

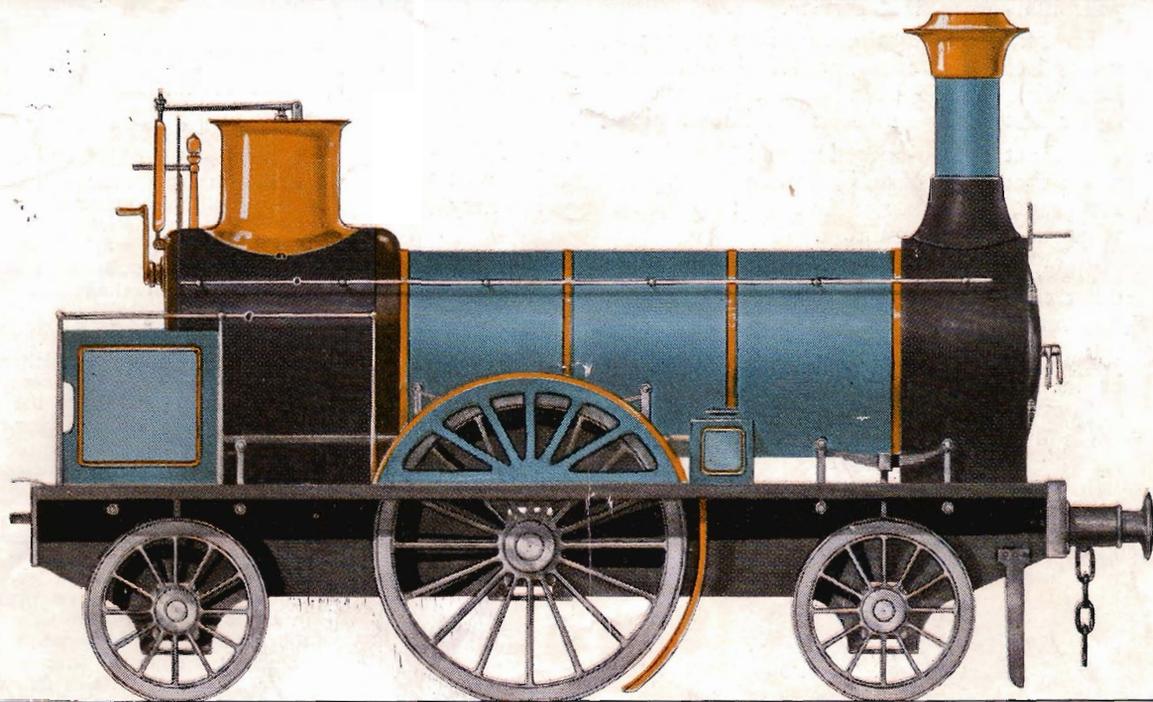
VICTORIAN RAILWAYS

# NEWS LETTER

JANUARY



1959



VICTORIAN GOVERNMENT  
RAILWAYS  
100 YEARS OF SERVICE

## SECOND CENTURY BEGINS

ONE hundred years of service has been given to the people of this State by the Victorian Government Railways.

It seems a long time since January 13, 1859, when the first train ran on the Government lines, but there are men in the Department who, themselves, have served for 50 of these 100 years; many of you have given most of your lifetime to that service.

Important changes have taken place; great improvements have been introduced and others are on the way. But, with all the changes and improvements, the basic factor underlying service is the human element.

Without the co-operation and devotion to duty of the many thousands of railway men and women during that 100 years, we could not have built up such a huge industry with such a fine tradition.

Now, with ample resources of modern rolling stock and other equipment, we are better fitted than ever to handle an ever-growing volume of traffic.

And you—who are now in the service—can, with us, begin the second century with hopes for building up an even greater reputation for service.

Good luck—and good railroading.

*Bob Brownbill* Chairman

*Uquail* Deputy Chairman

*Bob Brown* Commissioner

## V.R. HISTORY IS ON THE WAY

APPROPRIATELY, this issue of *News Letter* is largely devoted to articles about some historical features of the Victorian Government Railways, the history of which will be published in book form.

\* \* \*

The facts have been drawn from Mr. Leo. Harrigan's manuscript which is expected to be published shortly. What *News Letter* has this month gives only a hint of the interesting story in the book.

\* \* \*

The proposed book, while dealing with railways from their inception in this State, will be more concerned with the first 100 years of Victorian Government Railways. It will be complete to January 13 and publication will be as soon as practicable thereafter.

