarship.

Ton Of Meat A Day

FOREMAN Butcher J. Casley's first job each day, for many years, has been to buy the Refreshment Services supply of meat, amounting to a ton a day.

He joined the Butchery when it first started, 36 years ago. While the building was being erected the work was done in two T wagons—the meat being stored in an iced one and cut up in the other.

Mr. Casley points out that he has outlasted the original refrigeration plant which had to be replaced a few months ago. Recently retired, he is looking forward to a long holiday in Queensland.

Helping Hand

DRIVER C. G. Connor has been at Traralgon for the past 10 years during which time he has played a prominent part in various local associations. Last year he was elected vice-president of the Latrobe Valley branch of the Helping Hand Society, having served on the committee previously. He is treasurer of the Legion of Ex-servicemen, in his fifth year as secretary of the local branch of the A.F.U.L.E., and assistant secretary of the local A.L.P. branch. During the war he served with Commonwealth Railways in the Northern Territory, and later with the Occupation Forces in Japan.

Mr. Connor

Fireman Barry Dunn and his wife photographed at Bright with Mr. W. Larsen, a member of the Australian Railway Historical Society. Mr. and Mrs. Dunn were on their honeymoon and stayed in one of Mr. Larsen's cabins. The crossing sign was purchased by Mr. Larsen as a souvenir of the Wangaratta-Whitfield line. Mr. Dunn is also a member of the Australian Railway Historical Society. He was aboard locomotive 6A when it took part in the last Moomba Procession.

Canvas Town At Redcliffs

MEMORIES of the early days of settlement in the irrigation areas around Mildura were recalled by Senior Train Controller J. S. Ryan who recently retired after 47 years' service. Following the first world war he was sent to relieve the S.M. at Redcliffs, which was then a canvas town and a place of dust, heat and flies. He slept at the station and, he says, shared meals with the flies at a lodging house in the form of a large marquee. Mr. Ryan has been at Central Train Control for twenty years. He is planning a trip to Perth this year and to Cairns next year. Bowls, and barracking for Fitzroy, will occupy a lot of his future spare time.

Boxing and Chess

THESE two are surely a strange combination of interests, but both are favourites with Carpenter D. Phillipson, of the Electrical Workshops, Spencer Street.

Mr. Phillipson started boxing when he was about 18. As a member of the Citizen Forces, he won the 3rd Div. title in 1926, and was an instructor with the 14th Btn. in the last year of his cadetship.

Among those he has fought against are Jackie Harris, Billy Russell, Charlie Hall, Young McAuliffe, Kid Delany, and Tom Moloney. One of his shortest bouts was against Kid Delany, in 1927, when he knocked out Delany with his first hit. He knocked out Charlie Hall in the second round, and fought a 10 round draw with Tom Moloney, a middleweight. Mr. Phillipson was a featherweight.

Mr. Phillipson was a pupil of Signalman Bert Jennings, with whom he was later associated in promoting boxing at King Street, Prahran. He gave many exhibitions with Tramway champions to aid charity.

A chess expert once asked Mr. Phillipson to teach him boxing and, in return, he offered his services as a chess coach. Now, Mr. Phillipson is a keen chess player. He is also fond of fishing, Swan Bay being one of his favourite haunts.

Mr. Phillipson

Giant Fan Mail

ONE of the Department's six sponsored representatives on the Melbourne Junior Chamber of Commerce is Time-tables Officer K. C. Findlay. He was appointed originally for two years, but his term has been extended for a further two.

Mr. Findlay is Australian convener of the Jaycees *Operation Flow*, which provides for an exchange of correspondence between Australian students and those in U.S.A., Japan, Korea, Malaya, Singapore, the Philippines, and New Zealand. To date, more than 8,000 Australian students have been linked with overseas students. This figure will be doubled by the end of the year. Mr. Findlay reads all letters received from overseas and then links the writers with Australians according to their age group, hobbies and general interests. Ages range from 10 to 18, and the letters received contain a wide variety of questions about Australia, its language, habits of its people, and its history and geography.

Formerly, Mr. Findlay was interested in stamp collecting, but finds that he now has no time available to devote to this hobby. He is on the active reserve of No. 21 Fighter Squadron, R.A.A.F., having served in the Citizen Air Force.

Mr. Findlay's father-in-law is Electrical Fitter in Charge, J. McKimmie, of North Melbourne, and his brother-in-law is Electrical Fitter D. A. McKimmie, of Flinders Street.

Fireman O. Brill, who holds the 6th year first aid certificate, is in his first year as ambulance instructor at Traralgon, where he started seven years ago. Like many others at the Locomotive Depot he is interested in fishing and shooting.

Mr. K. C. Findlay (right) discusses *Operation Flow* correspondence with Mr. R. J. Barcham, President of the Melbourne Junior Chamber of Commerce.

Sub-foreman A. J. Moore, Electrical Workshops, Spencer Street, is leader of the Electrical Branch Ambulance Corps, the only one in the Branch. Members of the corps have been in the finals a couple of times. They also instruct members of their section in artificial respiration every two years. Mr. Moore holds the 13th year certificate. His main hobby is fishing around Port Phillip ; his record catch a 10 ft. shark.

Thanks

"FOR the co-operation which this Department received in transporting harvest hands to the Sunraysia, Robinvale, and Mid-Murray Valley districts. Officers of this Department have commented on the excellent co-operation and courtesy extended to them by the staff of the various divisions of the Victorian Railways, in particular, the staff of the Commercial Manager and the Superintendent of Train Services.

"The Stationmaster and his staff at Spencer Street were always ready to assist my officers in coping with the problems that arose, and, similarly, Stationmasters and staff at intermediate and destination stations on the three lines to the harvest areas gave their wholehearted assistance."

—N. J. O'Heare, Regional Director, Department of Labour and National Service

"To you and your officers throughout the State for their very helpful efforts in getting the harvest hands to the District. The several special trains were run to time schedule and on arrival at Red Cliffs and Mildura your station staffs were very helpful in assisting to clear the trains in record time, and I shall be pleased if you will pass the thanks of the Committee on to your officers."

—Growers' Conciliation and Labor League, Mildura

"I received the Railway project and would like to thank you for your kindness. There was quite a lot of knowledge in it for me to do my school project with. And I hope to give the railways plenty of praise."

—Elaine Aris, Sandringham

To the staff at Caulfield, and especially to the Stationmaster, "who could not have been more helpful or more solicitous for the welfare of passengers. My two school children were travelling on the Yarram train. The Stationmaster saw them into the train and spoke to the guard to make sure the train stopped at Alberton for them to alight."

—Mrs. B. H. Sanderson, Tennyson Street, Sandringham

For "the way in which you made possible a memorable visit to Yallourn by nearly 700 students and teachers of Coburg High School. At all stages we received the whole-hearted support of many railway men. I would like particularly to mention Mr. Barker who went to no end of trouble to plan the trip. We also give our best thanks to Miss Thompson of Warragul, to the station staffs at Coburg, Morwell and Yallourn, and to the train crews and train running staff.

"No other form of transport could have carried such a large group of people so quickly and so safely. When we are planning future excursions of this nature, we will certainly use the railways."

—L. C. Neilson, Headmaster, Coburg High School

"For making the train available for our tour to Yarrawonga. The trip

Fireman Barry Williams is Traralgon Loco. Depot's star footballer. He plays on the half-forward flank for Traralgon Firsts, who have been runners-up the last two years.

proved a great success. We would like to express our thanks also to the Train Crew and Messrs. Longney and Lamont of the Tourist Bureau who did everything possible for the comfort and enjoyment of the party."

—J. L. Niblett, President, Holiday Train Association

"To the staff for the capable manner in which they handled my unfortunate position when, arriving at my destination, I found that my husband had

RECENT RETIREMENTS . . .

TRAFFIC
Castledine, F. R., Clerk, Staff Office
Clark, G. E., Subn. Guard, Flinders St.
Coogen, P. J., Ldg. Shunter, Geelong
Gingell, J. A., Train Controller, Head Office
Jones, B. G., Pass. Guard, Ballarat
Tanner, H. J., Asst. Stn. Master, Heidelberg
Warman, F. J., Asst. Stn. Master, Tatura

ACCOUNTANCY
Arcus, L. A., Clerk, Cash Office
Edmondson, W., Clerk, Goods Audit
Salvado, J., Clerk, Stats. Div.

WAY AND WORKS
Adams, H. W., Repairer, Carlsruhe
Brown, W. F., Ganger, Manangatang
Calway, L. S., Skilled Lab., S & T, Spencer Street
Clarke, E. A., Bond Tester, Flinders St.
Dunne, W. P., Carpenter, W.F., Laurens St.
Farrant, G., Repairer, Albion
Johnston, A., Repairer, W.F., Flinders St.
Maxwell, A. J., Ganger, Korumburra
Miles, W. D., Skilled Lab., Ironworks, Nth. Melb.
McDonald, D., Repairer, North Geelong
Quickensted, F. H., Carpenter, W.F., Laurens St.

STORES
Williams, H. G., Storeman-in-chge., Ballarat Works

ROLLING STOCK
Beck, C. A., Ldg. Car Clnr., Shelter Shed
Birch, S., B.M. Help, Ballarat North
Burton, F. N., Fireman, Warragul
Crapper, N., Eng. Driver, Seymour
Drandi, G., Wood Mach., Newport
Ebzery, B. T., B.M. Help, Nth. Melb. Shops
Galvin, F. J., Fitter Ballarat North
Hancock, R., Office Asst., Jolimont
Gillard, L. J., Labourer, Newport
Holmes, C. V., Turner's Asst., Newport
Joseph, J., Shunter, Jolimont
Kelleher, J. I., Asst. Engineer, Newport
Kernick, J. M., Eng. Driver, Ballarat Loco.
Liddle, E. J., Skilled Lab., Newport
Masters, A. J., Boilermaker, Newport
Morris, J. W., Car Cleaner, Jolimont
McDonald, A. T., T. & S.M. Wkr., Shelter Shed
McNulty, J. E., E. Loco. Asst., E. R. Depot
Pettersson, W. F. S., T. C. Attdt., Jolimont
Quinn, J. J., B.M. Help, Newport
Simpson, F. B., Eng. Driver, Nth. Melb. Loco.
Smith, J., Car Cleaner, Shelter Shed
Taylor, B. J., Shed Foreman, Nth. Melb. Loco.
Truswell, R. T., Eng. Driver, Geelong
Whyte, A., Fitter, Newport

ELECTRICAL ENGINEERING
Green, G. L., Flagman, Overhead Depot

. . . AND DEATHS

STORES
Sear, G., L.H. Ticket Prtr., Printing Works

ACCOUNTANCY
Carmichael, K. A., Clerk, Head Office

ROLLING STOCK
Hartland, W. A., Lad Eng. Cleaner, Mildura
Smith, F. G., Labourer, Newport

TRAFFIC
Garlick, R. J., Messenger, Spencer St.
Martin, T., Stower, Melb. Goods.

WAY AND WORKS
Flack, T. E., Labourer, R.F., Flinders St.
Houlder, Mrs. E., Asst. Gatekeeper, R.F., Flinders St.
Laycock, Mrs. S., Asst. Gatekeeper, R.F., Laurens St.

kept my ticket to Yarra Junction."
—Mrs. L. M. Peters, Leopold Street, South Caulfield

"When our Colac store, which opened yesterday morning, had its first arrival of stock through the Victorian Railways, the unloading of this stock was greatly facilitated by the assistance and co-operation of your department. So much so, that the arrival of the stock into the store was well ahead of any previous opening."
—H. A. Dunn, Acting Zone Trading Manager, Woolworths (Vic.) Ltd. writing to Stationmaster, Colac

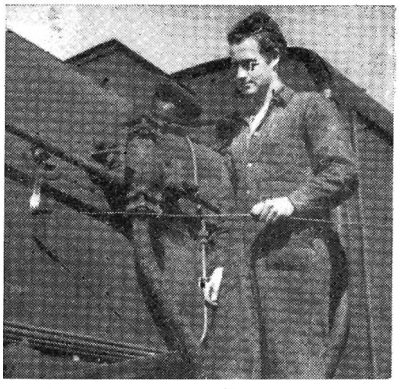
"To those members of your staff who were concerned with the arrangements for our tour by special train to Thomastown and Hurstbridge. We feel that the high standard of cleanliness of the locomotives and cars reflected great credit on the staff concerned. We appreciate very much the co-operation which we received from all concerned."
—M. C. G. Schrader, Hon. Secretary, Victorian Division, Australian Railway Historical Society

"To the persons concerned who so willingly helped me to get a boy back to Tally Ho from the city when the lad was stranded. I received nothing but help from Flinders Street Station officials when I rang through to them."
—Ian S. Cox, Superintendent, Tally Ho Boys' Village

"For the assistance given to me by Mr. Walsh of the Cloak Room Office, Spencer Street station, in the recovery of a brief case which I inadvertently left in a sleeping compartment at Albury. The courtesy, co-operation and efficiency of Mr. Walsh reduced to a minimum the inconvenience of the temporary loss."
—F. Gallagher, Commonwealth Conciliation and Arbitration Commission

"For the exceptional kindness of a lad porter at Hawksburn to my wife when she was forced to leave the train due to a feeling of faintness. The porter brought a glass of water and made every effort to ensure her comfort and well being. When my wife felt well enough to continue the journey, he conducted her to a carriage and made sure that all windows were open and that she was as comfortable as possible. The treatment from the young lad (number 933 or 935) was sympathetic, helpful and most courteous."
W. Ward, Olympic Avenue, Cheltenham

"For all the help you so willingly gave us for our recent trip to Yarra Junction. The trip was thoroughly enjoyed by all the Guides, and they did appreciate the return trip and buffet car. The Guides had never eaten a meal on a train, and pies and fruit salad at the counter were a novelty."
—Ethel Lloyd, Captain, 10th Company, Ballarat, writing to the Manager, Ballarat Branch, V. G. T. B.



A relative newcomer to Traralgon, Boilermaker T. J. Lee started at Newport 'Shops in 1949. Surf fishing is his main hobby. His father is lighthouse keeper at Queenscliff.

The old fishmarket at the corner of Flinders and Swanston Streets. It was demolished to make way for the present Flinders Street Station. Now, in turn, the fishmarket that replaced it has also been demolished. At the extreme left of the photograph is the entrance to the old Flinders Street Station. Note the tramway flagman in the foreground. Traffic was, obviously, no real problem in those days.

SPORTS

Institute Golf Club Win

FOR the third time in the past 12 years, the V.R.I. Golf Club won the annual tournament between it and the Postal Institute Club.

An enjoyable day was had by the 45 players who took part, on the Latrobe Golf Links at Alphington. Hosts were the V.R.I. club. At the conclusion of play, a social function—presided over by Mr. F. Findlay, President of the V.R.I. club—was held in the club house. Trophies were presented by Mr. E. H. Brownbill, Chairman of Commissioners; Mr. J. L. Skerrett, Director, Posts and Telegraphs; and Mr. F. Orchard, President, V.R.I.

Country Golf Week

ENTRIES for the above Week, which will be held at the Rossdale Golf Club, Aspendale, from September 8 to 11, close on July 30. Further information can be obtained from the secretaries of country centres or from the Sports Secretary, V.R.I., Flinders Street.

Mr. E. H. Brownbill, Chairman of Commissioners, presents the R. L. Edwards Shield to Mr. M. Lynn, railway captain, at the conclusion of the Postal Institute versus Railways Institute golf match. Also in the group are Messrs. J. L. Skerrett (Director Posts and Telegraphs) *left*, and T. Phingsthorne (acting postal captain).

Carpet Bowls

THE annual Country Carpet Bowls competition will be held in Melbourne on Sunday, August 31.

Football

AS *News Letter* went to press, Newport Workshops and North Loco shared the lead in the Commissioners' Cup competition, with 12 premiership points each, followed by Melbourne Yard with four. Geelong has withdrawn from the competition owing to the difficulty experienced in obtaining a sufficiently strong side.

Newport Workshops—that formidable newcomer to the competition—must surely have one of the game's fastest wing men in Malcolm Durant, this year's winner of the Stawell Gift.

Fencing

THE V.R.I. Fencing Club has had a most successful year. For the seventh time in succession it won the V.R.I. Council's cup in the Three Weapon Tournament. This cup is competed for annually by teams comprising the Victorian Amateur Fencing Association. The Ladies' Foil Team also won their event.

Club members filled the first six places in the recent State championships.

In this year's National Championships, held in Sydney, three club members obtained places — a good achievement in such strongly contested events. They were: D. Doyle, second, and A. Szentgyorgyi, third, in the epee; and L. Tornallyay second in the sabre event.

Mr. D. Doyle has also been chosen to fence for Australia in the Empire Games being held at Cardiff, this month. He is a fencer of marked ability who, for four years, held the State epee title.

Incident in the match between Melbourne Yard and Newport Workshops.

Ararat's Fine Effort

HOW an enthusiastic Institute centre can materially add to a town's amenities can be seen at Ararat, where the local centre built and maintains a first rate bowling green, of which not only the members, but every citizen of the town, are proud.

The green was built on a vacant allotment three years ago, with funds raised by dances in the Institute hall. The bowling club now has a membership of 75, is self-supporting, and has attracted numbers of associate members from local branches of other Government Departments.

Weeding, cutting, rolling and hand watering of the green are entirely done by volunteers. Special fund-raising efforts have equipped the green with electric lights and other improvements worth £600, and it is planned to refurnish the clubhouse with modern pieces. The new green has brought in an annual increase of £400 in membership fees to the Institute.

Wholly set up and printed at the Victorian Railways Printing Works, Laurens Street, North Melbourne, for the Publishers, The Victorian Railways Commissioners, Administrative Offices, Spencer Street, Melbourne. 1804—58.

VICTORIAN RAILWAYS

NEWS LETTER

AUGUST

VR

1958

THE MONTH'S REVIEW

More Diesel Locomotives

TEN more diesel-electric locomotives have been ordered from Clyde Engineering Co. Pty. Ltd., N.S.W., at an estimated cost of £720,000. They are of 950 h.p. and will be used for main and selected branch line freight services. It is anticipated that their use will enable steam operation to be completely eliminated from certain sections of the system.

First delivery is expected in March next year, and from then on delivery will be at the rate of one every three weeks.

Electric Train Equipment

A tender has also been accepted for the supply of 90 electric train equipment sets for the next batch of 30 *Harris Trains*. This includes such items as traction motors, motor generators, pantographs, brake compressors and control gear. Successful tenderer is the English Electric Co. of Australia Pty. Ltd., and the estimated cost £1,680,000.

Tenders for the construction of the new trains, which were advertised both in Australia and overseas, are under consideration. More seating accommodation is to be provided; the new trains will seat 515 people compared with 465 for the *Harris Trains* in service.

Victoria's First C.T.C.

FIRST installation of centralized traffic control on the Victorian Railways will be on the Eastmalvern–Glen Waverley line. It will be brought into use when the new long crossing loop between Mount Waverley and Syndal comes into service next month.

Under C.T.C., all train movements at and beyond Eastmalvern will be controlled from a panel at Eastmalvern.

New Station Open

LABURNUM station, between Box Hill and Blackburn, was opened last month. Station buildings are of modern brick veneer construction. (see picture on centre page)

Concurrently with the opening of the station, mechanical signalling under the telegraph block system was abolished and automatic signalling introduced between Box Hill and Blackburn. Later, it will be extended to Ringwood.

Laburnum is one of the new stations made necessary because of the growth of population in the outer suburban areas, resulting in a substantial increase in longer distance passengers on the electrified system. The station is within easy walking distance of the Box Hill recreation ground and should be a great convenience for Association football followers.

Prototype Container

A prototype insulated container for the rail transport of liquid fats from Sydney to Melbourne has been put into service. The unit is a cylinder about 6 ft. in diameter and 8 ft. long, with an overall height of 7 ft. An inner tank of stainless steel is insulated with 3 in. of cork. Capacity is 1,200 gallons for a contents weight of about 4¾ tons. (see picture on centre page)

Placed horizontally on a base similar to that of the steel freight containers, it can be carried on both Victorian Railways KC wagons and New South Wales Railways FME wagons. Four lugs are provided for lifting and lowering the unit.

The liquid is loaded through a top manhole and discharged through an outlet valve at one side of the cylinder. Steam jackets enable the liquid to be heated for easier discharge.

This special container has great possibilities and could be the means of recapturing a great deal of the bulk liquids traffic now being carried by interstate road tankers.

Congested Streets

"THE use of private cars in the central areas of cities, especially their use for journeys from home to work, is a luxury no city can afford to provide on an unlimited scale", is the view expressed by transport experts in a booklet published by the International Union of Public Transport. The booklet presents the case on behalf of many of the world's principal cities against private car parking in busy city streets.

It includes an interesting comparison of the space required by various means of transport for the conveyance of 50,000 people an hour in one direction when carried by:

Private car: a 650-ft. wide road (30 lanes in both directions, 1,000 cars per lane, 1.7 persons per car).

Buses: a 108-ft. wide road (four lanes in both directions, intervals of 20 seconds, 70 passengers per bus).

Underground railway: a 27-ft. wide tunnel (one track in each direction, intervals of 1½ minutes, 1,200 passengers per train).

No attempt is made to analyse the comparative building costs of roads and underground railways, but the saving in space is placed in crystal clear perpective.

Relieving The Pressure

"WHEN the object is to relieve the town centre of car pressure," the booklet says, "it is a logical consequence that new, large parking areas should *not* be established in the central area. Parking places should be provided outside the town area for long-term parking and fast transit lines, with dense service, should be established from the parking place to the town centre".

The provision by the Victorian Railways of car parks at suburban stations is a big step in the direction indicated by the traffic experts.

Rhythm of a Rail-car

SUCCESS of the verses dedicated to *Heavy Harry* and published in May *News Letter* has prompted Assistant Stationmaster J. M. Dunn, of Cathkin, to pen some further lines. He tells of the Mansfield diesel rail-car.

"THE MANSFIELD DIESEL

Where the tussocks wave by Wallan,
And the hawks hang overhead,
Into the dusk like a phantom train,
The Mansfield Diesel sped.
The silver rails like ribbons shone,
And gleamed in the failing light;
The wheels were loud with a racing song,
As she swept into the night.

For sweet was the sound of the engine's purr,
As the horses strained inside;
They were doing a wondrous job tonight
To the top of the Great Divide.
The mists were white on the darkening hills,
As she took to the rising straight;
And the driver watched for a beckoning green,
For she was fifteen late.

O there's nothing that looks so grand to me,
As the sight of a railway train,
Arounding the bend in the fall of night
In a shower of misty rain.
To see her roar beneath the trees,
And flash by gullies deep,
And hear the echoes when she's gone
Rush back again to sleep.

The junction lights were showing green,
As the Mansfield Diesel loomed,
Thru' the scudding mist on the mountain top,
Like a greyhound newly groomed.
Then down the range to Wandong,
The lithe blue phantom flew,
And the god of trains with a touch of pride
Smiled when her whistle blew.

Thru' Kilmore East and Broadford,
The green lights called her on,
Clink, clank o'er points and crossings,
And the Mansfield train was gone.
A passenger reading with delight,
A love tale from a book,
Took off his specks and shouted loud
"By Jove it's Tallarook".

FRONT COVER

Kevin McCarthy, a fifth year apprentice fitter and turner at Newport Workshops, turning commutator of traction motor armature for suburban car. Kevin's photograph will also appear on the poster and folder being produced for this year's railway apprenticeship campaign.

AIR CUSHIONS FOR FREIGHT

INFLATABLE dunnage, as used in America, has been tested on the Victorian Railways to determine its most satisfactory uses. This is a further step in the Department's campaign for safe handling of goods.

PNEUMATIC, or inflatable, dunnage consists of nylon or other rubberized bags, inflated to certain pressures to cushion the load in the wagon against transit movement.

Eleven units of this equipment were obtained and they have been tested in a wide variety of ways and with different types of commodities.

When the first of the new BP box wagons went into service recently, some of the goods, because of their nature, were protected with inflatable dunnage. At the invitation of the Commissioners, Mr. F. P. Mountjoy, Chairman of the Transport Regulation Board, Mr. B. J. Binger, a member of the Board, Mr. E. V. Field, secretary of the Board, Mr. F. B. Harvey, General Traffic Manager of the South Australian Government Railways, and Mr. J. A. Russell, Assistant Chief Traffic Manager of the N.S.W. Railways, inspected the wagon and watched the loading operation.

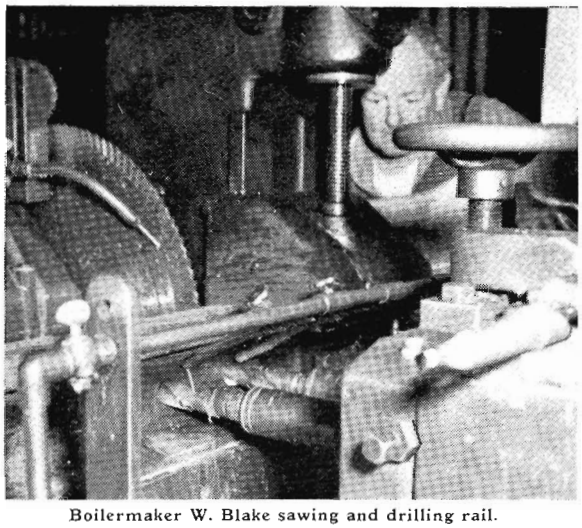
Tests have been so satisfactory that a further 50 units of inflatable dunnage have been ordered. These measure 4 ft. x 3 ft. 6 in. when inflated to 1 ft. thickness. A portable compressor unit, capable of inflating the dunnage, is also on order.

The equipment will be located at Melbourne Goods and used primarily for outward loading for the time being. Main uses will be :

- filling spaces in loads of damageable goods which cannot normally be absorbed by other loading
- absorbing space in palletized loads
- stabilizing loads of concrete culverts and pipes in place of timber bracing, with a resultant saving in costs
- any special fragile loading.

Inspecting pneumatic dunnage. *(left to right)* **Messrs. F. B. Harvey, E. H. Brownbill, F. P. Mountjoy and B. J. Binger.**

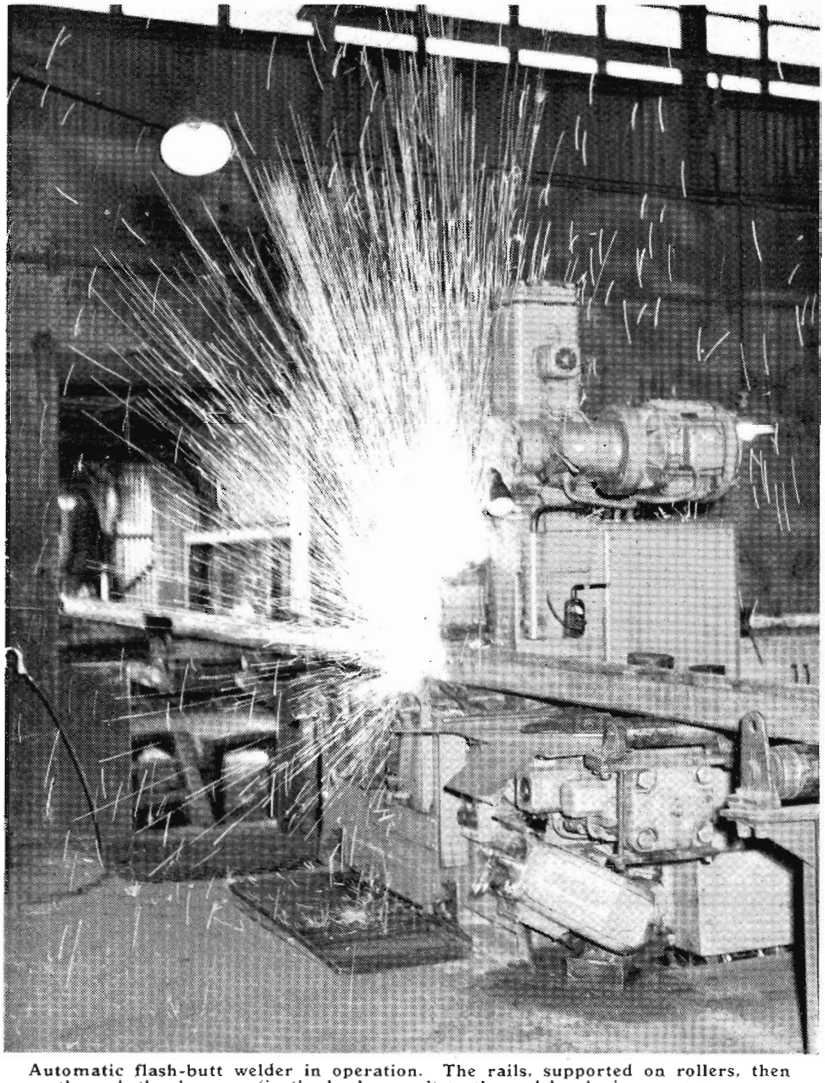
Pneumatic dunnage being used in the first BP wagon.



Boilermaker W. Blake sawing and drilling rail.

PRODUCTION LINE FOR RAILS

WELDING of rails into longer lengths reduces the number of rail joints and thus lessens rail maintenance costs, increases life of rails, reduces wear on rolling stock, and gives smoother and quieter riding with improved travelling conditions.



Automatic flash-butt welder in operation. The rails, supported on rollers, then go through the doorway (in the background) to the end hardening annexe.

A new rail hardening annexe has been opened at the Permanent Way Materials Depot, Spotswood, as an additional operation in the production line methods in the flash-butt welding of rails.

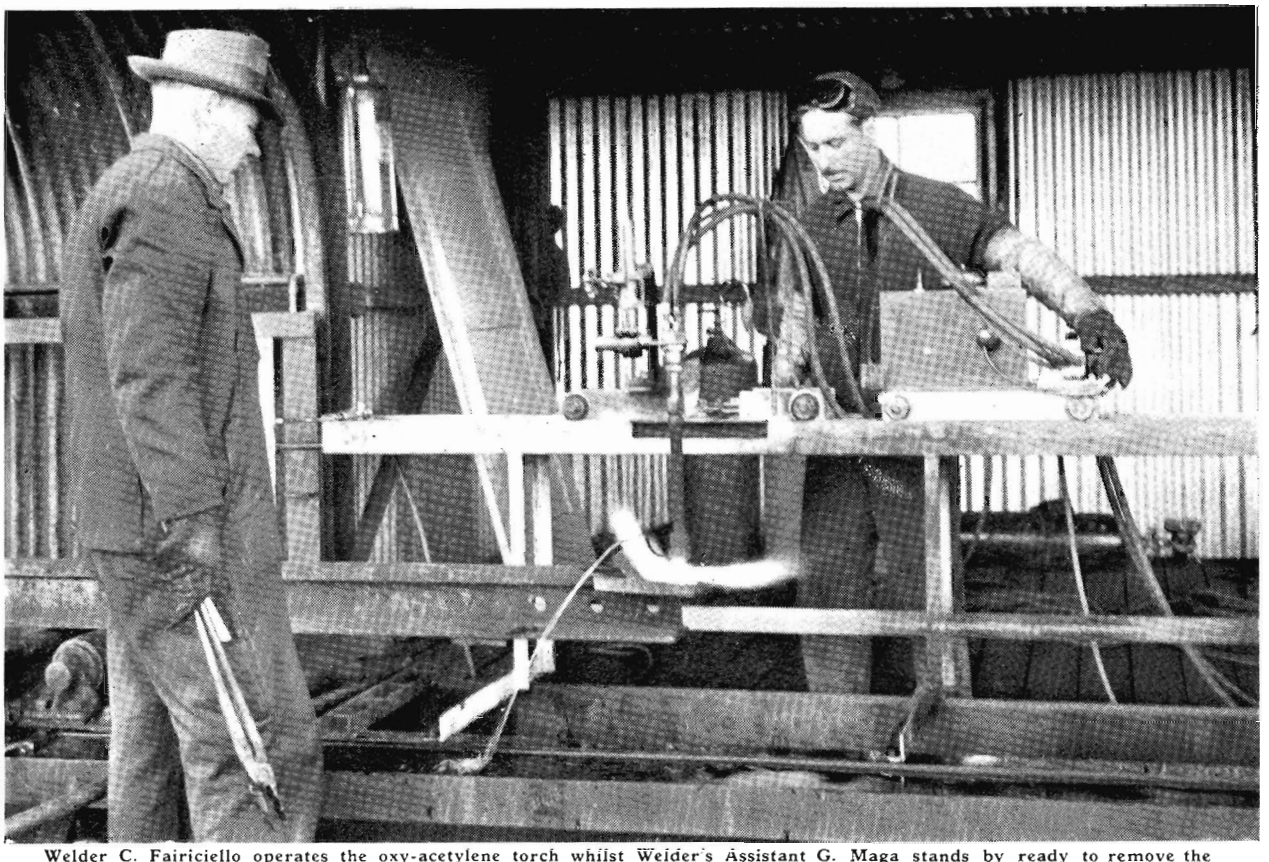
Rails are delivered on to a sorting platform at one end of the 'shop, pass through the various processes, and are then placed on a delivery platform at the other end.

A preliminary stage with serviceable used rails is end cropping, which is usually done by oxy-acetylene torch. When drilling of holes for fishplates is required, the two operations are carried out simultaneously in a combined saw and drilling machine.

Rust is removed from the welding ends, after which the rails go to the automatic flash-butt welder where they are welded into 90 ft. lengths. Briefly, two sections of rail are clamped in the machine and brought together. As the electric current flows through the points of contact, the steel is warmed up. By means of repeated separation and reunion, the ends of the two rails are effectively preheated. Then follows the 'flashing' period during which the rails are pressed together, bringing the ends up to correct temperature and the weld is made by a final application under high pressure.

A new automatic flash-butt welding machine was recently installed at the depot. This machine is carrying out about 46 welds each shift. Two shifts are being worked to cope with the demand for rails for track laying. The machine is equipped with a control panel and a special triple recording chart which enables a thorough check to be kept on performance and facilitates discovery of any faults that may arise.

End hardening is carried out by treating the leading end of each 90 ft. length during welding, and the trailing end whilst the weld is being ground.



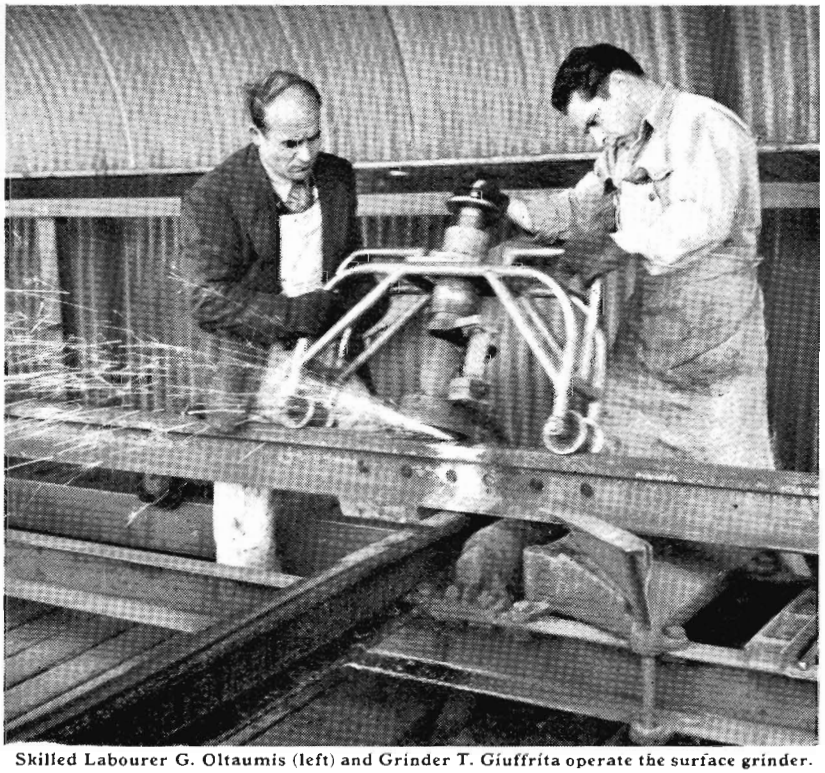
Welder C. Fairiciello operates the oxy-acetylene torch whilst Welder's Assistant G. Maga stands by ready to remove the baffle as soon as the hardening process is complete.

Two inches of the top of the rail-end are heated to about 800° Centigrade by means of a water-cooled oxy-acetylene torch set at a predetermined distance above the rail and oscillated over the end of the rail. The remainder of the rail is protected from the heat by a steel baffle. Heating time is about 35 seconds, and this is measured on a special timing device with a warning bell. The torch flame is then cut off by a quick acting valve, and the baffle withdrawn. The heat is quickly dissipated through the cold rail, and this rapid cooling produces the hardening effect on the steel. Water is not used for cooling the rail.

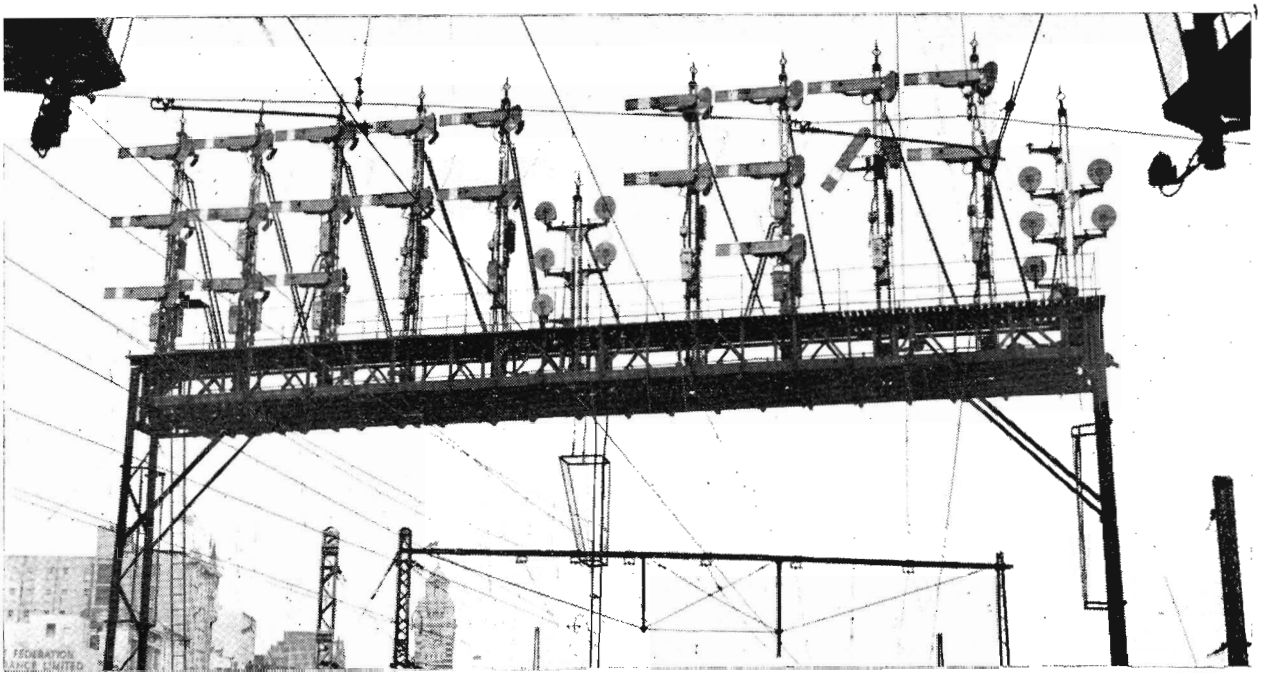
The hardened rail-end reduces the amount of rail-end batter and increases the life of rail joints and permits of smoother running of trains.

After welding, and whilst the end hardening is in process, the weld is ground level with a special surface grinder. The grinder was developed by departmental engineers and manufactured at Spotswood 'Shops. It runs on two grooved wheels which fit over the rail and permit easy movement to and fro for grinding to a smooth surface.

The end hardening plant was developed by departmental engineers in conjunction with Commonwealth Industrial Gases (Vic.) Pty. Ltd.



Skilled Labourer G. Oltaumis (left) and Grinder T. Giuffrita operate the surface grinder.



Signal gantry, Flinders Street Viaduct

V. R. SIGNAL SYSTEMS

I. Manual Signalling

OPERATING staff are fully conversant with signals and their meaning, but to many other railwaymen such things are in the nature of a mystery.

In this and the following issue, *News Letter* publishes some details of the V.R. signalling systems, based on a recent lecture by Mr. G. F. Woolley, Signal and Telegraph Engineer.

TWO signalling systems are used on the Victorian Railways—manual signalling and power signalling (more commonly called automatic signalling).

During the rapid expansion of the railways in the nineteenth century, manually operated signalling apparatus was the best available at the time and was suited to the type and speed of trains, and to the density of the traffic then operating. It was installed extensively throughout the State.

Manual signalling is essentially mechanical in nature. Two-position lower left-hand quadrant semaphores—operated by a wire pulled by a lever and restored to stop by a weight to safeguard against a broken wire—are used.

Home and distant signals are used as "running" signals on passenger lines, and disc signals for shunting and on goods lines.

A home signal has a square ended red arm with a white stripe near the end. In the horizontal position and exhibiting a red light by night it indicates "stop." When tilted to an angle of at least 45 degrees and exhibiting a green light by night it indicates "proceed."

Where a line leads to several roads or platforms, a bracket signal or gantry is used. A separate signal arm is used to apply to each platform or road. This signalling is known as "route signalling" because each arm describes to the driver of the train which route he will take. They are read in order from top to bottom and from left to right.

At a large station a driver will see one arm at proceed and possibly as many as twelve arms at stop. Although satisfactory, this is not considered to be a desirable state of affairs.

Distant signals have a fish-tail shaped end on a yellow arm with a similar shaped black stripe. In the horizontal position and exhibiting a yellow light by night it indicates "danger." Drivers are required to stop at this signal—unless they can see that the line in front is clear, when they must be prepared to stop short of any obstruction or at the home signal. A distant signal is located not less than the length of the longest

train on the line from the home signal. When tilted to an angle of at least 45 degrees and exhibiting a green light by night it indicates "proceed." At a junction, the distant signal cannot be operated when the points are set for a branch line, but it is operated for the fast or main line.

The distant signal cannot be placed to proceed unless all the home signals within its interlocked station show proceed. Thus, a driver passing a distant signal at danger must be prepared to stop at the next home signal or any following home signal at that station, but when passing it at proceed he can expect the line clear to the distant signal at the next station (home signals protecting level crossing gates between stations, terminal working, and emergencies excepted). It will be appreciated that the distant signal is therefore the most important signal in the manual signalling system.

Disc signals have red circular targets with a small red light in the centre when indicating "stop." They are rotated sideways through an angle of 90 degrees and the red target is turned off and a green light exhibited. Drivers of loaded passenger trains do not accept these signals which are meant for shunting movements only.

Points and Mechanical Interlocking

RODS are used to move points. Other rods are used to operate facing point locks to secure the points in the full normal or reverse positions. Lock bars, 45 ft. long, are mounted along and just below the head of the rail. To unlock the points, the lock bar must be moved through an arc which passes above the top of the rail; thus when a train is present the unlocking and moving of the points under a train is prevented.

Attached to facing points are mechanical detectors which prevent the signal wire being moved unless the points are locked in the correct position.