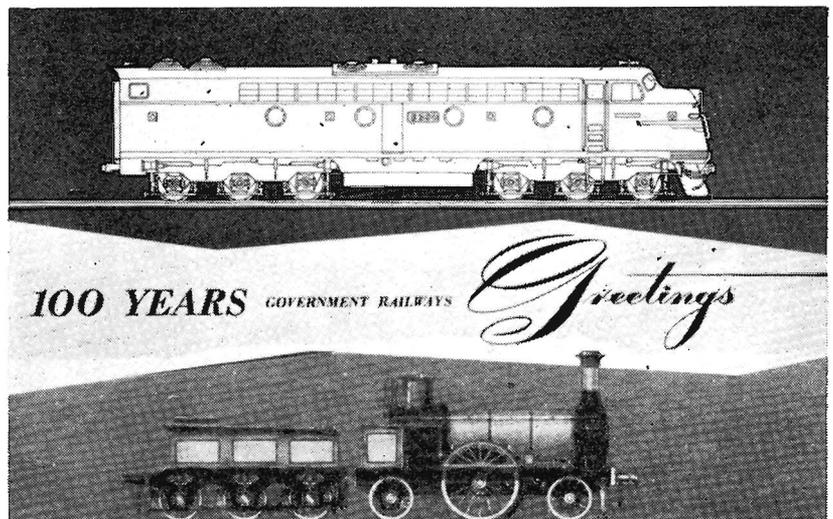
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The Public Relations and Betterment Board, Railways Offices, Spencer Street, Melbourne, is continuing to list prospective purchasers who will be advised by letter as to price (possibly 25/- to 30/-) etc., as soon as such details are known.

### FRONT COVER

It is fitting that engine No. 1 should be given such prominence in an issue largely given over to the centenary of Victorian Government Railways. (See Page 3 for a story about this famous old locomotive).

THIS is the striking V.R. Christmas card for 1958; it is 7" by 5". The diesel-electric locomotive outline is on a green base; gold and black lettering in the centre; and the old engine—the first of the Victorian Government Railways—is in blue, black and gold on a yellow-ochre background.



# FIRST ENGINE HAD VARIED CAREER

**D**ESERVEDLY taking pride of place on front cover of this *News Letter* is engine No. 1 (without tender).

Besides having the proud distinction of being the first engine owned and operated by the Victorian Government Railways back in 1859, it is the only locomotive to have been sold by the Department—and then to have come back into the departmental family, and gone into service again.

**O**RIGINALLY of the 2-2-2 type, with 6 ft. 6 in. diameter driving wheels, No. 1 engine was built in 1857 by George England and Company, of the Hatchem Ironworks, London.

September 16, 1858 was an important day in its life, for it then ran from Williamstown to Maribyrnong River and back on a test run in readiness for the more spectacular job on January 13, 1859, when it hauled the special train with guests to inaugurate the first Victorian Government Railways to Williamstown.

Next 13 years were eventful in the history of this famous old locomotive. Re-numbered 1A, it was changed to No. 12 in 1860. Re-built in 1872, it emerged from the workshops with several noticeable changes, including an altered, higher chimney; a steam dome; large coupled driving wheels to make it of the 2-4-0 type; and a cabin for the engine crew.

Four years later it was reported to have put up what can only be an unbelievably fine performance. It ran from Echuca to Bendigo, a distance of 56 miles, in the amazingly short time of 56 minutes! It was a journey of mercy, for it carried men injured in the collapse of the River Murray Bridge.

In 1890, the Victorian Government Railways apparently had no further use for this engine, because it was sold to the Shire of Yarrowonga to run on the 17-mile Dookie-Katamatite tramway. But in three years' time, it was back on the Victorian Government Railways locomotive Register—and once again it "hid" its identity; this time as engine No. 528.

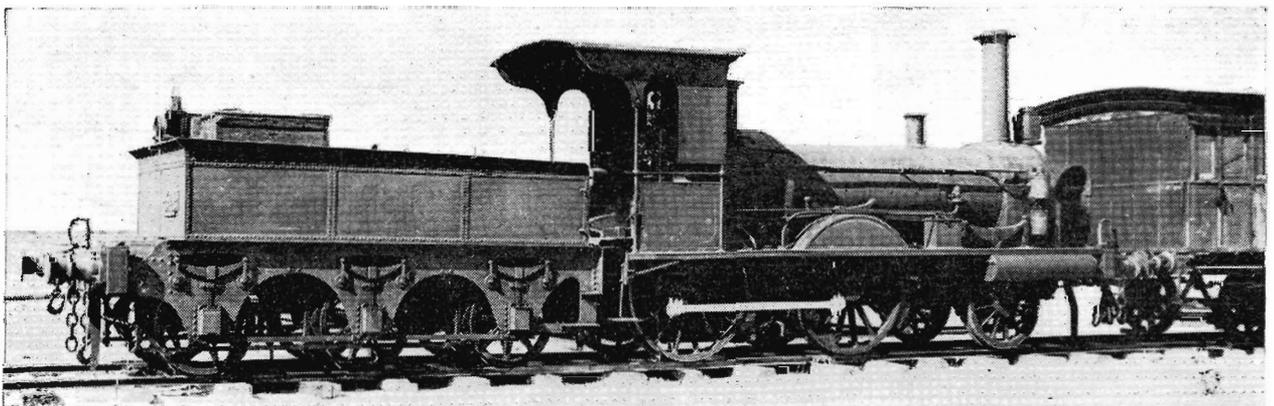
In 1895-96 this grand old engine was hired to the Altona Bay Estate Company, and finally—yes, finally—it disappeared from the departmental records when it was sold to Messrs. Rawdon & Baxter, building contractors of South Australia, in 1904.

Efforts have recently been made to discover something of its whereabouts in latter years. What happened is not clear, but there may be some substance in reports that it was sold for scrap in 1910.

By present-day standards of steam locomotives, engine No. 1 was a frail and humble power unit. Neither had it any resemblance whatever to the more modern diesel-electric and mainline electric locomotives which are putting up such superlative performances for the Victorian Railways.

Yet, fundamentally, engine No. 1 was the same as those mighty steam locomotives. For all its odd appearance and limitations, it was the pride of the people as it began the first 100 years of the Victorian Government Railways.

*There will be many, today, who will have a feeling almost of affection for a splendid old engine which steamed so triumphantly into history on January 13, 1859.*



CHANGING its identification number is nothing new to such a celebrated engine as No. 1. Here, as No. 528, and with a different wheel arrangement (2-4-0, instead of the original 2-2-2), it is hauling a passenger train of the period.

# PRIVATE MOTORISTS ARE "TAKEN FOR A RIDE"

**F**OR every railwayman to digest are the facts about the way road transport operates to the detriment of the Railways. These were stressed by Mr. G. F. Brown (Commissioner) in a recent talk to the Australian Federated Union of Locomotive Enginemmen. From his address, the following points have been extracted.

**T**HE requirement of Section 92 of the Federal Constitution that "trade, commerce and intercourse among the States shall be absolutely free", has been interpreted by the Courts to mean that no Government, State or Federal, has the power to tax or effectively control interstate transport.

This means that heavy road transport operating interstate cannot even be made to pay normal registration fees and thus avoids a fair charge for the use of the State highways which it is congesting and damaging.

It is true that the road operator, except in South Australia, is required to pay a road maintenance fee, but the amount is not commensurate with the damage that heavy vehicles cause to highways.

Apart from legitimate inter-capital traffic, a system of border "hopping" has come into existence. Freight is carried from Melbourne to a destination in New South Wales adjacent to the border and then returned to Victorian towns under the guise of interstate movement. Legality of this operation has been challenged in the Courts, but without success.

In addition, many operators of vehicles holding "as of right" licenses for the carriage of fruit, live-stock and other perishable goods within Victoria carry as back loading general merchandise not permitted under the licenses. This is transported to a border town in an adjoining State, from where it is conveyed to an interstate destination or



Mr. Brown

returned to Victoria. The fee for the "as of right" licence is £2 and no road maintenance fee is required.

To combat as far as possible this "pirating" of purely Victorian traffic, railway freight rates to towns many miles from interstate borders were reduced substantially.

Heavy hauliers contend that all petrol tax should be spent on road maintenance and claim that they pay more than their fair share of road upkeep. The petrol tax is only one of many taxes imposed by the Commonwealth to provide finance for governmental requirements.

Actually, the private motorist is being "taken for a ride" by heavy truck operators.

It has been estimated that a truck with an all-up weight of 20 tons getting eight miles to the gallon of petrol has 160 ton-miles of road use per gallon, whereas a 30 cwt. car getting 20 miles to the gallon has 30 ton-miles of road use. The amount of road wear and tear caused by a heavy truck measured in terms of a gallon consumed, is many times the wear and tear done by a light private

car. All road users, however, pay the same amount of petrol tax on each gallon of petrol purchased.

A great part of railway costs relates to the construction and maintenance of the permanent way, etc. The cost of maintaining tracks and other essential facilities for the operation of train services in Victoria during the last financial year totalled more than £6 million.

The heavy interstate haulier obtains generous use of the road and places a heavy burden of repair costs upon the rest of the community.

Another point to remember is that road hauliers are not common carriers. They are able to select the class of goods considered most profitable for haulage, and the cities between which they desire to operate.