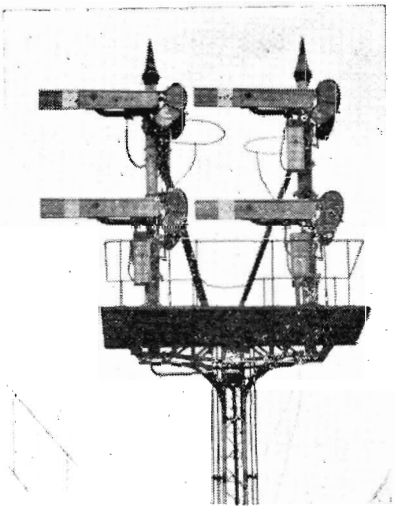
Levers are mounted in an interlocking machine, and a route is established by moving the points to the required position, locking them, and clearing the relevant signal. The mechanical locking between levers ensures that the route is properly set up, and opposing and conflicting movements are prevented.

It will be realized that this system of signalling has its limitations, for example when the signal lever is restored to its normal position the mechanical locking is released and the route is held by the train engaging the lock bars near the points. It is for this reason that signal levers must not be restored until the train engages the points. This system is slow, and it will be appreciated that for dense traffic a considerably faster system is desired.

Block and Staff Instruments

IN the days when manual signalling was developed, the electric telegraph was still in its infancy. Instruments were developed specially for railway use. The working of trains on sections of double line between signal boxes is done by a system of bell codes on Winters Block Telegraph Instruments. The signalmen at each end of the section confer by bell codes to admit a train to the section and clear it therefrom. Entries are made in a Train Register Book to inform the signalman on his train movements and responsibilities.

To conform to the requirements of the British Board of Trade, and later the Ministry of Transport, a token system is used for working trains over sections of single line. The Webb and

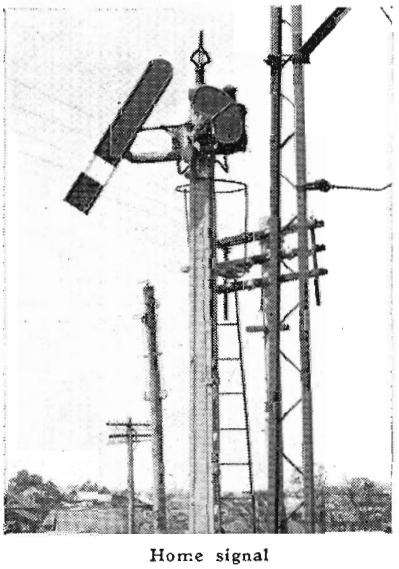


Bracket signal

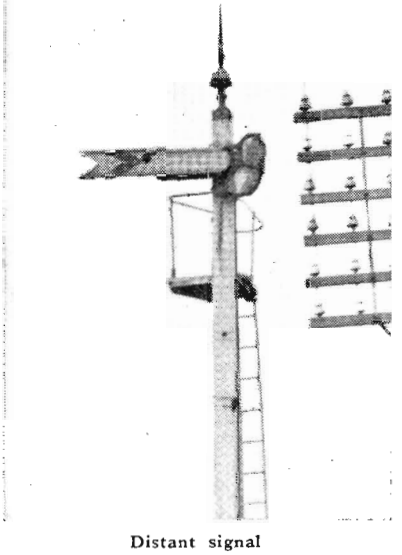
Thompson Electric Staff Instruments, which superseded the Tyers Tablet Instruments, are still used for this purpose. These are also used in conjunction with the bell codes and Train Register Book.

On both double and single lines worked under the fore-going systems, it is most important that the signalman view the white disc or red tail light placed on the rear of the train in order to know that the train is complete. Numerous ideas have been tried to prove the completeness of a train, including magnetic devices, but none have been successful excepting the track circuit developed in America in 1872.

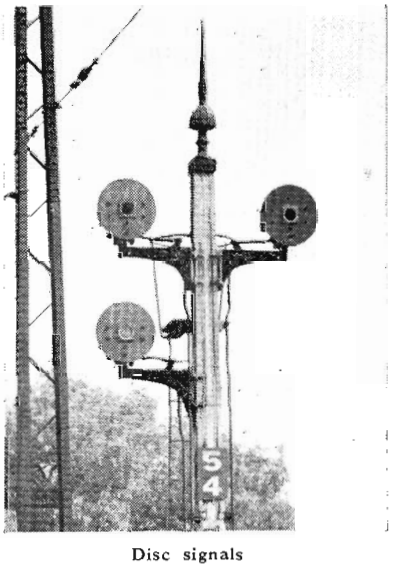
The rules and regulations for manual signalling are of necessity restrictive as the human element enters so largely into its operation.



Home signal



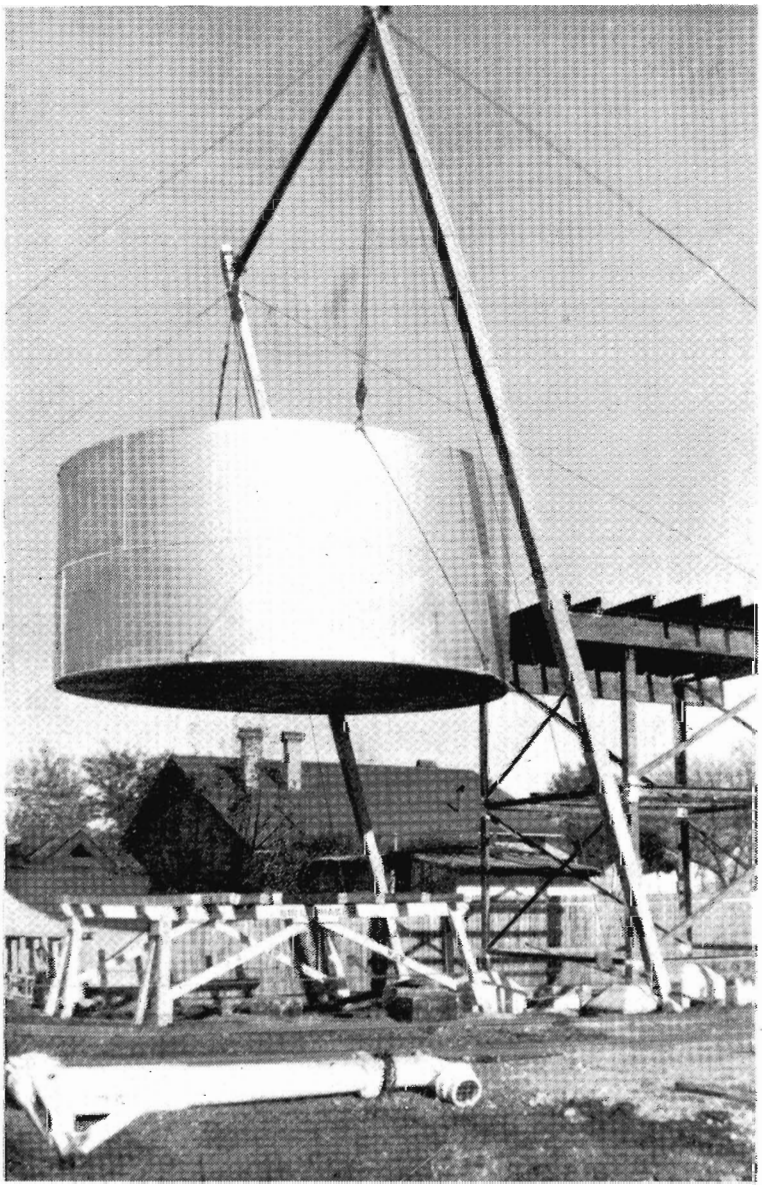
Distant signal



Disc signals

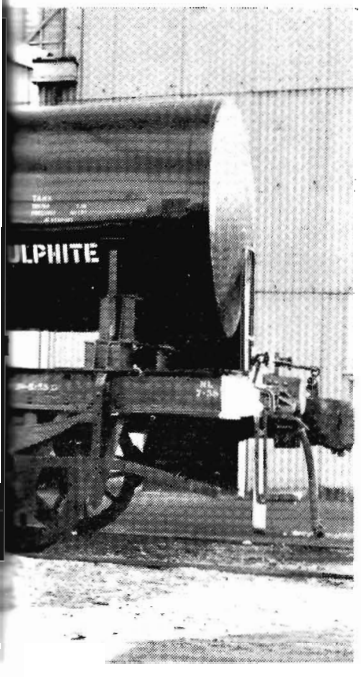
AROUND THE SYSTEM

NEW BUSINESS : Insulated tank wagon for ca Chemicals to Maryvale Paper Mills is another of th to the railways.

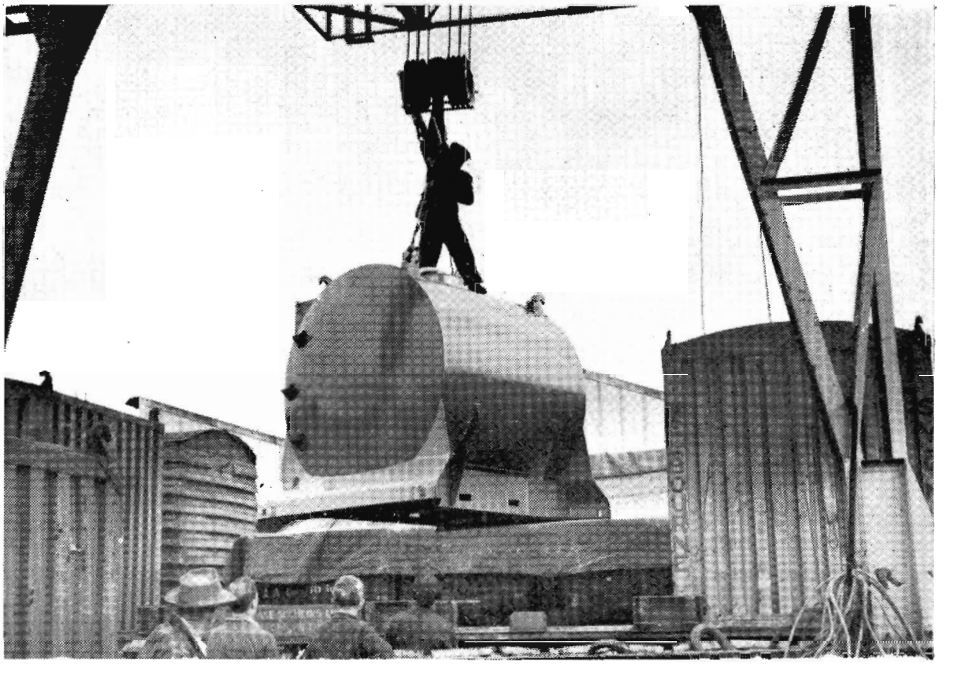


WATER SUPPLY : New 10,000 gal. water tank being erected on steel stand at Myrtleford. Both were built at Spotswood 'Shops, the tank being in sections which were assembled on the site. *Photo : N. Matthews*

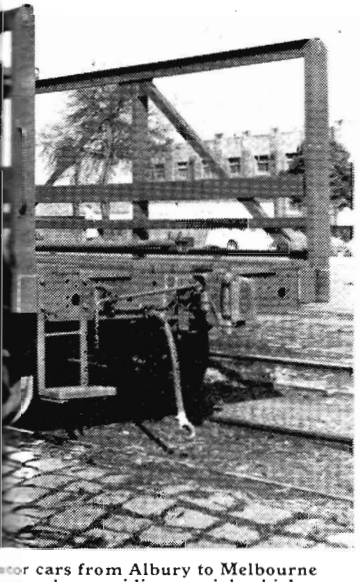
CARS BY RAIL : Converted wagon for bringing c is a still further indication of the V.R. drive to obt The new wagon allows cars to be driven on and off t from the top level.



odium sulphite from Monsanto
hicles built to bring more traffic

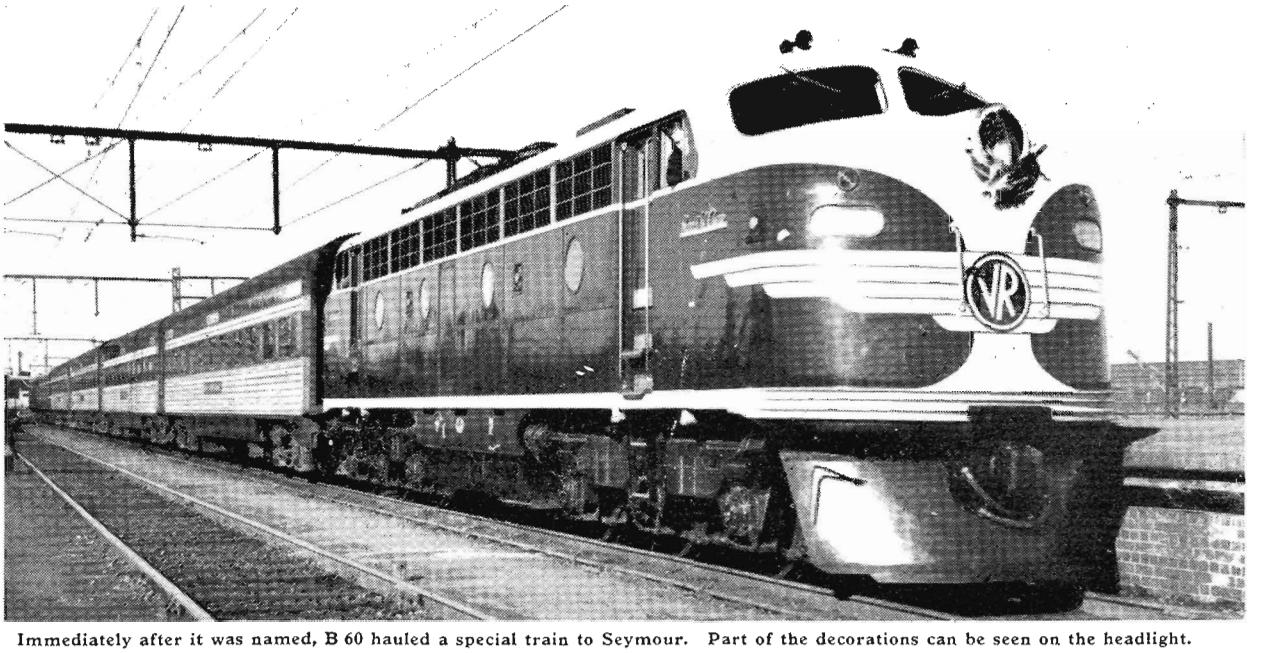


PROTOTYPE CONTAINER : Specially insulated for the transport of liquid fats from Sydney to Melbourne, this container is carried on flat top wagons. It, too, should help gain traffic now going by road.



or cars from Albury to Melbourne
ness by providing special vehicles.
vel, whilst a crane lifts cars to and

ANOTHER STATION : Passenger traffic is far from being neglected in plans for gaining business. This new station at Laburnum, between Box Hill and Blackburn, has brought the railway nearer to potential patrons. Duplication of tracks, crossing loops, improved signalling, and more *Harris Trains* are other aspects of the drive.



Immediately after it was named, B 60 hauled a special train to Seymour. Part of the decorations can be seen on the headlight.

MILLION MILERS

LAST month B60, *Harold W. Clapp*, completed six years of service. In that time it had covered 1,054,970 miles.

First of the 26 B class diesel-electric locomotives to be built for the Victorian Railways by Clyde Engineering Co. Pty. Ltd., N.S.W., it went into service on July 14, 1952.

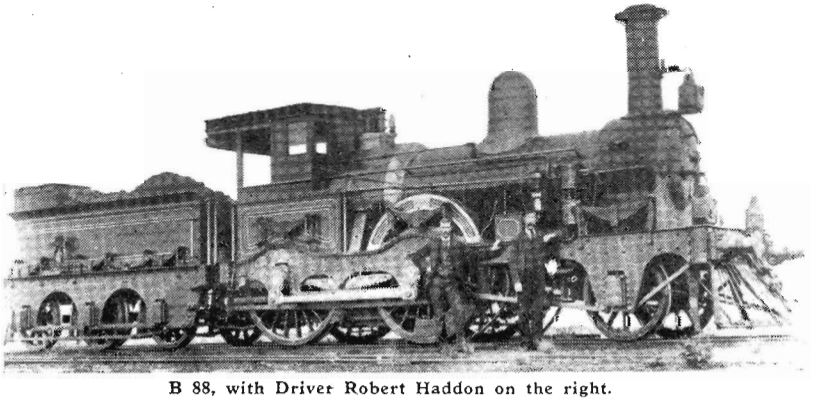
Mileage record for the group is held by B 62, with 1,067,894 at July 14. B 60 would have had this honour but for the fact that it was withdrawn from general service during 1954 for use on the royal tour train. Total mileage of the B class locomotives is approaching 11 million.

These locomotives hauled all the important passenger trains until the advent of the S class diesel-electrics which have taken over *The Overland*. B and S locomotives between them haul *The Daylight*, *Spirit of Progress* and the *Albury Express*. B class alone haul the *Mildura Sunlight*.

The Department's first B class locomotives were steam and in their day they too were "top class" locomotives. B 88 had the honour of hauling the first *Sydney Express* on August 21, 1883.

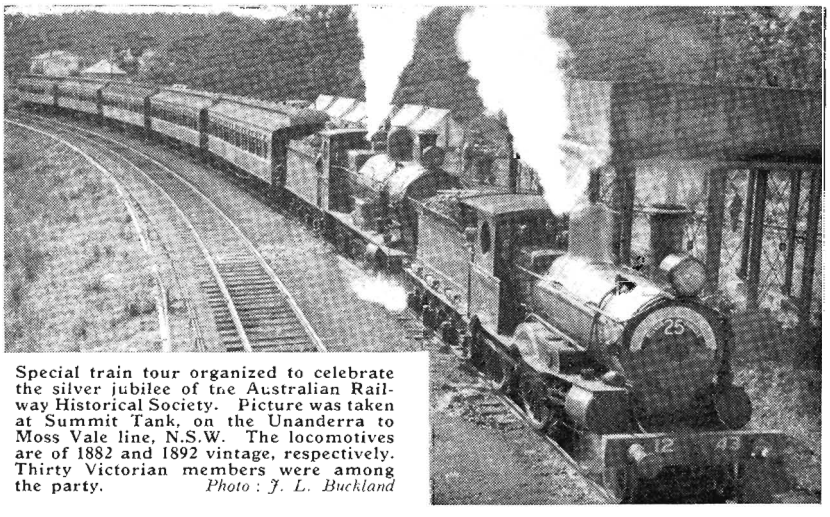
Strangely enough, too, there were 26 in the first batch of B class steam locomotives. Thirteen of them were built by Beyer Peacock of Manchester in 1862 and the other 13 by R. and W. Hawthorn of Newcastle, England, also in 1862.

B 88 was one of those built by Hawthorns. It went into service in July 1864, and had been built 21 years before the *Sydney Express* began running. B 88 was rebuilt in May 1898, and was scrapped on August 15, 1914, after 50 years' service. During that time it totalled about 1 million miles of running.



B 88, with Driver Robert Haddon on the right.

LINES FROM OTHER LINES



Special train tour organized to celebrate the silver jubilee of the Australian Railway Historical Society. Picture was taken at Summit Tank, on the Unanderra to Moss Vale line, N.S.W. The locomotives are of 1882 and 1892 vintage, respectively. Thirty Victorian members were among the party. *Photo : J. L. Buckland*

First Scooter Excursion

EARLY one morning recently, London's Paddington station was filled with the sound of purring motor scooters as they were ridden on to the first British Railways Scooter Excursion Train. The special train, with cafeteria car, ran to Shrewsbury, where the enthusiasts had the opportunity of 'scootering' into North Wales for 12 hours. Specially equipped vans were included in the train to carry 100 scooters, each of which was secured to prevent movement. Accommodation was provided for 200 passengers.

Experiment With Wood

MAKING use of techniques developed in the building of ships and aircraft, British Railways have used laminated timber for the first time in the reconstruction of a station roof. Two bay platforms at Preston have been re-roofed in this new style which gives the station a pleasing and modern appearance.

The supporting pillars, connecting arches and beams have all been constructed of laminated wood with a smooth natural finish and coated with clear synthetic resin. The units were prefabricated at a shipbuilding works.

Binding Sleepers

IN an effort to extend the life of sleepers which show signs of splitting, French National Railways has for many years been securing the ends with a steel band held in place by various forms of buckle, stud, or spike. Use is now being made of a machine specially designed to use non-galvanised iron strip, secured in position around the sleeper by means of electric arc welding. This is stated to produce a more efficient binding at a more economic cost.

Replacing Steam

BY 1970 steam traction will have disappeared from Czechoslovakia's railways, according to an official announcement when the last steam locomotive to be made in the V.I. Lenin (formerly Skoda) Works was delivered recently. The Lenin Works was the largest manufacturer of steam locomotives in the country and, in 38 years, has turned out nearly 4,000.

Most of Czechoslovakia's railway transport is steam powered, but electric, diesel and combustion-turbine locomotives will now be acquired. After 1960, the Lenin Works alone are scheduled to produce 300 electric locomotives annually. By 1970, electric locomotives will haul 70% of all trains. Diesel and combustion-turbine models will haul the remainder.

Diesel-Hydraulic Tests

PROPOSALS for a changeover to hydraulic transmission for diesel locomotives of Danish State Railways are now being closely examined. Electric transmission has hitherto been standard practice.

A series of test runs with a 440 b.h.p. diesel-hydraulic locomotive is to be carried out. If the result is satisfactory, hydraulic transmission may be adopted as standard for freight locomotives.

Ice Cream from Europe

ICE cream is now being consigned from Europe to Kampala, Uganda. It is conveyed in the ship's cold chamber to Mombasa, where it is transhipped on the quayside to containers. The containers are then moved by rail on flat-top wagons. Transhipment at Mombasa is done, whenever possible, at night when the temperature is lower.

Employees Advertise

AN unusual development to come out of the current period of traffic decline on the Baltimore and Ohio Railroad was the action of employees at North Vernon, Indiana. Acting entirely on their own, they inserted an advertisement in a local newspaper, urging merchants and fellow citizens to support the B. & O. by shipping and travelling over its lines. Referring to the decline in business and the resultant furlough of some local employees, they pointed out the large payroll of B. & O. staff in the district, and suggested that business men and private persons should patronize the railroad more than they have. They concluded by saying that they themselves would also practice the adage of shopping at home, with the appeal "Let's work together for our community."

Public reaction was immediate and enthusiastic. In addition to its business-getting potential, the appearance of the advertisement has boosted employee morale and has helped to bring home to the public the economic importance of money spent locally by the railroad and railroad people.

Railway Radio in U.S.A.

IN the 10 years since the first introduction of radio communication on railways in U.S.A., its use has expanded so rapidly that the latest survey shows it now to be installed on 7,450 locomotives, in 2,753 brakevans of freight trains and at 1,441 lineside radio stations. Also nearly 3,000 sets of walkie-talkie apparatus have been purchased.

At present 180 different railways have radio in use, and installations of new radio equipment are running at about 2,500 annually. And yet the total installed has not exceeded 28 per cent. of the locomotives, 14 per cent. of the brakevans, and 15 per cent. of the wayside offices in U.S.A. Most extensive use of radio communication is in marshalling yards.

Rail-Grinding Train

THE New York City Transit System is placing in service a rail-grinding train and two diesel locomotives to haul it. The train consists of 16 grinding wagons, each equipped with six rotary grinders, three on each rail. The grinders are driven by a power plant mounted on a flat wagon.

The train will cover the whole electrified system twice a year, travelling at 2 m.p.h. It cost about £147,000, and the diesel locomotives more than £100,000, but the resultant economies in maintenance and rail are expected to amount to about £270,000 a year. In addition, grinding will afford smoother running and hence greater comfort for passengers.

AMONG OURSELVES . . .

Mr. Farnan

Mr. Gilmore

Secretary Retires

MR. P. FARNAN, who has retired as Secretary for Railways, joined the service in 1910. A wide experience in the Rolling Stock Branch included service in both country and metropolitan areas, and Mr. Farnan occupied a senior position of responsibility during the difficult administrative times of the 1930 depression.

Since 1937 he had served in the Secretary's Branch in practically all phases of staff work. During the second world war, Mr. Farnan was intimately associated with the involved departmental manpower decisions connected with the release of staff for war service.

On two occasions in recent years he organized, and directed, overseas recruiting campaigns for the department. He visited the United Kingdom and several countries on the Continent to recruit and select migrants suitable as railwaymen in a variety of grades.

Mr. Farnan was appointed Chairman of the Staff Board in 1955, and Secretary for Railways in 1957.

New Secretary for Railways

MR. A. GILMORE, who succeeds Mr. Farnan, joined the Department in 1911, and gained wide experience in the Rolling Stock Branch at various workshops and running sheds and as personal secretary to the Chief Mechanical Engineer. As a clerk on the staff of the first Electrical Running Inspector he saw the introduction of electric traction on the Victorian Railways.

He transferred to the Secretary's Branch in 1933 as personal clerk to Mr. N. C. Harris, then a Commissioner. In 1935, Mr. Gilmore became assistant to Mr. R. G. Wishart, then Commissioners' Special Officer. In this position and as secretary of various departmental committees he was able to enlarge his knowledge of railway finance and general administration.

In 1947 he was appointed Commissioners' Secretary, in which position he accompanied an official delegation to South Africa to investigate main-line electrification as a prelude to the electrification of the Gippsland line. 1950 saw his appointment as Commissioners' Special Officer, in which position he has been actively associated with the organization and financing of the Department's £A80 million rehabilitation programme.

Railway Staff Ball

Nearly 1,000 attended the Railway Staff Ball held at the Palais de Danse, St. Kilda, last month. As was expected, it proved a highly successful function, bringing together not only those from the metropolitan area, including Dandenong and Werribee, but also parties from Geelong, Warragul and Colac. The official party included the Minister of Transport, the Commissioners, and Heads of the various Branches, with their wives.

A water fountain was the focal point of the beautiful garden scene decorations, whilst the pillars contained humorous cartoons of railway activities. These were designed by Senior Commercial Draftsman Ted Clarke and Head Gardener Bill Frain.

Kevin Cahill, from the Commercial Branch, was the winner of the special Inter-Branch Competition, first prize being an Astor radio set donated and presented by Sir Arthur Warner.

TV personalities added a glamorous touch to the night's entertainment. Net profits from the ball will be added to the general Railway effort for the Anti-Cancer Appeal.

Competition Winners

WINNERS of first prizes in the 1957 competition for Tree Planting and Decoration of Stations, Depots, Barracks, and Rest Houses are shown below. Full results were published in Weekly Notice No. 28.

STATIONS AND STATION YARDS.

New Work (without piped water supply)

Metropolitan District		**Seville**	**78 points**

Maintenance of Existing Trees, Gardens, etc. (with piped water supply).

Bendigo District		**Harcourt**	**91 points**
Seymour	,,	**Chiltern**	**66** ,,
Geelong	,,	**Lara**	**86** ,,
Eastern	,,	**Rosedale**	**88** ,,
Ballarat	,,	**Bacchus Marsh**	**85** ,,

Maintenance of Existing Trees, Gardens, etc. (without piped water supply)

Geelong District		**Irrewarra**	**78 points**
Metropolitan	,,	**Woori Yallock**	**78** ,,
Eastern	,,	**Loch**	**95** ,,
Ballarat	,,	**Dunnstown and Yendon equal**	**85 points each**

LOCOMOTIVE AND WORKS DEPOTS (STATE-WIDE)

New Work

Maryborough Loco. Depot	**86 points**

Maintenance of Existing Trees, Gardens, etc.

Seymour Loco. Depot	**86 points**

BARRACKS AND REST HOUSES (STATE-WIDE)

Maintenance of Existing Trees, Gardens, etc.

Nyora Refreshment Room	**85 points**

Over £1,000 Prize Money

PRIZE money amounting to £1,053.10.0 is available for distribution to winners of this year's Tree Planting and Decoration Competitions. Trees and shrubs can be obtained from the departmental nursery.

Train Running Expert

JOINING the Department as a lad porter at Ballarat in 1907, Mr. F. D. Greene served in almost every field of the Traffic Branch prior to his retirement as Superintendent of Train Services. During his period of office he had to cope with the reduction of train services because of coal shortage and other wartime difficulties and, later, with the building up of those services to normal.

A man of wide vision, he saw the value to the Department of diesel traction, and advocated the use of diesel rail-cars and locomotives. So keen was he on the subject that his friends jokingly suggested that his second name must be 'Diesel.'

Mr. Greene took a great interest in ambulance work, winning his first-year certificate in 1910. Between 1913 and 1920 he competed in a number of teams which secured places in competitions. In 1917 and 1920 he won the individual event.

Both Mr. Greene and his wife interested themselves in charitable affairs, quite unknown to many people. His hobbies include woodworking and gardening. In retirement he is adding bowls to the list.

Mr. Greene

Train Services Chief

NEWLY appointed Superintendent of Train Services, Mr. H. Levey started as a junior clerk at Melbourne Goods in 1915. In 1917 he joined the A.I.F. and served with the 29th Btn. in France, resuming in the Department in 1920.

Mr. Levey's career has taken him throughout the State. He has been, in turn, assistant stationmaster, clerk, stationmaster, train controller, again S.M. and R.S.M. (in which capacity he relieved as District Superintendent in all districts), D.S. Geelong, and Metro. Superintendent. He, therefore, comes to his new position with a wide knowledge of traffic matters.

Gardening is Mr. Levey's sole relaxation.

Mr. Levey

R.S.L. Smoke Night

RETURNED servicemen from all railway grades and visitors from other R.S.L. Branches attended the annual smoke night of the Ararat sub-section of the Railway R.S.L. Branch recently. Sub-section president, Mr. T. Davis, welcomed the guests, and Messrs. F. Costello and S. Thomas, State president and secretary respectively, responded by addressing the gathering on the organization's activities.

Ararat S.M., Mr. S. J. Gird, was a capable master of ceremonies. Songs, recitations and anecdotes, with an excellent dinner and buffet refreshments, made the function an outstanding success.

Mordialloc Wedding

CLERK Jim Hunt and Station Assistant Audrey Travis, both of Mordialloc, were married recently at Mordialloc Presbyterian Church. Mr. Hunt, who is a native of Fremantle, W.A., joined the Department as a station assistant at Brunswick last year, transferring to his present position in July 1957. Miss Travis has lived all her life at Mordialloc. For the past three years she has worked at Mordialloc and Aspendale. Members of the Mordialloc and Aspendale staffs gave presentations to Mr. and Mrs. Hunt.

Active at Ararat

TRANSFERRING from Swan Hill to Ararat in 1930 as a shunter, Mr. C. D. Allpress became a guard in 1939. In the intervening years—and since—he has made his presence felt in V.R.I. activities.

On arrival at Ararat, he was appointed to the committee of the newly formed branch of the V.R.I. His boundless energy and flair for organization soon established him as a valuable committeeman. Of his fellow members on the early committee, only Messrs. Frank Bird (recently retired from the Department) and Herb Isaac are still active in V.R.I. affairs.

Mr. Allpress was elected president of the centre in December 1930 and held office for five years, being succeeded by Mr. Bird. Later he was vice-president for two years until January 1940 when he was appointed secretary.

Backed by an energetic committee, Mr. Allpress explored ways and means of improving facilities at the centre. These efforts were so successful that Ararat V.R.I. now has, in addition to the old hall, an up-to-date social hall worth many thousands, a bowling green that is the envy of many clubs, a well-appointed clubhouse, and the site and materials for tennis courts.

Mr. Allpress recently resigned the secretaryship because of ill-health, but he is still on the committee. He has set a high standard for his successor, Fireman Adrian Reeves, a young man with ideas for still further improvements at Ararat centre.

Versatile Rock Fella

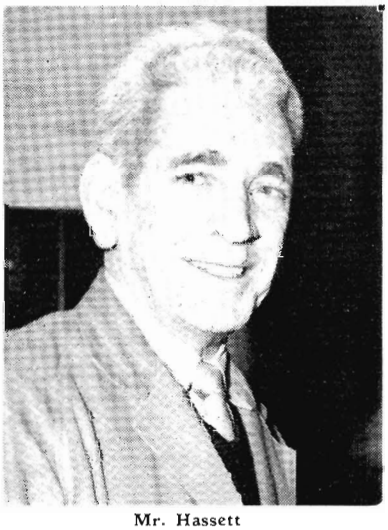
A "Rockefeller" who has given away hundreds of rubies, sapphires and other precious stones is Driver W. G. (George) Ashmore of Castlemaine.

One of his hobbies for many years has been geology. He finds numerous precious stones—unfortunately, all of microscopic size—which he gives away, mostly to students. Valuable minerals can be found in all sorts of places, says Mr. Ashmore. While stationed at Warburton, he found traces of tin, wolfram, tungsten, copper and other minerals as well as rubies, sapphires and amethysts. The difficulty, of course, is to find payable quantities.

Making violins is another of his interests. He is making three at present—from European pine and maple that he has had for over 30 years.

Another hobby is song writing; he has written words and music for over a hundred.

Despite these activities, Mr. Ashmore still finds time for first aid work; he holds seven awards including the third year bronze medallion and the fifth year silver efficiency medal.



Mr. Hassett

Association Football

LEADING Hand Electrical Fitter T. Hassett began playing football for Brunswick when he was 15, and finished as captain and coach about 12 years later. During 1927 he coached Dimboola to a premiership.

He continued his football career as an Association umpire for about eight years, umpiring all the finals for three years. He then took up goal umpiring for a further seven years.

When playing, he represented Victoria in interstate railway matches, and represented the V.F.A. in interstate matches against Western Australia.

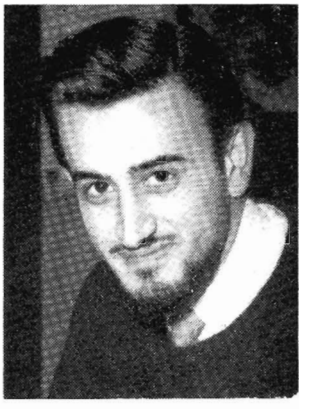
Mr. Hassett is a past chairman of the V.F.A. Umpires Association, of which he is a life member. He is also a life member of Brunswick Football Club.

As well as playing football, he also did some foot running, winning several Sheffields and half-miles. He also took up golf and occasionally has a game nowadays.

Mr. Friedrich

Mr. Van Klaveren

Mr. Farinsky



Syed Ali

League of Nations

REPRESENTATIVES from a number of countries are at present on the staff of the Machinery and Water Supply Division : Germany, Holland, Russia and Pakistan. Recently they also had an Austrian, a Lithuanian, and a Chinese student from Singapore.

Mr. R. Friedrich, draftsman, came to Australia with his wife and daughter four years ago. He began as a fitter at Spotswood 'Shops, and transferred to his present position a year ago. For a time, Mr. Friedrich was a warrant officer in the German Navy, serving as a wireless operator. After release from a prisoner-of-war camp he lived in East Germany. He obtained a scholarship and was studying engineering. Events caused him to flee to West Germany and from there he came to Australia. Now he is attending Footscray Technical School to finish his diploma course. Mr. Friedrich says that freedom is one of the main features of life in Australia.

Assistant Engineer H. Van Klaveren joined the Department three years ago. He had studied at Amsterdam Technical College and obtained his diploma in mechanical engineering. He served as a ship's engineer for four years, on a vessel plying between Malaya and Australia. This gave him an opportunity to see something of the country in which he had always been interested, and in which he has now settled. Mr. Van Klaveren married a Dutch girl, and they now have a family of three boys.

Mr. S. Farinsky, assistant engineer, has been in Australia only a few months. He comes from Manchuria where both he and his wife (who is also a qualified engineer) were engaged on municipal construction work. Mr. Farinsky brought with him his father and his mother-in-law. Mrs. Farinsky is at present working in the Architectural Division. Before coming to Australia Mr. Farinsky was keen on both basket ball and shooting. Now his spare time is taken up in learning English.

Syed Ali, draftsman, is a student from Pakistan. He is doing the engineering diploma course at the Royal Melbourne Technical College. Most of his earlier life was spent in Hyderabad. There he attended a private school together with the grandchildren of the Nizam. He went to Pakistan for two years before coming to Australia. As he says jokingly, he has lived longer in Australia than in his own country. Mr. Syed is an expert at table tennis, and also plays cricket, tennis and squash. When he finishes his course this year he is going to U.S.A. for two years before returning to his home.

President

THIS year's President of the Victorian Football League Umpires' Association, Mr. Dudley Ridley, is a saw doctor at Newport Workshops who has been in the Department for 17 years. He has been an umpire for 12 years, and, before that, played with Jeparit in the Wimmera League. His brother, Ian, is Melbourne's star rover.

RECENT RETIREMENTS . . .

STORES
McGuinness, J., Clerk, Spencer St.
Sedgeway, W., Storeman, Bendigo Loco.

ROLLING STOCK
Berry, P. E., Fireman, Geelong
Black, J. F. J., Engine Driver, Nth. Melb. Loco.
Ceresa, A. C., Iron Machinist, Bendigo Nth.
Clarke, L. H. V., Iron Machinist, Jolimont
Croucher, F. A., Engine Driver, Benalla
Ellis, T. W., N. D. Foreman, Ararat
Farrell, J. T., Padmaker, North Melb. Shops
Greenaway, G. F., Fitter's Asst., State Mine
Greenaway, W. G., Leading Train Examiner, North Melb. Shops
Haw, T. E. D., Elect. Mech. Assist., Newport
Hibbert, J. E., Air Comp. Attdt., North Melb. Shops
Hooker, W. C., Chargeman, Maryborough
Innes, W. M., Engine Driver, North Melb. Loco.
Jones, R. A., Moulder, Newport
Lambden, A. R., N. D. Foreman, Seymour
Lindsay, Mrs. C. A., Office Cleaner, Bendigo North
Londrigan, S., Upholsterer, Newport
Parker, T. S., Patternmaker, Newport
Scott, G. T., Fireman, Geelong
Tate, A. E., Hostler, North Melb. Loco.
Turner, H., Shunt. Eng. Driver, Ballarat Loco.
Unstead, L. V., E. T. Driver, E. R. Depot
West, H. A., Hostler, North Melb. Loco.
Williams, T. K., E. T. Driver, E. R. Depot

COMMERCIAL
Elston, A., Rly. Invest. Officer, Head Office

WAY AND WORKS
Butler, P., Labourer, R. F. Flinders St.
Davies, R., Skilled Lab., W. F. Bendigo
Davis, G. A., Gatekeeper, R. F. Bendigo
Farrar, G. H. W., Labourer, R. F., Bendigo
Kennedy, R., French Polisher, Spotswood 'Shops
Langley, K. J., Painter, W. F., Bendigo
Morgan, C. L., Carpenter, W. F., Flinders St.
Norman, C. J., Fencer's Asst., R. F., Seymour
O'Connor, M., Lineman, Ouyen
Ruff, A. J., Engineer, Head Office
Steele, F. N., Roadmaster, Ballarat
Thomas, W. H., Carpenter, W.F., Ballarat

TRAFFIC
Anderson, W. L., Putter-On, Melb. Goods
Bastow, H. B., Subn. Guard, Coburg
Cain, D., Cloak Room Asst., Flinders St.
Errington, W. J., Clerk, Melb. Goods
Gouldsmith, F. E. H., Signalman, South Yarra
Greene, F. D., Supt. Train Serv., Head Office
Holman, C. F., Goods Trucker, Melb. Goods
Knox, C. W., Signalman, Bell
Overall, A. C., Goods Guard, Dimboola
Riddell, C. W., Stationmaster, Gardiner
Royle, F. H., Subn. Guard, Frankston
Russell, C., Parcels Asst., Geelong
Sheridan, J. R., Tram Motorman, Elwood
Watson, E. A., Asst. S.M., Mangalore
Westerbeck, J. A., Shedman, Horsham

ELECTRICAL ENGINEERING
Gilbert, D. L., Shift Elec., Jolimont

SECRETARY'S
Farnan, P., Secretary for Railways, Head Office
O'Brien, R. M., Clerk, Head Office

. . . AND DEATHS

TRAFFIC
Biggin, Miss S., Ticket Checker, Spencer St.
Evans, L. J., Clerical Asst., V.R.I. (on loan)
Hager, R. J., Junior Station Asst., Ringwood
Smith, S. N., Goods Guard, Melb. Yard

ROLLING STOCK
Niel, L., Patternmaker, Newport

SECRETARY'S
Peart, J. G. K., Manager, V. G. T. B., Adelaide

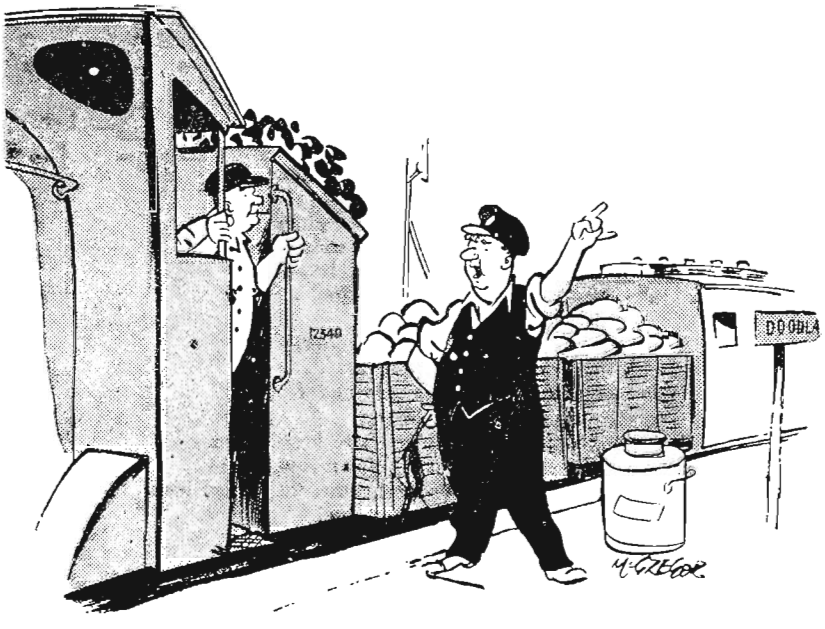
Thanks

"IN June one of your officers, Mr. Owen, a Block and Signal Instructor, lectured to a group of our students on "Railway Signals." Later he conducted this same group of students through "B" Signal Box at Flinders Street.

"I wish to thank your Department for making Mr. Owen's visit possible and Mr. Owen himself for the excellence of his lecture and the tour of the signal box. The lecture and the tour were most instructive and very valuable to our students—so much so that we shall ask for Mr. Owen's services again."
—*G. R. Mills, Principal, Melbourne Teachers' College*

"On behalf of the parents and boys of the Horsham High School for the help extended to us, both before and during our recent tour of New South Wales. We had a very happy time, no small part of which was due to the help of the Bureau. At no time were there any complications or delays and the boys were given every help from all those connected with the tour.