Road operators would find it more difficult to compete with the rail if they all complied fully with industrial awards and conditions. served both large and small towns and were required to meet all the obligations of a common carrier in the same way as the Railways.

In recent years, Victorian Governments have authorized heavy expenditure for the modernization of the railway system. Diesel-electric locomotives, latest types of freight wagons, some of which are equipped with passenger-type bogies enabling them to attain speeds of up to 70 m.p.h., and many other improved items of rolling stock have greatly increased the efficiency of the Victorian Railways.

They now have the capacity to handle not only the substantial volume of traffic diverted to road in the early post-war years when the system was not geared to meet all demands, but also to meet all requirements for freight and passenger business.

While rail capacity is not being fully used, Victoria is called upon to bear the very heavy cost of road maintenance for which the increasingly large numbers of road vehicles engaged in intrastate and interstate goods and passenger traffic are mainly responsible. Many of these vehicles are overloaded and operate at excessive speeds.

# V.R. MEN FOR HALF CENTURY

**A**S at January 13, 1959, three men had been in the service for over 50 of the first 100 years of the Victorian Government Railways. They are: Messrs. A. W. Everson, Senior Clerk, District Engineer's Office, Eastern District—50 years 4 months 13 days; D. J. Patroni, Clerk, Medical Division—50 years 2 months 24 days; and L. T. A. Corkill, Senior Clerk, Metro. District Engineer's Office—50 years 1 month 13 days.

Closest to them in point of service was Mr. L. J. Williamson, Comptroller

## DISABILITY OVERCOME

**F**OR two widely different reasons, 1908 was a memorable year for a strong young lad, Don Patroni. High up in the lofty tower of the Hotel Federal, City, he had a "marvellous" view of the massive, decorated American Fleet then at Port Melbourne. "None of my mates had that chance", he chuckled.

And on October 21, 1908, he joined the V.R. "In those days", Don explained, "you had to register for a railway job at the old Labour Exchange at the corner of Bourke and King Streets, City. No need for staff advertising then. It was an honour—and I mean that—to be working in the railways. Neighbours really thought you were someone!"

He started at the Newport Workshops. His first job? Heating nuts... But when transferred to the drilling machine shop he had the misfortune, in 1912, to lose his left arm. "I was off work for about four months," he said, "and I was paid my wages of 3/- a day, but no workers' compensation or medical or hospital help. There were no such generous laws for injured chaps, as now."

Don was later transferred to the North Melbourne Loco. Depot in, as he says, "the golden era of steam, before the electrics and diesels." In 1938 he started in the Medical Division as a clerk assisting the doctors. In that post he has become known to thousands of V.R. men all over the State.

Though minus an arm, Don has adapted himself in a remarkable way to his disability. For instance, he has played social cricket and football—and "dinkum" snooker, his highest break being a staggering 78. For many years, at home, he has even chopped the wood.

Asked how he felt as he approached 65 next month, Don replied earnestly: "I'm as good as ever and could go on for another five years at least."



**BROUGHT** together for this historic picture are the three V.R. men with the most years of service, as at January 13, 1959. Arthur Everson, holder of the "title", is flanked by Don Patroni (left) and Lou Corkill.

of Accounts, with 49 years 11 months 26 days. Next with 49 years 9 months 26 days is Mr. J. Schou, Foreman Printer of the Printing Works, North Melbourne.

## AUSPICIOUS BEGINNING

**S**PEAKING almost as a sloganeer, Arthur Everson grinned and said: "I began in one o' eight in nineteen o' eight." On September 1, 1908, bluff but kindly Louis McClelland, then Secretary for Railways, took Arthur by the hand, led him to Room 108, Head Office, and boomed at the door: "Here, put this young splinter through his hoops."

In the Secretary's Branch Correspondence Registration Room as a messenger, Arthur had an enviable reputation as a "getter of previous papers". He seemed to know what everybody was doing in Head Office. Another of his jobs was the delivery of letters around the City. "For this", he says, "I got a boot leather allowance of 6d. a day, bringing my wages up to 2/6d. a day". Twice a year he delivered railway timetables in the city in a horse-driven cab. "The other kids in 108 thought I was gadding about in a present day Cadillac," he said.

Appointed a junior clerk in 1910 he started in the Way and Works Branch Staff Office under Mr. R. W. Easterby. In 1915 he enlisted in the First A.I.F. and served for four years. Returning to the railways, he widened his clerical experience in many city and country parts of the Branch.

He is now Senior Clerk in the office of the District Engineer, Eastern District. "As a boy travelling on the Brunswick line", Arthur said, "I got to know another young railway chap named Williamson. He's done pretty well for himself, as he has been Comptroller of Accounts for nearly 22 years".