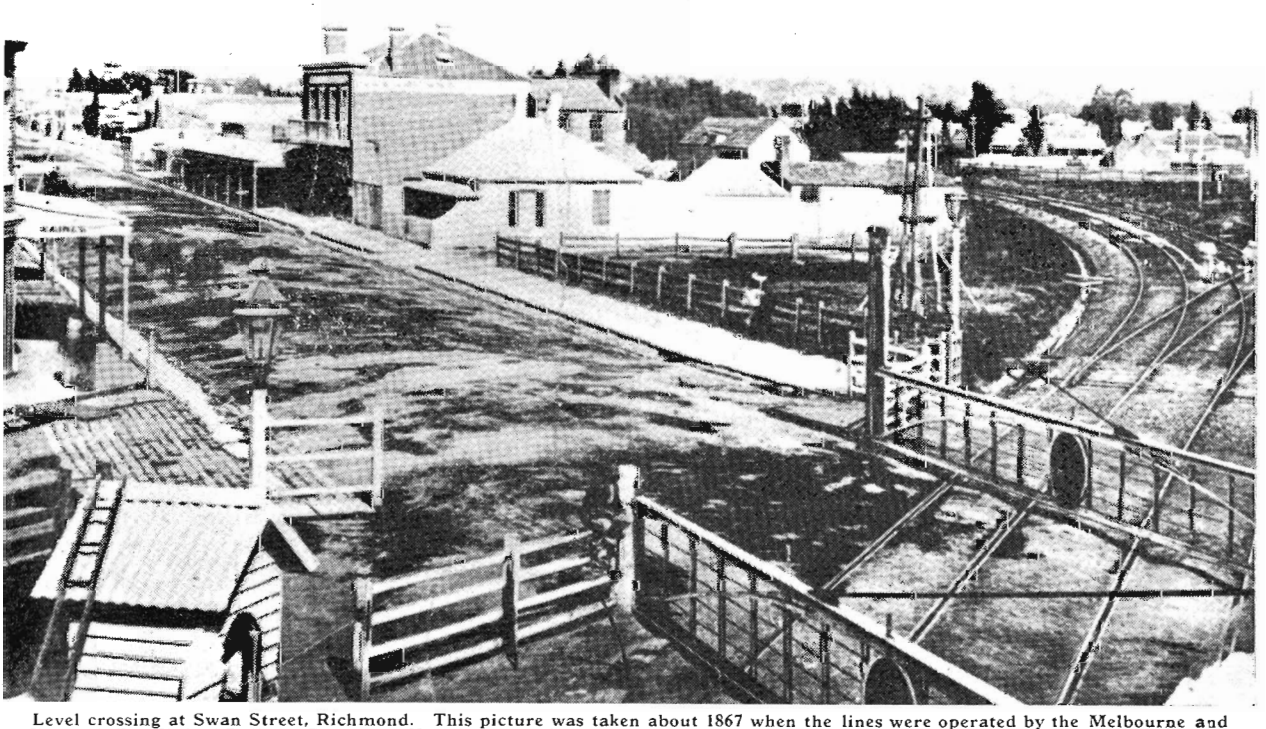
"We are looking forward to arranging a second tour at a later date and hope that once again you will be able to help us."
—*D. H. Welch, Master in Charge, Horsham High School, writing to Manager, Victorian Government Tourist Bureau*



"You turn right at Minga-Mungaree, then straight ahead till you get to Quondong Hills then first on your left. You can't miss it."

Courtesy of The Bulletin.

"To the staff at Flinders Street and Chatham stations on the kindly and efficient service I received when I carelessly left a small case on the train. I could not have received more courteous attention than was bestowed on me by the New Australian in charge at Chatham at 3 o'clock on Friday, July 4."
—*A. Farrer, Beatrice Avenue, Surrey Hills*



Level crossing at Swan Street, Richmond. This picture was taken about 1867 when the lines were operated by the Melbourne and Hobson's Bay United Railway Company. The lines swinging to the left ran to Hawthorn, and those to the right to Brighton Beach. Trains ran to and from Princes Bridge station.

SPORTS

Table Tennis

THIS season's doubles championship was won by Messrs. J. Paver and D. Constantin, both of the Stores Branch.

The team selected to play in the carnival at Brisbane, from September 8 to 19, comprises : W. Sheehan (captain) E. Campbell (vice-captain), A. Konkel, B. Lengyel, E. Martin, I. Salna (all Traffic Branch) ; H. Crouch, E. Capon (both Rolling Stock Branch) ; J. Paver, D. Constantin (both Stores Branch) ; D. Crowder, D. Evans, R. McMillan (all Way and Works Branch), K. O'Shannassy, H. Van Steen (both Commercial Branch).

Accompanying the team will be : Messrs. P. Coates (Stores Branch), manager ; G. Smith (Traffic Branch), secretary ; and F. McCloskey (Traffic Branch), V.R.I. Council Representative. Mr. H. Crouch, a player, will also act as assistant manager.

The Stronger Sex

THE annual meeting of the V.R.I. Womens' Amateur Athletic Club will be held in Room 7 at the Railway Building, Flinders Street, on Tuesday, August 19, at 8 p.m.

The club is making a drive for new members. It trains at Royal Park on Monday and Wednesday evenings and the athletics include running, walking, discus and javelin throwing, shot putt, high and long jump. Those interested should get in touch with Miss L. Neville (auto. 1109).

Cancelled

DUE to the small number of entries, the boxing and wrestling competitions, scheduled for last month, were cancelled.

Wimmera Golf Tournament

THIS popular annual event will again be played on the Dimboola Golf Links on Sunday, August 24. All railway golfers are invited. Play will start at 11 a.m. and there is an interesting programme of events for both men and women.

Obituary

NEWS LETTER records with regret the death of Mr. L. J. Evans, a railwayman of over 30 years' service who was well known for his activities in railway sport organization and Institute work. He was on the Council of the Institute for over 20 years and Commissioners' Representative on it since 1954. He held offices in the V.R.I. Football League, Cricket Association and Table Tennis Association ; was a life member of the Australian Railways Institutes' Table Tennis Association; and managed several interstate railway teams in various sports.

Miss Lynette Bell (Claims) playing in the Claims v Institute match at Flinders Street. Table tennis is so popular among railway girls that the V.R.I. Association, for the first time, is conducting a separate competition for women players.

Australia's Youngest

WINNER of the C grade bowls championship at the age of 17, Junior Clerk Ken Austin of the Commercial Branch is believed to be the youngest player in Australia to win such an event.

Ken has now added further to his success by gaining the President's Trophy at his club (Prahran) and being runner-up in the club championship.

Bowling is in Ken's blood. Even as a boy of eight he was always a keen onlooker at Richmond—where his father, Mr. L. Austin, was then greenkeeper. Last year, he became a member of Prahran. Although Ken obviously has a great future ahead of him as a bowler, he also plays a lot of tennis and cricket. Two years ago he was captain of the Balaclava Methodist Church tennis team.

Ararat's Bowling Green

IN last month's *News Letter* it was stated that Ararat's new bowling green had brought in an annual increase of £400 in Institute membership fees. It seems that an extra nought wandered in here—the correct figure is £40.

The Love Game

A packed audience at the Institute Hall, Flinders Street, keenly enjoyed a talk given recently by guest speaker Harry Hopman, famous Davis Cup player, captain and coach.

Among the many interesting sidelights on overseas tennis was his statement that romance is one hazard of the game—interfering with the form of players. Early in his own career, Mr. Hopman said, he was so concerned with the result of a match on the court next to his, that he lost his own match. One of the players there afterwards became his wife.

Wimbledon has superb organization. People seeing the courts for the first time are puzzled by two steel masts on the centre court and strips of concrete on the ground at the side of the court. Their use is seen during rain, when the masts support a tent-like canvas cover that protects the court. The rain runs down the sides of the canvas and is drained away by the concrete so that the centre court always remains dry.

Tilden was the greatest player of all time, Mr. Hopman considered, although he only saw him after his prime.

Wholly set up and printed at the Victorian Railways Printing Works, Laurens Street, North Melbourne, for the Publishers, The Victorian Railways Commissioners, Administrative Offices, Spencer Street, Melbourne. 2087—58.

VICTORIAN RAILWAYS

NEWS LETTER

SEPTEMBER

VR

1958


PROPOSED ROUTE OF CITY
UNDERGROUND RAILWAY
SPENCER STREET RAILWAY STATION
FLINDERS ST RLY STATION
PRINCES BRIDGE RAILWAY STATION
LATROBE
VICTORIA
NICHOLSON
HOUSES OF PARLIAMENT
TREASURY GARDENS
WELLINGTON PARADE
FLAGSTAFF GARDENS
CARLTON GARDENS
EXHIBITION BUILDINGS
RIVER
CITY OF MELBOURNE
CITY OF SOUTH MELBOURNE
LONSDALE
BOURKE
COLLINS
FLINDERS
SPENCER
KING
WILLIAM
QUEEN
ELIZABETH
SWANSTON
RUSSELL
EXHIBITION
SPRING
MACARTHUR
TREASURY PLACE
QUEENS WHARF RD
SIDDELEY ST
RIVERSDALE RD
BATMAN
JEFFCOTT
FRANKLIN
A'BECKETT
WILLS ST
FRANCIS ST
MARKET ST
GRESHAM ST
ST JAMES ST
CHURCH ST
GODFREY ST

THE MONTH'S REVIEW

New Underground Plan

AN interim report by the Underground Railway Investigation Committee recommends construction of a three-line loop. This is a completely new layout for the city underground railway.

Two lines would run approximately from Richmond station to Spencer Street station via a loop behind Parliament House, and along Latrobe Street.

A third line would start from North Melbourne station and follow the same route in the reverse direction, swinging in from the Treasury Gardens to Flinders Street station.

The plan provides for six stations in the city:

Treasury Gardens,
Corner of Exhibition and Latrobe Streets,
Corner of Elizabeth and Latrobe Streets,
Corner of King and Latrobe Streets,
Spencer Street,
Flinders Street.

This arrangement would enable about 80 per cent of passengers from the suburbs to select six different stations from which they might alight in the city. About 20 per cent. of passengers might be required to change trains at Richmond or North Melbourne in order to reach their selected destination.

One Class Travel

IN computing the new scale of fares for one class travel on the suburban electrified system opportunity has been taken to eliminate varying fares for similar mileages. The new fares are on a progressive uniform mileage scale for all journeys.

Comparison with fares charged in New South Wales and by the London Transport Executive (converted to Australian currency) shows that, generally speaking, rail travellers in Victoria pay lower fares than those on the other two systems.

The rates for the three systems are:

Mileage	System	Single	Return	Weekly	1 Month
5	Victoria ...	1/5d.	2/7d.	12/8d.	£2 10 8
	N.S.W. ...	1/1d.	2 2d.	13/–	2 12 0
	London ...	1/0½d.	2 1d.	12/6d.	2 5 0
10	Victoria ...	1/11d.	3 6d.	16/2d.	3 4 8
	N.S.W. ...	1 11d.	3 10d.	18/6d.	3 13 6
	London ...	2/1d.	4/2d.	19/–	3 8 9
15	Victoria	2/4d.	4 2d.	18/7d.	3 14 4
	N.S.W. ...	2/9d.	5/6d.	1 2 6	4 10 0
	London ...	2/11d.	5/10d.	1 4 6	4 8 0
20	Victoria ...	2/8d.	4 10d.	1 0 4	4 1 4
	N.S.W. ...	3/8d.	7/4d.	1 4 6	4 17 9
	London ...	3/9d.	7/6d.	1 9 6	5 6 3

For journeys of 25 miles, the difference in fares is even greater in favour of Victoria.

Good Trains by Any Standard

"I trust you will not be stampeded by these ill based criticisms of the blue (Harris) trains. By any standard they are good trains. I should know as I have been in a great many countries. Only the other day I remarked to a friend that the journey from Frankston seemed about half as long if one had the good luck to get a blue train—all too seldom.

"Personally I think the seating is adequate. No railway in the world that I have seen provides seating for all at peak periods in big cities. The fault lies with unstaggered hours of work."

Mr. R. W. Aston, Legal Advisor and Judge of The International Court, Bangkok (retired) writing to the Department.

Railway History

PUBLICATION of the History of the Victorian Railways, compiled by L. J. Harrigan, is planned to coincide with the centenary of the opening of the first Government railway—to Williamstown—on January 17, 1859.

The book will be printed at the V.R. Printing Works, North Melbourne, and will have numerous illustrations. Preliminary plans are that binding will be in blue cloth with gold lettering. The price could be somewhere between 25/– and 30/–. Consideration is being given to special presentation bindings (at extra cost) for copies ordered in advance from the Public Relations and Betterment Board, Room 98, Railway Administrative Offices, Spencer Street, Melbourne, C.1., where inquirers for the History are being listed, so that full details, as soon as determined, may be sent them.

Give It A Name

LATEST development in the field of rail-road transport is a tray which can be loaded with goods and then transferred by lorry to the rail-head where it is loaded on to a flat-top wagon. It is expected that the standard gauge line between Melbourne and Sydney will give added impetus to this type of transport unit.

Various road transport companies have, or will, develop this unit, one of which is pictured on the centre pages of this issue of *News Letter*. Each of them, too, will give their unit a particular name.

A suitable name, for departmental purposes, is required; one that is short and catchy, but still ties in definitely with rail transport.

To stimulate ideas among the staff, a prize of £10 will be awarded to the first submitted name which is adopted. Set your mind to work and submit one or more suggested names to the Public Relations and Betterment Board, Railway Administrative Offices, Spencer Street. The selected name will be published in *News Letter*.

How To Become a Subscriber

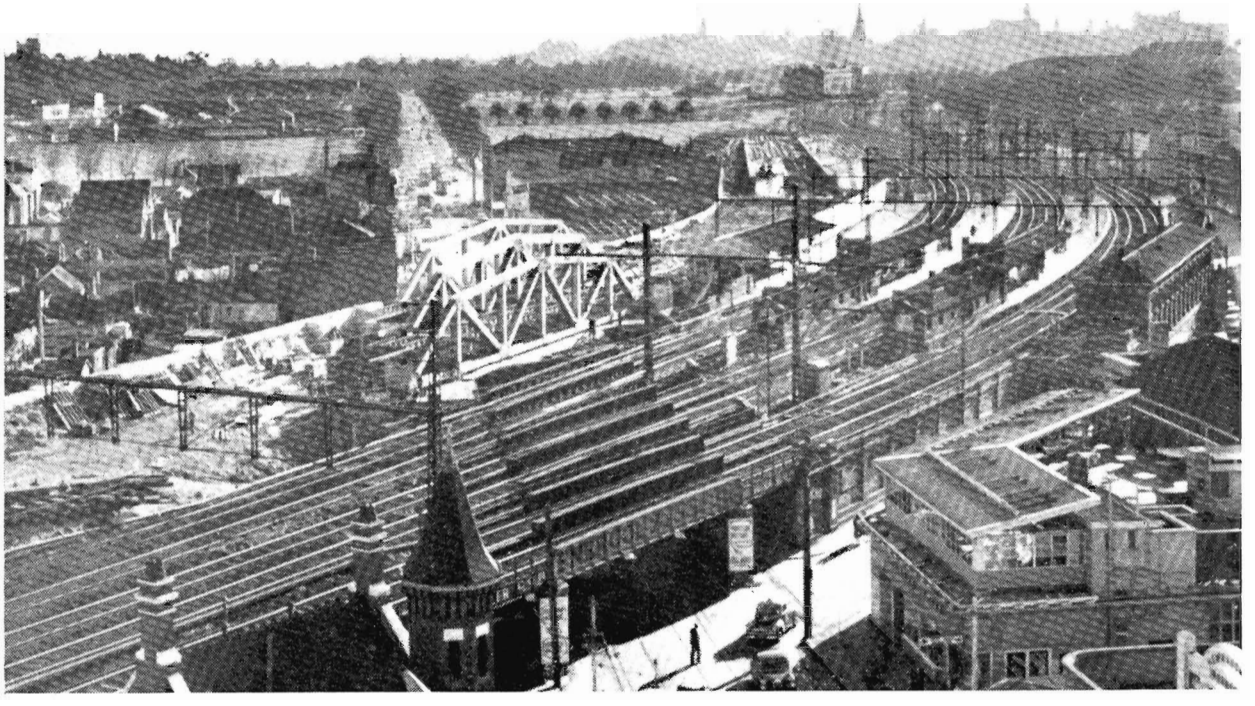
ALTHOUGH published primarily for railway men and women, *News Letter* has an extensive circulation outside the service.

Subscription rate for 12 issues from January to December is 9/6d., including postage. For those wishing to join at any other time, a pro rata subscription is charged.

Applications, with remittance, should be sent to the Public Relations and Betterment Board, Railway Administrative Offices, Spencer Street, Melbourne, C.1. *News Letter* will then come to you in the middle of each month.

FRONT COVER

A group of students from the Melbourne Teachers' College inspecting B Box, Flinders Street. The visit followed a lecture on 'Railway Signals' given by a Block and Signal Inspector. These teacher students are being well equipped to answer the inevitable questions that will later be put to them by small boys—and girls.



General view, looking along Swan Street towards the city, shows both the old bridges and the first of the new bridges.

ERECTING THE SWAN ST. BRIDGES

THE assembly of the bridge components was restricted to a particular procedure because of the type of structure and site conditions. The 'whys and wherefores' are briefly outlined.

FOR aesthetic reasons, the contract specification for the new bridges emphasized the desirability of providing a low level structure of slender proportions.

Designing engineers achieved these requirements to some degree by the use of high tensile in steel sloping top truss type bridges. The trusses (or framed girders), of which there are two to each bridge, support between them the cross girders and deck which carries two tracks on each bridge.

There is greater deflection of bridges built with high tension steel than with ordinary mild steel. If the bridges were built perfectly horizontal, they would sag with the weight of trains crossing them, and this would be particularly noticeable at Swan Street. To counteract this, the designers have provided a relatively big camber (or arching) in each truss.

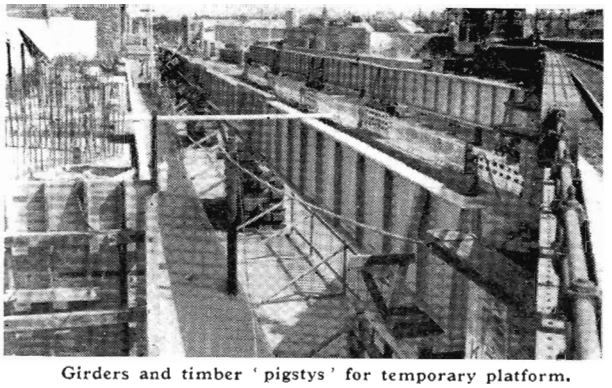
Each of the bridges crosses the roadway at a considerable angle so that the truss on one side juts out much further than that on the other side. However, the cross girders on which the deck rests are square to the trusses. This means that the cambers in the two trusses at each end of a cross girder differ, one truss being slightly higher or lower than the other.

Because of these features, the lower section of each truss must be laid down first and given the correct camber. This can be done only by packing, otherwise there would be a loss of camber as the dead load increased with the addition of each component part.

A further factor is the use of bolted joints with close tolerance. The component parts are assembled by means of high tensile bolts which, for the main connexions, have very small tolerances. The maximum permissible tolerance of fit between a 7/8ths in. diameter bolt and hole is only 0.013 in.

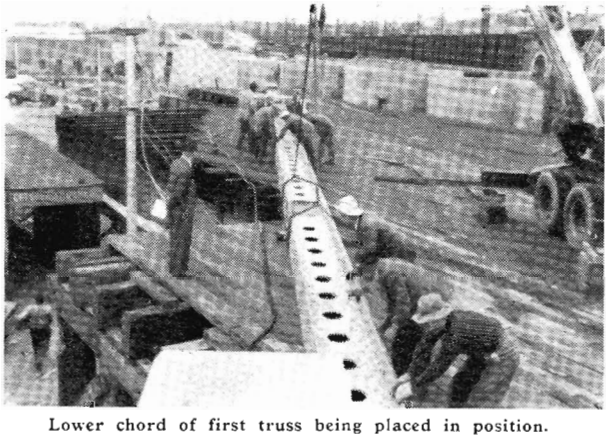
The bolts are designed to work as rivets and it is of paramount importance that all surfaces meeting at a joint should be in close contact. This becomes difficult, if not impossible, after the joint has become loaded. Therefore all joints must be supported until all the bolts have been tightened. Furthermore, without adequate support, it would not be possible to align the bolt holes without unduly damaging them.

Taking into account all these factors there is basically only one suitable method of erection. That is to provide a platform to support the whole bridge during assembly.

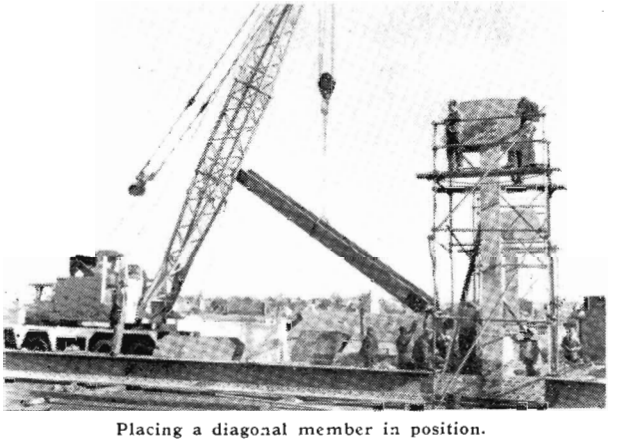


Girders and timber 'pigstys' for temporary platform.

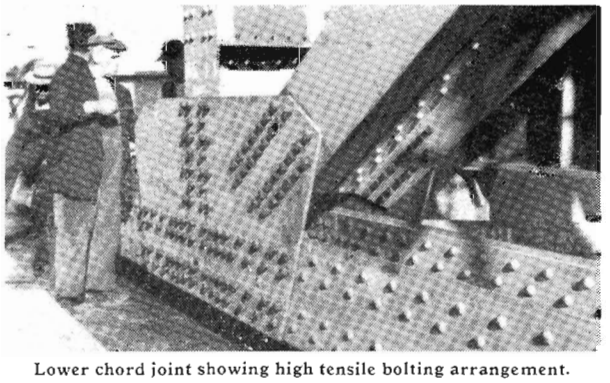
Beams and timber decking for the temporary platform.



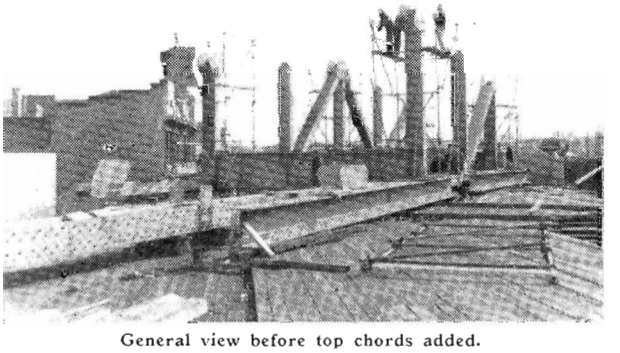
Lower chord of first truss being placed in position.



Placing a diagonal member in position.



Lower chord joint showing high tensile bolting arrangement.

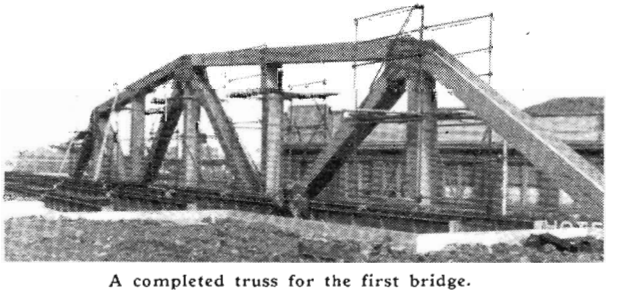


General view before top chords added.

For the first two bridges, which are clear of the old bridges, a temporary floor system was constructed over Swan Street. Bridge beams and rolled steel joists from stock, and plate girders which will later form part of the new Punt Road bridges were used in making this platform. All the material used will be recovered after erection of the bridges and used for the purposes for which it was originally acquired.

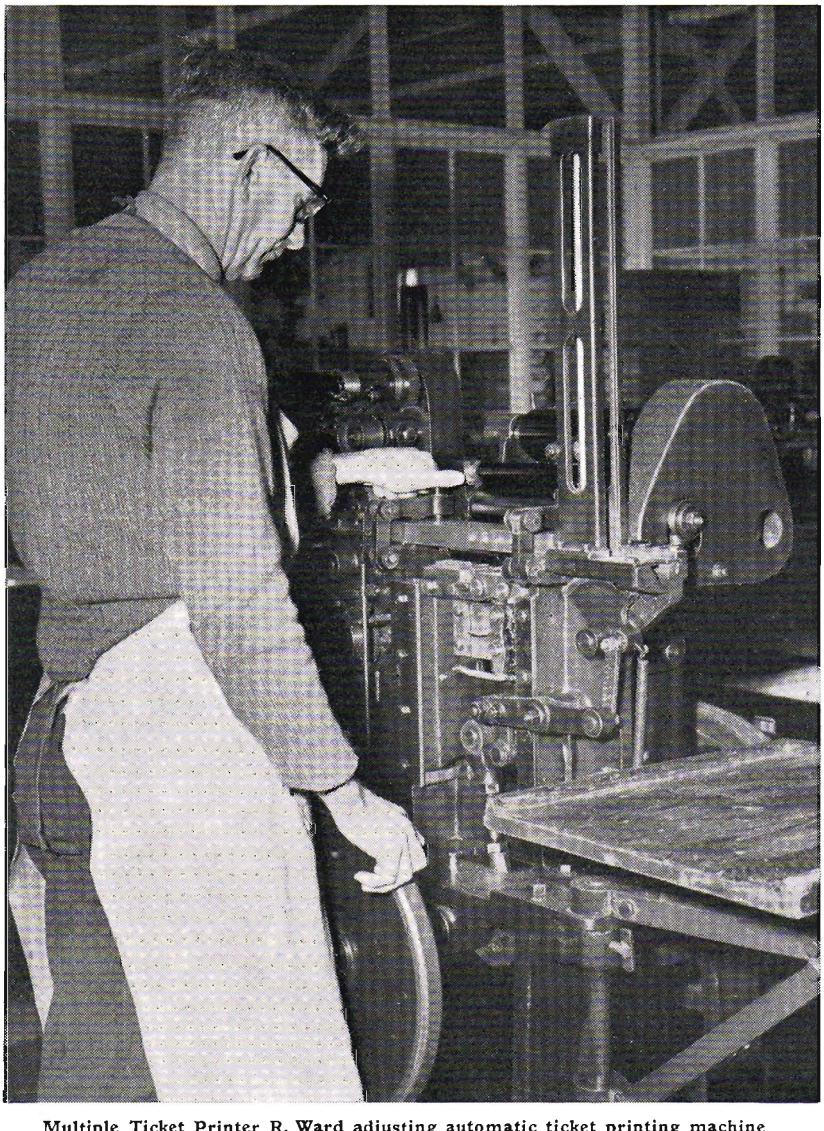
In the case of the three bridges which will replace the existing bridges, as much as possible of those existing bridges will be used as platforms.

After erection of the bridges on the platform, the bridges will be jacked up while the platform is removed and later lowered down on to the bearings.



A completed truss for the first bridge.

TICKETS BY THE MILLION



Multiple Ticket Printer R. Ward adjusting automatic ticket printing machine at the V.R. Printing Works, North Melbourne.

CENTRE piece of the Victorian Railways display at the Royal Agricultural Show this month is the automatic ticket printing machine pictured at left. Seeing the machine in action, visitors to the Show will realize the implications of the theme of the display: Tickets By The Million.

THE ticket printing machine is capable of printing up to 10,000 tickets an hour to help meet the demands of the millions of passenger journeys made each year over the V.R. system. More than a million card tickets are used every week.

Ordinary single and return tickets used here are similar to those used in Britain, and are known as 'Edmonson' tickets after their inventor. Thomas Edmonson was an English railway clerk who invented both the tickets and a standard rack for holding them. Both ideas were patented, hence their widespread use.

First stage in the production of railway tickets is the printing of the base colours on sheets of special cardboard.

Next, the coloured boards are cut into strips and then to correct size. This is done on an automatic machine which has a permissible margin of only 3/1000ths of an inch in thickness and 1/1000th of an inch in breadth.

The blank tickets are then printed on the automatic ticket printing machine which also automatically numbers them. All printed tickets are again checked through a counting machine and tied in groups of 200 ready for issue to stations.

SUPER FUTURE

Discharging bulk superphosphate from rail truck. A shovel, operated by a winch, scoops out the superphosphate and feeds it to the elevator.

—Photo: Commonwealth Fertilisers and Chemicals Ltd.

FUTURE developments in the transport and spreading of superphosphate were forecast by Mr. A. C. Brown, Outdoor Assistant to the Chief Traffic Manager, at a recent Aerial Agricultural Conference at Richmond, N.S.W.

"THERE is no doubt that aerial spreading of superphosphate will increase in the coming years, and the question of bulk handling and storage of superphosphate in areas where aerial spreading may be carried out on a large scale is one which warrants special attention." Mr. Brown stressed.

The advantages of bulk handling are well known, and for some years now grain, motor spirit and cement have been handled in bulk by rail. Over the past two or three years a small percentage of superphosphate has been railed in bulk, but the Victorian Railways have not had experience in handling large quantities of bulk superphosphate.

During the financial year ended June 30, 1958, 626,411 tons of fertilizer were carried by rail in Victoria. This is an all-time record, the previous record being 569,235 tons in the 1954-55 season. Of the total tonnage railed, about 7,000 tons were forwarded in bulk, 6,100 tons being for aerial spreadings. The latter tonnage represents only 1.1% of the total railed.

Rail consignments for aerial top dressing were sent mainly to the hilly regions of the state, where spreading by surface machines is most difficult.

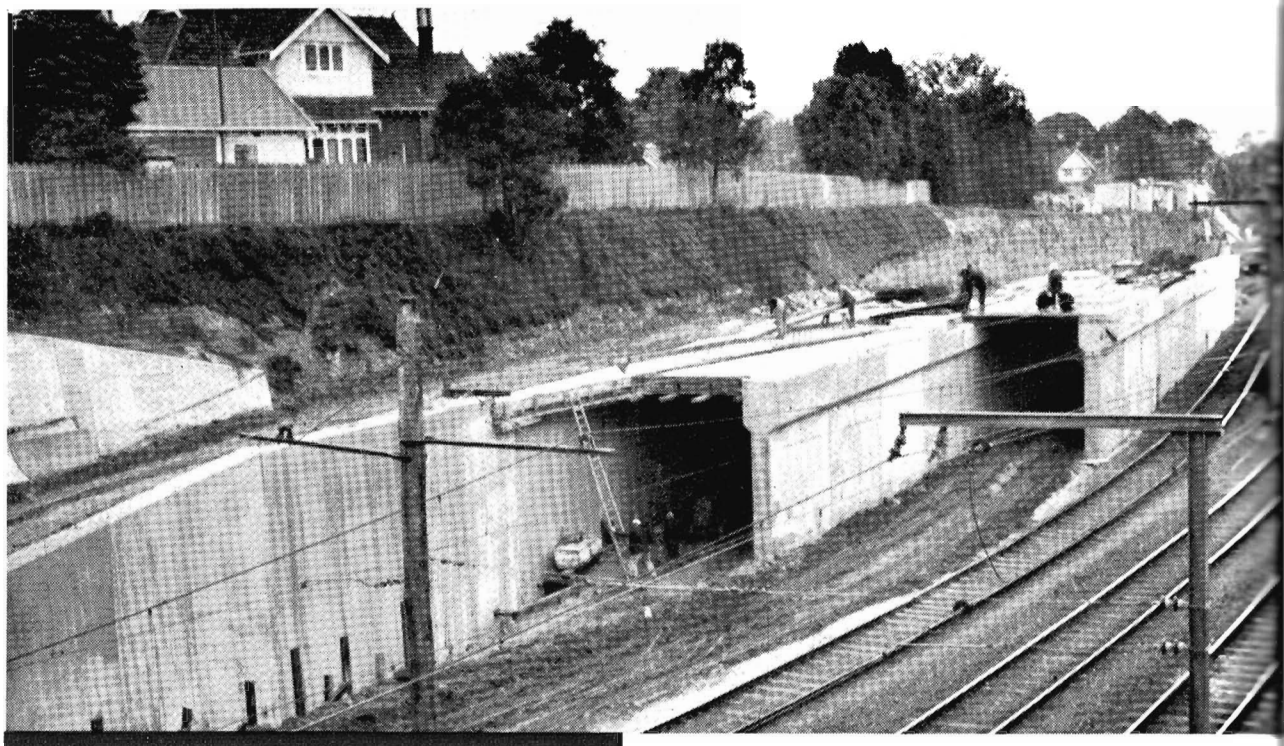
From experience gained so far, it would appear that the best solution to the problem of reducing the costs of the aerial operator—a vital factor to the farmer—is to organize adjacent land-owners and build a community airstrip in the best possible position conveniently situated to suit all concerned. A storage site nearby would be a necessity. Once an arrangement such as this gets under way in one district, it will quickly spread as the advantages of aerial top dressing become apparent.

The method of dispatching bulk superphosphate by rail in Victoria has been by GY wagons, which are most suitable for this purpose. There are no loading difficulties at the fertilizer works with this type of wagon. However, to reduce the cost of unloading at the destination, some kind of mechanical means is essential. There are a number of machines available to do this work.

There are many locations in Victoria where top dressing is practised extensively over large areas. Many of these areas are adjacent to rail sidings, at a number of which storage sites could be made available to aerial operators or phosphate companies.

Such storages would obviate delays in discharging wagons. This is of vital importance as much of the superphosphate is carried during the busy months, and delay in unloading reacts on further deliveries.

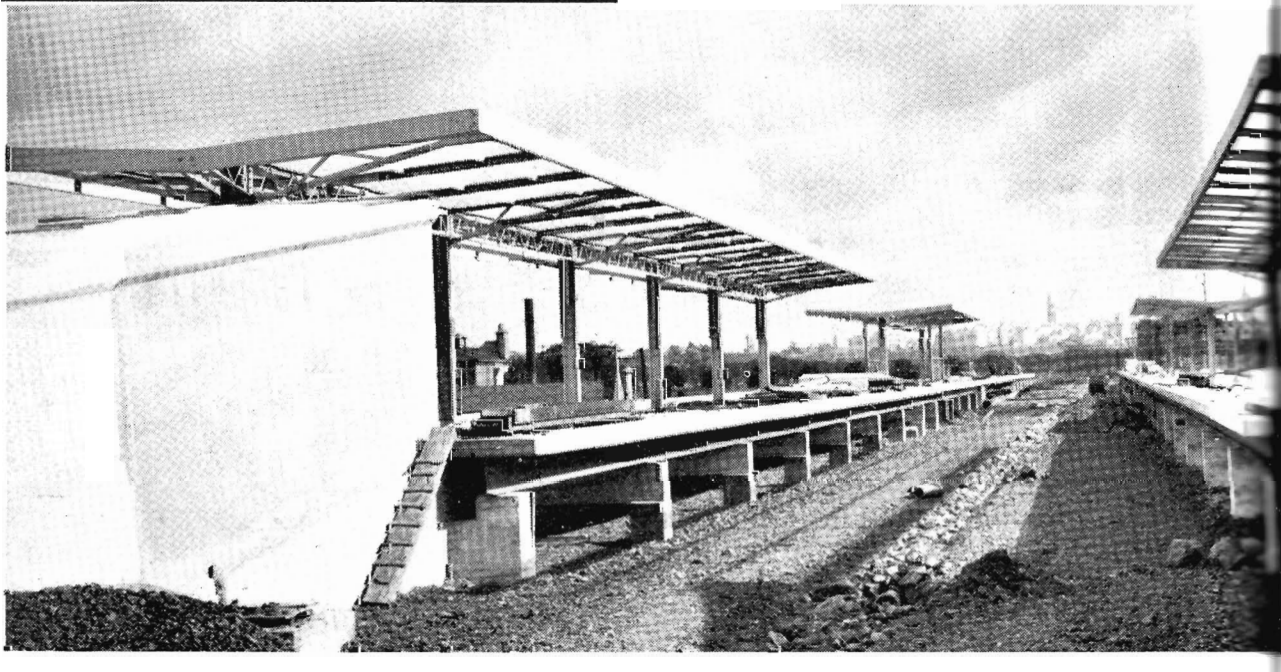
Close co-operation between aerial operators, phosphate companies, farmers, graziers and the Railways Department should help remove many of the difficulties that will occur from time to time while the most satisfactory and economical method of bulk handling of superphosphate from factory to user is being developed and established.



AROUND THE SYSTEM

FLYOVER: Latest picture of the Camberwell flyover. A[illegible] ment for the 'down' Alamein track which will cross the ot[illegible] on which work is being carried out are for the 'down' Bo[illegible] fast two-way tracks respectively. The third opening is for [illegible] When these tracks are moved into position, the fourth ope[illegible] the retaining wall continued across it.

NEW STATION: Framework for the verandahs on the firs[illegible] Richmond station. Work on the station building, itself, is [illegible]



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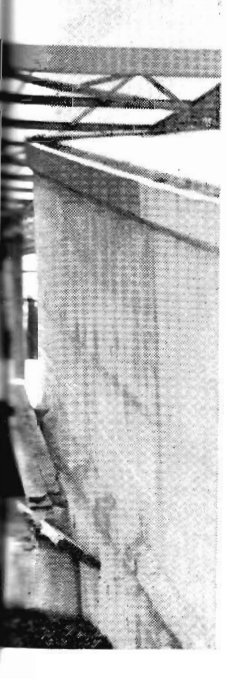
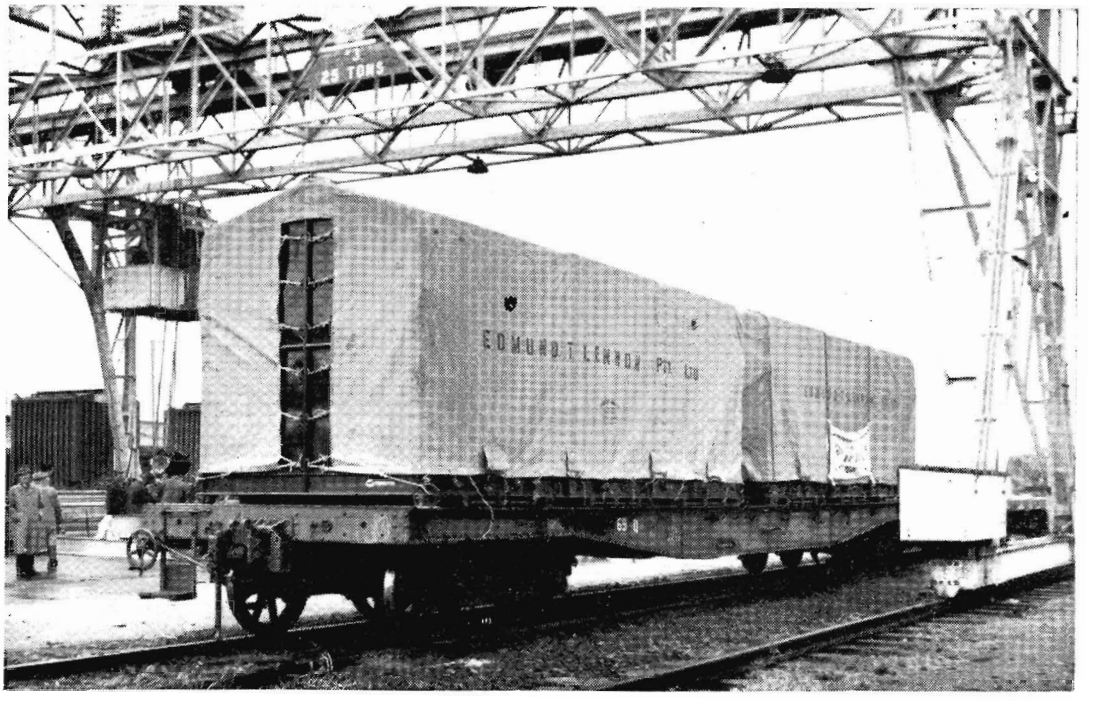
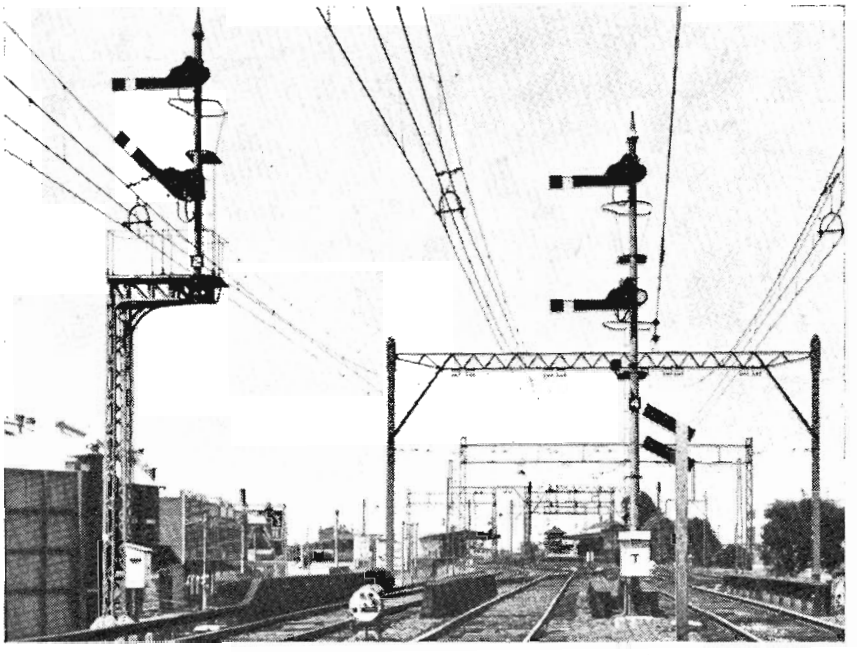


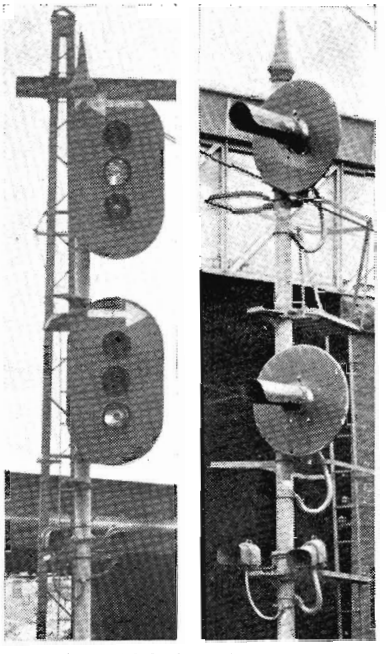


TRAY UNIT: First of these new rail-road freight units to arrive in Melbourne from Sydney. They have removable side panels and pillars to enable fork-lift loading and unloading.

RELAXATION: Mr. C. S. Booth, Managing Director, and Sir Norman Brookes, Deputy Chairman, were of the party of Australian Paper Manufacturers Ltd. executives who travelled in the Norman car to and from Morwell recently.



Caufield "down" home signals provide an interesting contrast to the Flinders Street viaduct gantry pictured in last month's *News Letter*.



Left, multiple lens signals; *Right*, colour searchlight signal.

V. R. SIGNAL SYSTEMS

2. Power Signalling

LAST month, details of the Manual Signalling System were published. The following details of the Power Signalling System complete the notes taken from a recent lecture by Mr. G. F. Woolley, Signal and Telegraph Engineer.

JUST prior to the first world war, the important decision to electrify the Melbourne suburban railways had a profound effect upon the signalling in the metropolitan area. The main problems created by electrification were the difficulty of seeing signals because of the overhead structures, the need to reduce the size of train crews, and the provision of signalling suitable for dense rapid traffic with a reduction in the total number of signalmen.

About this time, the Rudd-Rhea report by engineers of the Pennsylvania Railroad, U.S.A., regarding weaknesses in their signalling system and recommendations to overcome them, offered a solution to the problems of signalling an electrified railway with overhead structures. The proposed system of signalling was later adopted as the American Standard.