A foundation member of the V.R.I. when it was formed in 1910, Arthur now plays—and enjoys—bowls with Middle Park. But in football, he barracks, not for South, but for North Melbourne. After all, he was born there. . .

No doubt there would have been many more with half-a-century of service but for the fact that, in several of the Branches, the starting age was 15 or over.

## MOTHER KNEW BEST

**I**N turf language, it was a photo-finish whether Lou Corkill would be a railwayman—or a jockey. With his father a horse trainer, young Lou loved horses and rode them in track work at Flemington; he had rosy visions of riding Cup winners. But Mother knew best. She wanted him to go into the railways—and Mother, persuasively, had her way.

Melbourne turned on a roasting summer's day for December 1, 1908, when Lou reported for duty, little realizing that it began a 50-year stay with the V.R.

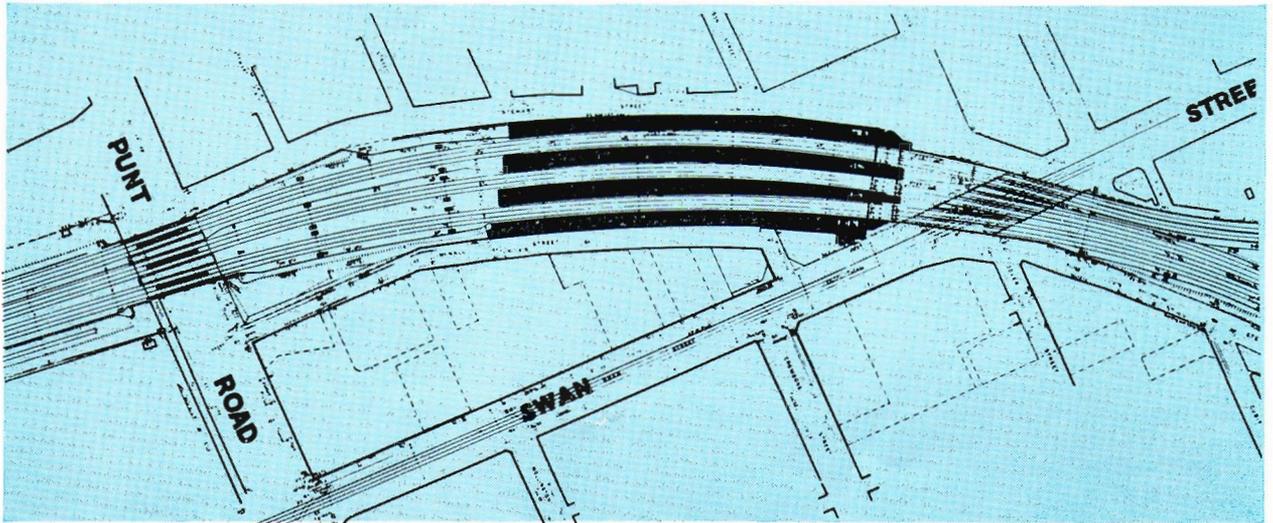
He started in the old wooden Telegraph Office, Spencer Street, where the Grill Room is now. Determined to get on, he was on the permanent staff as a junior clerk in the Way and Works Branch in 1910.

From then until about 12 years ago, he figuratively roamed the State. The list of country roadmaster's workmaster's and district engineer's offices he has worked in reads like an abridged index to a railway time-table.

He has worked in all sorts of odd places, some of them masquerading as offices. For instance, at Eaglehawk he found, to his astonishment, that the office had been uprooted and was inside a workmen's sleeping car—a real office on wheels. He is now Senior Clerk in the Metro. D.E.'s office.

Because of his boyhood association with horses, Lou has had a lifetime and, very often, profitable interest in horse-racing. "In the railways, I have had a good run for my money", he says, sticking to turf parlance, "and on my retirement this year I'll reckon I'm past the winning post."

Prospect in his retirement could not be more attractive: it is a trip to New York where his married daughter is living.



"BEFORE AND AFTER" plans on this page clearly indicate two of the important aspects of the work at Richmond. Above, thick black lines represent the existing platforms—two island, flanked by two "one-face" platforms—and the original bridges crossing Punt Road and Swan Street. To the left of Punt Road are the main sporting grounds; to reach them, passengers have to cross busy Punt Road.