It consisted of 'speed' signals, each comprising not more than three arms mounted one below the other. These are three-position semaphores operating in the upper left-hand quadrant.

On the Victorian Railways, the third arm is replaced by a subsidiary light normally extinguished.

The arms are motor-driven and controlled by track circuits.

Train Stops

IN the suburban area, all running signals are provided with train stops which are designed to bring the train to rest if the driver runs past the signal indicating 'stop.' The train stop is located at the side of the track, and its main feature is an arm raised when the signal exhibits 'stop' and lowered when it is at 'proceed.' In the raised position, the arm is about four inches above rail level and engages a tripcock lever located on the train and connected to the compressed air braking system. If a train passes the train stop when the arm is raised, the tripcock lever is rotated, the brake pipe air pressure is destroyed, and the brakes are applied. Thus it is possible to increase the safety of the train despite the elimination of a man from the driving compartment of the train.

Traffic Requirements

THE first suburban line to be electrified was the Essendon line, which forms part of the interstate line connecting Melbourne with Sydney. In addition to carrying multiple-unit rolling stock for suburban traffic and for the Melbourne Cup race traffic requiring up to 40 trains per hour, it carries fast interstate traffic comprising passenger, live-stock, and goods trains.

The speed signals provide four aspects, and at special locations five aspects, for this diversity of traffic. The signalling installed on this section nearly 35 years ago has practically without revision carried all this traffic.

Signalling Aspects

Each speed signal includes the indications of a distant signal, but, being controlled by track circuits, it does not require the driver to be prepared to stop at it when it exhibits a warning indication.

The signals are either "home signals" or "automatic signals."

A home signal has square-ended red arms with a white stripe near the end. In the horizontal position and exhibiting two red lights, one directly above the other, it indicates "stop."

Home signals usually govern interlocked points ahead or entry to a single line section and, except under certain emergency conditions, must not be passed in the "stop" position without a written order indicating that the signal is out-of-order.

Automatic signals have pointed red arms with a similar shaped white stripe near the end. In the horizontal position and exhibiting a red light out of vertical alignment or staggered relative to another red light, they indicate "stop."

Automatic signals usually apply to sections of track without interlocked points, and may be passed in the "stop" position after the train has been brought to rest for 10 seconds. Provided the driver can see that the line ahead is clear, he can proceed with caution prepared to stop clear of an obstruction.

Proceed aspects of home and automatic signals have the same meaning :

> Upper arm or light indicates proceed at normal speed as laid down in the Working Time-table for the particular locality.
>
> Lower arm or light indicates proceed at medium speed, or 25 miles per hour.

Each arm exhibits a green light when the arm is in the vertical position, and a yellow light when 45 degrees above the horizontal. Semaphores are now superseded by colour light signals, which exhibit the same indications day and night as exhibited by semaphores at night.

The following aspects indicate speeds :

> Green above red—"clear normal speed," proceed prepared to find next signal at proceed.
>
> Yellow above red—"normal speed warning," proceed prepared to stop at the next signal.
>
> Green below red—"clear medium speed," proceed at 25 m.p.h. prepared to find next signal at proceed.
>
> Yellow below red—"medium speed warning," proceed at 25 m.p.h. prepared to stop at next signal.

When it is necessary for a driver to change from "normal" to "medium" speed, a yellow above a green aspect indicates "reduce to medium speed," meaning proceed at normal speed but pass the next signal at 25 miles per hour.

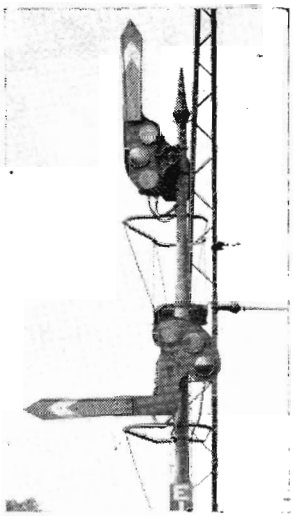
Subsidiary and Shunting Signals

A yellow light below two red lights on a home signal permits a movement into an occupied section at low speed of not more than 10 miles per hour prepared to stop short of an obstruction. The arm on the train stop is lowered after the approaching train has been brought to rest.

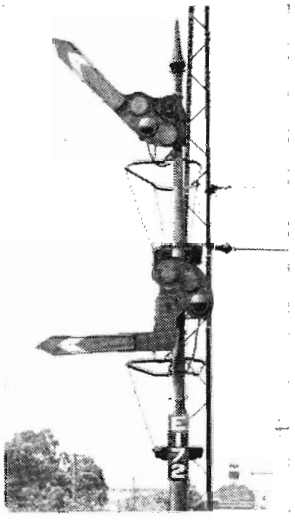
Dwarf signals are used for shunting and are of the banner type with a red arm on a circular white ground, the arm being horizontal when the signal is at "stop," at 45 degrees when indicating "warning," and 90 degrees when at "clear."

Dwarf signals show purple, yellow or green at night. Purple is a short range signal distinctive from hand lamp signals used by employees.

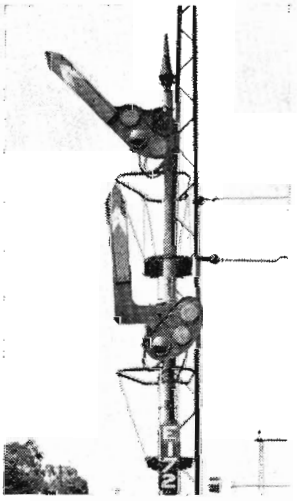
Colour light signals are now used in place of the motor driven banner type.



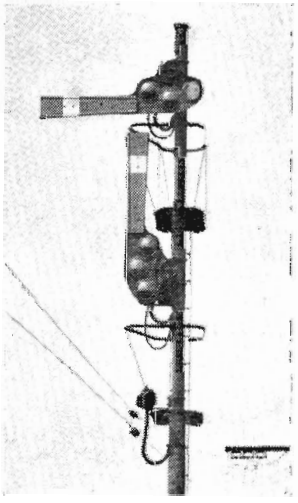
Clear normal speed



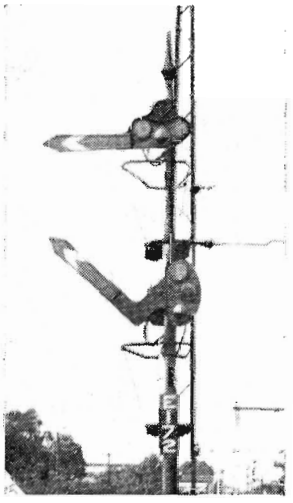
Normal speed warning



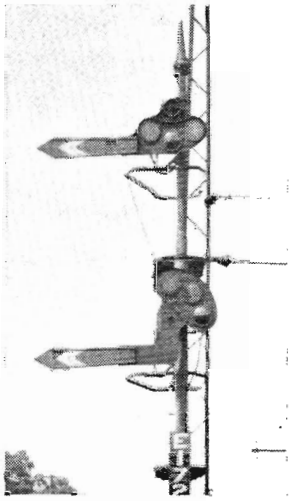
Reduce to medium speed



Clear medium speed



Medium speed warning



Stop

Colour Light Signals

COLOUR light signals operate faster than semaphores and have an efficiency that permits their use in bright sunlight.

Searchlight type colour light signals are used at localities facing east and west. Multiple-lens colour light signals are used at localities essentially facing north and south. When used as subsidiary or shunting signals, they are fitted with spreadlight-lenses which give a wide beam of light suitable for short range indications.

In the suburban area, most lines are signalled for a maximum speed of 50 m.p.h., and for a capacity of 20 trains per hour. In the country, the maximum speed is 70 m.p.h.

Points

Points may be rod operated, but when motor operated they can be operated over considerable distances from the signal box.

The point mechanism unlocks the points, moves them to the desired position, and relocks them. Detection circuits are provided to prove that the points are properly set and locked. Operating circuits are designed so that extraneous current will maintain the points in a locked position.

At St. Kilda and Port Melbourne the nature of the train movements is pure repetition for the one class of traffic, and the points and signals work automatically.

At several junctions, points and signals are remotely controlled from signal-boxes at adjacent stations.

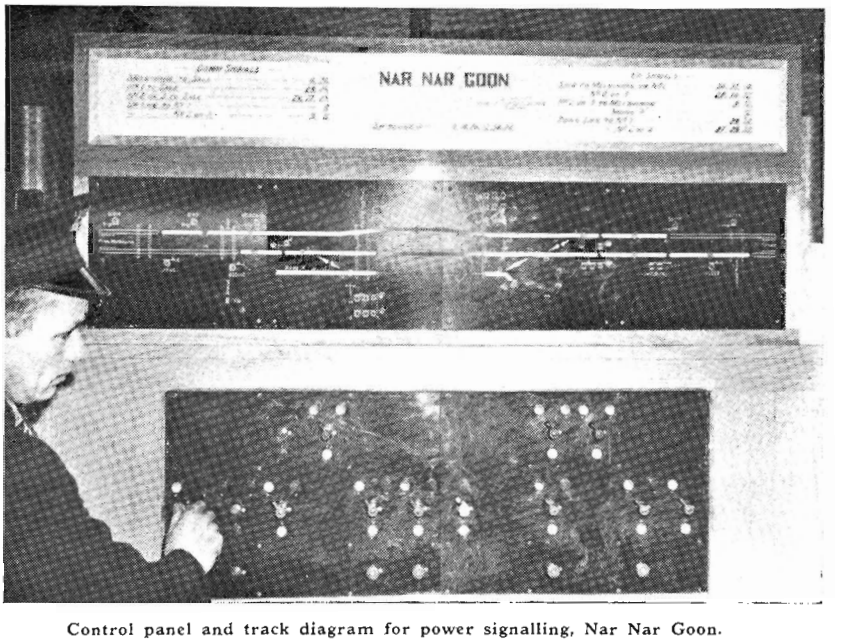
Signal-boxes

Signal-boxes are provided only where it is necessary to set up diverging or converging routes.

The provision of track circuits makes it possible to provide an illuminated track diagram for the guidance of the signalman. They also make possible, in addition to the interlocking provided in a manual signalling interlocking machine, such electric locking of levers as 'approach locking' which prevents a signal lever being placed to normal and the points being moved ahead of an approaching train; 'section locking' to hold the route after the train has passed the signal and the signal lever has been restored to its normal position; and 'route locking' used on both direction lines in a station yard that requires a pair of points to be released early if the train moves in one direction, but to keep them locked if the train movement is in the opposite direction.

When points and signals are electrically operated, control panels can be used, and the signalman relieved of considerable physical effort. In addition, it is possible for him to exercise control over an extended area.

Manual signalling at 'A' Box, Flinders Street.



Control panel and track diagram for power signalling, Nar Nar Goon.

LINES FROM OTHER LINES

Russia's Railways

"ONE reason for the strength of the Soviet Union is her shrewd, ruthless and cunning dictator-stress upon the importance of railroads" said United States Senator George A, Smathers recently. At the time that statement was made, Robert G. Lewis, publisher of *Railway Age*, New York, was behind the Iron Curtain, observing the situation at first hand. Mr. Lewis says: "Russia is going all out to win . . with stronger railroads as a major weapon." He points out that, physically, Soviet railways need a lot of attention, but that they are getting it.

The Russian claim is—and it seems substantially factual according to Mr. Lewis—that the 1957 freight traffic density of the Russian lines was more than three times that of the U.S. Total ton-miles produced by Russia's railways in 1957 was 828,000 million, compared with only 626,400 million by the U.S., with three times the route mileage.

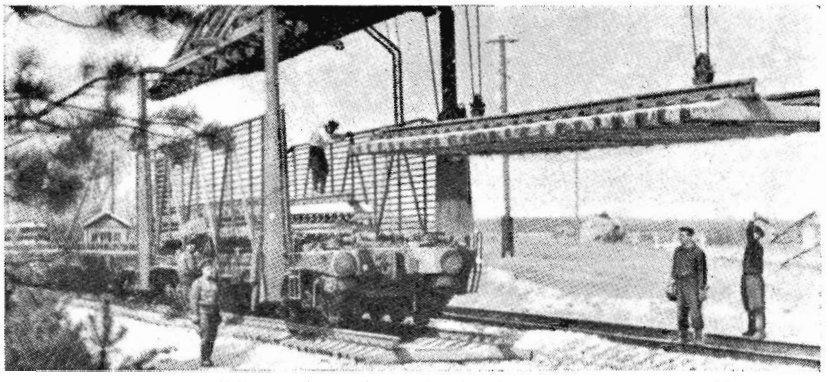
Virtually without a system of highways, the Russians apparently believe that such a luxury can wait awhile. First things come first—and the first thing for transportation effectiveness on a national scale is a strong railway system.

Modernization in France

SINCE the end of the war, French National Railways have been pushing ahead with a long-term modernization plan. This has meant new track, electrification, diesels, better signalling, improved freight handling, many new freight and passenger vehicles, and extensive civil engineering works. As a result, the system is now handling more traffic then ever, with less equipment and less fuel.

By 1961, the third stage of the master plan to eliminate steam power will be reached. In that year a fifth of the railways, carrying about 70 per cent. of all traffic, will be electrified. Even now the electrified lines are shifting 42 per cent. of traffic. With this increase in electric traction have come faster trains, and at present nearly 25,000 miles a day are covered by schedules averaging more than 60 m.p.h. Up-to-date maintenance facilities and well-designed equipment ensure that maximum mileages are obtained from the fast-moving motive power. As an example, a C-C locomotive covered 272,371 miles in just over 8 months, a daily average of almost 1,250 miles.

On non-electrified lines, diesels are rapidly taking over from steam. In the past 10 years, diesels of over 600 h.p. have increased from 108 to 373 units, and those below 600 h.p. from 267 to 689 units. Rail-car fleet has grown from 615 to nearly 1,000 in the same period.



Capacity of Russia's rail lines is being doubled to handle the transport load. Mechanization makes the job fast and efficient.

Diesels For Newcastle?

THE New South Wales Railways are examining Newcastle suburban passenger services with a view to their replacement by diesel rail-cars. Such a plan is expected to speed up services considerably, and induce people, especially those from outer areas, to travel by rail.

B.T.C. Films for Venice Festival

TWO colour films made by the British Transport Commission Films Service were selected by the British film industry to form part of the official entry of seven films in the Venice Film Festival. "The Travel Game," in the short feature category, tells of the *Hook Continental* boat train and its story develops from the pastime of guessing travellers' intentions and destinations. In "Between the Tides" (documentary), the camera roams the West Coast of Britain to explore some of the plant and animal life to be found there by the tourist and holiday-maker.

Computer for B. R.

THE British Transport Commission has installed an analogue computer in the office of the Chief Electrical Engineer, British Railways Central Staff, to provide advance details of train performances with the new forms of motive power which are being introduced under the modernization programme. The information will be used to compile revised time-tables, designed for the maximum utilization of electric and diesel locomotives and trains. The analogue computer can rapidly produce a record showing the speed at which a type of locomotive hauling a given load, or a multiple-unit train, may be expected to be travelling at every point en route, the distance travelled, and the time taken to complete any part of its journey, taking into account time taken in periods of braking and accelerating, through speed restrictions, and during stops at stations. From this information freight and passenger train time-tables will be compiled.

Lost or Found

THE English term for the department that handles articles left behind by railway passengers is 'lost property office.' In France it is 'le bureau des objets trouves'—'found property office.' In U.S.A., they lean neither to the optimistic nor the pessimistic, combining the terms to 'lost and found department.'

Another instance of opposite thought is revealed in bilingual signs posted by Belgian National Railways near high tension wires. In French the notices read 'danger de mort' or 'danger of death," while in Flemish the bystander is warned 'levans gevaar' or 'danger to life.'

Long Trains

THE longest passenger train ever operated in Canada, consisting of 26 passenger coaches and three diesel units, took 964 Canadian National Railways passengers who embarked from the liner *Saturnia* to various sections across Canada recently. The previous record was established in April when a 24-coach C.N.R. train handled 761 passengers from the Greek liner *Olympia*. Up till then the number of coaches in passenger trains was limited to 15 in winter and 18 in summer.

Portable Radio for Shunting

FOUR portable radio sets were used recently to facilitate shunting at Basle to meet the large influx of traffic during the Swiss Industries Fair. This is the first time that Swiss Federal Railways have made use of walkie-talkie sets. They are reported to have functioned very satisfactorily.

AMONG OURSELVES . . .

Mr. Bodak

Prompt Action

WHEN patrolling the track at Yallourn, recently, Repairer D. Bodak saw Yard Assistant M. Farrugia lying across the track. Mr. Bodak promptly dragged him clear and as promptly telephoned for an ambulance. Mr. Farrugia had been riding the leading vehicle of a rake of 37 trucks being propelled into No. 3 Road. Apparently he fell when the rake contacted a stationary truck standing in this road.

Mr. Bodak, who comes from the Ukraine, has been in the Department for about nine years. He brought his wife and son out with him; now his family has grown to two boys and a girl.

Well Done!

THE response by the people of Victoria to the recent Anti-Cancer Appeal exceeded by far even the most optimistic expectations. The target was £500,000, the largest amount ever sought in a single charitable appeal. However, donations totalled more than £1,360,000.

Of that amount more than £8,500 came from the Victorian Railways, including £913 from collection tins at railway stations. Many of the staff gave of their time, too, in "Campaign Door Knock" and in the handling of the station collection tins. Railway staff have every reason to be proud of their effort on behalf of the Appeal.

Provedore . . . . Footballer

AFTER 47 years' service, Mr. Newton Chandler retires this month as Provedore in the Refreshment Services Branch. In this position, which he has held for 19 years, he has been responsible for the purchase of up to £1 million worth of stores annually.

Mr. Chandler was more widely known as a great footballer and, later, as one of the game's most prominent administrators.

After playing with Brunswick from 1912-19 he joined Carlton and remained with them until his retirement from active football in 1924. During his career he played 147 senior games and also represented Victoria interstate.

As an administrator, he was secretary of Carlton from 1934-39, vice-president from 1940-43, and has been treasurer since 1944. During the last 25 years he has been concerned with the selection of about 500 Carlton teams.

During retirement, Mr. Chandler will live in the country where he expects to do quite a bit of fishing and shooting, as well as keep an eye on Carlton affairs.

Well Certificated

STARTING in the Department as a supernumerary lad porter, Mr. K. T. Bates set himself out to study during his own time to fit himself for the job. He now holds the following certificates: double line block, electric staff, staff and ticket, ticket checking, guard's and telegraph. He was appointed A.S.M. at Moe in June 1953, when he was only 20. Since then he has passed the Stationmaster's examination.

Mr. Bates has always been keen on boxing and gymnastics and had a few preliminary bouts at West Melbourne Stadium. Whilst doing his National Service training he competed in several middle distance races and was placed over 880 yards. First aid is another hobby and he now holds the bronze medallion.

Mr. Bates

Mr. Thomas
New Head of V.G.T.B.

Mr. W. F. Thomas, Member of the Public Relations and Betterment Board, has taken over as Manager of the Victorian Government Tourist Bureau, following the appointment of Mr. M. J. Harkins as Director of the new Tourist Development Authority.

Mr. Thomas joined the Department at Maryborough in 1918 and gained considerable Traffic Branch experience in the District Superintendent's offices at Maryborough and Bendigo. Winning the Safeworking and Station Accounts prizes at the V.R.I. led to his qualifying as a stationmaster. In 1925 he won the Harold W. Clapp Prize, and in the following year was selected for transfer to the Secretary's Branch. Since then he has been on the Staff of the Public Relations and Betterment Board and in recent years has organized and conducted the Reso Tours. He has also played a large part in Holiday Train Association activities.

He has served on the St. Kilda Park School Committee for 18 years, has been the Departmental representative on the State Relief Committee for several years, and has taken an active interest in charitable affairs generally.

Prize Winner

DURING his career in the Department, Gatekeeper G. A. Davis, of Bendigo, shared in four prizes for most improved or best kept lengths and secured two second prizes for most improved departmental residence. Mr. Davis joined as a repairer at Kernot in 1921. After service in various parts of the State ill-health led to his appointment as gatekeeper at McCrae Street crossing, Bendigo, in 1943. His wife, who had previously been gatekeeper at Tocum-

wal for 11 years, was appointed assistant gatekeeper at McCrae Street. Both Mr. and Mrs. Davis have now retired and are living at Golden Square.

Naturalization

MANY of the New Australians in the service are, no doubt, anxious to be naturalized, but are not sure how to go about it.

To help them, and others, the Department of Immigration has published a folder "Advice to Intending Applicants for Naturalization." Railwaymen, generally, can do their part by drawing the attention of their New Australian colleagues to this folder. Copies of it have been obtained by this Department and they are available from Supervising Officers.

Varied Career

AFTER 47 years' service, Mr. T. W. Ellis has retired as Night Depot Foreman, Ararat. He joined at Bendigo in 1911, became a driver in 1924 and foreman in 1935. During his footplate career, Mr. Ellis was Commissioners' fireman, firing for Mr. F. Boadle who later became District R. S. Superintendent, Seymour. Together they road tested the first C class locomotive. As a driver, Mr. Ellis was attached for some time to the Railway Construction Branch while the Barnes-Balranald line was being built.

All sections at Ararat Loco recalled Mr. Ellis's courtesy and helpfulness when they presented him with a wallet of notes and their good wishes. In his retirement Mr. Ellis will interest himself in bee-keeping, gardening, reading and parliamentary affairs.

Thanks

"HIS Honour the Chief Justice has asked me to write and tell you how much he appreciated the attention and courtesy Lady Herring and he received, particularly from the Stationmasters of Geelong and Warrnambool on his recent visit to Warrnambool to carry out certain official functions in his capacity as Lieutenant Governor.

—G. H. O'Brien, Associate to the Chief Justice, Judges' Chambers, Melbourne

"The following motion was unanimously carried at a meeting of the Kyabram Agricultural Society on July 15.

'That this Society records its appreciation of the sincere and attentive services being given the public of Kyabram and district by the staff of the Victorian Railways at Kyabram.'

"Many members spoke to the motion and expressed their appreciation of the many courtesies that the staff have extended. It is most refreshing to come into contact with such obliging officers as we have at Kyabram."

—F. H. Ruler, President, Kyabram A. H. & P. Society

"To the staff at Ballarat station for their honesty and efficiency. I left a kit bag containing perishables and a valuable razor on the Ballarat platform. Returning next evening from Melbourne I called at the Cloak Room. One of the junior members of the staff had handed the bag in, and the Cloak Room staff had also looked after the perishables. I thought the handling of the whole thing reflected great credit on the staff."

—F. J. Simmons, Victoria Avenue, Ballarat

"To all who were concerned with the running of the special train from Oakleigh to Morwell. The arrangements made were splendid, and everything was done by the railways staff to ensure the comfort of the pupils. It was very much appreciated."

—F. K. Fliegner, Head Master, Oakleigh High School

"To the station staff at Cheltenham. Hurrying for a train, I slipped on the muddy pavement, grazing my knee and getting covered in mud. When buying my train ticket, I explained what had happened to me. I was invited to come to the office and they would see what they could do to help me. I cannot speak too highly of the kind and courteous attention and first aid I received, which enabled me to proceed with my journey instead of having to return home."

—Mrs L. E. Firth, Johnston Street, Mentone

Fish Story

ASSISTANT Stationmaster J. M. DUNN, of Cathkin, writes:

"Guard 'Smoky' Dawson of Yea is a piscator. Last year he was able to grass some big 'uns. This year the Goddess of Pisces had deserted him until, recently, he came home through the byways with a big 'un in the bag. He would only tell us that its head was 9 in. long, but when he saw the look of dismay on our faces he added, least we would underrate the size, that 'Its tail is as long as its head and half its body, and its body is as long as its head and tail together. We are still trying to find out whether he is a fisherman or a fraud. What was the size of this fish?"

* * *

Answer: 72 inches.
L = H + B + T. H = 9 in. T = H + ½B.
B = H + T. B = H + (H + ½B). ½B = 2H.
B = 4H. T = H + ½4H. T = 3H.
L = 8H = 72.

RECENT RETIREMENTS . . .

ELECTRICAL ENGINEERING
Harding, G. E., Shift Elect., Newport Sub-station

ROLLING STOCK
Ashford, H. O., Boilermaker, Newport
Burns, D. S., Eng. Driver, Bairnsdale
Cameron, H., Train Examnr., Nth. Melb. Shops
Canning, G. T., El. W'shps. Driver, Jolimont
Cousmanidis, S. N., Car Cleaner, Jolimont
Coyne, T., Fitter, Newport
Hinchcliffe, A., E. T. Driver, E. R. Depot
Kemmis, C. G., Eng. Driver, Castlemaine
Mangan, J., E. T. Driver, E. R. Depot
Milliken, W. R., Elec. Mech., Joilmont
McCann, L. P., Fitter's Asst., Newport
McDonald, H. J., Labourer, Benalla
Phillips, H. R., Fitter, Newport
Pratt, F. L., Foreman, Newport
Reeves, A. R., Ldg. R. G. Repr., Nth. Melb. Shops
Rickarby, R. F., Sub-foreman, Newport
Sullivan, F. J., Watchman, Jolimont
Turner, J., Chargeman, Donald
Wilson, A. J., Eng. Driver, Traralgon

WAY AND WORKS
Ballantyne, F. J., Skilled Lab., S. & T., Flinders St.
Bourke, R. J., Clerk, R. F., Flinders St.
Cotter, J., Ganger, Benalla
Cryer, W., Fitter, Spotswood Shops
Devlin, J., Labourer, Special Works
Honeychurch, A., Carpenter, W. F., Bendigo
Lorimer, G. McL., Skilled Lab. W. F., Geelong
Mullane, W. H. A., Skilled Lab., Metro. D.E.
McGrath, P. D., Lengthsman, Toorak
Nolan, J., Labourer, R. F., Geelong
Watt, W. L., Repairer, Glenorchy
Webb, J. H., Clerical Asst., Estate Office

STORES
Lenz, C. H., Skilled Lab., Newport Shops
Lovelock, F. G., Skilled Lab., Nth. Melb. Loco.
Thornton, G. A. R., Clerk, Spotswood Storehouse

TRAFFIC
Cox, C., Tram Conductor, Elwood
Fitzgerald, J., Office Cleaner, Melb. Goods
Goodwin, C. T., Subn. Guard, Brighton Beach
Green, R., R. A. S. M., C/o Metro. Supt.
King, L. G. N., Stationmaster, Yarram
Lowe, E., Head Stn. Asst., Flinders St.
McKeown, L. B., Stationmaster, Royal Park
Noske, L., Cas. Labr., Geelong
O'Connor, H. C., Subn. Guard, St. Kilda
Richards, J. W., Clerk, Staff Office
Rooke, H. T., Signalman, Geelong
Searle, C. A. L., Clerk, D. S., Eastern
Tierney, P. L. J., Clerk, Melb. Goods

. . . AND DEATHS

WAY AND WORKS BRANCH
Gibson, J., Bricklayer, W. F. Geelong
Malberg, J.J.B.P., Skilled Lab., S. & T. Bendigo
Reddie, W. J. P., Repairer, Bendigo
Smith, H. R., Ganger, Moe
Speedie, C. A., Repairer, Ballarat
Walls, G. R., Labourer, Std. Gauge, Benalla

ROLLING STOCK
Ellis, D. E. B., Boilermaker, Nth. Melb. Shops
Hodgson, H. K. McC., Sub-foreman, N'port
Jude, F., Eng. Driver, Nth. Melb. Loco.

TRAFFIC
Mroseck, K., Stn. Asst., Mirboo North
Roberts, S. J., Clerk, Staff Office

Rovers await outcome of ruck duel in grand final between North Loco and Newport Workshops.

SPORTS

Football

IN the preliminary final of the V.R.I. football, North Loco. 19-17, defeated Melbourne Yard, 2-1. Best players for the winners were Dingey, Bennett, Boyd, Smith and Eley; for Melbourne Yard—Mathieson, Goodwin, Hughes and Tonkin.

Record Crowd

UNDER ideal conditions the grand final, between Newport Workshops and North Loco, was played on the North Melbourne ground. The match drew a record crowd of 500—remarkable for a week-day match, and, in fact, as many as at some Association games.

They saw a first-rate game in which Newport virtually won the premiership by brilliant second quarter scoring of 7-4 to North Loco's solitary point. In the second half, the latter fought vigorously and scored 6-1 to Newport's 2-3. Final scores were: Newport Workshops, 11-9, North Loco, 8-3.

Best players were: Newport Workshops—McKenzie, Rutherford, Smith, Tancredi, Marr and McTaggart; North Loco— Batt, Schickerling, Bennett, Smith, Boyd and Gigliotti.

Best and Fairest

AWARD for the best and fairest player of the season went to Mr. Arthur Whittaker, a fitter at Newport Workshops. He also has played a couple of games with Footscray.

Cricketers Wanted

ANNUAL meeting of the V.R.I. Cricket Association will be held on Friday, September 26, at Room 97, Flinders Street building.

Nominations for new teams, which are urgently required, will close at this meeting. All matches are played on first class turf wickets at Royal Park on Tuesday afternoons. Further particulars may be obtained from the V.R.I. Sports Secretary (auto. 1109).

Tennis

AN enjoyable evening was had at the annual presentation night of the V.R.I. Tennis Association. Mr. E. Grant, the association's president, was in the chair; and Messrs. E. H. Brownbill, Chairman of Commissioners, F. Orchard, President of the V.R.I. and several other Council Representatives were present.

Presentations of the Dunkling Shield and Pimms Cup were made to the captains of the winning teams—Suburban Lines and Melbourne Yard—by Messrs. H. Grice and C. Jones respectively, representing the donors—Dunklings The Jewellers Pty. Ltd. and Nathan & Wyeth Pty. Ltd.

Presentations were also made to Messrs. R. Kydd and A Boddinar in recognition of their services to the Association.

Players Required

REPRESENTATIVES of both old and new clubs are invited to the annual meeting of the V.R.I. Tennis Association to be held in the Institute Building at Flinders Street early next month.

Teams, of four players, are required for "A" and "B" grade competitions. They may represent any workshop, depot or location. Further information can be obtained from Mr. R. Baggott (auto. 1109) or Mr. H. Jones (auto. 1151).

North-Eastern Golf

ON Sunday, October 5, Benalla Centre will hold the North-Eastern V.R.I. Golf Tournament on the Golden Vale links. An invitation is cordially extended to all financial members of the Institute.

Four events will be run concurrently: "A" grade and "B" grade championships; 18-hole handicap for associates, under V.L.G.U. handicaps; and the special "Bradman" trophy.

First players will hit off at 11.45 a.m. The entry fee is 6/- and luncheon and afternoon tea will be available at the Club House. A draw for opponents and starting time will be made on September 27 and a copy sent to each centre and station.

Wholly set up and printed at the Victorian Railways Printing Works, Laurens Street, North Melbourne, for the Publishers, The Victorian Railways Commissioners, Administrative Offices, Spencer Street, Melbourne. 2377—58.

VICTORIAN RAILWAYS

NEWS LETTER

OCTOBER

VR

1958

THE MONTH'S REVIEW

Air-conditioning Spreads

LATEST country line to get the boon of modern, restful air-conditioned rail travelling is the Melbourne-Bendigo-Swan Hill section. Traffic northward from Bendigo had declined so seriously that the Department was on the verge of withdrawing that part of the rail passenger service. However, it has been reprieved and, from September 1, a train featuring a first-class saloon type carriage and a second-class compartment carriage, has been running in each direction between Melbourne and Swan Hill on Mondays to Saturdays. A further attraction on the train to Melbourne is a buffet car attached at Bendigo. "The future of the air-conditioned train service depends entirely on the patronage given by Swan Hill and district residents", the Commissioners emphasised on launching a service which, more than ever, is incomparably better than road travel, because of the agreeable, cooled temperature it assures for passengers, especially in the warmer months ahead.

Curtains for Fish?

GRIM news for fish comes from the Collins Street office of the Victorian Government Tourist Bureau. There, in the first week after release of the Department's 24-page booklet, "Fishing in Victoria," 1,042 copies (6d. each) were eagerly snapped up by fishing enthusiasts. As the booklet is also selling at the Bureau's country and interstate branches; city railway station bookstalls; and through several private organizations the situation for fish is deteriorating, rapidly.

Little wonder, really, because the booklet lists and has a map of all Victorian fishing spots; how to get there; the fish that can be caught and a host of other details all combining to make it a "must" for all who are anglers.

Rail-tram Periodicals

A Victorian Railways' periodical ticket good for travel on a tram or bus owned by the Melbourne and Metropolitan Tramways Board ... That's right. It has been happening on Sunday evenings, since September 7, when the Melbourne-Fawkner Sunday evening trains were withdrawn, because of insufficient traffic to justify the heavy cost of operating and keeping stations open.

After the last train on Sundays, railway periodical tickets, issued at or to stations on the Fawkner line, are available by specified trams or buses between the city and defined stopping points along the route. Production of the appropriate periodical ticket to the tram or bus conductor is all that is needed: it's as simple as showing a ticket at a station barrier gate.

Should Inspire Others

HEARTENING news for peak period suburban rail, bus and tram passengers was the announcement that, this month, 350 of the office staff of the Melbourne City Council are to have their working hours "staggered," beginning and finishing duty 20 minutes earlier. When spread over all the various public transport facilities the impact of the Council's action will not, of course, be very noticeable.

Nevertheless, the move is a commendable one in the right direction—and in line with the V.R.'s own example of altering office hours to help ease the pressure during the present busy periods. What the Council has done is so logical that the Department—and travellers, generally—hope it will be an inspiration to other big private and governmental bodies to do likewise.

Bright V.R. Tabloid

VISITORS to the V.R. Exhibit at the Melbourne Royal Show last month again had the benefit of an eight-page tabloid newspaper, *Victorian Railways News*. Issued free, it gave the reader many interesting and little-known close-ups of the Victorian Railways. Brightly written, it had illustrations and rail advertisements to fortify the stories.

Reading tastes of country and city dwellers were nicely balanced, while front-page coverage was given to the rare ticket-printing machine, loaned by the Department's Printing Works, North Melbourne, which symbolized the title of the Exhibit—"Tickets By The Million".

Twenty-one thousand copies were produced; sepia rather than the conventional black ink contributed to a modern, attractively-presented piece of departmental publicity.

Fare Cut Cuts Out

DESPITE intensive State-wide publicity, the 20 per cent reduction in country mid-week fares did not produce enough extra traffic to warrant their continuance. The Department, therefore, withdrew them, as from September 25. Besides being attractive in their return availability, for those making day-return and slightly longer trips, the public had the benefit of constantly improving schedules and travelling conditions.

It was hoped that these features would regain—and retain—a substantial amount of new business, not only because of their money-saving qualities, but also on the broad grounds that the public would realise the need for preserving the stability of their railways. This would help the Department to thrust forward with its imaginative plans for enhancing every aspect of railway service.

Lamb Welfare

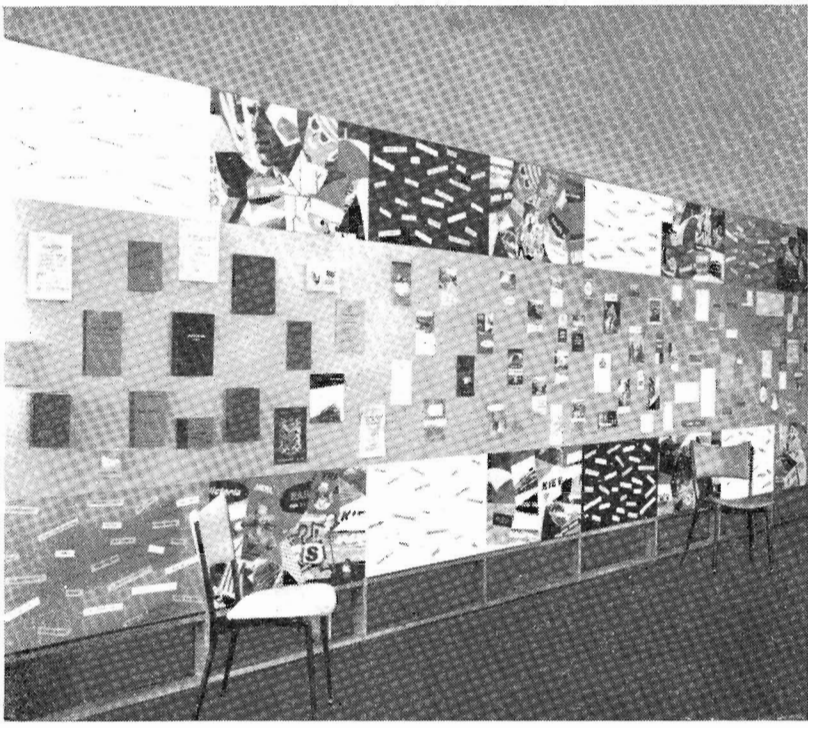
RECENTLY an alteration was made in the departure time from Balranald of a Melbourne-bound live-stock train. This on the face of it, is not a piece of general news deserving a banner-line. Yet, behind it all is the concern of graziers for the welfare of their lambs as expressed in a letter from the local Graziers' Association when first seeking the alteration. They pleaded that "the sucker lambs are very perishable and if loaded on Sundays, with the sales on the following Tuesdays, they are too long away from their mothers." That point, combined with the need for the stock reaching Newmarket in time for the sales, led the Department to fix a much later loading time, with a fast T class diesel-electric schedule. Now, the lambs are in the Department's hands only for the shortest possible time, since the train leaves Balranald at 9 a.m. (instead of 2.50 a.m.) and reaches Melbourne at 4.45 a.m. the next day. Altogether, a nice human piece of work, which has pleased the Moulamein (N.S.W.) Graziers' Association.

Camp Children Helped

EXCITED children who, from all over the State have been chosen to take part in the series of Lord Mayor's Children's Camps at Portsea—18, in all, between December and April—reach their destination only after the closest co-operation between the organizers and the Department. Although the groups converging on Melbourne by many trains vary in numbers (some eat at Railway Refreshment Rooms, too), there is always the same kindly and efficient attention to detail by numerous railwaymen. That they do a praiseworthy job is testified to by the Camp authorities who, in a recent letter to the Chief Traffic Manager, stated: ".....we realize your support is of the utmost importance in the efficient and successful organizing of our Camps. We express our sincere appreciation for the assistance rendered by the Victorian Railways and trust we shall again have that help". Needless to say, a confident and appropriate assurance has been given by the Department on behalf of the many railwaymen who will so cheerfully continue to do a splendid job.

FRONT COVER

Station ticket-dating machines at the V.R. Exhibit in this year's Royal Show fascinated Head Office typistes Misses Eileen Ross and Maureen O'Brien, as they stamped special non-travel souvenir tickets. See story, page 3.



Specimens—many of them in colour—of the wide range of material produced at the V.R. Printing Works were displayed on this and other panels.

V.R. EXHIBIT AT ROYAL SHOW

This section of the Railway Exhibit printed and counted card tickets. It could be seen from outside as well as inside the display.

FREIGHT ADVICE

PLANNED and built by the Department's own staff, a modernly-designed display greeted the thousands of people who visited the V.R. Exhibit — "Tickets By The Million"—at last month's Melbourne Royal Show.

A feature of the Exhibit was the comprehensive Freight Advisory Service. It was a great convenience to those buying machinery, equipment and live-stock at the Show. Through this Service, which was constantly manned by experienced Commercial Agents, many railway freighting problems were ironed out on the spot.

Primary producers and manufacturers seized the chance of talking over transport questions and the Commercial Agents did everything practicable to demonstrate the superior advantages of rail transport.

Freight Advisory Service was publicised by a leaflet, with a map to conveniently pin-point its location within the Showgrounds. Distribution of the leaflet was aided by the co-operation of other Exhibitors in handing copies to their clients likely to need transport of their purchases back to the country.

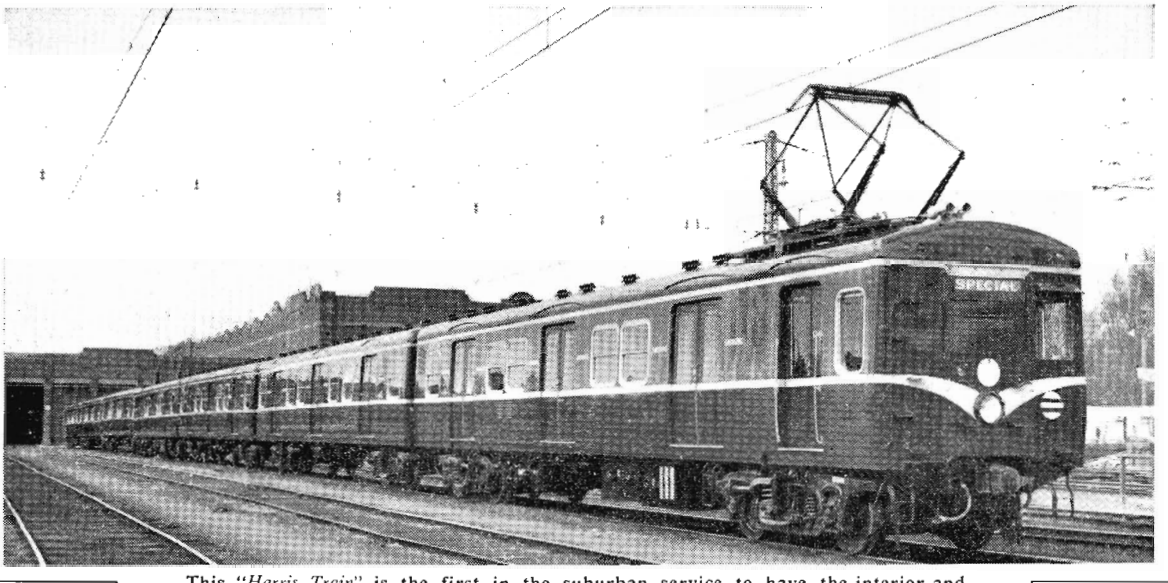
Much valuable work was also done, through the Freight Advisory Service, by answering questions and providing detailed information to potential local and interstate rail travellers. Distribution of rail and tourist literature, including the sales of several publications, was an added service at the Exhibit. Specially produced for the occasion were *Victorian Railway News*, *6 Famous Trains* and a *Complete Schedule of New Suburban Fares*.

An automatic ticket-printing machine, from the V.R. Printing Works, created much interest since it was actually producing the new one-class tickets.

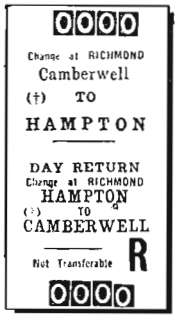
Two station ticket-dating machines proved an irresistible attraction to visitors, young and old. They were invited to impress the date on special, mini-travel souvenir tickets (provided by the Department), just like a booking clerk issuing a ticket.

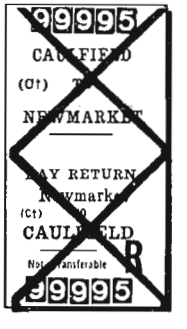
All-round value of the Exhibit was heightened by a tape-recording "played" at frequent intervals for interior and exterior reception. It explained the functions of the Freight Advisory Service; the ticket-printing and ticket-dating machines; and other interesting aspects of the Department's work and travel bargains.

ONE-CLASS SUBURBAN TRAVEL NOW



This *"Harris Train"* is the first in the suburban service to have the interior and exterior "1st" and "2nd" class designations obliterated, to become a one-class train.