## £60,000 RICHMOND STATION NOW

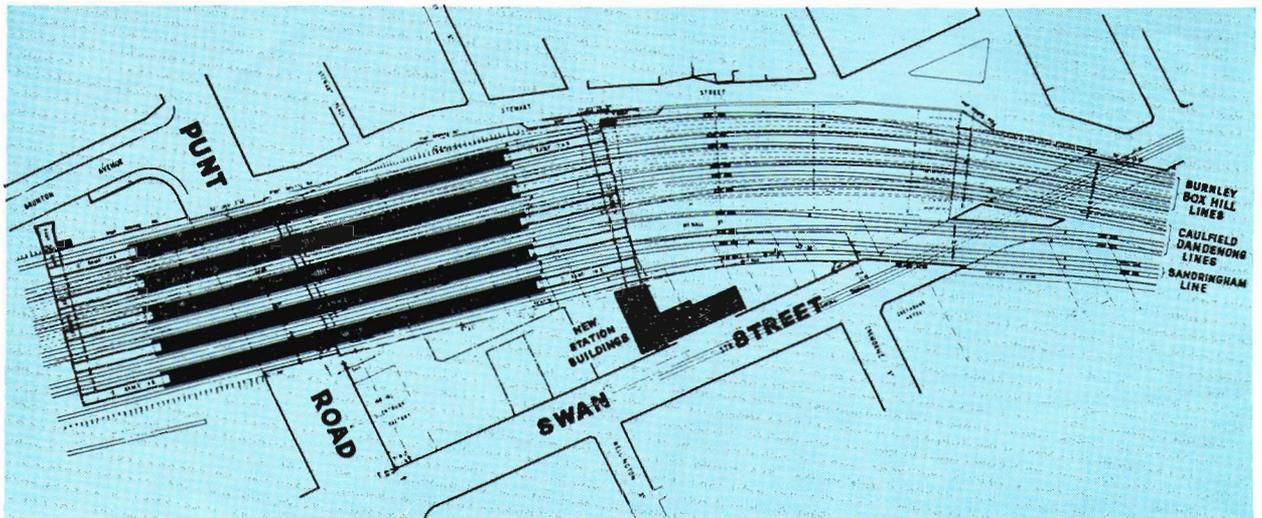
TOWARDS the close of the first 100 years of Victorian Government Railways there was an event of great significance—completion on November 30 of the first stage of the huge works at Richmond estimated to cost about £2½ million.

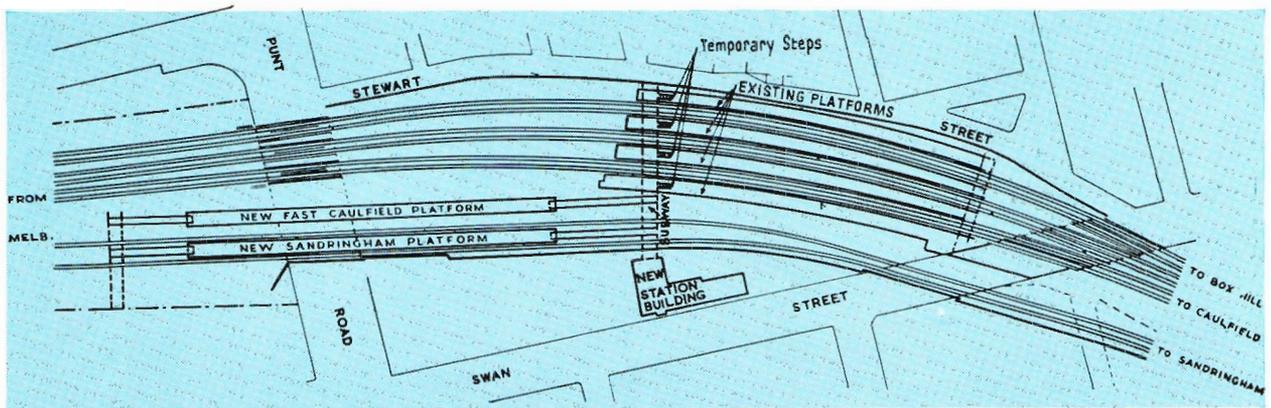
DESIGNED to improve the capacity of the system and to dovetail into the proposed Melbourne underground railway, the Richmond works are the most important in the suburban area for many years.

A new pair of tracks for the Sandringham line, together with the modern, £60,000 station buildings are now in use; next stage of the project—additional tracks for the Caulfield line—is expected to be ready in March or April.

What has already been done, combined with the reconstruction of the Punt Road and Swan Street bridges and the track work in the area, gives the travelling public a foretaste of the improved facilities to cope with increasing traffic.

NEW location of the five island platforms, providing ten faces are shown by thick black lines, straddling Punt Road. Fronting Swan Street are the new station buildings; leading from them are the main subway (which can also be entered from the opposite side of station) and the ramps to the platforms. Additional entrances to the station are shown at the left of the new platforms.





**RAILWAY** works involving tracks always present the problem of how to keep traffic moving while the works proceed. This plan illustrates what railway engineers have done at Richmond station. Accessibility to the new platform and the original platforms is assured by the subway leading from the new station buildings. Barrier gates, train indicators, etc., have been moved to the west end of each original platform.

The project at Richmond, with five island platforms giving ten faces, to replace the original six faces, is necessary to provide extra tracks for the Caulfield and Box Hill lines. While these additional tracks will greatly benefit many thousands of suburban travellers, they will also be of advantage to country passengers travelling via Richmond to the Gippsland and nearer-hill centres.

Main entrance to the station is in Swan Street to the west of the new bridge over that street. Alternative entrances will be provided—one by steps and one by ramp—leading to the concourse where the usual booking facilities, staff room and conveniences are provided.

From the concourse, a subway under all tracks, will have ramps to the island platforms. It will be connected on the north side to Stewart Street, to form a secondary entrance to the station.

On the west side of Punt Road a subway with ramps will give access to the platforms and permit patrons from the adjacent sports grounds, including the Melbourne and Richmond Cricket Grounds, to reach the station without crossing the heavy traffic in Punt Road.

Because Richmond is a major interchange station for passengers transferring from one line to another, a centre subway will connect platforms so that those passengers may avoid the general traffic into and out of the station.

Main and interchange subways will be tiled throughout in grey, and ramp or steps leading to each platform in distinctive colours, to further help passengers identify platforms.

Four lock-up shops on the Swan Street frontage of the new station buildings have been provided, as well as ample storage space for railway use.



**TAKEN** in 1905, this picture shows the Richmond station staff grouped on No. 1 Platform at a farewell to the retiring S.M. J. Kiernan, in the front row fourth from the left.



**MELBOURNE** end of the Richmond station in pre-electrification days, with an E class engine drawing a train from the Frankston—Dandenong track. Factories now front the street curving at left of picture.



# RICHMOND

FIRST stage of the Richmond program new station building, new platform extra tracks, was brought into operation on November 30 when trains used the island platform.





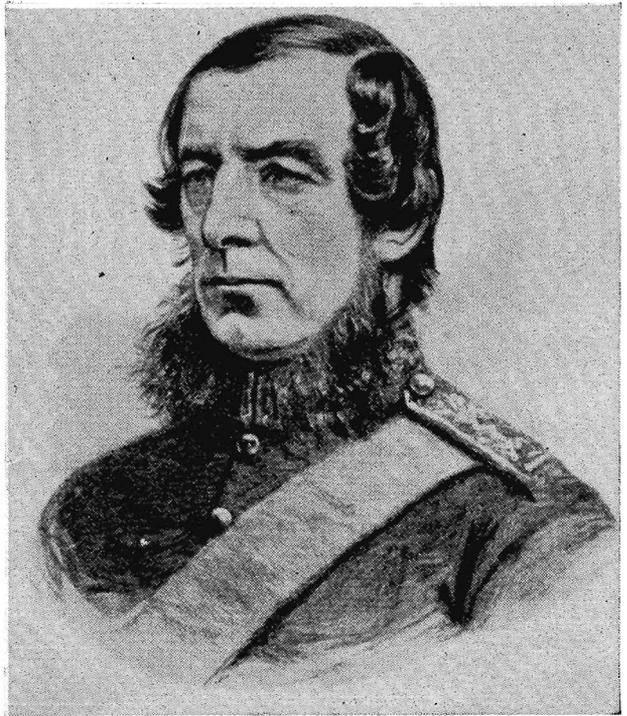
*Above* : Island platform, with modern "butterfly" type verandah, for the Sandringham line, looking towards South Yarra. *Below* : The old station building erected 99 years ago was, by modern standards, cramped and gloomy ; it has been replaced by one featuring spaciousness, light and colour. From left is the station building on Swan Street frontage ; one of a series of booking windows ; part of the concourse which includes booking and parcels offices, kiosk and public telephones ; departmentally-operated kiosk for newspapers, sweets, soft drinks, etc.

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# HOW IT ALL STARTED

## EXCITING OPENING OF FIRST VIC. GOVT. RAILWAY



Sir Henry Barkly, State Governor.

**J**ANUARY 13, 1859 was a fine, mild day. It was far more: it was to be an historic day. Government offices and the main business houses had declared a holiday to celebrate the official opening of the lines to Williamstown and Sunbury—the very beginning of Victorian Government Railways' operations in this State.