SEPTEMBER 14, 1958, will always be remembered as a significant date in the history of the Victorian Railways. It marked the abolition of first-class and second-class fares in the suburban area and the introduction of one-class travel. That date saw, too, the disappearance of workmen's daily and weekly tickets, first issued in 1891 and 1902 respectively.

To find out the impact on the branches mostly involved in the change, *News Letter* has talked with a number of officials and has discovered some surprising facts.

NATURALLY, the Chief Commercial Manager's Branch was heavily involved, since the whole of the suburban fares structure had to be examined and fares and many conditions revised. Result of this prolonged and complex task is the closely-printed 41-page booklet—for ever to be identified as "P.F. 15/48"—issued for the guidance of the staff. It shows the mileage and station fares, as well as the conditions of issue of all kinds of suburban tickets.

For the booklet, nearly 500 mileage fares for journeys from one to 26½ miles had to be calculated separately for single, day-return, weekly, monthly, quarterly, half-yearly, and yearly tickets.

These had then to be related to every suburban station. Checking and rechecking of this data absorbed many hours of concentrated work, complete accuracy being obviously essential.

But the fares for these tickets formed only part of the story. Besides that work, other aspects of the fares schedule, from suburban day-excursions right through to the special fares to the Royal Showgrounds, had to be adjusted and, in many cases, new conditions of issue determined.

Off-peak fares were reviewed to attract more passengers during the hours when traffic offering is considerably below capacity of the trains running. As a result the minimum fare was cut to 1/8d. and these money-saving tickets to the city are now on issue at 32 more stations.

All the fares part of the work was the result of many hours of discussion and consideration of a mass of graphs, tabulations and fare comparisons.

One of the chief objectives in making up the new fares schedule—apart from increasing the revenue—was the removal of anomalies—some of which had been the subject of bitter complaint and criticism for many years. With a few minor exceptions this objective has been realized.

Getting 10 million one-class tickets printed before "D Day"—September 14—was only one of the huge tasks which fell to the Accountancy Branch. First order was lodged on August 14 and, due to the magnificent co-operation of the V.R. and Government Printers and their staffs, every suburban station had a supply of the new tickets on time.

The introduction of one-class suburban travel will have numerous direct and indirect advantages.

For instance, the making up of trains will be simplified as yard operatives will no longer have to sort out first and second class trailer cars; car body interiors and seating will ultimately be standardized; simplified fare computations will speed up the issue of tickets to patrons while the mass of clerical work associated with the preparation of revenue and statistical information relating to suburban traffic will be substantially reduced.

Another advantage which few outside the service would suspect will be the saving of the time of ticket checkers formerly taken up on cases of travelling first class on second class tickets.

Last year over 19,000 cases of that kind were reported and the time spent on these including attendance at courts can now be devoted to detecting travel without payment of fares and other contraventions of the by-laws.

Preliminary reports, after September 14, were that the change-over to one-class travel, from ticket-issuing and accounting viewpoints, had been effected efficiently and without incident.

Mr. C. Myers

UNDER the direction of the Chief Commercial Manager, Mr. Cecil Myers (Fares Investigation Officer) was closely associated in an advisory capacity with the Minister of Transport and the Commissioners on one-class suburban travel and the resultant altered fares.

With his all-round specialized knowledge of fare structures, Mr. Myers participated in the many top-level conferences preceding the historic decision by the Government to introduce one-class suburban travel.

Yet, when *News Letter* asked him the new daily fare from his home station (Rosanna) to the city, his unexpected reply was: "I really don't know! I buy a periodical". But, as he explained, he had a panorama of the suburban system, rather than concentrating on one particular station.

An enterprising junior clerk at Flinders Street in 1916, he was picked out as one likely to progress in the service and chosen for transfer to the then General Passenger and Freight Agent's Branch.

Later, he began a valuable association with a brilliant branch chief, Mr. James McClelland, "who laid the foundation of all I know about fares today," said Mr. Myers.

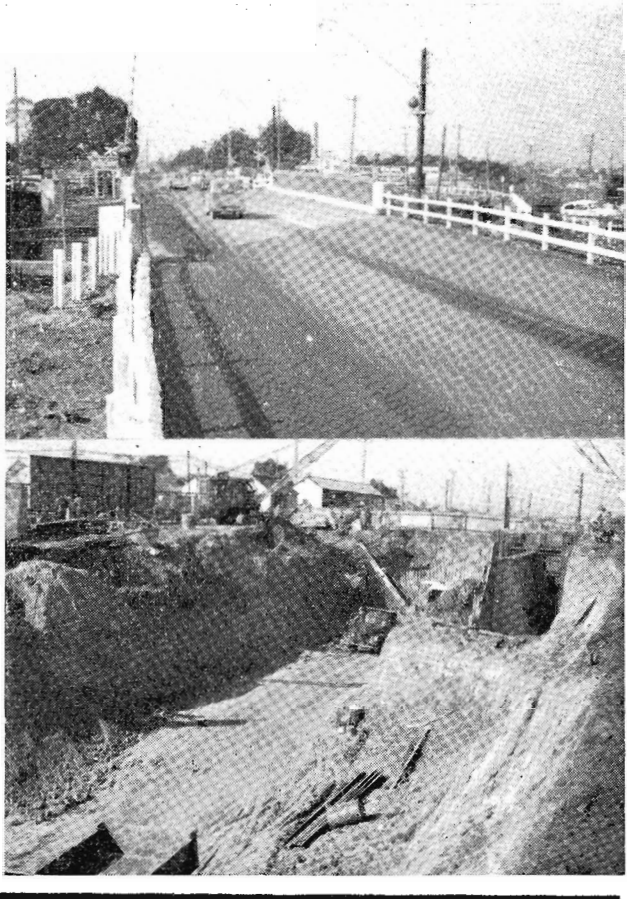
In his day-to-day duties, he is most careful in attention to detail and, importantly, watchful for any eventualities. This was exemplified many years ago. A passing cyclist-friend, knowing that Mr. Myers was out for the evening and seeing his house aflame quickly dashed to the back and saved the fire from spreading to the front.

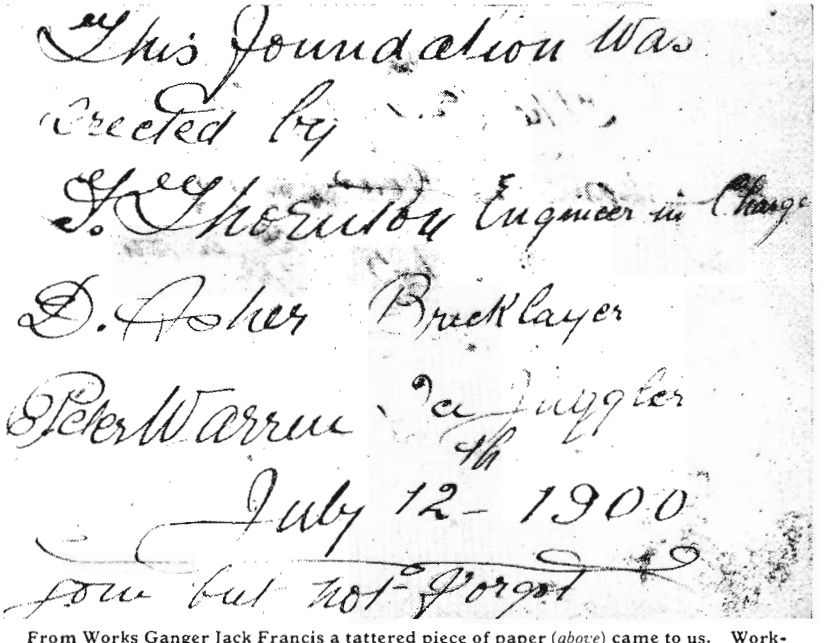
The friend happened to know that, for just such emergencies, Mr. Myers had—and still has—his garden hose, at the ready, on the outside tap . . . .

MOORABBIN PROJECT

MAJOR development last month was the completion and opening of the first of the two-lane bridges at Nepean Highway (*top right*). This picture looks south along the new overpass with road traffic on the temporary rail deviation protected by boom barriers.

Progress of excavations (*bottom right*) for new rail tracks under Nepean Highway (which crosses the line behind temporary fence in background) is shown at mid-right When completed, the existing station and tracks at left will be removed and replaced with two new platforms and three tracks on the low level. A platform will be constructed at the left of picture to serve a "through" express track. "Up" and "down" tracks for normal services will be served by an island platform extending from the foreground of picture to present line of bridge works.





From Works Ganger Jack Francis a tattered piece of paper (*above*) came to us. Workmen recently demolishing at the Ice Works, Melbourne Yard, shattered a bottle in the foundations, revealing this link with the start of a new century.

Impact! That's clearly reflected in the intense concentration of these onlookers. In the middle background, is Mr. E. H. Brownbill (Chairman of Commissioners). On his right is Mr. G. F. Brown (Commissioner); on his left is Mr. L. A. Reynolds (Chief Civil Engineer) and then Messrs. F. Knight and C. Grosset (Ambulance Officers of the N.S.W. and South Australian Railways respectively).

BALLARAT NORTH WORKSHOPS No. 1 TEAM'S FIRST-AID TRIUMPH

MELBOURNE—or to be more precise, Mt. Evelyn—rewarded Mr. Keith MacKenzie (Ambulance Officer) with a superb day for the Annual Ambulance Competition on September 4. Blue skies and a warm sun enhanced the setting for one of the most successful competitions for many years. In the evening the dinner and presentations to winning teams and individuals were highlighted by the humour of various speakers and by the penetrating comments of the doctor-adjudicators.

A large crowd of railwaymen went to Mt. Evelyn, to see the competitors in action in a bushland setting. Each of the events drew onlookers who were quickly absorbed in the work. The outstanding impression of *News Letter* was the keenness of the competitors and the way in which the " patients " (themselves first-aiders) carried out their important roles.

Mrs. Peggy Hensman, a typiste in the Way and Works Branch, and a first-aid instructress, had the distinction of being the first woman to act as a " patient "—a fainting case.

All in all, it was a day of great tenseness for the competitors, working for success under the keen, watchful eyes of the adjudicators. When the day's work finished there was the further suspense of waiting until the results were announced in the evening.

Under the breezy chairmanship of Mr. A. C. Stockley (Chief Electrical Engineer) who was flanked at the main table by the three Commissioners, Branch Chiefs and their assistants, adjudicating doctors and a number of prominent visitors, the dinner and subsequent items moved along in brisk fashion.

Before announcing the winning teams and individual champions, the Chairman of Commissioners (Mr. E. H. Brownbill) highly praised the men for their great, practical interest in the work.

With 40 competing teams drawn from 9,000 V.R. first-aiders, it was a singular honour to be in the final events. He stressed the value of first-aid from departmental and ordinary communal viewpoints.

" It was an amazingly good performance by everyone and the Commissioners congratulate all on their high proficiency," Mr. Brownbill added. In referring to the " W. J. Blackburn Shield," he said it commemorates the memory of " a marvellous Ambulance Officer and a fine man."

Mr. G. F. Brown (Commissioner) handled the toast of the " Winning Team and Individuals." Reminiscing, he said that in the Rolling Stock Branch it had been the well-reasoned policy to roster first-aid men to work in which there was an element of danger.

He spoke of the magnificent records of the winning teams and the champion senior individual, and was optimistic about Victoria's prospects of winning the next All-Australian Championships.

Mr. Brown re-emphasized the Commissioners' great interest in the first-aid movement, and praised the men for their points awards " which showed that the teams' standard was continually rising."

Mr. Don Overall, leader of the senior winning team (Ballarat North Workshops No. 1), said that while naturally elated at his team's achievements, the pleasure of winning was heightened by the quick and sincere congratulations showered upon them by all the losing teams.

Winner of the Senior Individual Event (Mr. H. A. Barker) said he had had a lot of success in these and interstate competitions.

" What I have done," he added, " is within the capacity of all you fellows. I ' tossed ' some good, knowledgeable first-aiders in the past only because I applied myself—drove myself—to study.

" Now, you do the same and it is up to you to try and ' toss ' me from my pinnacle. Go to it, for the good of first-aid!"

Eagerly anticipated were the adjudicators' comments about the day's events.

Earlier, Dr. Hugh Johnston and Mr. Douglas Donald had been presented with V.R. Ambulance Life Membership Medallions in recognition of their 10 years' work as adjudicators.

(*Continued first col. next page*)

FIRST-AID RESULTS

SENIOR TEAMS

		Points
1.	Ballarat North Workshops No. 1	425
2.	Bendigo North Workshops	405½
3.	North Melbourne Loco. No. 3	384½
4.	Ballarat (Traffic) ...	369½
5.	Bendigo Loco.	361½

NOVICE TEAMS

1.	Electrical Engineering Branch	367
2.	Dimboola	346
3.	Sale No. 2	331½
4.	Geelong No. 1	330
5.	Jolimont Workshops No. 1	321½
6.	North Melbourne Loco. No. 1	319
7.	Bendigo North Workshops No. 4	298½

SENIOR INDIVIDUAL

1.	H. A. Barker, Accountancy Branch	173½
2.	H. P. Isaac, Ararat ...	149
3.	E. W. H. Wensor, Accountancy Branch	127

NOVICE INDIVIDUAL

1.	G. Healy, Sale	156
2.	A. Maude, Ballarat ...	142
3.	W. E. Cox, Jolimont Workshops	119

(*From third col. of page 6*)

Speeches were made by the following adjudicating doctors: Dr. E. R. G. Shiel, Mr. Douglas Donald, Dr. Hugh Johnston, Major-General W. D. Refshauge, Dr. J. H. Gowland and Dr. J. J. Searby. (Dr. M. A. Rees, Chief Railways Medical Officer, also adjudicated in the Novice Individual event.)

Detailed comments were made by the doctors on various aspects of the day's work. All were agreed on one important point: excepting asphyxia and severe arterial bleeding, in 99.9 per cent of cases requiring medical aid, there was no immediate danger of death. Therefore, they strongly counselled competitors not to be hasty in reading the papers set for the examination.

"Read them carefully—and slowly", the doctors urged. "Stop and think about the patient's trouble; be on the alert for seemingly innocuous words giving you important clues of how to go about your work.

"And above all, act that way whenever you have to attend to a person who really has been injured. Stop and think."

Without exception the doctors warmly congratulated the Ambulance Officer on "a wonderfully well organized affair."

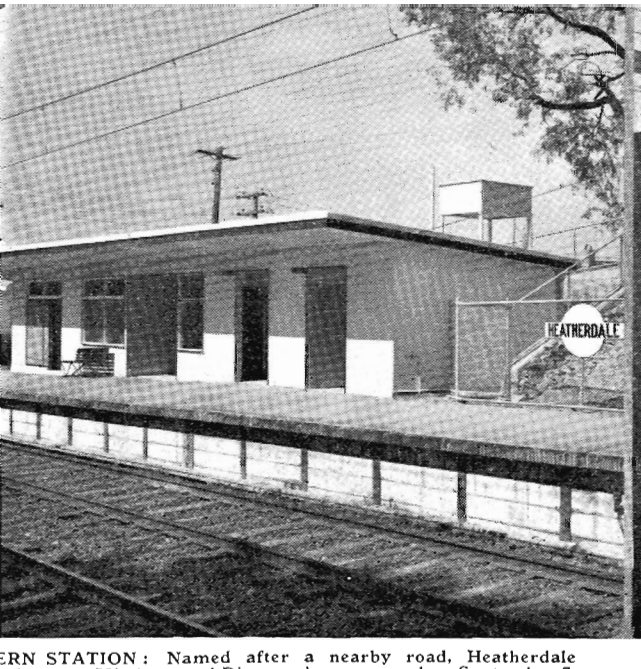
Bash! A bottle crashes on the head of a diner. An alert waiter tripped the escaping attacker, as the victim fell unconscious to the floor. "Startled" competitors in the Novice Teams Supplied Materials Test, seated at an adjoining table, rushed to the aid of the stricken man and the fallen attacker, who was also injured. It was all part of the test.

Realism! A car has skidded crazily and piled up against a telegraph pole. The driver, hurled to the road, had a fractured spine and a wounded arm. Keenly watching North Melbourne Loco. Team No. 1 is one of the adjudicators, Dr. J. H. Gowland, hatless at the right.

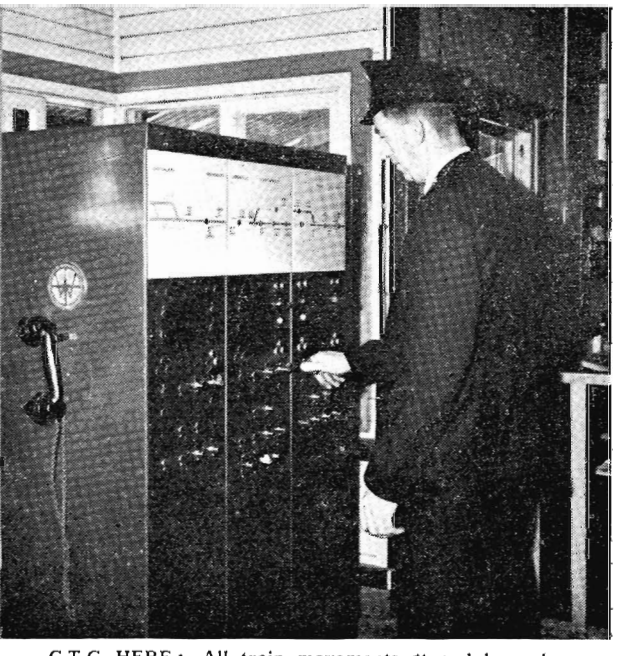
AROUND THE SYSTEM

SPREADING TRAFFIC : Rail passengers via Richmond station to last month's final football series at the Melbourne Cricket Ground used temporary subways. This crowd, entering the station after one of the games, was given a foretaste of the ease of movement, through traffic-spreading, they can expect when the new station is finally built.

VACATION SPECIALS : Success of chartering *Harris Trains* before the last two Christmas periods, led The Myer Emporium Limited to run, for the first time in a school vacation, 14 special suburban trains to Spencer Street last month.



ERN STATION: Named after a nearby road, Heatherdale
n, between Mitcham and Ringwood, was opened on September 7.
chronized with improved train services. Automatic signalling
en Box Hill and Laburnum contributed to these better timetables.



C.T.C. HERE: All train movements at and beyond Eastmalvern came under Centralized Traffic Control at Eastmalvern last month. Here, Assistant S.M. Maddock is operating the equipment.

IY TRAFFIC: School cadets travelled from Seymour in this B class diesel-electric hauled special train. Consisting of 10 vehicles carrying more than 500 cadets the train was only one of a number emphasizing rail transport's importance in time of war.

RAIL ENTHUSIASTS' CLOSE-UP OF "OPERATION PHOENIX" IN SUBURBS

CONTRARY to propaganda from transport rivals, railways still have an almost magical attraction for men and women of all ages. Further evidence of this was the recent venture of the Australian Railway Historical Society (Victorian Division) in sponsoring a special seven-car *Harris Train* for an afternoon's 88-mile trip, mainly in the eastern suburbs area. Object was to get a close-up of the progress being made by the Department in its *Operation Phoenix* plan.

That £80M plan, began about 10 years ago, is continuing to give the public improved train services and more comfortable travelling conditions while, " behind the scenes " in departmental workshops, depots, etc., less-spectactular, but equally important, improvements are being made.

Here is the story and pictures of the trip from Mr. M. C. G. Schrader, Honorary Secretary of the Society.

ONE of the new *Harris Trains* was chartered by the Australian Railway Historical Society for a special excursion on August 16.

First of its kind undertaken by the Society, the tour was designed to let members see at first hand the progress of *Operation Phoenix* in the eastern suburbs.

Over 300 passengers made the trip, which covered the Glen Waverley, Lilydale and Upper Ferntree Gully lines. The train travelled at five miles per hour past points of special interest on the way. This arrangement was most favorably commented upon by passengers.

Leaving Flinders Street at 12.50 p.m., the train slowed through Richmond station, where the new bridges and platforms caught the attention of passengers. Duplication on the Eastmalvern line was noted, and a stop at Mount Waverley permitted inspection of the new crossing facilities equipped with Centralized Traffic Control.

An object of great interest was the flyover which will carry the " down " Alamein line over the proposed three Box Hill lines at East Camberwell. Further out on the Lilydale line, the new automatic signalling between Box Hill and Blackburn, the new stations at Laburnum and Heatherdale, as well as the long crossing loop between Croydon and Mooroolbark, were also inspected.

Through the carriage window, progress is seen on the construction of the Swan Street Bridges at Richmond.

Quick Meal

On arrival at Lilydale, efficient planning and quick work by the Refreshment Services Branch enabled 150 passengers to be served with light refershments. This took up only 14 minutes. The train then returned to Ringwood, reversed, and proceeded to Upper Ferntree Gully. On this line, duplication between Bayswater and Lower Ferntree Gully has done much to improve the train service.

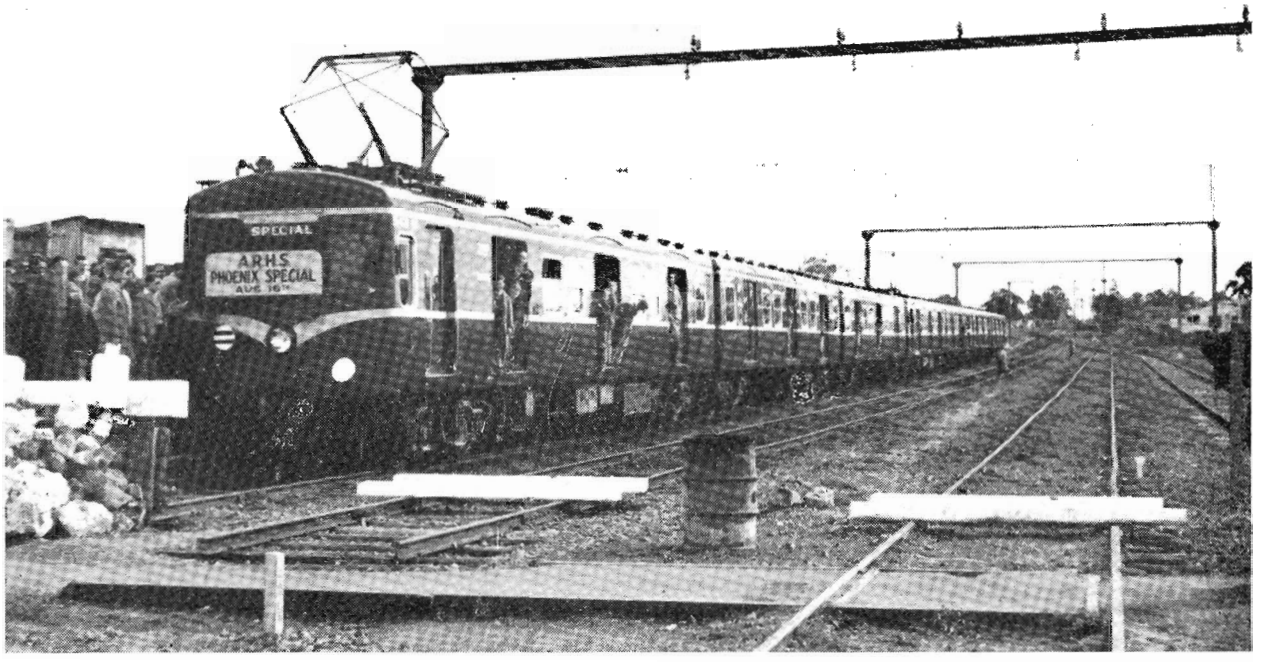
From Upper Ferntree Gully, the train ran express to Laburnum, and then set down at Box Hill, Camberwell and Richmond before reaching Flinders Street right on time at 5.20 p.m.

The *Harris Train* provided for the trip was equipped with new " Ferodo " brake blocks, and was, in itself, a symbol of the improved equipment being provided under *Operation Phoenix*. The Society produced an attractive souvenir booklet describing the features of the tour. It included an historical account of the development of the eastern suburban lines.

Society's Membership

Organization of the *Phoenix Special*, as the train was named, was undertaken by a committee led by Mr. A .C. Harradence, Safeworking Instructor at the V.R.I., who is a Vice-President of the Society.

Over the last few years, an increasing number of railwaymen have joined the Society, which includes rail enthusiasts from all walks of life—company directors, signwriters, barristers, radio men and so on. Monthly meetings of the Society reveal a close interest in all phases of railways. A feature is the interchange



Special *Harris Train* at Glen Waverley, with adjoining car storage sidings.

of ideas and pictures, and railwaymen can obtain further details from me at 31 Pine Avenue, Camberwell.

So popular are these rail tours becoming that the Society intends to run four during 1958, instead of their usual three. They have found that members of the general public, also, welcome the opportunity of spending a day relaxing by rail.

Reverting to the *Harris Train* tour: I want to say that our members and friends very much enjoyed the privilege of inspecting at first-hand the progress of *Operation Phoenix* in the eastern suburbs; it was full of interest.

All arrangements worked smoothly; to all the railway staff concerned our grateful thanks.

At the 'down' end of Croydon station, the new yard and signalling arrangements were inspected.

V. R. MEN WANTED FOR ARMY UNIT

A unit in the Citizen Military Forces which has a very great bearing on the wartime operating of railways and other transportation agencies is 2 Movement Control Training Group of the Royal Australian Engineers. The present Commanding Officer, Lt.-Col. R. G. Stuart, a former V.R. man of the Traffic and Secretary's Branches, says the unit provides many opportunities for railwaymen to further their knowledge.

Railway Transport Officers are a visible sign of Movement Control on most of the busy junction stations and points where troops come and go. Behind their activities are a large number of officers who, on receiving information about impending movements, look over the entrainment and detrainment points, examine the problems involved, and follow the plan through.

This year, 2 Movement Control Training Group is celebrating its 10th anniversary, having trained many officers, non-commissioned officers and sappers. Annual Camps include the dealing with problems of Movement (partly practical and partly theoretical) concerning the four movement agencies—rail, road, sea and air—as well as other types of military training. Opportunities exist for a large number of officers.

At Batman Avenue Training Depot the Group parades each Monday night, and enquiries should be directed to the MCO, Major R. J. Nyman, at MF 5883. The group is particularly interested in National Servicemen whose interest in railways or in some other form of transportation makes them valuable members of the C.M.F. in a specialised role.

Railways hit the headlines

Whatever your railways do, the result affects so many . . . possibly you.

Any event that concerns a large section of the public makes news.

Every Wednesday the V.R. will put in this space something about the System to interest you, and help you gain the utmost benefit from its services.

NEW, arresting posters, with a change of topic every Wednesday, are now being seen by suburban rail travellers. Display began on August 27 (above) at every station in the metropolitan area. Below are the changing second and third bottom halves in the series. Great interest has already been aroused and it is evident that this quick-change type of publicity will be a potent factor in bringing details of travel bargains to the notice of the public promptly and effectively. Departmental developments for improving the standard of railway service will also be featured.

Fair's fair with fares

Your tickets are checked at station barriers to protect railway revenue, but some travellers leave platforms at other points.

This is a breach of By-laws, and often distinctly dangerous.

Over 50 prosecutions are pending now for such offences.

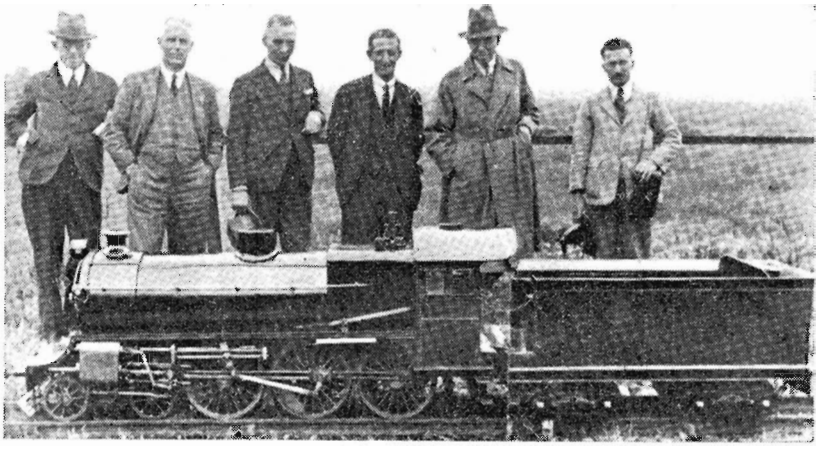
Tickets by the million

A million railway tickets are used each week.

One of the rare machines that print these tickets will be working in the Railway Exhibit at the Royal Show.

Also at the Exhibit will be a Freight Advisory Service, staffed by experts, to help solve any transport problems.

A REMARKABLE WORKING MODEL OF A2 LOCOMOTIVE



THIS historical picture came into the possession of *News Letter* last month. It is sure to create widespread interest, because it combines well-known former V.R. personalities and a working model of a locomotive made under almost unbelievable conditions.

TAKEN 25 years ago, it shows a remarkable model of an A2 locomotive which aroused the Commissioners' close, appreciative interest when on a visit to Warragul. A motor mechanic at Maffra, Mr. J. Carne, built it purely by observing A2's in the Warragul yard. He neither sought nor had the assistance of any official drawings!

News of this model had reached Sir Harold Clapp. Greatly impressed, he presented Mr. Carne with a complete set of blue prints of an S class steam locomotive, hoping he would make a working model.

Seventeen years later, Mr. Carne completed his immense task. Recently *News Letter* saw the model—an oil-burning "Edward Henty" S class streamlined engine. Very heavy, it is 12½ ft. long and 3 ft. high, on an 11 in. gauge track.

It is in a shed at the late Mr. Carne's residence in Coburg, but lack of room unfortunately prevented a suitable picture being taken for readers to get an idea of the maker's extraordinary work.

Mr. Carne, who died two years ago, aged 66, had an abiding interest in steam locomotives. In the words of a friend "he was a very clever engineer and a wizard with loco. models". Few, if any, who had seen his work will disagree with such a well-merited tribute.

PERSONALITIES in the above picture are from *left to right:* the late Mr. W. H. Deasey (ex-Metro. Rolling Stock Supt.); Messrs. N. C. Harris (a former Chairman; then a Commissioner) and M. J. Canny (a former Genl. Supt. of Transportation, later a Commissioner); the late Mr. J.Carne (maker of the model); the late Sir Harold W. Clapp (then Chairman); and Mr. A. R. Dabb (former Tour Clerk on the Commissioners' Tour Train).

V.R.I. Camera Club

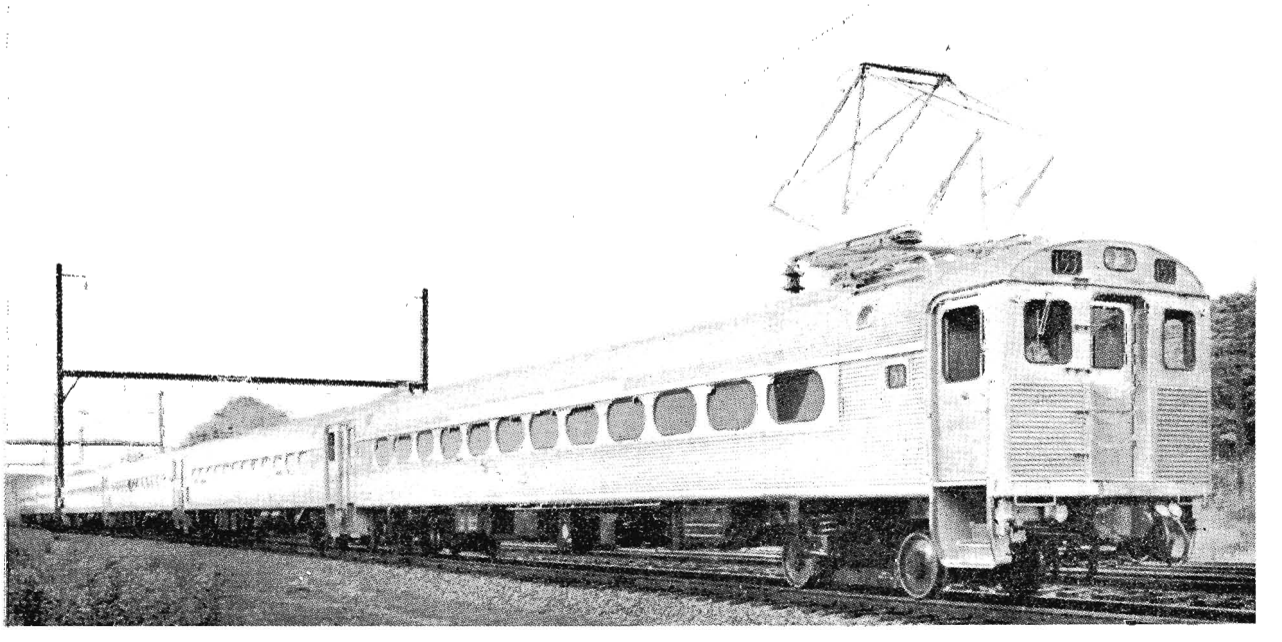
CAMERA enthusiasts will be interested in the Syllabus of the V.R.I. Camera Club. Lectures in the immediate future are:—

October 17: "Travelling Through Europe" (illustrated) by Messrs. J. & L. Fleming.

November 7: "Various Conditions and Points of View" (lecture) by Mr. Carl Hartman, of the Australian National Travel Association.

These lectures will be held in the Council Room of the Institute, Flinders Street Station Building, at 8 p.m.

LINES FROM OTHER LINES



Ready to run, this 128-passenger multiple unit car weighs 90,100 lb. Over roof it is 12 ft. 6 in., but pantographs must reach maximum wire height of 25 ft. 9 in.

New Commuter Coaches

SIX of the new Budd-built stainless steel multiple unit electric motor coaches (see picture above) are now in service on the Pennsylvania's Philadelphia suburban routes. Each is 85 ft. long.

The new units can be operated singly or in trains of up to 13 cars. All are equipped with controls at both ends and are driven by d.c. traction motors. Current is supplied from Ignitron rectifiers fed through transformers from the 11,000 volt, 25 cycle, a.c. transmission system.

More Diesels

BRITISH Railway workshops at Swindon are to build 30 main-line 2,000 h.p. Diesel-hydraulic locomotives for use in the Western Region. The 30 locomotives will have Maybach Diesel engines with Mekydro transmission and will be operating two 4-wheeled power bogies. The electric control equipment will be supplied by British Brown-Boveri Ltd.

Concrete Sleepers

MORE than 200 concrete sleepers are being laid for testing purposes on the Cement-Heany section of the Rhodesia Railways. Tests are also in progress to determine a remedy to overcome difficulties arising from the high moisture content of new hardwood sleepers.

New Line in Canada

ANOTHER new railway planned in Canada is the 400-mile line from Waterways, in north-eastern Alberta, to Pine Point, on the south shore of Great Slave Lake. The railway will be the first to enter the North-West Territories, and is intended to open up the area served, where there are large deposits of tar-sand oil, gypsum, zinc, and lead. It will involve further co-operation between the Canadian National and Canadian Pacific Railways, as it will be an extension of the jointly owned Northern Alberta Railway.

Panoramic Rail-cars

THE first of 10 panoramic diesel rail-cars ordered by French National Railways will be put into experimental service on a line of tourist interest. The rail-cars have a raised centre section providing accommodation for 44 first-class passengers, with normal-level space at each end for 22 second-class passengers; a total of 88 seats. Beneath the raised centre section are baggage and engine compartments. Overall length of the vehicle over buffers is 91 ft., with a maximum height over rail level of 13 ft. 10¾ in.

Detroit Monorail

A 54-mile monorail system of transport has been proposed for Detroit, U.S.A., to relieve city congestion. The recommendation is for suspended cars to move about 15 feet above street level on a track supported by inverted L-shaped uprights.

All-Welded Underframes

GERMAN-BUILT passenger car underframes, which are lighter and cheaper than standard equipment in use on most North American railways, are being tested by Canadian National Railways. The all-welded, fabricated underframes feature a suspension system which not only reduces weight but gives improved riding. Nearly all the underframes used by C.N.R. for over 25 years have been of cast steel construction.

Silent Night

Railwaymen relaying track at Southport, England, on three recent week-ends worked so quietly during their night operations that they earned the commendation of local residents. Wrote one: "We are loud in our praise of the efficient and quiet manner in which this essential work has been carried out mainly in darkness. I know several people who were undisturbed in their rest during the relaying of track less than fifteen yards from the bedrooms."

AMONG OURSELVES . . .

Mr. Petrie

New Board Member

VERSATILITY is a conspicuous feature in the career of Mr. A. J. Petrie, the newly-appointed member of the Public Relations and Betterment Board. An imposing array of letters after his name denotes a wide business knowledge : B. Com., (Bachelor of Commerce) ; A.A.S.A., (Associate, Australian Society of Accountants) ; and A.A.C.A. (Associate Australasian Institute of Cost Accountants).

He joined the Board's literary staff in 1935, writing general tourist booklets and articles, besides contributing to *News Letter*, of which he was Editor for the past two years. In between he had moved to accounting and administrative positions in the Division.

During the Second World War, he was loaned to the Federal Department of Supply (Contracts Board), as Senior Costs Investigator, specialising in big medical and oil transactions for the R.A.A.F. and U.S.A. Air Force.

A prominent philatelist, Mr. Petrie is also Business Manager of the local Society's quarterly journal, reputed to be one of the English-speaking world's four leading publications of its kind. He is also an Elder of the Trinity Presbyterian Church, Camberwell.

Thanks

" For the courtesy and efficiency to the travelling public by the Burwood station staff, who ably uphold the railway tradition of civility, cheerfulness and co-operation."

—W. Gordon Sprigg, Public Relations Officer, Burwood West Progress Association.

Knight Of The Rail . . . .

IF someone makes between 50 and 75 return rail trips between Melbourne and Albury in eight years, perhaps there's nothing special in that—the train crew or, say, a commercial traveller could easily do them. But when a bright, intelligent lad of 12 years has such a record, interest immediately quickens.

Last month *News Letter* heard of this when Master Kevin Knight spent his September school vacation, using a half-fare first class 14 days all-lines ticket—and totted up 3,530 miles of bargain rail travel for only £7.10.0

Breakdown of the mammoth mileage includes trips on *The Daylight* to and from Albury ; to Bairnsdale by *The Gippslander* ; to Geelong and Port Fairy by *The Flier* ; and to Bendigo and Shepparton.

With relatives living in Albury, Kevin began his rail journeys between Melbourne and that border town at the age of four, with his parents. They always travelled on *Spirit of Progress*. Since *The Daylight* began running, he has travelled to Albury on what he proudly, and rightly, says is " Australia's fastest train ". From last year he has travelled unaccompanied.

Little wonder, therefore, that he has become uncommonly well-known to the train staff. So friendly, in fact, that Kevin at very busy times, has eagerly assisted the buffet car trolley girl by smartly fetching replenishments of tea, coffee and food, through the train.

One of his ambitions was realised when Kevin Knight smilingly shook hands with Spencer Street Stationmaster A. G. Johnston, after looking over *John Pascoe Faulkner*, a B class diesel-electric locomotive.

Mr. Tullett

Decade of Caretaking H. O.

SUBURBAN housewives who sigh at the grind of keeping the average home clean and tidy will be astonished to know what the Caretaker of one of Melbourne's biggest buildings had to say before he retired last month—" I have enjoyed every minute of my 10 years' responsibility for 240 rooms—and more than a mile of corridors ".

The speaker : Head Office Caretaker Bert Tullett. Of course he, himself, did not have to sweep and polish ; he had a staff of 57, including 40 women office-cleaners, to put the gleam on many an otherwise dull, uninspiring spot. Bert also had seven years of caretaking at another huge Melbourne building—the Flinders Street station building.

In 1915 he enlisted in the A.I.F. and served three years in New Guinea. Two of his sons—Les (undergear repairer) and Harry (electrical fitter's assistant)—are V.R. men and they have something else in common. At Stawell and other country centres they were outstanding sprinting and distance professionals.

Bert still remembers his first back-breaking job as a labourer on line construction. But now the memory of it all is beginning to fade for, in his retirement, he is " just pottering around his home ". One thing he won't forget is the affectionate and tumultuous farewell he got from his colleagues and friends last month.

Popular Driver

CASTLEMAINE railway identity Driver Clarrie Kemmis, recently retired after 43 years' service. Before settling there 15 years ago, Clarrie had fired and driven engines throughout the Western District. A wristlet watch gift, preceded by a number of speeches, underlined the esteem in which he was held at Castlemaine.

Superannuation Authority

MR. William M. Hodges was intimately and vitally associated with the lives of 20,000 present permanent V.R. men and their families yet, paradoxically, the number who actually knew him was infinitesimal. He was Officer-in-Charge of the Superannuation Division of the Accounts Branch—up on the fourth floor of Head Office. He recently retired after 50 years of conscientious service in the Traffic and Accountancy Branches. His father was a former Stationmaster, while a son, Ian, is an Engineer of Tests (Electrical) in the Electrical Engineering Branch.

Much of the complex preliminary work leading to the introduction of the superannuation scheme fell to Mr. Hodges in 1925, and the wealth of knowledge accumulated by him during his long association with the administration of the scheme has been invaluable whenever it became necessary in subsequent years to amend the Act to meet changing conditions.

V.R. men who had to see him on individual superannuation problems gratefully remember his authoritative advice and the patient, friendly way he gave it.

Mr. Sedgman

TUCKED away in the Crown Law Department in Lonsdale Street, City, is the Railways Legal Section—a little-known, but highly important adjunct to the V.R. service. A number of railwaymen (including the present State parliamentarian, Mr. Campbell Turnbull, M.L.A.) have passed through that office and become barristers and solicitors.

A reminder of the existence of the Legal Section is the success of Mr. Brian Sedgman, who gained his Bachelor of Law degree, recently.

A junior clerk in the Claims Agents Division in 1946, Brian then showed more than the average amount of ambition, backed by plenty of potential ability. He was, in 1951, recommended by the Commissioners for a State Public Service Free Place at the Melbourne University—and has amply fulfilled all expectations.

For some time, Brian has been appearing for the Department at the Workers' Compensation Board and the Coroner's Court; also preparing briefs and instructing counsel in Common Law and other Supreme Court Cases involving the railways.

RECENT RETIREMENTS . . .

ELECTRICAL ENGINEERING BRANCH
O'Connor, J. T., Overhead Inspr, Overhead Depot
Scully, P. J., Lineman's Asst., Overhead Depot.
White, K. J., Lineman's Asst, Overhead Depot.

STORES BRANCH
McFadyen, A. R., Clerk, Head Office.
Ritchie, J. V., Compositor, Printing Works.

SECRETARY'S BRANCH
Tullett, A. G., Caretaker, Head Office.

WAY AND WORKS BRANCH
Andrews, H., Painter, Warragul.
Burns, J. T., Elect. Fitter, Flinders St.
Cherry, C. L., Painter, Wangaratta.
Clarke, P. E., Messenger, N. Melb.
Crawford, T. W., Ganger, Elmore.
Coles, H. J., Platelayer, Flinders St.
McKay, J., Skd. Labr. Flinders St.
Mills, T. J., B'maker, Spotswood.
Munro, J. W., Clerk, Senior Timekeeper.
Parker, J. A., Repairer, Bairnsdale.
Riley, W. M. L., Moulder, N. Melb.
Webster, T., Fitters Asst., N. Melb.

TRAFFIC BRANCH
Dunn, J., Ldg. Shunter, Korumburra.
Earl, F.J.O., Clerk, Flinders St.
O'Callaghan, D. P., S.M., Mildura.
Villiers, J. C., Clerk, Murtoa.
Widdicombe, L. W., Timetables Officer, Head Office.
Wills, W. L., Guard, Bendigo.

ROLLING STOCK
Attenbourgh, G. H., Driller, Newport.
Arnold, W. H., B'maker, Newport.
Askwith, J. A., Eng. Driver Ballarat Loco.
Anderson, R. H., Elec. Loco. Asst., Jolimont.
Bond, R. A., Eng. Driver, N. Melb. Loco.
Bathols, N. G., Moulder, Newport.
Cutts, A. H., Fitter's Asst., N. Melb. Shops.
Coe, H., Minor Machinist, Newport.
Campbell, W. G., Battery Attdt., T.L. Depot.
Day, L. E., Fitter's Asst., N. Melb. Loco.
Dee, M. J., Car Pntr., N. Melb. Shops.
Docherty, P. T., Car Clnr., Jolimont.
Fowler, H. R., E.T. Driver, E.R. Depot.
Heathcote, R., Car Bldr., Jolimont.
Hubbard, B. J., E.T. Driver, E.R. Depot.
Johnson, H., Turner s Asst., Newport.
Kilmartin, W. J., Fitter's Asst., N. Melb. Loco.
Lincoln, F. G., Fitter's Asst., N. Melb. Shops.
Lord, S. W., Fitter's Asst., Ballarat Loco.
Mullen, C., Eng. Driver, Numurkah.
Messenger, H., L.H. B'smith, Ballarat North.
Mills, P. E., B'smith, N. Melb. Shops.
O'Hehir, E. J., B'maker, N. Melb. Shops.
McIntosh, J. W., E.T. Driver, E.R. Depot.
Ryan, J. N., R.G. Repairer, N. Melb. Shops.
Roberts, A., C'smith's Asst., Ballarat Nth.
Richards, F., Fitter's Asst, Newport.
Thomson, A., Welder's Asst., Newport.
Titheridge, F. W., Iron Machinist, Newport.

. . . AND DEATHS

ROLLING STOCK
Elliott, F. E., Fitter & Tnr., T.L. Depot.
Greig, A. C., Lad Labr., Newport.
Hamilton, H. S., Car Bldr., Newport.
McMillan, L. H., T.C. Attdt. (Driver), Newport.
Sayers, H. G., Springmaker, Bendigo Nth.

STORES BRANCH
Bilan, S., Skd. Ladr., Laurens-st., Depot.
Masterton, J. G., Storeman, O'head Maintence Depot.

TRAFFIC BRANCH
Hutchison, T. D., Clerk, Camberwell.

ELECTRICAL ENGINEERING BRANCH
Young, L., Shift Electn., Newmarket.
Harding, G. E., Shift Electn., J'mont Sub-Station.

WAY AND WORKS BRANCH
Dwyer, M. A., Labr., Wangaratta.
Fitzgerald, M., Skd. Labr., Flinders St.
Marinoy, C., Labr., Special Works, E. Melb.
Muldoon, H. N., Flagman, Laurens St.
Randino, S., Labr., Spencer St.
Robinson, R. A., Ganger, Yallourn.
Stone, C. S., Labr., Ballarat.

"VERY GRATIFYING"

WRITING to the Minister of Transport (Sir Arthur Warner) on August 27, Mr. D. M. Pace, Departmental Manager, J. Langlands & Sons Pty. Ltd., General Merchants, Horsham, said:

"During the past thirty-nine years it has been my pleasure to have managed several departments in this firm. As I have reached the retiring age, I shall relinquish this position this week. Before doing so, I should very much like to congratulate the Victorian Railways (especially the Horsham Branch) for their splendid co-operation over these years. Wishing your Department every success in the future."

Before passing this letter to the Commissioners for notation and circulation to the staff concerned, the Minister replied to Mr. Pace:

"Usually my desk is piled up with letters from people who want to increase our losses by lowering fares, or requests for freight reductions, or requests for a better service, etc., and it is indeed very gratifying to find that somebody has the courtesy to sit down and say "thank you" to the railways. I will certainly see that your letter of commendation is passed on to the right quarters."

Money-savers

FROM the Victorian Railways Institute comes news of a "discount allowances" scheme under which members and their families can get reduced prices on a great variety of goods from private firms. Baby carriages, hearing aids, toys, motor mowers and floor coverings are only some of the 54 items on which discounts can be secured.

Mr. W. E. Elliott (General Secretary) stresses that only members and their families are eligible, on production of signed V.R.I. purchasers' cards. Members should write or call at the Institute for further details of this money-saving scheme.

RON BAGGOTT'S SPORTS PAGE

INTRODUCING :

V.R.I. Sports Secretary Ron Baggott who, in future, will write this page. Ron is well known as :

- a champion centre half-forward with Melbourne, including their three premiership sides of 1939-40-41
- an interstate footballer
- captain and coach of Brunswick (association) team
- a cricketer with the V.R.I. and with Northcote in the district competition.

Because of his close interest in all phases of sport covered by the Institute, Ron's jottings and comments should be authoritative and stimulating to all railwaymen keen on sport.

Train for Soccer Team

INCREASINGLY, sporting bodies are appreciating the relaxing benefits of rail travel. The latest is the junior section of the Victorian Amateur Soccer Association, 13 players and two officials of which left for Sydney, last month, by *Spirit of Progress*. They returned by *The Daylight*.

Manager of the team is Mr. J. Threlfall, a clerk at the Melbourne Yard. An ex-Royal Navy man, who survived a corvette sinking in the Battle of the Atlantic, he came to Victoria eight years ago, having been chosen on a departmental recruiting mission then in England.

Spotswood Storehouse Sports

LUNCH time sport at the Spotswood General Storehouse is helping to weld the staff into "a happy family," as Senior Storeman W. H. Pascoe says in a note to *News Letter* last month.

"Battinton"—using a shuttlecock and a bat— is played on a court in an area made available by the Storehouse Management. Doubles and singles are contested, with players and spectators alike getting plenty of thrills and enjoyment from the games...real lunch-break relaxation.

By fortnightly contributions, shuttlecocks and broken bats are replaced and, to underline the growing strength and popularity of the competitions, it is hoped to have a social evening at the end of the year.

Table Tennis

BY combining a "Presentation of Trophies Night" with a Farewell Party to the interstate team that went to play at Brisbane last month, the V.R.I. Table Tennis Association had one of its most enjoyable functions, on September 3.

Messrs. G. F. Brown (Commissioner), L. J. Williamson (Comptroller of Accounts) and F. Orchard (Comptroller of Stores) presented trophies and warmly congratulated the winners of various events held during the year. Mrs. Orchard made the presentation of a trophy to Spotswood No. 1 Ladies team.

Proudest man at the function was Mr. P. Coates because as President, he sees the interest in table tennis growing. In the metropolitan area are 95 playing members, with 13 men's and seven ladies' teams competing in inter-branch competitions. The sport is also flourishing steadily in country areas, where at least 100 railway men and women are playing.

Even, Again !

RARELY, if ever before in any sporting sphere, has there been a tie for an event in successive years—and with the same people concerned. It did happen at the V.R.I. (Dimboola Branch) Wimmera Golf Championships on August 24. Mrs. Tolliday (Dimboola) and Mrs. Richards (Stawell) were responsible for these exiting finishes to the Associates event in the women's Championships. Both have the same handicap (19), too—and both now have a trophy to remember this very unusual occasion. Rain prevented further play to decide the winner.

Lucky Country Golfers

FOR Country Golf Week, at Aspendale, between September 8–11, players and onlookers were rewarded with ideal weather. This, combined with the keenness of competitors and the pleasure-giving social functions, gave the 86 players a most enjoyable four days.

Messrs. E. H. Brownbill (Chairman of Commissioners) and F. Orchard (Comptroller of Stores and V.R.I. President) attended the opening and appropriately welcomed players.

Results : Teams' championship—Bendigo d. Shepparton, four games to one. State railway open, Country open singles and Country Railways Singles—all won by Stationmaster H. Fletcher, of Tallarook. Albert Patford, of Ballarat, will long remember the occasion, for he won three trophies, including the Rossdale Cup.

Smiling Bryan Martyn at work on the undergear of a "Harris Train".
Photo : "The Melbourne Herald"

Finalist Footballer

TO wear the guernsey of a League football team and dash on to the world-famous Melbourne Cricket Ground arena, to be greeted by 70,000 waving and exultantly roaring people awaiting the start of a League semi-final football match—what does it feel like... out there...at that very moment ?

Equipment Examiner Bryan Martyn, of the Jolimont Workshops, has an answer. He was in North Melbourne's first ruck when they excitingly defeated Fitzroy on August 30, and when they, in turn, were beaten by Collingwood, two weeks later. He says, according to a friend, "nerve-tingling ; startling ; and unforgettable." In the Fitzroy game he had the very first touch of the ball when, from the centre bounce, he leapt high and punched the ball towards his forward zone.

Six feet three tall and weighing 15 stone 8 lb., the fair-haired Bryan is conspicuous even among other giant footballers.

On The Carpet

SPORTING facilities at the V.R.I. seem almost endless in their variety. For example, Carpet Bowls. Recently the Country Competitions were held in Melbourne, when 200 men and women, from 10 country centres, showed their enthusiasm for this pastime.

Victor in the men's teams' championship was Ararat No. 1 team ; in the ladies' teams, Maryborough No. 3. Success of the competitions indicates likelihood of the 1959 tournament being again held in Melbourne.

Wholly set up and printed at the Victorian Railways Printing Works, Laurens Street, North Melbourne, for the Publishers, The Victorian Railways Commissioners, Administrative Offices, Spencer Street, Melbourne. 2594—58.

VICTORIAN RAILWAYS

NEWS LETTER

NOVEMBER

VR

1958

THE MONTH'S REVIEW

Hot News

A VERY comforting announcement for 280 h.p. diesel rail-car passengers emerged from the Department last month. Now, a modern heating system is to be installed in these cars, the first being on the 6.45 p.m. from Melbourne to Wangaratta on October 9.

Heaters are beneath the floor of the guard's van of each saloon. Warm air is taken by ducts and discharged through openings into the compartments. In the summer, the heat will be switched off and the fan of the system used to circulate cool air throughout the rail-car. Passengers will appreciate this development because, previously, electric heaters were placed in the cars overnight. After the vehicle departed next day, heating was dependant on hot-water circulating through pipes from the engine cooling system.

Relatively minor as this development appears to be, it nevertheless underlines the Department's aim to use every opportunity for better rail travelling.

Give It A Name

FOLLOWING the development of the tray-type container for rail-road transport, September *News Letter* offered a £10 prize for the first received suitable departmental name that would cover such co-ordinated traffic. Many suggestions have been received, but since the tray idea a number of firms have considered covered and semi-covered containers.

It was felt, therefore, that the competition should be widened to seek a name embracing both tray and/or container units, or any other similar unit that might be developed by firms.

So, if you have any further ideas for a short, catchy name (with a definite rail angle) send it to the Chairman, Public Relations and Betterment Board, Railway Offices, Spencer Street, before December 15. Names already submitted have retained their order of priority, should two similar suggestions be received.

Travelling and Eating

MOBILITY of the department's refreshment services was expanded last month when a trolley food service was put on the *Mildura Sunlight*. It is available between Melbourne and Ouyen—for 288 of the 351 mile journey in each direction. The trolley has a tea urn, sandwiches, biscuits, confectionery and cigarettes.

This new amenity adds to the already high standard of travelling comfort on the *Mildura Sunlight*. Invariably, passengers praise the superb travel conditions assured by the modern, saloon-type carriages. Above all, they enjoy the benefits from air-conditioning.

Added to these features are the wide windows through which passengers can see the many eye-pleasing pictures of varied primary production as the train figuratively flows on in daylight, each way.

In brief, this train fortifies the department's slogan : " There's No Driving Strain when You Travel By Train."

Why Tourists Travel

IN Europe, it is 40 per cent business and 60 per cent pleasure ; in the Caribbean, 20 per cent and 80 per cent ; and in the Pacific, 61 per cent and 39 per cent. This analysis of travel, by the International Travel Research Institute, is significant, it says, "because interests can shift and change, are seasonal and sporadic. But pleasure is a constant and, if a tourist is travelling for curiosity and pleasure and a sense of holiday, there is a fundamental foundation for travel business ".

The Institute adds that important as it is that visitors come to Australia on business, the basic long-term thing wanted is that they come on pleasure.

As a postscript, *News Letter* points out that the Department, through the Victorian Government Tourist Bureau and many overseas channels, is continuously stressing Victoria's tourist, pleasure-giving claims. One important traffic-stimulator is a colourful poster specifically designed for overseas shipping and travel agencies.

Fashion Note

HIGH fashion magazine " Vogue in Australia " recently featured models wearing latest hats and frocks in Victorian Railways settings—signal box, station platform, and rail tracks.

Said " Vogue " : " As a symbol of the right lines, we have used as our backgrounds various aspects of the Victorian Railways, one of whose crack trains symbolises the whole approach—*The Spirit of Progress.*"

Wherever practicable, the Department is happy to assist in such ventures. It all helps to keep the V.R. in the public eye, in an age when every medium for publicity is eagerly sought by all transport operators.

Debut of *The Railwayman*

PUBLISHED by the New South Wales Government Railways for its staff, *The Railwayman* made a splendid debut as a monthly journal on September 1. It consists of four pages, each 11¼" x 17½" deep and, printed on art paper, it carries illustrations on every page.

It contains a variety of local N.S.W. railway items, covering many developments, and devotes nearly a page to the sporting activities of railway personnel.

In introducing *The Railwayman*, the Commissioner (Mr. N. McCusker) said, in part :

> " It is important in every large organization that there should be some means of interchange of information between members making up its personnel. The absence of a ' House Journal ' has been particularly noticeable in the N.S.W.G.R., because the widespread nature of its activities renders impossible personal contact between all members of the staff."

In endorsing that statement, *News Letter* extends warm and friendly greetings to *The Railwayman*, coupled with the hope that complete success lies ahead for it.

Breath-taking, Really

ACCUSTOMED as we are to orchids for our tourist publicity efforts, our reactions to the following comment by the Columnist of the *Brisbane Courier-Mail* can scarcely be described, since Queensland, with its " Fabulous Gold Coast," has captured the interest of people throughout Australia and beyond. Here is what he said in a recent issue :—

> " Victoria could snatch the prize as our No. 1 tourist State the way they're going down there—now the Victorian Railways have joined in the tourist-luring campaign by publishing a guide to every fishing spot they've got . . . . "

Of course, the Victorian Railways have been in the " tourist-luring field " for decades, but we can forgive the Columnist for thinking otherwise. It was so nice of him to give " Fishing In Victoria " (price 6d. at all railway bookstalls and the Victorian Government Tourist Bureau) such a boost.

FRONT COVER

The club car is an added feature on *The Daylight*—Australia's fastest train—on the Melbourne–Albury section of the run to Sydney. It has an observation saloon and club room : in the latter, light refreshments with tea, coffee or other beverages are served. Wide landscape windows offer passengers unrivalled views of the passing countryside.

R.A.A.F. earth-moving equipment on its way to Sale. A special train of 19 bogie wagons was needed to transport the vehicles, some of which were 11 ft. 2 in. wide. Whether it be a trainload of such equipment or a carton of groceries, the railway is the best way.

OUT FOR BUSINESS

THE drive to gain more and more business for the railways is not confined to just selling transportation. Wherever there is enough business to warrant it, special vehicles are being designed and built to carry specific commodities.

IN the July issue of *News Letter* there were illustrations of the rail-a-trailer wagon and the bulk cement wagon ; in the August issue, the prototype wagon for motor cars and the insulated tank wagon for chemicals. Box wagons for palletised loads were featured previously.

At present, Rolling Stock engineers are designing a wagon capable of carrying heavy stators for the State Electricity Commission and for other heavy lifts. This vehicle will be 94 ft. 6½ in. long over coupler pull lines, and will have two 6-wheel bogies. It will carry loads up to 150 tons.

Liaison between Commercial Agents, the Commissioners' Representative, Transport Regulation Board, the Chief Traffic Manager and Rolling Stock engineers plus co-operation with consignees is stimulating traffic and providing information that will allow still more to be gained.

In a number of instances where it has been said that a particular commodity could not be carried by rail, tests have been carried out to find the reason for this. Results have, in some cases, shown that the railways can handle the product satisfactorily and speedily, and the traffic is now going by rail.

As well as providing special vehicles, the Department has also provided special freight containers. In addition, consignees are developing special containers for their own products. One such container is that for bringing liquid fats from Sydney to Melbourne. This was illustrated in the August *News Letter*.

Speaking of this container, a representative of the company concerned said : "Rail transport in these bulk liquid containers has proved an outstanding success and far outstrips service provided by road hauliers." He also commented favourably upon the adaptability, accessibility and ease of handling the units in addition to the regularity of transit by rail.

Interest in containers of all types is growing. The latest to be developed is the Lennon Mobilvan, designed by a large road haulage firm for road-rail transport. This container is 21 ft. 10 in. long, has a cubic capacity of 1,300 feet, and a loading capacity of 12 tons. It has removable side panels and pillars to enable fork lift loading and unloading.

Latest development in U.S.A. is the use of rubber containers for the carriage of plastic materials. These are collapsible. Specially fitted wagons are provided for their carriage. The possibilities of the use of similar containers in Victoria is being investigated at present.

In these and in other ways the Victorian Railways are intensifying their campaign to gain still more of the traffic which has been moving by road. Only by getting this traffic can we make headway.

PUBLICITY preceding the introduction of *Spirit of Progress* was comprehensive and colourful. This striking poster (above) was a landmark on stations. Booklets and press and radio advertising, supplemented by special newspaper articles and pictures, also served to implant the train in the hearts and minds of the public.

FAMOUS TRAIN 21 THIS MONTH

"I HAVE much pleasure in presenting you with this key which will open the doors of this train to the citizens of Australia." Standing beside a door of the parlor-observation car, the late Sir Harold W. Clapp (then Chairman of Commissioners) spoke those words quietly to the late Mr. A. A. Dunstan (then Premier of Victoria). That little ceremony had immediately followed the naming and launching of SPIRIT OF PROGRESS on November 17, 1937. It went into service on November 23 — 21 years ago, this month.

From this flashback, with pictures, NEWS LETTER hopes that some memories will be revived of the train that set a new high standard in rail travelling comfort, and which is still amongst the world's smoothest-riding trains.

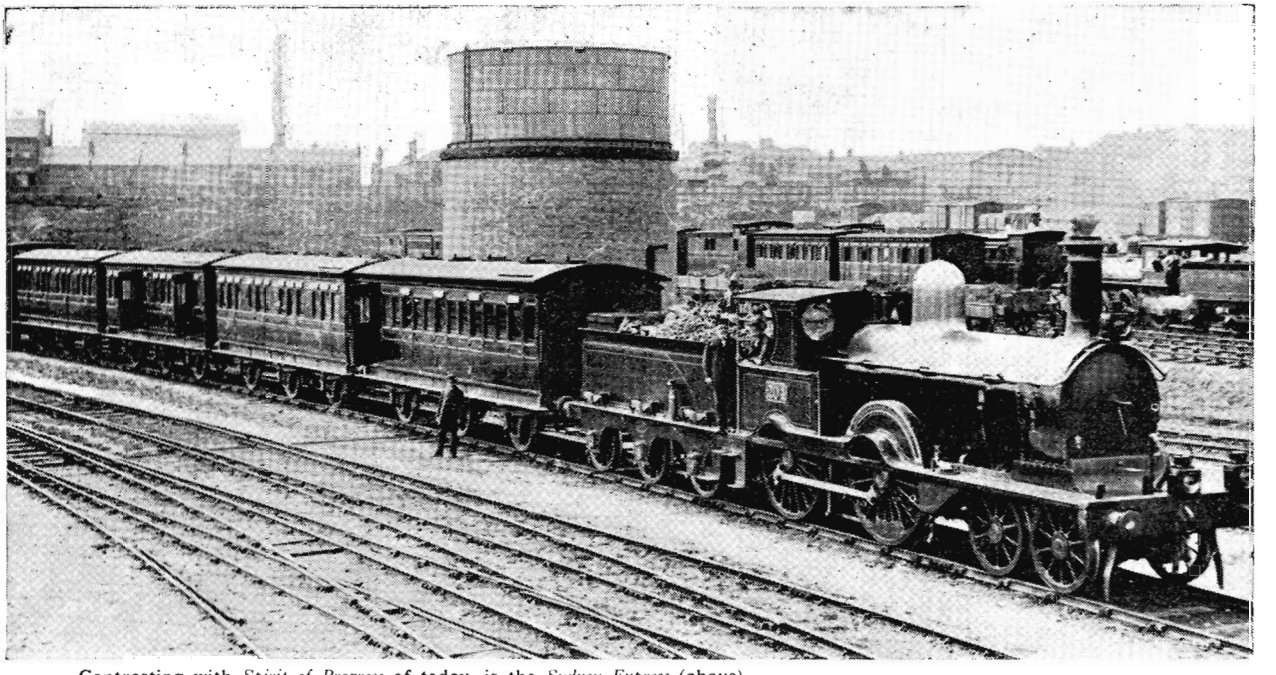
"Scenic Dining" is the apt description of an experience in *Spirit of Progress* dining car. For both dinner and breakfast there is an a la carte service, and, if desired, drinks with meals. Dining in the car is most enjoyable against a panorama of ever-changing scenery. Forty-eight persons can be seated at one sitting.

IT was the first streamlined, completely air-conditioned, all-steel train in the Southern Hemisphere—and destined to be among the many "firsts" by the Victorian Railways. Cor-ten steel, a durable alloy with tremendous strength, made its bow in Australia, in the building of that train. It saved 6½ tons weight on each car.

There are many little-known facts about *Spirit of Progress*. For example, speculation about the name mounted as the day of launching approached. When the name was announced, Lady Clapp was especially proud, as it was her choice.

Sir Harold Clapp was personally consulted on all constructional details, and he made frequent visits to the Newport Workshops, while the train was being built.

Conceived after his overseas visit in 1934, *Spirit of Progress* was his "baby," and so satisfied was he with the Victorian railwaymen who designed



Contrasting with *Spirit of Progress* of today is the *Sydney Express* (above) in 1885, standing in the Spencer Street Yard and hauled by A204 locomotive. Below (at right) is an S class steam locomotive, before it was streamlined to draw *Spirit of Progress* . . . a picture to gladden the hearts of all steam locomotive enthusiasts.

and built it, that they were guests on one of the train's earliest trial runs to and from Geelong.

When the sleek blue and gold streamlined train slowly drew into No. 1 Platform, Spencer Street, on November 17 for its naming and launching ceremony, the decorated surroundings were thronged with people. On a dais were the Chairman and his fellow-Commissioners (Messrs. N. C. Harris and M. J. Canny), the Victorian Premier, and Mr. R. G. Menzies, then the Federal Attorney-General.

Keynote of all the speeches was praise for the skill of the Newport Workshops railwaymen who, from 60 different grades of occupation, had combined to produce such a magnificent train.

Before going into regular daily service between Melbourne and Albury, *Spirit of Progress* was opened for inspection at Spencer Street, as well as Ballarat, Bendigo, Geelong and Castlemaine. Nearly 56,000 people availed themselves of this chance to see inside a train with the very latest travel refinements.

Interest in the train spread to all parts of Victoria and beyond. Even the then four-page *News Letter* captured some of the excitement of the occasion ; the souvenir issue following the launching was printed in blue ink.

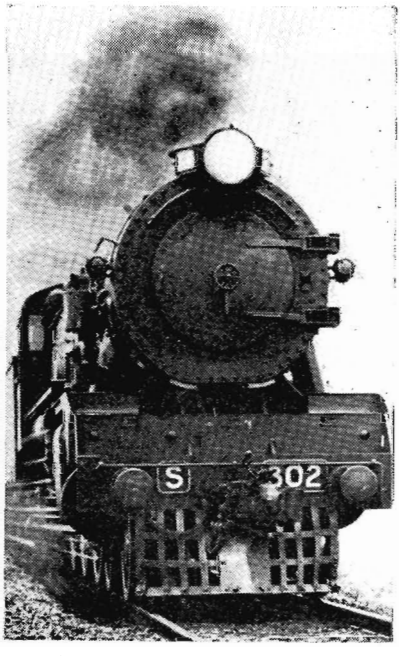
For 21 years *Spirit of Progress* has carried out its great transport task, day after day— and it has never been halted by weather vagaries. In that time, it has covered about three million miles of non-stop running on the 190-mile-each-way trip between Melbourne and Albury.

Most significant development in its 21 years of operation has been the supplanting of S class steam by diesel-electric locomotives. This happened in 1954. Though aware of the tremendous advantages of modern locomotive units, there are many people of all ages who nostalgically recall the majestic sight of the giant S class steam engines, when they hauled the train. Top speed is 70 m.p.h. and a mile a minute is averaged for much of the 190-mile journey. *Spirit of Progress* was the fastest train in Australia until *The Daylight*, which runs between Melbourne and Albury, claimed that distinction.

Spirit of Progress has always been far more than a train. It has been and still is a symbol of achievement, an expression of service that continues throughout the Department, today. *News Letter* confidently presumes to reflect the thoughts of many thousands on November 23 next, by saying: "Many, many happy returns of the day."

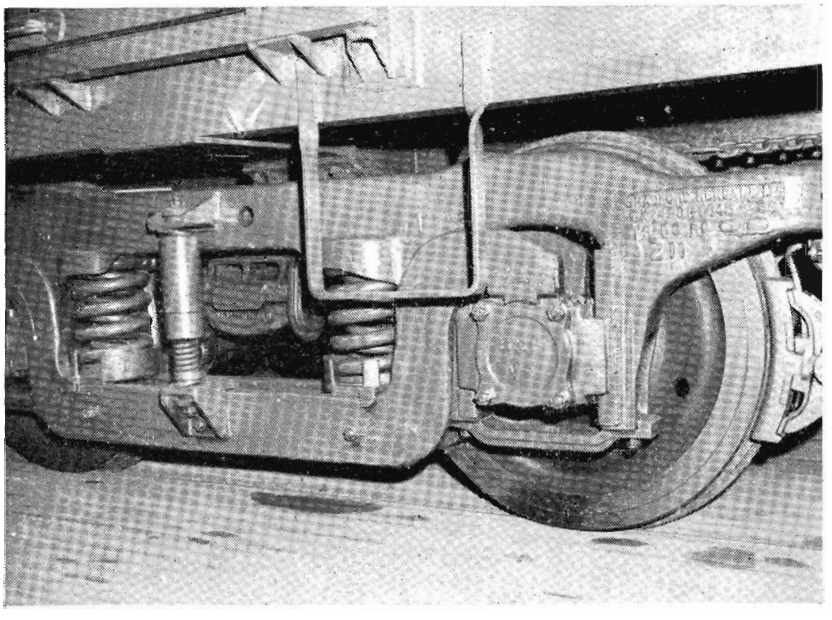
Celebration Plans

PLANS by the Department to celebrate the 21st birthday of *Spirit of Progres* on November 23 were, as this issue went to press :



- baking of a giant birthday cake, a slice to be handed to each passenger in a souvenir serviette
- a head board on the front of the locomotive
- Newport Workshops Band to play "Happy Birthday" and other numbers, on arrival of train at Spencer Street from Albury
- half-page advertisements in the two Melbourne morning newspapers on November 24
- making a documentary film of the occasion.

MILDURA OVERNIGHT EXPRESS FREIGHT TRAIN SUCCESS



CLOSE-UP of a new BX type cast-steel roller bearing bogie on a BP wagon for operation on high speed freight services. Main feature is all coil spring suspension with a spring bolster. Damping of the coil springs is carried out with friction shock absorbers.

BESIDES its enormous output of dried fruits, Mildura and district is noted as a citrus-growing area. Here is a scene in a packing shed where oranges and lemons are graded and packed for transport all over Australia.

SPECIAL high speed wagons fitted with passenger-type bogies (enabling them to operate at passenger train speeds), combined with B class diesel-electric locomotives are responsible for the spectacular goods train service started last month in each direction between Melbourne and Mildura.

RUNNING on three days a week and supplementing the normal two-way six-trains-a-week goods train service, the new schedule provides for the 351-mile journey taking 11 hours on the "down" journey, and 10 minutes more on the "up." Scheduled load is 400 tons.

On the way to Mildura, trucks are dropped off only at Hattah, Carwarp, Redcliffs and Irymple, and loading is picked up at those stations only on the trip to Melbourne.

Except stops for a minute or so at Ballarat, Bealiba and Donald for crew-changing, the train runs express for 310¾ miles each way between Melbourne and Hattah—*and can be regarded as the longest express run of any passenger or goods train on the V.R. system.*

One B class locomotive does the complete trip from Melbourne and another one takes over for the return journey.

The new service came at a time when the citizens had just been told in a leaflet what can happen, if the transfer of patronage from rail to road continues.

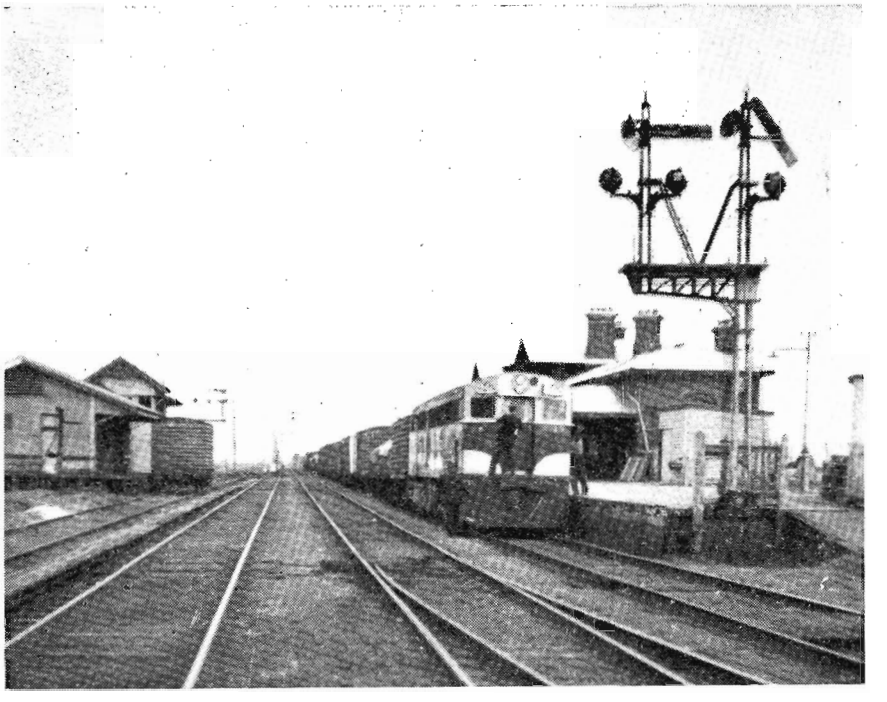
Although the new service has been in operation only a short time, it is already attracting new traffic and the indications are that its continuance will be more than justified. In fact, consideration is being given to extending the experiment to other lines.

Use since early this month of specially adapted refrigerated wagons, fitted with the passenger-type bogies, is a further attractive feature of the new goods train service.

These wagons have been divided into three independently iced compartments varying in size for the conveyance of perishables, such as fish, butter and ice cream. As the perishables are kept in separate sections, there is no risk of contamination and their freshness is assured.

SERVICETON NEARLY NOT OURS

ALTHOUGH the final rail connexion between Dimboola and Serviceton was not completed until January 19, 1887–thus forming the first rail link between Melbourne and Adelaide–Serviceton station was already operating as a South Australian Railway establishment.



BECAUSE of one gauge (5 ft. 3 in.) between Victorian and South Australian stations, transfer of passengers or goods is not necessary at Serviceton. Transposition of V.R. and S.A.R. locomotives is all that is involved. This picture shows a South Australian locomotive drawing a goods train from Melbourne out of Serviceton.

WHEN it was built, Serviceton station was thought to be in South Australia. A check survey of the Victorian border disclosed, however, that it was actually in Victoria, but only by a mere half-mile.

South Australia was not prepared to give up its brand new station without a struggle and only after a Privy Council judgement was Serviceton finally "given" to Victoria with what had become known as "The Disputed Territory."

The station is typical of the solid 19th century buildings which occur over the Australian countryside. Of brick construction it is unique. It has dungeons below platform level where convicts were housed while being transferred between the two states.

Wool, wheat and oats are its main traffic in season. Giant grain elevators are near the station. Transport of sheep to Serviceton for agistment is a good source of revenue.

Serviceton's two-state atmosphere is emphasized in the signal box where separate clocks indicate South Australian and Victorian times, while close liaison is maintained between the two services through the Stationmaster.

An interesting relic of Serviceton's early history is the Lost Property Book, the first entry being on April 16, 1887. The article found is described as "1 pp" which, in railway parlance, means one paper parcel. The book records that no address was shown and that "it was handed to the railway staff at Nhill."

Parasols, walking sticks and umbrellas are frequently mentioned in subsequent entries indicating that, although our ancestors may have worn embroidered waistcoats and sported side whiskers, basically they were the same as we are now.

When *The Overland* arrives from Melbourne and Adelaide, Serviceton becomes the scene of efficiently organised activity round about 3 a.m. While passengers peacefully continue their slumber, the Victorian locomotives are taken off and their South Australian counterparts quietly coupled up, and vice versa.

The same operation takes place as the various interstate fast goods trains continue their way over the border.

To most train travellers Serviceton is the half way station on their interstate journey, but railway people like to regard it more romantically as the gateway to the West.

Pride of Serviceton is the new building housing the local Branch of the Victorian Railways Institute. It was officially opened on October 17 by Mr. E. H. Brownbill (Chairman of Commissioners). Messrs. G. F. Brown (Commissioner) and F. Orchard (Comptroller of Stores and V.R.I. President) also went from Melbourne.

In the construction, furnishing and equipping of the building, the Commissioners, the Public Works Department, the V.R.I. and local residents, through the Serviceton Public Hall Committee, contributed towards the cost. Non-railway residents are represented on the Committee of Management and, of course, avail themselves, as members, of the facilities.

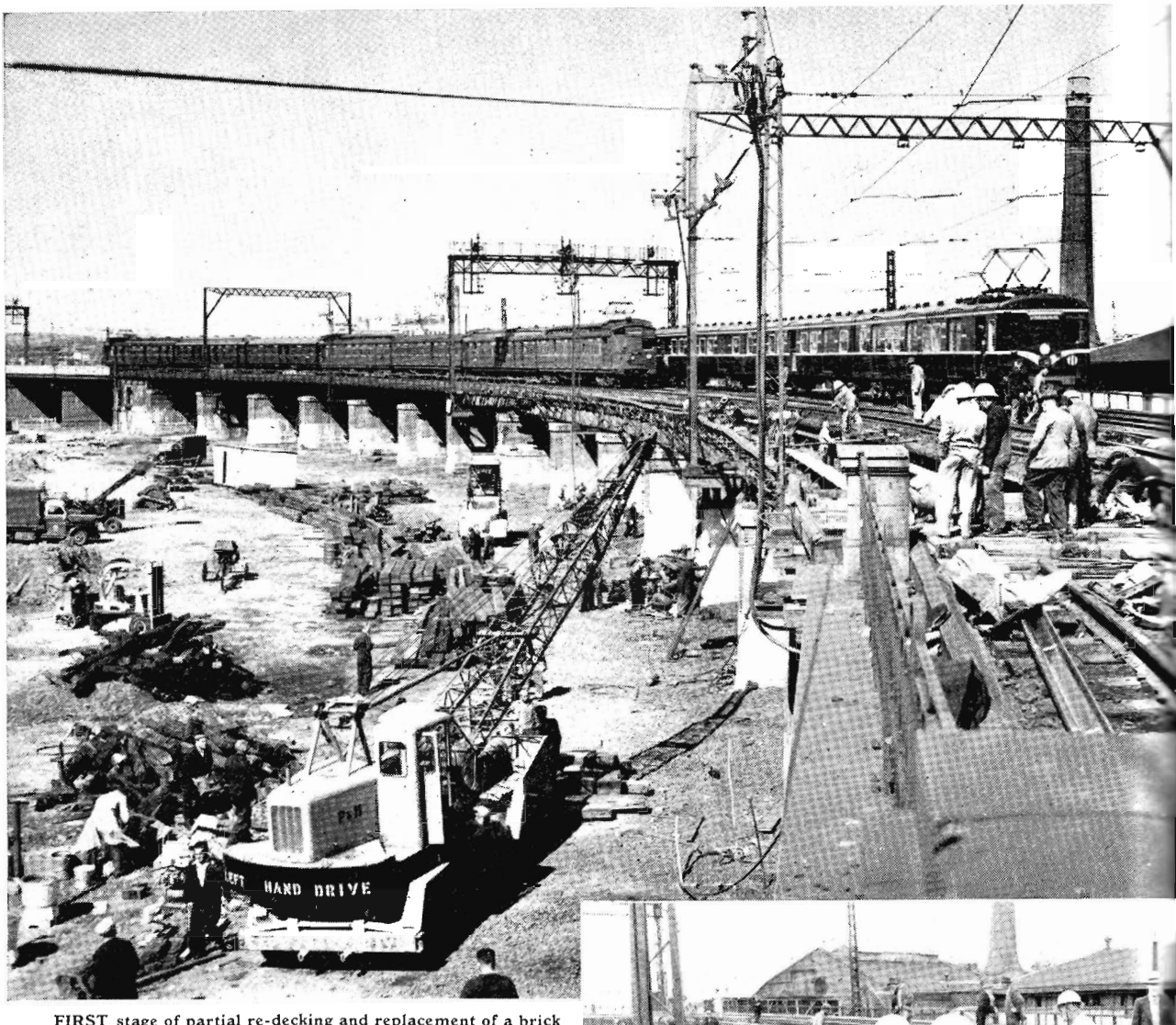
Structure consists of a main hall and supper room, a 400-book library and modern kitchen. A full-size projection room has been provided, as well as adequate stage and dressing room accommodation for producing plays, concerts and other social functions.

Serviceton's S.M.

STATIONMASTER R. H. Travers of Serviceton is the worthy descendant of a long line of railwaymen. Both his father and grandfather were stationmasters, the family association with railways having started with the Melbourne Railway Company in 1860.

One of Mr. Travers' most cherished possessions is a small black book with the title "Melbourne Railway Co. Rules, etc." While not so comprehensive as present day regulations, the book still has the same solid basis of safety as its theme.

Mr. Travers is President of the local Railways Institute and in his younger days was a keen footballer and cricketer. Naturally enough, with his railway background, he is a keen student of railway history. In his spare time he finds fishing, gardening and bowls sufficient to keep him fit and happy. As Mrs. Travers is also a fishing enthusiast it is not hard to imagine the main topic of conversation.



FIRST stage of partial re-decking and replacement of a brick pier on the curving Viaduct linking Flinders Street and Spencer Street stations, was carried out last month. Space left by demolition of buildings on the Flinders Street level (above) was used for assembling and hoisting material on to the Viaduct. On right is close-up of re-decking work in progress. Undertaking had to be carried out over a week-end, with a minimum of interference to rail passenger and goods traffic. The pier work, involving erection of a narrow steel and concrete column, is to give adequate road width for one of the approaches to the new King Street bridge over the River Yarra.

AROUND THE SYSTEM

MORE and more sporting bodies are appreciating the advantages of rail travel for the relaxing and " moving-about " features it offers groups. In a recent week, three VFL football teams, with their officials and staffs, travelled from Melbourne on *The Overland* en route to Adelaide and Perth. One of them—Collingwood, 1958 premiers—was caught in enthusiastic mood at Spencer Street station.

HISTORY was made recently by this group of railway enthusiasts when they took part in the first " out-of-the-way " rail tour organized by the newly-formed Australian Railway Exploration Society. The trip was to Carpolac beyond Horsham in the Wimmera district of Victoria.

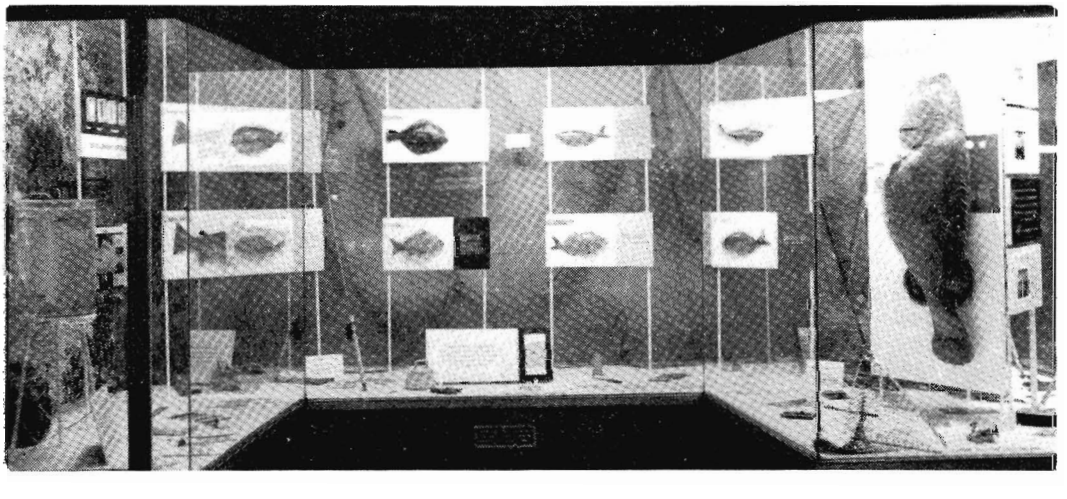
TOURIST BUREAU'S 50TH YEAR

ON the eve of completing, on December 3, a half-century of comprehensive service to Victoria's visitors and to Victorians themselves it was announced by the Honourable The Premier (Mr. H. E. Bolte, M.L.A.) that the Victorian Government Tourist Bureau would shortly pass from the control of the Victorian Railways to the newly-created Tourist Development Authority.

Throughout those 50 years, the Victorian Railways have conducted the Bureau's activities with such vigour and progressiveness that it is now Australia's biggest travel agency.

WITH its head office in the heart of Melbourne at 272 Collins Street, the Bureau has branches at Sydney, Adelaide, Ballarat, Bendigo, Geelong and Mildura. They give a full travel service, regardless of the transport chosen by the tourist.

ENTRANCE to the Victorian Government Tourist Bureau, between 1908–1923, at the corner of Collins and Swanston Streets, Melbourne. On the ground and mezzanine floors of this fine old building, promotion of Victoria's tourist traffic began in earnest 50 years ago, next month.



MODERN, eye-catching window displays for day and night viewing at the Victorian Government Tourist Bureau, have been potent traffic-builders.

"Fishing in Victoria" is the theme of this recent presentation in a front-and-inner window.

Apart from its free information service, revenue figures emphasize the way in which the travelling public relies upon it. Receipts at the Melbourne office, local and interstate Branches total nearly £1½ million a year. Of this, approximately 57% is for rail travel and the remainder for road and air bookings, accommodation reservations and so on.

Forerunner of the Bureau, as we know it today, was a humble Central Railway Booking and Inquiry Office at Flinders Street station in 1895 under the control of the late Mr. John C. Boyce, who had been a clerk in the S.M.'s office, Spencer Street. Its functions were expanded to include tourist inquiries and, in 1908, the first Victorian Government Tourist Bureau, with Mr. Boyce in charge, was opened at the corner of Collins and Swanston Streets, City.

Fifteen years later larger premises were taken over in Queen's Walk, between Collins and Swanston Streets. In November 1939 the Bureau was moved to its present location at 272 Collins Street.

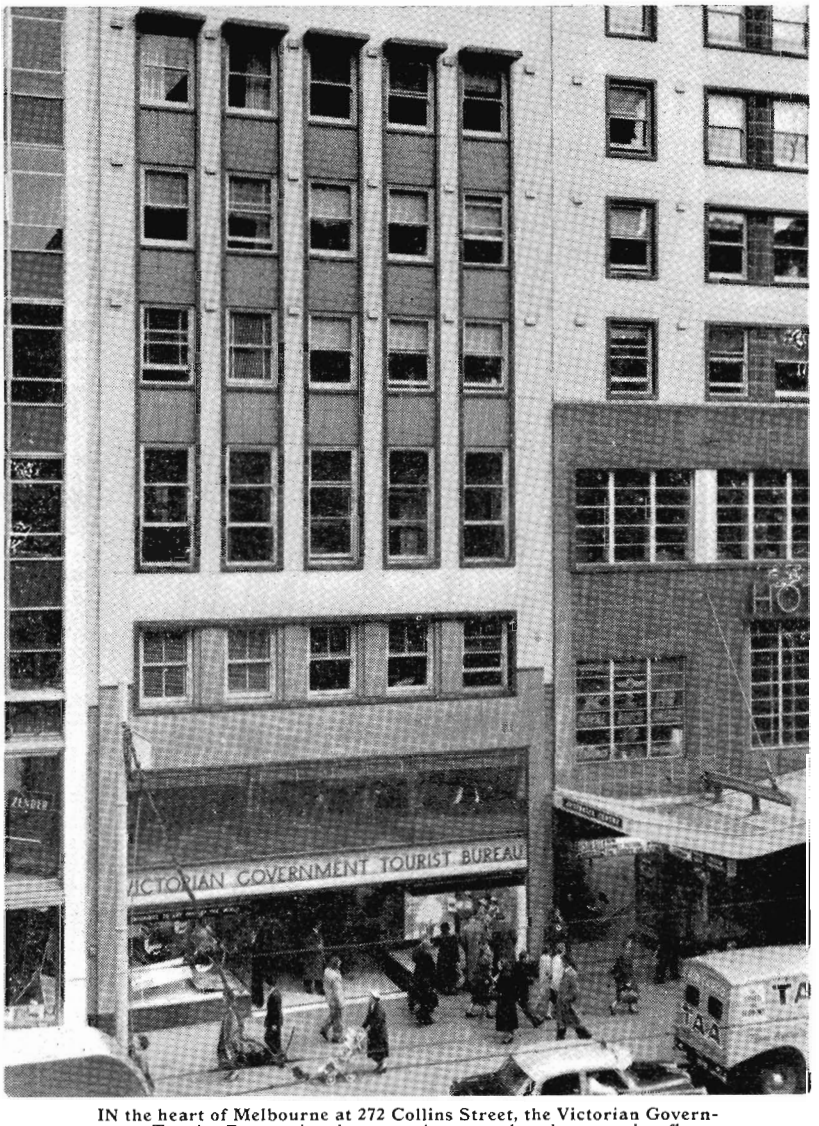
Tourism's Progress

Development of tourism is underlined by the fact that the Travel League (Victoria), in which the Bureau and Railways are represented, consists of over 100 travel organizations, with more than 200 individual members; 50 years ago, the then recently-created Tourist Bureau was the sole medium for promoting tourist traffic.

Today, the Bureau offers an unsurpassed service by arranging rail, road, air, or sea transport and accommodation bookings. For example, it books for:

- all leading hotels and guest-houses in Victoria and N.S.W.
- travel to any railway station in Australia
- all major road services operating intra and interstate, as well as local sightseeing buses
- air travel through Australia and to any airport in the world
- interstate and overseas shipping
- River Murray tours
- packaged holidays with all arrangements for transport, accommodation and local tours completed
- special week-end, public holiday, and extended tours by one or all transport services.

Another important function of the Bureau is the supply of information, without charge. A fully-manned telephone service answers over one million questions a year, with up to 7,000 on a busy day, reaching 12 to 14 a minute.



IN the heart of Melbourne at 272 Collins Street, the Victorian Government Tourist Bureau has been on the ground and mezzanine floors of this building since 1939. Architecturally, it provides a striking contrast with the earlier one, shown on the opposite page.

A general travel information counter deals with a bewildering variety of questions by a never-ending stream of callers, the scene at Christmas and Easter periods being reminiscent of a "bargain sales day" at a city emporium.

Over 30,000 letters seeking tourist and travel bookings and information are handled annually.

Tourist booklets and leaflets of all kinds to help the holidaymaker are on free issue at the Bureau, while there is a wide range of saleable publications and maps, all designed to facilitate the movements of tourists.

Outstanding among these is the Department's hotel, motel and guest-house guide for Victoria, "Where To Go." On sale at the Bureau (and Railway Bookstalls), it sets a standard for classified reference unequalled in Australia.

One of the milestones in the Bureau's history was the part it played during the Olympic Games in Melbourne in 1956. Besides handling inquiries and distributing literature, the Bureau had staff seconded to the colossal task of inspecting, recording and arranging accommodation for visitors in private homes all over the suburbs.

The change of control will not sever the Department's interest in the Victorian Government Tourist Bureau, as the Bureau will continue to provide the main mid-city point of sale for rail travel, and the Department will be meeting a substantial portion of the Bureau's operating costs.

HILLS RAILWORK PROGRESS ON £425.000 PROJECT

RESIDENTS in the area between Upper Ferntree Gully and Belgrave are understandably watching with interest the big works now proceeding on that section. They are estimated to cost £425,000.

When completed they will provide a direct electric train service to and from the city, thus eliminating the present changing from buses to trains at the U.F.T. Gully station.

IT is confidently predicted that the through train service, besides stimulating development in the area, will also lead to greater rail traffic.

Work consists of the re-alignment, conversion to broad gauge and electrification of the narrow gauge line over which the famous "Puffing Billy" ran for so many years.

Already much has been done. The line from U.F.T. Gully to Belgrave has been dismantled.

The wide, sweeping curve, long a landmark just beyond U.F.T. Gully, over which "Puffing Billy" used to struggle, will disappear.

In its stead will be a bridge, 114 feet long, about 30 chains east of the U.F.T. Gully station. Its concrete sub-structure (pictured in July *News Letter*) is about finished; the super-structure will be steel and concrete.

A beginning will shortly be made on the sub-structure of a bridge of similar design, but 190 feet long, over the main road near Kia Ora Avenue.

The existing timber bridge spanning the cutting west of the Upwey station will be replaced by a modern steel and concrete bridge, 110 feet long.

It is expected that this month will see the completion of a 90 feet long, "double barrel" culvert under the line at Ferny Creek. It will replace the present timber bridge.

Other new bridges will be built at Glenfern Road between Upwey and Tecoma, at McNicol Road between Tecoma and Belgrave, and another one over a deep gully about half way between Tecoma and Belgrave.

New stations will be built at Upwey, Tecoma, and Belgrave, and extensive re-arrangement is planned for the Upper Ferntree Gully station yard.

Present work is under the control of the Chief Engineer for Railway Construction, whose staff is building the bridges, while private contractors are doing the earthworks.

TRANSPORTED from Ringwood, ready-mixed concrete is being poured (right) for the culvert at Ferny Creek. New level of the track on this section will be about 20 feet higher than the existing one on which the vehicle is standing.

Earth moving equipment bringing the track down to its new level, is seen in this picture (below) taken on the 'up' side of Upwey station. Soil removed is being used to widen the road paralleling the line from Upper Ferntree Gully to Upwey.

AMONG OURSELVES . . .

Saw The World

TITLED "Out Of A Suitcase," an illustrated talk was given last month by Mr. R. A. Smith (Staff Board Secretary and V.R.I. Councillor) at the Institute's headquarters.

In the last of the series of talks for the year, he gave the highlights of his year-long 50,000 mile trip overseas on a staff recruiting mission for the Department. His tour took him through 23 countries, and it was clear from his talk that he had been a keen observer of many facets of life overseas.

Mr. Smith's comparison of the wages, conditions and living costs of railwaymen in England with those on the V.R. proved an eye-opener to his audience.

Pin-pointing the features which impressed him most, Mr. Smith named the gigantic engineering achievements in Switzerland represented by many railway tunnels, some 12 miles long, and the transmission of hydro-electric power in that country. "It is common to see pipelines and high tension transmission lines extending up the sides of 10,000 feet high mountain ranges," he said.

Construction by the Canadian Pacific Railways of the railway line through the Rocky Mountains ranked amongst Mr. Smith's indelible memories of overseas railways.

Knew His Livestock

RAILWAY Investigation Officer Jack Graham, who closed his colourful 38 years' service last month, is reputed to know more about livestock enquiries than anyone else in the railways. For 26 years he has, initially, probed all livestock claims.

An episode that brought him immediate promotion to the Investigation Branch, occurred in 1932 when eight sheep were missing at the Newmarket delivery yards. Not many, admittedly, but valuable and costly claims against the railways. They could not be traced, even by some of the best railway investigators.

Jack, who was then an experienced Live Stock Checker at the yards, was brought into the team of searchers, almost in desperation. His theory was that the sheep might be mixed up with those of another consignee. After skilled, painstaking inquiry he was proved to be right.

Some of Jack's greatest triumphs were in cases of poison allegedly killing animals while in rail transit. Reflecting the Department's thoroughness in handling all claims, he often had the graves dug up. He would then cut out portions of the stomachs and take them to the Government Pathologist for examination, very often, from claimants' viewpoints, with definite negative results.

THE NURSE IN GREY

Val Stephenson

QUALIFIED as an Army Nurse but, naturally, hoping that World War III will never engulf us, is Sergeant Val Stephenson. Here she is in her grey uniform as a four-year member of the Royal Australian Army Nursing Corps, C.M.F. At other times, she dons a blue and white office uniform as a Clerical Assistant in the Rolling Stock Branch, Spencer Street.

Those who know her say that the three stripes on both her arms, denoting leadership, rest easily and lightly on one so capable as Val. She likes nursing "for it's humanitarianism and, because of so many contacts, the enlargement of one's mind."

Val does practical nursing at the Heidelberg Repatriation Hospital on six Saturdays a year. There, she is under a famous World War II figure, Matron V. Bulwinkel, whose ordeal as a prisoner-of-war of the Japanese made the headlines. Weekly parades and 14 days' camp at Puckapunyal re-inforce her nursing knowledge.

A daughter of Metro. Rolling Stock Supt. E. T. Stephenson, she has had 13 years' V.R. service, having started at Ararat when Dad was Depot Foreman there.

Worthy as a postscript is the grand effort of Val and her fellow-nurses. Through their own contributions they put on a Christmas party for nearly 70 grateful aged pensioners.

Almost In Parallel

AFTER railway careers in fairly close parallel in the Way and Works Branch throughout more than 48 years, Messrs. T. F. Slattery (Chief Clerk) and D. E. Connell (Staff Clerk) retired last month—within five days of one another.

They were two top clerical administrators whose wide experience contributed largely to the smooth running of the Branch.

Mr. Slattery became Chief Clerk at the Spotswood Workshops in 1940, Assistant Staff Clerk of the Branch in 1946, Staff Clerk a year later, and three years afterwards, Chief Clerk.

For the first six months of his career, Mr. Connell was in the Transportation Branch. Joining the Way and Works Branch in 1910, he later spent 24 years in the Chief Clerk's Office. In 1947, he was appointed Assistant Staff Clerk to Mr. Slattery whom he succeeded as Staff Clerk in 1950.

Rail Squadron's Camp Success

HANDLING explosives, demolition, minefield laying and breaching, water supply, cordage knots and lashings, as well as the normal drill, and target practices with rifle, bren and owen guns. . . .

All this seems very remote from the conventional day-to-day work of railwaymen. However, that was what 78 of them, as members of the Railway Squadron, C.M.F. Supplementary Reserve Unit, did so successfully at another annual camp at Bandiana, under the command of Captain K. A. D. Smith, Engineer of the Machinery and Water Supply Division.

A four-day military railway exercise was conducted by four groups. Members were selected so they could gain experience in all phrases of railway operation. The exercise covered the organization of a civilian railway in a theatre of war; it included ordering of rolling stock, train graphs, working timetables, staff rosters, and planning the building of an intermediate block and crossing loop.

Everything was done in a most realistic way and it was no surprise that representatives of the Minister of Transport and the various Branches were keenly interested in all that they saw on a day's visit.

A limited number of vacancies exist in the Squadron for tradesmen, tradesmen's assistants, track staff and storemen, if they have no National Service trainee commitments. Further information is available from Mr. G. N. Murphy, Room 140a, Head Office.

Served His Fellow-men

MANY years of service devoted to the welfare of his fellow-men ended with the recent death of Mr. R. E. Hodge, Secretary of the Victorian Railways Mutual Benefit Society. At the time, he was 77 years of age, and, even then, was actively engaged organizing the Society's famous annual Railway Picnic to Ballarat.

For 25 years he was associated with the Federation of Salaried Officers (now the Australian Transport Officers' Federation), in which he was a Vice-President and a Federal Councillor, as well as being President of the Salaried Craftsmen's Division. As a Past-President of the Retired Railwaymen's Club he has striven to promote the interests of former railwaymen.

Mr. Hodge's railway career began in 1898 when he became an apprentice fitter and turner. When he retired from the service in 1946 he was a Foreman at the Jolimont Workshops.

Thanks

"TO the wash-room attendant at Spencer Street station and later the Doctor and first-aid staff who could not have been kinder or more helpful to relieve a most embarrassing situation when I suffeerd a severe nose bleed, travelling from Sunshine to Melbourne on October 15. I am most grateful to them."

—A. Watkin Wynne, of Riddell' Creek.

COMPLETES HIS 50 YEARS

DON PATRONI, Clerk in the Medical Division, photographed on October 20—the day he had completed 50 years' service in the Department. Although not a record, Don's achievement is nevertheless noteworthy, and *News Letter* joins with his many friends in heartily congratulating him. He reaches the retiring age in February next.

PRAISE FOR THIS V.R. ADVT.

THERE was quick support for the Department's recent advertisement (above).

A letter received, stated :—

" I wish to congratulate the Railways on their recent advertisement of a transport rounding a bend, with a motor car in difficulties. It is true they are a menace to the motorist on an interstate highway when the road is narrow or bad. They don't move off the centre of the road because their load might move to one side, as they are loaded to the hilt.

" They know if they don't move over, they're too big to get damaged or hurt, and the speed they travel rocks the car from the wind when they pass.

"They say you are using taxpayers' money against the transports. It's the taxpayer and country that depend on the railways when the country is at war, not the transports."

RECENT RETIREMENTS . . .

ROLLING STOCK BRANCH

Adams, L. A., Sailmaker, Newport.
Bassett, A. J., B'smith, Ballarat North.
Booley, H., U.G. Repairer, North Melbourne.
Clancy, J. L., Engine Driver, Swan Hill.
Duncombe, V.G., R.M. Rng. Offcr., H. Office.
Davies, C. H., Labr., Ballarat North.
Gingell, J. F., Ftrs. Asst., Ballarat North.
Hawkes, F., Ldg. L'Up and W'Out, N. M. Loco.
James, W. P., Car Bldr., Ballarat North.
Kennedy, H. A., Equip. Exmr., Jolimont.
Loy, J. S., B'makr., Newport.
McDonald, A. S., Engineer, Newport.
Morse, H. E., Ftr's. Asst., Newport.
Marvill, J. H., Tarp. Sew. Machnst., Newport.
O'Sullivan, T. L., Leather Worker, Newport.
Randles, A. H., Elec. Ftr., Jolimont.
Richardson, J., Fitter, Newport.
Sheers, T., Eng. Dvr., Ballarat Loco.
Smith, A. L. N., Shuntg. F'man., Nth. Melb.

TRAFFIC BRANCH

Arthur, F. G., S.M., Flinders Street.
Barnes, W. H., S.M., Victoria Park.
Boyle, S.P., Putter On, Melbourne Goods.
Gardiner, N., Passgr. Guard, Seymour.
Holden, T., Subn. Guard, Flinders Street.
Hurley, P. R. R., Sigmn., Elsternwick.
McKemmish, R. J., Goods Guard, M'borough.
McEachen, N. R., Asst. S.M., Nunawading.
Millichamp, N., Asst. S.M., Inglewood.
Morrison, J. G., Goods Guard, Wangaratta.
Pertzel, O. E., Cas. Labourer, Wodonga.
Purcell, T., S.M., Brunswick.
Peterson, V. A., Leading Truck Washer, Melbourne Yard.
Peters, Mrs. I. A., Stn. Asst., Strathmore.
Smith, A. E., Tkt. Exmnr., Spencer Street.
Wootton, A. L., Clerk, Melbourne Goods.

WAY AND WORKS BRANCH

Connell, D. E., Staff Clerk, Head Office.
Conway, J. H., Gas F'man., Nth. Melbourne.
Cattanach, N. L., Carptr., Flinders Street.
Donehue, A. A., Repr., Heywood.
Fleischer, O. V. G., Repr., Seymour.
Herbert, P. J., Plumber, Newport.
Jones, R. W., Skld. Labourer, Ballarat.
McCure, E. D., Works Sub-F'man., Ballarat.
Ryan, W. J., Repr., Bendigo.
Swain, G. L., Striker, Spotswood.
Slattery, T. F., Chief Clerk, Head Office.
Sharp, A. H., Pntr., Flinders Street.
Tillett, L. T. H., Repr., St. Kilda.
Trewin, H. R., Wks. Ganger, Oakleigh.

. . . AND DEATHS

TRAFFIC BRANCH

Curry, A. M., M. Lorry Dvr., Batman Av.
Jacgung, C. C., S.M., Tottenham.
Powell, H. A., Block Rcdr., Flinders Street.

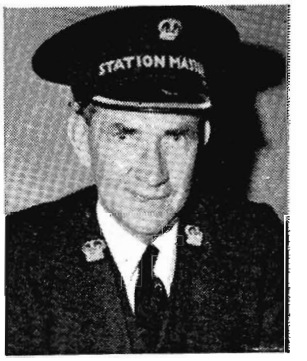
ROLLING STOCK BRANCH

Jupp, J. H., D.R.S. Supt., Seymour.

WAY AND WORKS BRANCH

Black, L. D., El. Mechanic, Spencer Street.
Double, R. D., Repr., Nowingi.
Stewart, D. R., El. Mechanic, Spencer Street.
Wilson, C. J., Repr., Ballarat.

STATIONMASTERS MET ROYALTY



STATIONMASTER A. G. JOHNSTON of Spencer Street (at left) after 43 years' service has assumed the mantle of senior stationmaster in the Victorian Railways. One of his enduring memories in a long career was when he had the honour of shaking hands with Her Majesty the Queen Mother, on her visit to Australia this year. Since he joined the service in 1915 as Lad Porter, Mr. Johnston has been stationed at Merrigum, Murtoa, Hamilton and Mildura. He has been at Spencer Street since 1956. He admits that he has never worried much about sport. In his own words : " when you are on a station in the country you don't have too much time left for sport." For a brief 18 months before joining the Department he worked with a joinery firm. His hobbies today? Gardening and joinery . . . Mr. J. B. Graham (right) started as a lad car cleaner in the Flinders Street Yard in 1914. Last month he left Benalla, to return to Flinders Street as its Stationmaster, to preside over one of the busiest single rail passenger stations in the world. In the intervening 44 years, he has steadily and surely widened his practical railway experience. The highlight of it all was his meeting, as S.M. Benalla, with Her Majesty, Queen Elizabeth II, when the Royal party was there in 1954. Suburban and country station working in many parts of the system preceded his appointment as a Traffic Inspector at Bendigo for four years. From there he took over the busy Benalla station as S.M. for five years. Mr. Graham's railway career was interrupted by service with the famous 8th Light Horse in the First A.I.F.

First-aider Never Hesitated

VALUE, in a crisis, of a first-aid knowledge was strikingly shown at Ballarat recently when Overhead Crane Attendant Roy Bromley (Ballarat North Workshops)—a 9th year first-aider—leapt swiftly into action after three people were seriously injured in a car—scooter collision.

Returning home with his wife and son on a Saturday afternoon, Mr. Bromley saw the accident at a street intersection. The scooter driver and his boy passenger were thrown about 30 feet into a gutter, where the car came to rest.

Four men lifted the car off the boy, who was found to have a complicated fracture of the thigh, with arterial bleeding. By pressure, Mr. Bromley controlled the bleeding while he instructed another onlooker how to take over so that he himself would be free to secure the fracture.

Mr. Bromley's son 'phoned the ambulance; his wife attended to the scooter driver, who had a broken arm; the woman car-driver had a broken wrist and suffered shock.

Commenting on the incident, Mr. K. W. McKenzie (Ambulance Officer) warmly praised Mr. Bromley for his promptitude and resourcefulness in aiding the stricken people. " No doubt," he added, " many other V.R. first-aiders are called upon in emergencies, away from the job, and I would like to hear of all such cases, in future."

25 Years at Elsternwick

A quarter-century of train signalling and level crossing gates operating at busy Glenhuntly Road ended last month for First-class Signalman P. R. Hurley. He retired after 45 years' service, including signalling at almost every suburban box, except the city stations. Quiet, home-loving Mr. Hurley was farewelled by his many friends, a rug (with something for his wife) showing their esteem for him. A brother, Signalman Bill Hurley, retired a few years ago.

His son, Signal Circuit Design Engineer K. Hurley, is keeping the name in current departmental records. He was dux of the senior class at the Railways Newport Technical College in 1954. Another brother, Darrell, was electric fitter-in-charge on the Signal and Telegraph maintenance staff a few years ago.

STORES BRANCH LOSES ABLE OFFICIAL

THE recent sudden death, at 63, of Mr. Stan Towns, Stores Branch, shocked his many friends. He was widely known, especially as he was President, Asian Transport Officers' Federation (Victorian Division).

Mr. Towns was in the Department for 45 years, broken only by four years' service with the AIF in World War One. He won the Military Medal, and gained his commission in the field.

At the time of his death, he was Prices Investigating Officer of the Branch, a responsible post involving detailed investigation of variations in costs of manufacturing in an amazing variety of items under contract to the Department. To that position he brought an extensive Stores Branch experience, backed by sound commonsense, and, in the words of a senior official, " Mr. Towns was a most valuable officer of this Branch."

PILGRIM'S PROGRESS

BECAUSE of the nature of his work, Chief Inspector C. W. Pilgrim, of the Railways Investigation Branch, is not altogether surprised if wrongdoers scornfully refer to him and his men in the most disparaging fashion. Mr. Pilgrim's delight can be imagined, therefore, when in his mail last month, a correspondent addressed him as " Your Excellency."

STATIONMASTER Les King (seen above) giving his last " all-clear " at Yarram where he was in charge for 19 years, before his recent retirement. News of his impending departure from the service led to many warm-hearted tributes to the way he had conducted railway business, and to the friendliness and teamwork he had nurtured amongst V.R. men at Yarram. A wallet of notes from the Yarram Council and business people, a " railway " surprise party (with a canteen of cutlery), and a standard lamp from stock agents and loaders were tangible and much-appreciated reminders of the great job Les had done.

RON BAGGOTT'S SPORTS PAGE

Awaiting Tests

FOR at least one Victorian Railwayman—Joe Plant, a clerk in the Accountancy Branch—there will be tremendous interest in the present Australia v England Test cricket series.

Why? Because, apart from his lifelong, almost fanatical interest in cricket, he has, as coach of South Melbourne district team, two potential Test players under his command.

They are express left-hand bowler Ian Meckiff, who toured South Africa with the last Australian team, and John Shaw, whose right-hand batting with the South Melbourne and Victorian elevens, puts him on the brink of selection against England.

If they do win places, Joe can take pride in probably being the only present-day coach with two players in the Australian side.

Joe even has a further possible source for pleasure, if brilliant left-hander Neil Harvey (now with N.S.W.) continues to star with Australia. When Joe played with Fitzroy district team some years ago, he tutored Neil, and had the satisfaction of seeing him become a regular International, capping it all as vice-captain against the South Africans last year.

On The Black

EXPECTED to start this month and go on for about five weeks is the V.R. Snooker Championship for 1958. Just before *News Letter* went to press, Mr. George Linacre, the enthusiastic President of the V.R.I. Billiards Club, said he hoped that railwaymen "would be queueing up, especially as competitors."

George has been a member of the Club since it began 30 years ago, has been President for several years, and calmly but very decisively declares that "the best game in the world is billiards."

He said the Club offers exceptional opportunities for V.R. men to improve their skill in billiards because, as competitors in the Melbourne Club's competition, it enables members to play against some of the best amateur billiardists in the State.

Present holder of the V.R.I. Clubs' championship is Les Williams who, in a thrilling game against Walter Perrins, won by only six, the scores being 500-494.

Newport Workshops football team, winners of the Commissioners' Cup for 1958 in the VRI Football League.

Back row (l. to r.): **N. Witham (Committeeman), F. Russell (Vice-President), R. Garrett, A. Rutherford, L. Murphy, F. Jones, R. Marr, R. Searle, J. Vurlow, W. O'Connell, E. Walsh (Treasurer), A. Edward (Vice-President).**

Centre row (l. to r.): **F. Quaife (Committeeman), J. Kane (Selectors' Chairman), W. Fuller, P. Willcocks, M. Durant, J. McTaggart (Captain), J. McGrath (Coach), D. Smith, K. McClure, G. Robson, Noel Page (Secretary).**

Front row (l. to r.): **E. Horner, R. Marsh, N. McKenzie, N. Tancredi, C. Longbourne.**

Football Personalities

FOR L. MURPHY the 1958 football season left him with three very special memories. He:

- played in the Newport Workshops team, winners of the Commissioners' Cup in the V.R.I. Football league
- played in the Williamstown team which won the Victorian Football Assoctation's premiership
- won the V.R.I. Football League's goal-kicking trophy.

His last performance was perhaps his best, because he was not full-forward. He was played in the ruck and rested in the pocket-forward position.

Other interesting sporting personalities in the Workshops team included: M. Durant, who won last year's Stawell Gift; S. Jones, who played with Williamstown in the Association grand final draw with Moorabbin and was 19th man for the play-off the next Saturday; J. McTaggart and J. Vurlow who played with Yarraville and Prahran Association teams, respectively.

Further, A. Whittaker who, this year came from Western Australia where he played senior football, was a member of the Footscray team in the V.F.L. He won the trophy as the "Best and Fairest player" in the V.R.I. Football League for 1958.

Manning's Triumph

BENALLA golfers are still talking about the great performance of Jack Manning, of Benalla, in winning the V.R.I. North-eastern Golf Tournament, with 83 for 18 holes. It was played at the Golden Vale Golf course, Benalla.

Other winners were :—

	Grade
W. Tavendale, Benalla	"A"
A. C. Stockley, Melb.	"B" Scratch
C. Dalton, Wodonga	"B" Handicap
T. Dykes, Wodonga	9 holes out
I. Dawkins, Benalla	9 holes in
J. Roberts, Benalla	18 holes for non-members of a golf club
K. Kelly, Benalla	Bradman Trophy
Mrs. L. Snow, Wodonga	Associates 18 hole handicap

* * *

Year's Highlights

NEXT month this page will be of special interest to all sports-minded Victorian railwaymen and women. It will list the champions in all phases of Institute sport for 1958.

I feel it should serve to revive memories of some really outstanding performances in a field of Institute activity which the Council does everything possible to nourish.

In addition I hope to give my own impressions of V.R.I. sports generally since succeeding Roy Kydd as Sports Secretary earlier this year.

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VICTORIAN RAILWAYS

NEWS LETTER

DECEMBER

VR

1958

THE MONTH'S REVIEW

More Rail Comfort

FROM early last month a carriage of one of the *Harris Trains* has incorporated two changes designed to add to the comfort of rail travelling. Each door now has a lever to enable independent opening, instead of both doors opening simultaneously by operating a single lever. Besides making for easier door opening by passengers, the innovation means that half the present doorway can remain closed against Melbourne's notoriously fickle weather.

Another improvement is an extension of the window catches to make them more accessible and facilitate lowering of the windows.

Experiments are being conducted to determine the most attractive and durable means for covering the unglassed portion of the partitions, which act as windshields at open doors. In each of the three compartments is one finished in plastic, fibre-glass and spotted paint. Ultimately, the most effective of the three will be standardized for all *Harris Trains*.

Daylight Train To Adelaide

ADVANTAGE of the six-months-ahead rail booking facility was underlined by the announcement last month of the opening of bookings for both the forward and return journeys on a special return daylight rail trip to Adelaide leaving Melbourne on Good Friday, March 27, and returning from Adelaide on Easter Tuesday, March 31. Diesel-electric locomotives will haul these trains, with a dining car attached.

For those wishing to enjoy the undoubted autumnal charms of Adelaide, the daylight train should have an irresistible appeal. Above all there is the assurance of relaxing, air-conditioned travel in modern saloon-type carriages. From the wide windows, passengers will have unsurpassed views of the countryside, with a folder *Through The Carriage Window* to give pithy facts about the places on the way.

In all, the daylight trains open up alluring prospects for a quick, attractive visit to the sister Capital.

Jest Jettisoned

Remember the story of the boy who, on his first day on the job, was sent by a practical joker to bring back a tin of striped paint? Times have changed, however. Such a story today would have no point for spotted paint is here. It is being used in spray painting of ceilings of diesel rail-cars and aluminium panels of anti-draught windshields near the doorways of "Harris Trains". Spotted paint contains various coloured non-mixing pigments giving a mottled effect. It is particularly suitable for surfaces that can become disfigured.

GREETINGS

TO ALL ITS READERS, WITHIN AND BEYOND VICTORIA, NEWS LETTER EXTENDS WARMEST SEASONAL GREETINGS FOR 1958, WITH BEST WISHES FOR A HAPPY, PROSPEROUS NEW YEAR

Rolling Stock Uplift

IN the press recently, there were generous headlines about the £170,000 to be set aside, this year, for starting the Geelong line duplication. This work was in the £7¼ million allotted to the Department from Government Loan Funds.

But what was not so prominently featured was the amount of money for improvements to rolling stock—the things which the passenger and the freighter tend to look for. A considerable sum will be spent in this direction.

There will be, for example:

- **a further ten T class 900 h.p. diesel-electric locomotives (£510,000)**
- **thirteen of the new air-conditioned, saloon-type country cars will be built (£320,000)**
- **completion of contract for the first batch of 30 *Harris Trains***
- **Victoria's share (£68,000) of the last four of 24 new air-conditioned cars for *The Overland***
- **nearly £900,000 for goods wagons and vehicles for special traffic**

And so the work of enhancing the standard of the Victorian Railways goes on, unceasingly. What has been briefly touched upon here by no means absorbs the Department's long-range plans to make travelling and goods traffic conditions more attractive for the people of Victoria—and more revenue-producing for the Department.

City To Lose Rail Service?

DEPENDENCE of a great city upon a suburban train services network was bluntly brought home to New Yorkers a few months ago by Mr. A. E. Perlman, President of the New York Central Railroad. He startled people by saying that the NYC might have to end its commuter service into New York.

That statement was made just before the celebration of Independence Day, July 4—traditionally a time of traffic snarls. Motorists who sweated out miles of congested approaches to the city had a foretaste of what could happen if the suburban train service were shut down.

Mr. Perlman added that "some equitable plan must be consummated to relieve the NYC and other railroads of the crushing burdens of subsidizing rail transport into Manhattan." It brought a swift response from civic authorities. Mayor Robert Wagner appointed a committee of city officials to meet five NYC officers to tackle the deficit problem.

Boston, Philadelphia, Chicago and Pittsburgh were other big American cities with similar commuter service problems, facing possible cessation of train services unless outside help were forthcoming.

Rail and Road Transport

BOTH road and rail services provide very substantial community benefits. Ideal community transport should consist of co-ordinated road and rail services.

Neither road nor rail, without the assistance of the other, could provide a proper service to the community.

The most zealous advocates of road transport have never suggested that it is possible to scrap the railways. Motor transport certainly could not, for example, successfully carry the wheat harvest to the seaboard, nor could it economically carry coal and briquettes from their source to the consumer; nor the huge tonnages of fertilizer which are required by the primary producer. In a word, road transport is unable to carry the commodities upon which the prosperity of the State is very largely dependent.

Even if it were physically possible for road transport to carry the volumes of bulk traffic now moving by rail, it could not do so at the very cheap rates provided for this traffic in the interests of the development of the State. Higher rates would militate against the overseas sales of our primary products, which are so vital a part of our economy.

(*This is the first of a series which will appear regularly in* News Letter. *It is designed to give railwaymen some of the main facts about railway transport as the basis for talks at meetings or in social gatherings.*)

FRONT COVER

Putting finishing touches to the cake for celebrating the 21st birthday of *Spirit of Progress* on November 23. A piece of cake, wrapped in a souvenir serviette, was handed to each passenger on the train that day. Railway Bakers Bill Whyte (left) and Harold Eslick were justly proud of this two-tier cake—100 lb. with icing—produced by them at the Dining Car Depot, West Melbourne.

FAMOUS TRAIN ACCLAIMED ON 21st BIRTHDAY

A piece of cake for each passenger on *Spirit of Progress* when it made its 21st birthday runs on Sunday, November 23, was a public relations gesture that caught popular fancy. The famous train hit the news—frequently—from the time the cake went into the Railways' bakery oven.

BESIDES radio and metropolitan, country and interstate press coverage, "The Australian Women's Weekly" published a full-page story, Cinesound made a newsreel item and TV cameras from Channels 2 and 7 were on the job.

Hundreds turned up at Spencer Street station, where Newport Workshops Band entertained the spectators (*bottom left*), until striking up "Happy Birthday" as diesel-electric *Edward Henty*, S 302, brought in S.O.P. a few minutes ahead of schedule (*top centre*). It was streamlined steam locomotive S 302 that hauled the first *Spirit of Progress*, too.

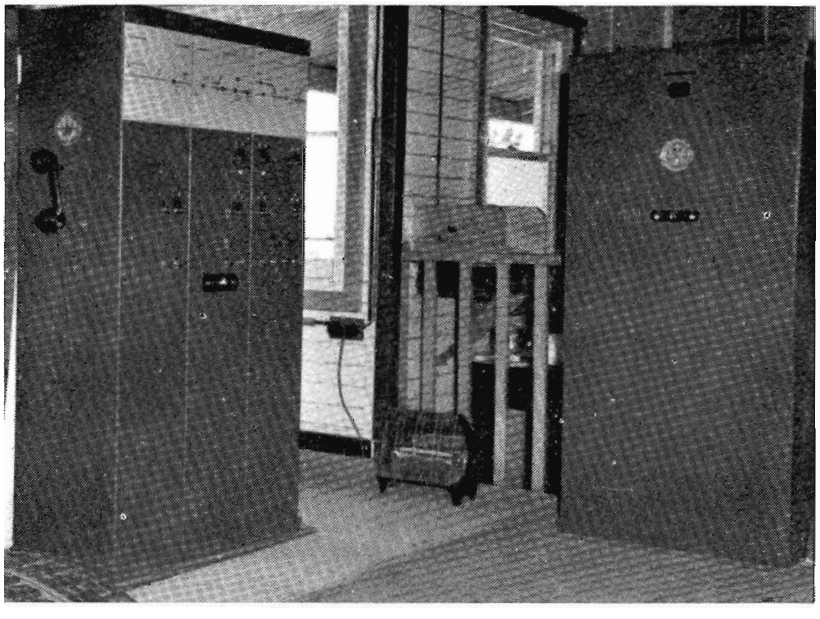
Lady Clapp, who christened S.O.P., was there with the Chairman of Commissioners, Mr. E. H. Brownbill (*above*), as were the other Commissioners and many who had been associated with the building or running of the original train.

From British Timken, England, came a cable of best wishes, from Clyde Industries Ltd., a telegram, and from a railwayman a 21st birthday card inscribed: "I started you off on your maiden trip in '37".

It was truly a happy birthday.

C.T.C. STARTS ON V.R.

AUSTRALIA'S FIRST RAIL SIGNALLING OF ITS KIND



Nerve centre of C.T.C. is the signal bay at Eastmalvern station, with the control panel and track diagram (left) and, at right, the coding section.

FROM a control panel in the signal box at Eastmalvern station a signalman controls all train movements and crossings on the line to Glen Waverley—six miles away . . . That, in a nutshell, is what Centralized Traffic Control is doing. It is making possible a more frequent train service on the line, at minimum cost, and reduced overall travelling time by cutting down crossing delays.

Above all, C.T.C. is providing invaluable experience to V.R. staff for the proposed large-scale installation on the standard gauge line between Melbourne and Albury.

BEFORE briefly describing the main features of C.T.C., at Eastmalvern, mention should be made of the train operating conditions that existed on the line.

Originally it was a single line to Glen Waverley from its junction with the main line from Burnley. There were no crossing facilities between Eastmalvern and Glen Waverley, between which one train ran a " shuttle " service at about 40 minute intervals. Passengers changed trains at Eastmalvern.

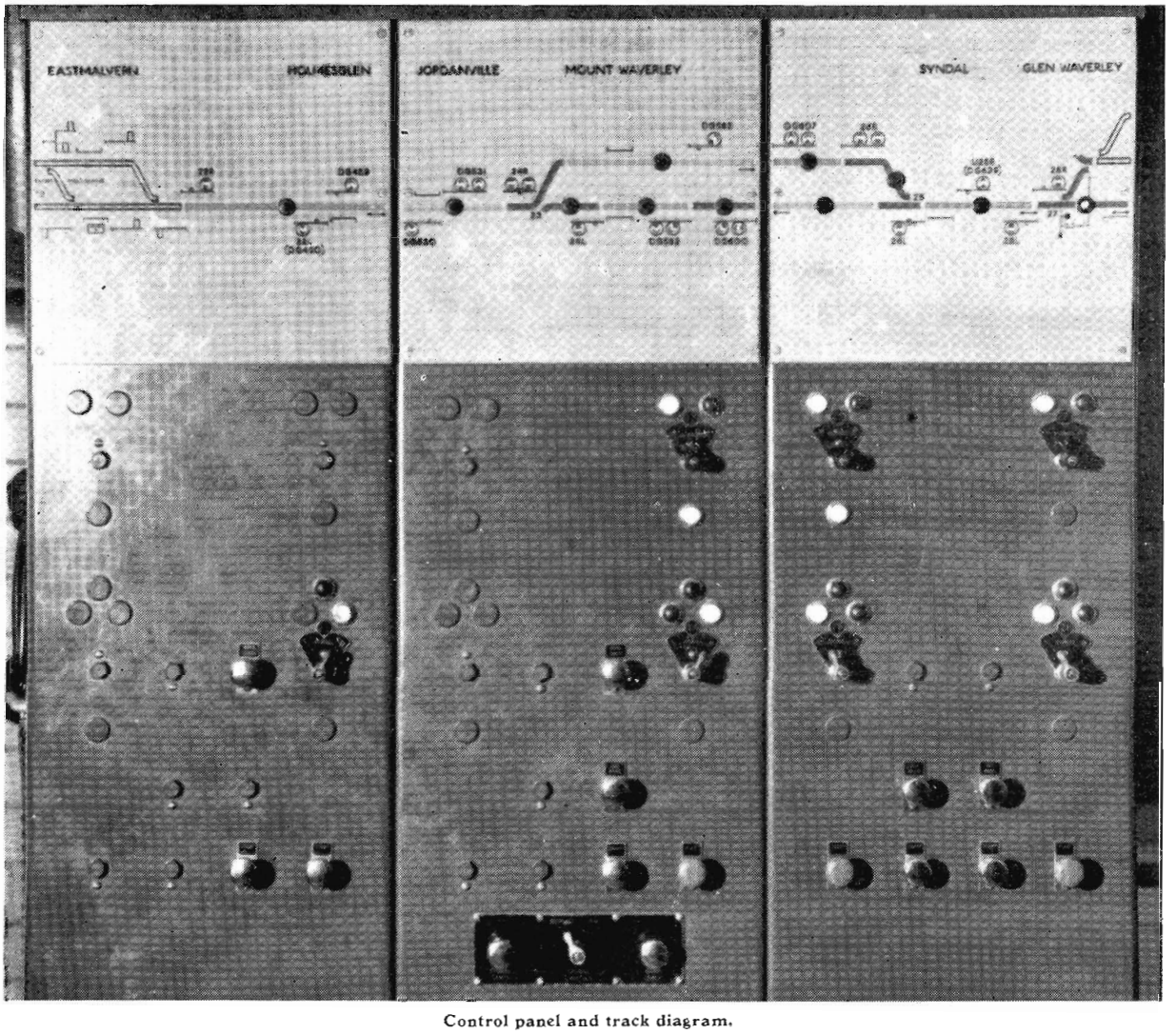
Population and traffic gradually expanded, and in October 1953 a crossing loop and an additional platform at Eastmalvern permitted of a " through " service at peak periods.

A further improvement occurred almost a year later when an all-day "through " service was inaugurated, although it was still not possible to improve on the 40 minute frequency.

In November 1955 a crossing loop and a second platform were provided at Mt. Waverley. Extra trains were then possible with a 23-minute frequency, when necessary.

This augmented " through " service helped district development and with increasing rail traffic, the total revenue from the five stations beyond Eastmalvern rose to £92,000 in 1956.

Improvement to the whole of the Glen Waverley line was made in December 1957 by extending the already duplicated Burnley–Heyington section, with automatic signalling, a further four miles to Eastmalvern.



Control panel and track diagram.

In September of this year, another improvement was made at Mt. Waverley by extending the crossing loop one mile in the ' down ' direction.

To provide a train service in keeping with the still growing traffic, consideration had been given to duplicating the line but, except on short sections, this was found to be too costly.

The answer was found in Centralized Traffic Control—in other words, a remote control system of interlocking, with full indications of train movements along the whole section of line provided on an illuminated track diagram at Eastmalvern, where the control panel is located.

For C.T.C., colour light signals of the searchlight type working in conjunction with train-trip stops and motor-operated points are installed at each end of a long crossing loop at Mt. Waverley.

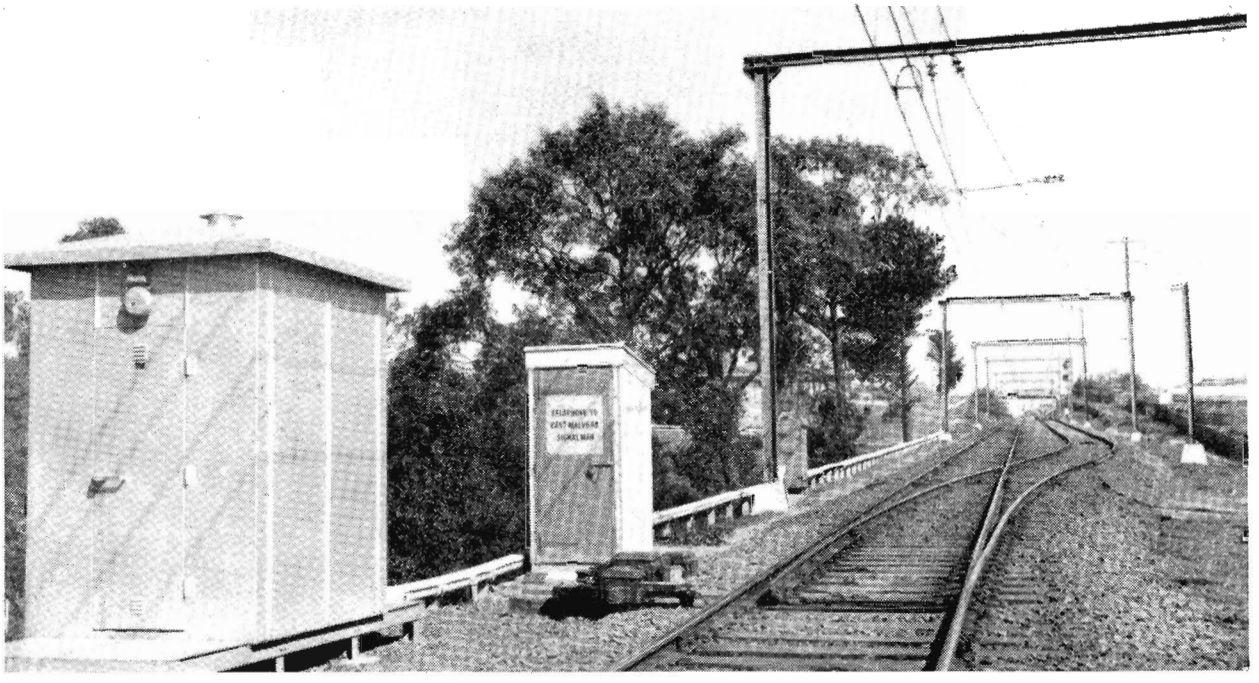
Sidings at Glen Waverley are provided for the storage of trains, and here the main line points are secured by an electric switch lock controlled from Eastmalvern.

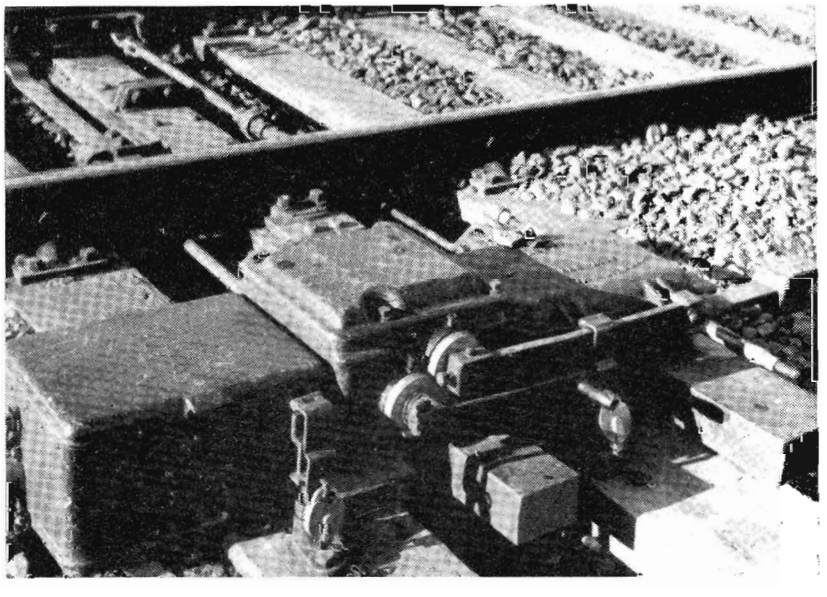
Plug-in relays located in wayside relay boxes and huts are used. The inter-connexion of locations is made by cables laid in surface concrete troughing. The apparatus represents the most modern American type, and the cabling is based on the latest British and Continental practices.

Stabling sidings at Glen Waverley make possible successive following train movements during peak periods, the headway for which is determined by the time taken to discharge passengers and shunt into stabling sidings. This takes about eight minutes.

As mentioned, C.T.C. is basically remote control of a signalling system, and all the safety features are included in the field circuits in a similar manner to any relay inter-locking. Control is effected by a time code. A code transmission consists of 16 steps of long and short electrical impulses just like Morse code. These impulses position the points and signals for the desired traffic movements.

Then an indication code is transmitted from the field location to the signal box, to show the position of points, signals and track sections on the panel.





(*Above*) **Junction between single and double-line working at Syndal, showing the point machine—at track level—and telephone cabin connected to signal box at Eastmalvern. Relay hut housing the C.T.C. equipment is in left foreground.** (*Left*) **Dual control electric point machine by which the points can be controlled from the C.T.C. panel at Eastmalvern. In an emergency, such as a power failure, these points can be hand-operated by railway staff, using the levers attached to the sides of the machine.** (*Botton left*): **Points leading to the storage sidings at Glen Waverley. The electric switch lock (at right) secures the points for main line operation.**

The track diagram is mounted at the top of the panel and shows track layout ; track occupancy of any track section is shown by a red light. Besides showing track occupancy, an audible warning is given when the train occupies the track circuit over the points at Mt. Waverley and Syndal, or the platform track circuit at Glen Waverley.

An audible warning is also given when the train leaves Glen Waverley. The warning is continuous until the signalman acknowledges by operating the " Gong Cancel " button.

First railway signalling system of its kind ever used in Australia, the Eastmalvern C.T.C. installation is working very smoothly. V.R. engineers are elated at the quick and efficient manner in which the operating staff concerned have grasped the fundamentals of the system.

With the practical experience gained, it is confidently predicted that whenever further C.T.C. equipment is installed elsewhere, its success will be assured because of the pioneering work undertaken at Eastmalvern.

LOOKING BACK TO 1873

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When North-East line was built

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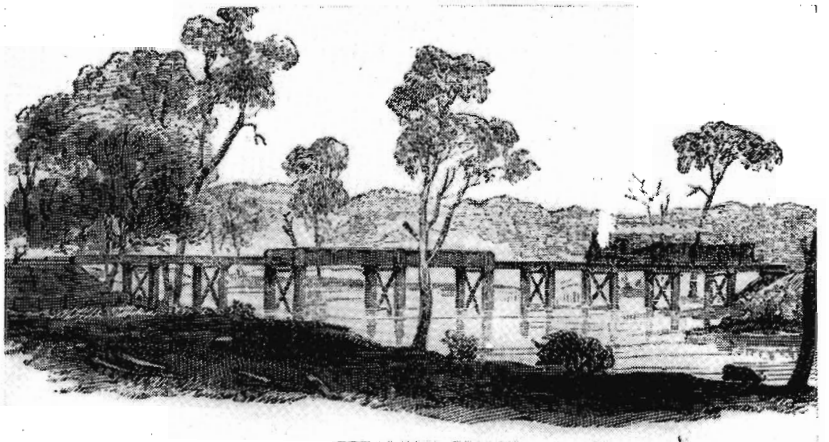


GOULBURN BRIDGE.

PRESENT gauge standardization work on the Melbourne-Albury line gives topical significance to an article in **The Australasian Sketcher** in 1873 about the construction of the north-eastern line. It was sent to **News Letter** last month by a locomotive driver. Written in the language typical of the period, it pays a nice tribute to those who had just completed the work, besides giving a word-picture of the towns as they were in those far-off days.

IT opens with an appreciation of the planners of the project. "Only two threads of iron, "it says," for 185 miles, yet what expenditure of thought before those threads safely bear the iron horse tearing through hill, over dale, across rivers, and above swamps. From the driving of the first survey peg to the laying of the last rail, hundreds of active brains conceive, test, and decide upon multitudes of details to produce that harmonious result—a speedy, easy and economical way of distributing property and civilization."

The reader is then taken on a journey through the virgin country opened by the new line. After the relatively settled country extending 30 miles from Melbourne, the writer describes the country past Wallan: "Desolation reigns amongst dead timber, over marshes and amongst rocks relieved only by some few green mounds—like emeralds in a dead setting."

Kilmore township is stated to have been a really good place to live in "with its banks, its hospitals, water supply and lighted streets. In the old coaching days, 120 horses stood at the hotel where the changes were made and the town was alive with carriers for the Beechworth district and the Murray."

The big rivers of the north-east were the first of any size encountered during railway construction in Victoria. Describing the Goulburn Bridge, the article goes on to say "remarkable as a novelty of construction, it consists of eight spans of 40 feet, and two of 100 feet, supported upon iron cylinders, which being filled with concrete, form piers as solid as the best masonry.

"The difficulty of sinking these cylinders in the bed of the river was only overcome by Messrs. O'Grady, Leggatt and Noonan, the contractors, after repeated attempts; but once overcome the way was easy for crossing over 360 water courses along the line."

At the time, the forest was so dense the trains could not be seen except from the immediate vicinity of the line.

Railway construction in Australia had its picturesque band of camp followers just as it had in America, Africa and the other new territories which owe so much of their initial development to rail transport.

A typical dispenser of refreshments is described. "Following the army of navvies is the railway vivandiere, who, in place of the natty little cask resting at the waist, has a shanty all round her, in which she dispenses her nobblers and grows rich, though generally declaring poverty and no profits.

"She has a husband and dray at the back somewhere— perhaps a few children. As the work proceeds she follows the army; no bank is too deep for her, no great bridge but pays her a toll through the waste of bone and sinew."

The writer showed a remarkable insight into the potentialities of the country. Near Wangaratta he becomes enthusiastic. "On the left of the saddle crossed is Warby's Range from which is obtained a view of 120 miles up the valley of the Ovens and King Rivers to the Buffalo Mountains, while beyond and above them shines out Mount Feathertop, 6,300 feet above the level of the sea, mostly capped with snow.

"As the eye travels over this immense tract of country, a thoughtful mind can picture how smiling homesteads and prosperous industries must spread through this valley, and what acceleration is given by the construction of the railway.

"Of all the North-Eastern Railway townships, Wangaratta seems most blessed. The station is in the town; the town, a highly prosperous place, on a fine river full of fish; the country around teeming with richness, capable of producing corn, wine, oil and fruit in abundance."

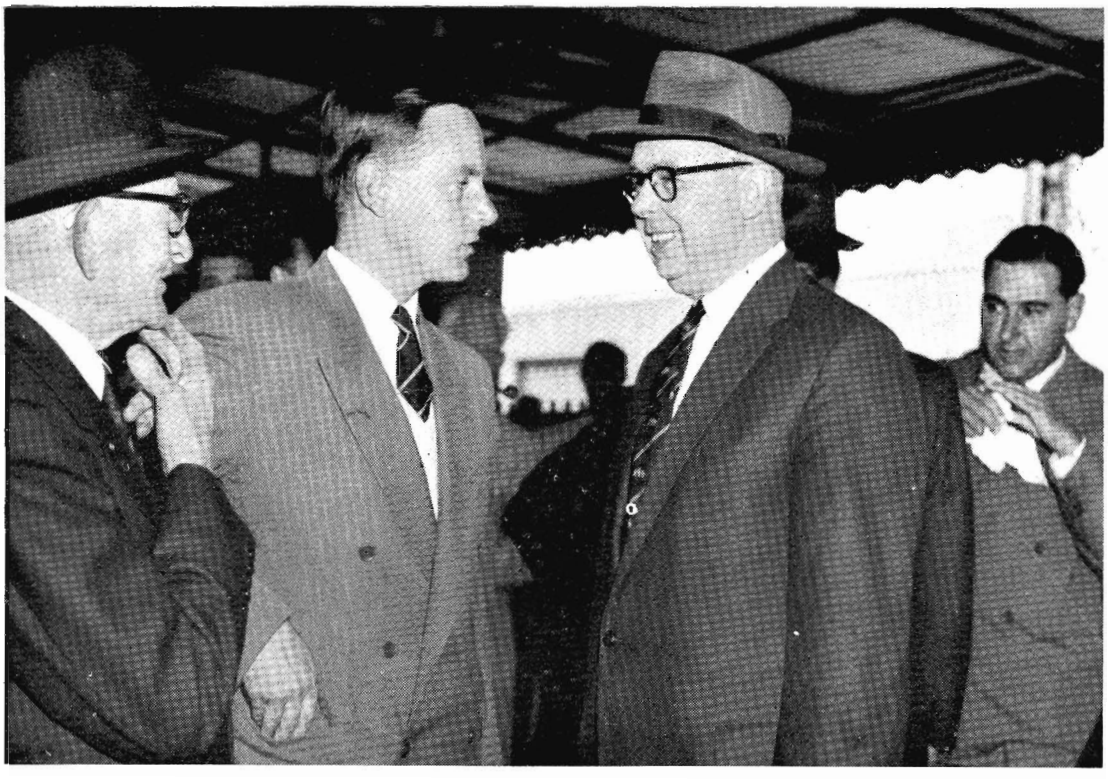
Finally reaching Wodonga, the writer sadly reflects that before he crosses the Murray over Union Bridge he must divest himself of his enthusiasm for Victoria and adopt a New South Wales outlook "to soften the impact of existing jealousies."

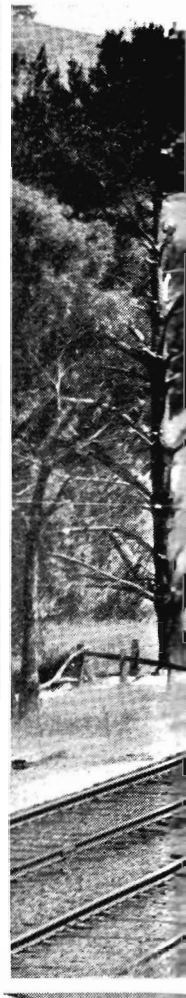
The closing paragraphs nicely sum up the public esteem in which the railways were held.

"The North-Eastern Railway is now an established fact—a first class line at a cost of less than £10,000 a mile. It supplies railway communication with the metropolis to a large tract of agricultural country, to the settlement of which the formation of the line has largely contributed.

"Wherever the railway engineering officers have worked they have left most favourable impressions, and their departure is spoken of with regret; in fact, in some instances the finish of their work has made gaps such as are experienced in the departure of a favourite regiment from a town.

"The army of workers, who formed the bone and sinew, their wives and families, have scattered—ruined bark huts and chimneys mark where they have been. Some few have availed themselves of the railway fences to help them in settling on selections of land, but the main body have packed their swags and made for where other railways are in progress or about to be commenced."



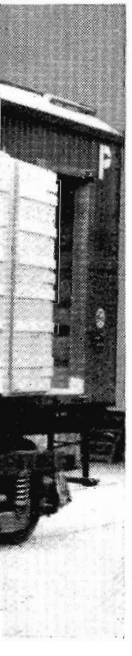


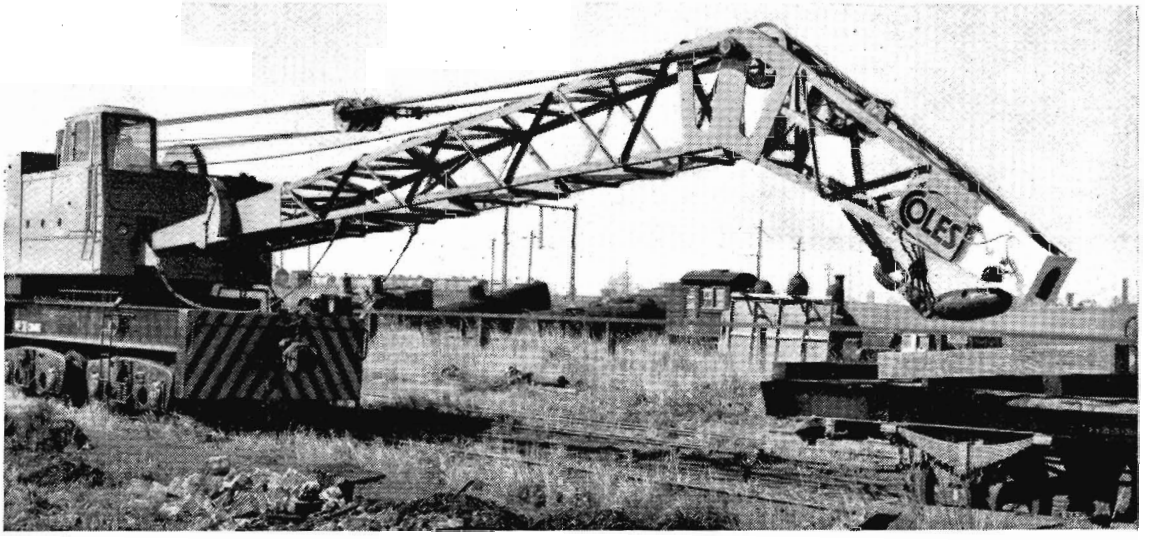
REFRESHED after travelling from Adelaide by *The Overland*, the English cricketers were welcomed at Spencer Street by top cricket administrators. *Left to right*: Messrs. J. A. Seitz (Chairman, Victorian Cricket Association), Peter May (captain), W. J. Dowling (Chairman, Australian Cricket Board of Control), and Colin Cowdrey (vice-captain).

AROUND THE SYSTEM

OVERNIGHT express freight train service, already established as an outstanding success from Mildura, was further improved last month by the use of specially adapted refrigerated wagons of this kind (*right*). They have three independently iced compartments for perishables, including fish, butter, ice cream, etc. Being isolated in separate sections, there is no risk of commodity contamination, while freshness is assured.

AGAINST a sunlit background of trees and gently sloping countryside between Kilmore East and Wandong, *Spirit of Progress* speeds smoothly on its way to Melbourne. This picture was taken on the eve of the famous train's 21st birthday, 23/11/1958.





WEIGHING 43 tons and with a 15-ton lifting capacity, this newly-bought diesel-electric crane is designed for easier movement by the driver and for more rapid handling of loading at the Permanent Way Materials Depot, Spotswood. It is convertible to standard gauge tracks.

ATOMS FOR SAFETY

The Victorian Railways are now using cobalt 60 – one of the latest products of the atomic age – to further increase their already high standard of safety.

COBALT 60 is a radio-active, modified form (or isotope) of ordinary metallic cobalt. It is produced by treating metallic cobalt in an atomic reactor.

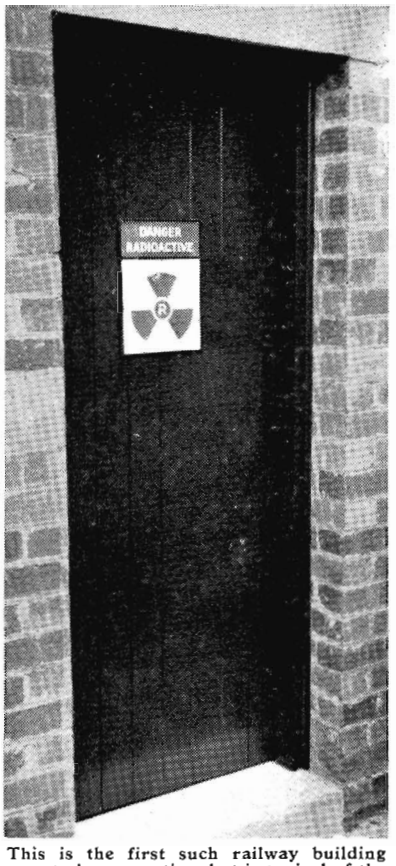
Like radium, and certain other radio-active substances, cobalt 60 emits powerful radiations capable of penetrating metallic objects and affecting photographic film in a similar manner to X-rays.

One advantage of a cobalt 60 isotope is that it can be obtained for about £50 as against the much greater costs both of buying and operating an X-ray machine of equivalent penetrating power.

At the Newport Workshops Laboratory, under the direction of the Engineer of Tests, Mr. E. D. Connor, such a cobalt source is being used to check the internal soundness of important pieces of railway equipment, including castings of train bogies, auto couplers, and various materials that are bought by the Department.

The piercing rays of the isotope, that can penetrate eight inches of steel, search the structure of numerous pieces of equipment for hidden flaws that, if undetected, could cause serious breakdowns.

The piece of cobalt 60 is about the size of a match head and is encased in



This is the first such railway building ever to bear a notice that is typical of the atomic age. Inside this building the isotope is stored.

Assistant Engineer N. Ferguson compares the size of an empty capsule (held in his right hand) with the storage safe.

Assistant Metallurgist G. Thomas, using the handling rod, removes the capsule from its storage safe.

Placing the isotope in position to take a radiograph of a casting. The photographic film can be seen behind the casting.

1″ x ⅝″ diameter stainless steel capsule from which it is never removed. On the capsule is stamped in red the warning: "Danger Radio Active, Keep 20 ft. Away."

Despite its small size, the radioactive isotope continually emits dangerous radiations in all directions, and rigid precautions are necessary for its safe handling and storage. This continuous emission gradually weakens the isotope, and after a number of years it will be necessary to have it returned to an atomic reactor for reactivation.

While not in use, the isotope is always stored in a locked steel container, or safe, in which it is surrounded by 4″ of lead to reduce the radiation to a safe level.

A 3 ft. handling rod with a screwing device on the end is used to move the isotope from the storage safe.

Operators using the isotope carry a small meter, and film badge which register the radiation received and enable the operator to limit it to a safe dosage. Later, it is intended to manipulate the capsule with remote controlled equipment to further reduce the radiation received by operators.

In use, the capsule is removed from the safe and placed in front of the objects to be radiographed. They have special X-ray photographic film behind them.

The radiation affects this film to a degree determined by the thickness of the metal. After processing the film under carefully controlled conditions, thicker sections and defects in the metal then appear as darker areas on the film.

This latest addition to the extensive array of scientific equipment at the Newport Workshops Laboratory will add to the safety that is one of the many advantages of railway travel and which is in such marked contrast to the mounting toll of the road.

Examining the radiographs.

WHERE THOSE CIRCULARS COME FROM

W.T.T. 2029/58 VICTORIAN RAILWAYS W.T.T. 2029/58

Office of Chief Traffic Manager,
Room 71, 'Phone 2142,
12th November, 1958.

SUBURBAN DISTRICT

Commencing on the dates shown the following alterations will take effect :-

SUNDAYS (BLUE SECTION) Commencing 16.11.58

LILYDALE - UPPER FERNTREE GULLY LINES

Pages 511, 547 Pages 525, 553.

Formed by arrival :-9.33 F.W. Formed by arrival :-9.57 F.S.

DOWN -		A.M.	UP -		A.M.
Flinders St.	dep	9.42-Instead	Upper F. Gully	dep	10. 3-Instead

MORE than 200 of these "W.T.T." circulars a year are instant reminders to railwaymen concerned that they carry amendments for inclusion in the basis of train operating — the *Working Timetables*.

EVERY day to all parts of the State goes a stream of roneoed circulars about special passenger and goods trains, time-table variations, "absolute occupations of line" and so on. Some of these circulars are known as "S" (which always deal with train time-tables), others as "A" (relating to traffic or tickets by ordinary or special trains) and are numbered consecutively on a yearly basis. They are the vital links between Head Office and stations, engine depots, goods and passenger yards, roster clerks; once those circulars are received, a whole host of railway people springs into action.

PREPARED primarily in the Timetables Division of the Traffic Branch, they come, in their roneoed form, from the large Duplicating Bureau in the Railways Administrative Offices at Spencer Street. Controlled by the Printing Manager, North Melbourne, and administered by an officer-in-charge, the Bureau is a division of the Stores Branch. It has a variety of modern, high-speed machines with a staff of 21, mainly girls, employed in what is one of the busiest sections of Head Office.

Much of the Bureau's work begins with a stencil—a wax sheet, about foolscap paper size. It is inserted in the usual way in an ordinary typewriter. With the manuscript beside her, the typiste then proceeds as with a letter or a memorandum. But, with this important difference: each letter-key of the typewriter hits the wax sheet with the ribbon out of the way, and cuts into it thus making a stencil.

This is then fixed firmly to an inked-drum of one of the electric-driven duplicating machines. Individual sheets of

CUTTING plates on a Bradma machine. Eyes on the copy, the girl turns a wheel moving a hand around the clock; encircling this are letters and figures. With the hand pointing at the letter or figure, a foot-pedal is pressed and the letter appears on the plate.

paper are automatically fed beneath the drum and, as it rotates, ink gently squeezes through the cut letters. And then begins the pouring out of the predetermined number of duplicated circulars, such as those that finally rested on the desks of all stationmasters and operating staff on the Melbourne—Mildura line for the operation of the new " Fruit Flier."

By this process, circulars about special and altered trains, tourist leaflets, conference minutes, forms, etc., are produced in prodigious quantities. Most of them have a note of urgency about them, too.

Railway working in many spheres depends upon the prompt preparation and distribution of instructions governing all phases of train working. Most of each circular is composed of instructions to operating staffs over a widespread area in which hundreds of V.R. men must each do their parts to fulfil the requirements of those circulars.

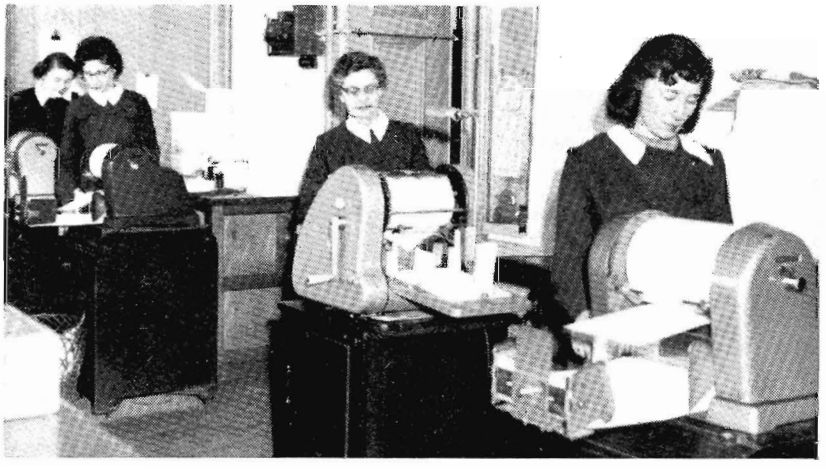
In a year, the Bureau's Roneo duplicating machine output averages 10,000 separate jobs, including 3,000 separate " S ", 2,000 " A ", and 200 " W.T.T. " (amendments to working timetables). Some of these productions comprise more than 30 pages of typescript, and much time, combined with the utmost care, is spent in collating and stapling them.

For high-speed, high-class reproduction work, master sheets are typed on electric typewriters and copies then run off on two modern multilith machines. These machines are capable of producing illustrations in various colours, and are in heavy demand for public relations and tourist work.

To enable the fast production of routine work such as payrolls, stores stock records, account forms and mailing lists,

THESE girls are cutting Roneo stencils and master sheets for producing circulars on duplicating and Multilith machines respectively.

BATTERY of electric duplicating machines in action. Each is capable of producing 100 copies of a circular a minute.



On addressograph equipment (*left*) **mailing list plates are being cut and printed. Filing cabinets at rear contain 150,000 plates.**

an indexed stock of 150,000 plates is kept for use on the Addressograph and Bradma equipment. These plates are kept constantly up to date with staff changes and mailing list variations.

A flatbed Ditto machine is used to print workshops payrolls and interstate waybills for the Melbourne Goods Depot.

Special work, such as re-productions of documents, letters and printed pages from journals, can be simultaneously carried out on the Secretary machine.

The Duplicating Bureau is equipped to carry out a great variety of work, and from this somewhat brief survey of what it does it will be recognized as an important factor in the overall operations of the V.R. service.

AMONG OURSELVES . . .

Lifetime Of Oxy-welding

AFTER spending practically the whole of his 44 years' working life, either as an oxy-welder or an instructor, Sub-Foreman Jim Bremner, of the Electrical Engineering Branch, retired from the V.R. last month, but not from his association with that trade.

He will continue his 39 years' work as part time instructor at the Royal Melbourne Technical College, helping to turn out proficient tradesmen in the oxy-welding field.

He has done similar work at the Footscray Technical College. Over the years, many thousands of men and youths have had the benefit of his skilled tuition.

Jim's zeal for a workshops career took him off on an " experience gathering " trip to Canada in his youth. He came back, joined the V.R.—and was, appropriately enough—working on the first oxy-welding plant ever used at Newport Workshops.

Between 1923–1953 he was at the Newport Power Station. When it was taken over by the State Electricity Commission, Jim came to Flinders Street on the electrical inspection staff.

His First AIF service was notable for two things : he gained the Meritorious Service Medal at Ypres and his commission in the field.

Thanks

" For the assistance given our schools on October 28 and 29 in transporting the girls to South Melbourne Cricket Ground. Thank you very much for your co-operation."
—Nina Carr, Hon. Secretary, Girls' Secondary Schools' Sports Meeting, Girls' School, Mentone.

Skilled Admininstrator

In briefest outline, these are some of the high-lights of the career of Mr. R. M. Wright who, last month, took up his position as Chief Clerk of the Way and Works Branch :

- in 1948, Manager of Australia's finest guest-house, The Chalet, Mt. Buffalo ;
- overseas on a departmental staff recruiting mission ;
- Assistant to the Staff Board ;
- six years' in Second A.I.F., with the rank of Lieutenant-Colonel on demobolization ;
- Associate of Federal Institute of Accountants and of the Chartered Institute of Secretaries.

It is an imposing record which was not altogether surprising to those who knew him as a Junior Clerk in the Rolling Stock Branch, at the beginning of his V.R. career. He then showed that drive and enthusiasm which has won him so many different posts of responsibility.

RELICS WANTED

WITH the Centenary in January next, of the opening of the first government railway line in Victoria, the Public Relations and Betterment Board is seeking the location of Victorian Railway historical material.

If you have old photographs and documents. badges, buttons and instruments, etc., relating to the years before 1900, or know of anyone who is likely to possess them, please write urgently to the Board's Chairman, Railway Offices, Spencer Street, Melbourne.

Helping Stricken Children

SINCE being formed in 1946, the Railway Employees' Auxiliary for the Orthopaedic Hospital, Frankston, has through contributions and special efforts, donated equipment to the Hospital valued at £15,402.

Highlight of the year just closed was the presentation of an ambulance bus costing £1,600, of which the Government provided £600.

During the year, 26 of the children were taken around the Newport Workshops and " they had a marvellous time ", enthused Mr. R. J. Attrill, Auxiliary Honorary Secretary. Lunch at the workshops' canteen, as guests of the Auxiliary, was an exciting and most satisfying affair for the children.

To interest all railwaymen and women in the Auxiliary's work, Mr. Attrill says it will publish a booklet describing the work it has done.

Bookstalls' Record ?

WHAT surely must be a family record for association with railway bookstalls ended last month when Miss N. Grant retired as Manageress at Bendigo station. It covered 62 years.

For all that time the name of Grant had been part of the bookstalls at Bendigo. Mr. Grant started it all in 1896 when he leased the stall. In 1927, the department took control of all station bookstalls and Mr. Grant (with his daughter assisting) became Manager at Bendigo. On her father's retirement in 1942, Miss Grant took over.

Her retirement was the signal for many heartfelt tributes to a woman who, in her dealings with the public, had shown a courtesy and a graciousness that were hard to equal.

Local railway feeling was summed up when a V.R. man said : " It just won't be the same station without her."

D.R. Contest Variations

OF a number of changes in the conditions for the " Best Kept " and " Most Improved " Departmental Residences for 1958, the most significant affect those V.R. men living in the Sunshine area.

Formerly, these houses were included in the Metropolitan District section of the competition. However, because of the very large number of houses in the Sunshine estate, compared with the total in the whole of the Metropolitan District, it is felt a more equitable distribution of the prize money would be obtained by judging the Sunshine houses as a separate group.

Another variation at Sunshine in the " Most Improved " D.R. section is that the estate has been divided into four zones, to facilitate judging.

Creation of new works foreman's sections, with adjustments of other sections, has also meant an increase in the numbers of prizes for " Most Improved " dwellings in the areas affected.

Judging for the whole of the State is expected to be finished at the end of this month

BEST KEPT LENGTHS PRIZE-WINNERS

Eagerly-awaited decisions by the Commissioners about the Best Kept Track Lengths and the Most Improved Lenths for 1958 have just been announced. For each member of the winning gang there is a cash prize of £20; for those in the Most Improved section, £11.

In warmly congratulating all the trackmen concerned, and appreciating their satisfaction on being successful, *News Letter* feels these V.R. men can take pride, too, in the fact that their work has a most favourable public reaction on the Department, in general

A tidy, well-kept track length is a most eye-pleasing picture as it stretches away into the distance. But there is something more : it shows the basis of she railway reputation for *fast, safe and dependable service.*

TRACKS WITH RAILS OVER 75 LB.

Location	*Ganger*	*Gang No.*
	Eastern District	
Rosedale	... J. H. King ...	21
Dalyston*	... I. R. Pearce ...	4
	Seymour District.	
Euroa	... T. H. Lethlean ...	22
Wandon*	... W. G. Nichols ...	9
	Bendigo District	
Kyneton	... F. Law ...	10
Clarkefield*	... L. Ollington ...	4
	Geelong District	
Dimboola	... D. Brilliant ...	28
Sth. Geelong*	F. A. Campbell	12
	Ballarat District	
Lethbridge	... B. O. Dooley ...	4
Carisbrook*	... E. C. Jones ...	4

TRACKS WITH RAILS 75 LB. AND UNDER

Location	*Ganger*	*Gang No.*
	Eastern District	
Orbost	... W. D. Main ...	31
Yinnar*	... O. W. Harrington	1
	Seymour District	
Cosgrove	... G. S. Hadler ...	1
Rushworth*	... J. C. Le Deux ...	2
	Bendigo District	
Knowsley	... D. P. McCarthy	6
Mathoura*	... M. P. Doody ...	2
	Geelong District	
Yanac	... M. J. Hobbs ...	2
Gymbowen*	... W. H. Kennedy ...	3
	Ballarat District	
Redcliffs	... W. F. Stewart ...	1

(No award made for "Most Improved")

* *"Most Improved" Section*

"ASSISTANCE TO HUMBLEST TRAVELLERS"

EXPRESSING appreciation to the Claims Agent for having restored his suit-case, Mr. J. C. Jones, of Bellvue, Western Australia, said :

"The kindly helpfulness displayed in your own office extended to the staff of the Lost Property Office. It has all left me with a very vivid impression of the excellent manner in which the Department renders assistance to the humblest of travellers."

RECENT RETIREMENTS . . .

WAY AND WORKS BRANCH

Bailey, W. E., Ganger, Newport.
Emery, A. S., Draftsman, Spotswood.
Hedley, F., Repr., Yarck.
Lewin, A. J., Watchman, Spotswood.
Merrigan, T. P., Labr., Korumburra.
McConville, T., Fitter, Spotswood.
McGrath, M. F., Repr., Great Western.
Stone, R. J., Wks. Ganger, Laurens St.

STORES BRANCH

Morris, S., L. H. Ppr. Ctr., Printing Works.

ELECTRICAL ENGINEERING BRANCH

Bremner, J., Sub-Foreman, Flin. St.
Moore, W. M., Lineman's Asst., O'Hd. Depot.

SECRETARYS BRANCH

Scholes, C. W., Clerk, V.G.T.B.

COMMERCIAL BRANCH

Graham, J., Rwys. Investn. Officer.

ROLLING STOCK BRANCH

Brady, J., E.T. Driver, E. R. Depot.
Barclay, L. S., B. M. Help, Geelong.
Cook, C. J., Ftr's. Asst., Mildura.
Fitzpatrick, T. P., Office Clnr., N. Melb. Shops.
Fiddes, T. J., Elec. Mechanic, Jolimont.
Liddle, T. R., Prod. Asst. Ftr., B'dgo. Nth.
Ludwig, W. T., Potash Tank Attdt., N'port.
Lance, W., E. T. Dvt., E. R. Depot.
Maher, J. F., Train Exmr., Seymour.
Myles, A. J., Laborer, B'rat. North.
McPherson, D. J., Welder's Asst., N'port.
Nicol, E. W., Foreman, Jolimont.
Perry, F. R., Car Bldr., Newport.
Radcliffe, A. F., Ldg. Hand Ftr., Elwood.
Rodgers, J., Shed F'man, N. M. Loco.
Sadlier, B., Shed F'man, N. M. Loco.
Skuse, R. T., C. & W. Bldr., Jolimont.
Wickham, F. W. B., F. & Turner, Newport.
West, L. C., R. M. Dvr., Ararat.

TRAFFIC BRANCH

Colson, R. A., Gds. Chkr., Melb. Goods.
Emerson, W. D., Stn. Asst., Spencer St.
Heffernan, N. L., Gds. F'man., Melb. Gds.
Ketterer, W., Gds. Chkr., Geelong.
Nixon, T. E., Gds. Guard, Melb. Yard.
Peel, C. R., Clerk, Flinders St.
Wilkinson, H. J., Cas. Labr., Bendigo.

. . . AND DEATHS

ROLLING STOCK BRANCH

Coyne, T. J., Skd. Labr., T. L. Depot.
Hardy, G. R., Car Pntr., Newport.
Miller, J. C., Staty. Driller, Newport.
Sablis, K., Ptr's. Labr., B'rat. North.
Robinson, J., Car Cleaner, Shltr. Shed.

WAY AND WORKS BRANCH

Brown, R. A., Repr., Tongala.
Curry, P. D., Labr., Strathmerton.
Mather, J. L., Lampmaker, Spotswood.
Todd, R. McG., Ftr., Spotswood.

NEW Refreshment Services Branch Provedore, George Affleck, certainly brings a full measure of versatility to his new post. For nearly 30 years as Domestic Engineer he has been buyer, installer and maintainer of a bewildering array of engineering equipment for the whole Branch, including The Chalet, Mt. Buffalo National Park.

Here are a few "odd jobs" he has done in his V.R. career :—

- **helped lay a telephone line from Harrietville to Mt. Feathertop, when the Department had a guest-house there ;**
- **co-operated in the building of the first ski tow, when it was put in at Mt. Buffalo ;**
- **introduced in the Branch the first completely stainless steel refrigerators in Australia ; and**
- **more recently designed corridor food trollies for *The Daylight* and the *Mildura Sunlight.***

Mr. Affleck's railway career began when, on behalf of a private firm, he went to The Chalet to install a diesel engine. Soon afterwards he joined the V.R., when he started a long and useful association with his predecessor in the Refreshment Services Central Store, in Melbourne.

As Provedore he will keep an eye on engineering purchases but, mainly, he will be buying many, many other things, from cheese to crockery . . .

Eleventh Day Significant

ARMISTICE DAY, November 11, was more than the usual special occasion for ex-First AIF man, Tom Liddle. It was his 65th birthday and also the day he left the railways after spending all his career (39 years) at the Bendigo North Workshops.

Tom's service in World War 1 had this coincidence, his regimental number and his total days in the army were precisely the same—1963. He recalls with justifiable pride the day when, on active service, he was presented to the late King George V.

With Tom's 39 years, the Liddle family had a total of 116 years of V.R. service, his father contributing 33 years, and his brother Hugh, 44.

RON BAGGOTT'S SPORTS PAGE

THAT there is such a post as V.R.I. Sports Secretary emphasizes the State-wide extent of the Institute's sporting activities. To organize matches and generally co-ordinate all the details is a full-time job and is rewarding to me because of the many new friends one makes.

SINCE taking over this post, after many years in the sporting arena, I have been tremendously impressed by the skill and enthusiasm of railway men and women, both as competitors and officials. Always there seems to be someone coming along who shows great sporting potential ; always, too, future Committee men and others offering their services to further a particular sport. It is most heartening, I assure you.

This year, for instance, I have been closely associated, for the first time, with two big railway sporting fixtures—Golf Week and the Carpet Bowls Tournament. Nearly 300 railway men and women were brought together for these events.

Competitors played the games with great keenness ; officials worked hard and cheerfully " behind the scenes." Their obvious delight in making new friendships, while meeting old friends again, stamped country railway men and women, in my opinion, as " sports " in the true sense of the word.

Metropolitan sporting competitions conducted outside normal working hours continued to flourish. I am sorry the same cannot be said of the three major sports—cricket, football and tennis. These are all played during mid-week afternoons under first-class conditions at Royal Park.

V.R.I. Associations controlling those three sports languished somewhat, and it was only through the efforts of the respective executive officers that these bodies kept going.

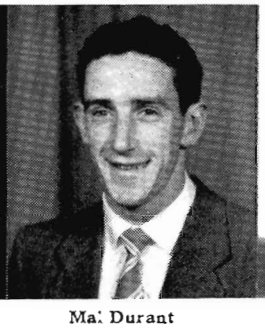
Cricket, football and tennis should be the major clubs in the Institute. I, therefore, urge all sportsmen and sportswomen in the suburban area to come in, actively, to these sporting teams. Those sports should and can be restored to their pre-war prominent positions.

To be selected to represent Victoria in Interstate Railway Carnivals should be the aim of all sporting people. Visits to other States and to New Zealand in parties always have great memories. Participation in those Carnivals should prove an incentive to cricketers, golfers, and footballers for, in 1959, they will be held in Western Australia, Tasmania and Victoria. Country and metropolitan members are eligible for selection.

Finally, I extend to everyone associated with V.R.I. sport the Compliments of the Season, and best wishes for greater successes in 1959.

Margaret Johnson

Ken Cormick



Mal. Durant

Arthur Whittaker

Bill Sheehan

ALTHOUGH practical interest in metropolitan cricket, football and tennis has not yet reached its former satisfactory plane, other railway men and women, all over the State, are nevertheless maintaining a lively interest in most V.R.I. sporting spheres. Apart from the competitive aspect, there are excellent opportunities for getting to know one another, and the social contacts tend to weld railway employees into one big family.

Everyone has done his best. But, of course, there must be outstanding performances, and looking back over the year I can think of many fine sporting achievements. Undoubtedly, foremost place must go to Malcolm Durant of the Newport Workshops, for his victory in the famous Stawell Gift sprint race.

In the purely V.R.I. sporting fields, the following, I think, deserve what might be termed Unofficial 'Oscars" for their performances.

For the fourth time, Les. Williams won V.R.I. Billiards Championship.

Laurie Hindson (Bendigo North Workshops) was Bowls Champion of Champions at the Intersystem Bowling Carnival in New Zealand, and thus became All-Australian and New Zealand Railways Champion. He also won the V.R.I. Social Bowls single-handed championship.

Ararat No. 1 Team easily won the 1958 Carpet Bowls Championship.

Ken Cormick (Newport Workshops) made 102 not out in the final of the V.R.I. Cricket Association and was mainly responsible for Flinders Street winning the 1957–58 premiership.

In fencing, David Doyle was chosen to fence for Australia in this year's Empire Games at Cardiff ; he is also V.R.I. Club Champion.

Ex-West Australian Arthur Whittaker (Newport Workshops) in his first season in Victoria won the V.R.I. Football League's *Best and Fairest* trophy. He also played for Footscray in the V.F.L.

Golf—Hedley Fletcher (Tallarook) triumphed in the State Railways Open, Country Open Singles and Country Railways Singles Championship against 85 opponents.

Spotswood women's Table Tennis Team, led by Margaret Johnson (Stores Branch), was undefeated in the 1958 season. In the men's section, Bill Sheehan (Essendon) was captain and outstanding player of V.R.I. team at the Interstate Carnival, Brisbane.

Barry Cheatley (Ballarat) played No. 1 for V.R.I. in the 1958 Interstate Tennis Carnival in Perth ; was undefeated in singles play at the Carnival.

In women's athletics, Marlene Middlemiss was once again the outstanding performer in the V.R.I. Women's Amateur Athletic Club ; she represented Australia in the 1954 Games at Vancouver.

Wholly set up and printed at the Victorian Railways Printing Works, Laurens Street, North Melbourne, for the Publishers, The Victorian Railways Commissioners, Administrative Offices, Spencer Street, Melbourne. 3476—58.