**C**ONTRACTORS for the construction of the Sunbury line had organized refreshments on a generous scale at Batman's Hill station (now Spencer Street). Their judgment was not astray as the citizenry of Melbourne had come in their thousands to witness the official opening by His Excellency the State Governor (Sir Henry Barkly). There were other celebrities, all of whom were to travel by the special train.

Flags, streamers and greenery, which effectively hid the stark structure of timber and iron, festooned the station. There was only one platform for traffic. Completely roofed over for its 540 ft.

length, it was built in the most modern practice of those days.

Across from the station were the engine and carriage sheds, while the goods sheds were 300 yards further down towards Flinders Street.

Arriving at the station punctually at 10 a.m., the official party was received by the Commissioner of Public Works, Engineer-in-Chief of the Railway Department and the Mayor of Melbourne.

After an address had been read by the Town Clerk, the Governor entered the saloon car of the train which had been fitted with elaborate white furnishings. Five other carriages were provided for the guests.

At 10.20 a.m. locomotive No. 1 be-decked with flags, whistled and the train then set out on its epoch-making journey. Booming of guns from the Volunteer Artillery Battery on Batman's Hill and the tumultuous cheering of the crowd of onlookers, greeted the inauguration of Victorian Government Railways.

By the time the Saltwater Bridge over the Maribyrnong River was reached, the train had accelerated to 25 miles an hour and, when the village of Footscray hove in sight, the passengers were thrilled as the special train dashed through at 30 miles an hour.

At Williamstown, the local people had spared neither labour nor expense to suitably celebrate the event. A triumphal arch had been made of Thompson Street bridge. Covered with flags, flowers and evergreens it displayed a large banner: "WELCOME, SIR HENRY BARKLY".

The uncompleted structure of Williamstown station had a large flower-laden arch erected over its street entrance. A blue banner on the arch depicted in gold a ship under sail and a locomotive with the motto, "Advance Williamstown".

Nearly all Hobson's Bay was crammed with more than 70 sailing vessels, all gaily and colourfully dressed with flags. The steam sloop, *Victoria*, commanded by Commander W. H. Norman, had its crew manning the rigging.

As the train carrying the official party came into view at Williamstown, two Fort Gellibrand batteries thundered a 19-gun salute. The Governor and his party descended from the train at Williamstown and were greeted by the Municipal Chairman.

#### Official's Dilemma

Outside the station, on a crimson-draped dais, were many leading citizens; the Williamstown Artillery Corps formed a guard of honour. Unfortunately for the dignity and importance of the proceedings, portion of the dais collapsed while the Municipal Clerk was reading the address of welcome.

Undeterred by what can be imagined to be a most upsetting occurrence, he resumed his address, while the remaining section of the dais disintegrated. Still unruffled, he finished reading the speech from the ground.

For the Williamstown guests, an additional carriage was put on the train. The engine was changed over to the other end, and the train then left for Sunbury via Footscray, to the accompaniment of a shattering salute from the guns of the *Victoria*.

At 12.30 p.m., Sunbury greeted the train's arrival with a salute from a battery of howitzers. The party then walked to Jackson's Creek where, after coins and newspapers had been placed in the excavation beneath it, the foundation stone of the viaduct was ceremoniously laid.

But all was not well, for anxiety was now felt because of the non-arrival of two more trains from Melbourne, each bringing additional guests. When the trains eventually arrived, it was found that the driver of the leading one was unable to keep steam in the locomotive at the proper pressure. As a result, on three or four occasions the passengers assisted the train over inclines by getting out and pushing.

## Railways.



### VICTORIAN RAILWAYS.

On and after Monday, 17th January, trains will work as follows:—

**MELBOURNE AND WILLIAMSTOWN.**

**WEEK DAYS.**

Leave Melbourne....8 30, 9 30, 10 30, 11 30, 12 30, 2 30, 3 30, 5, 6.

„ Williamstown, 8 30, 9 30, 10 30, 11 30, 12 30, 2 30, 3 30, 5, 6.

**SUNDAYS.**

Leave Melbourne....10, 1 30, 2 30, 3 30, 4 30, 5 30, 6 30.

„ Williamstown, 9 30, 1 30, 2 30, 3 30, 4 30, 5 30, 6 30.

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**FARES, EACH WAY.**

	s.	d.
First-class single ticket .....	1	6
Second do do .....	1	3
First do return do .....	2	6
Second do do .....	2	0

**Passengers not booked to intermediate stations until further notice.**

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**MELBOURNE AND GEELONG.**

**ON WEEK DAYS ONLY.**

Leave Melbourne.....7 45, 12 45, 4 45.

„ Geelong .....7 35, 12 35, 4 35.

By order,  
**JOSEPH WARD, Secretary.**

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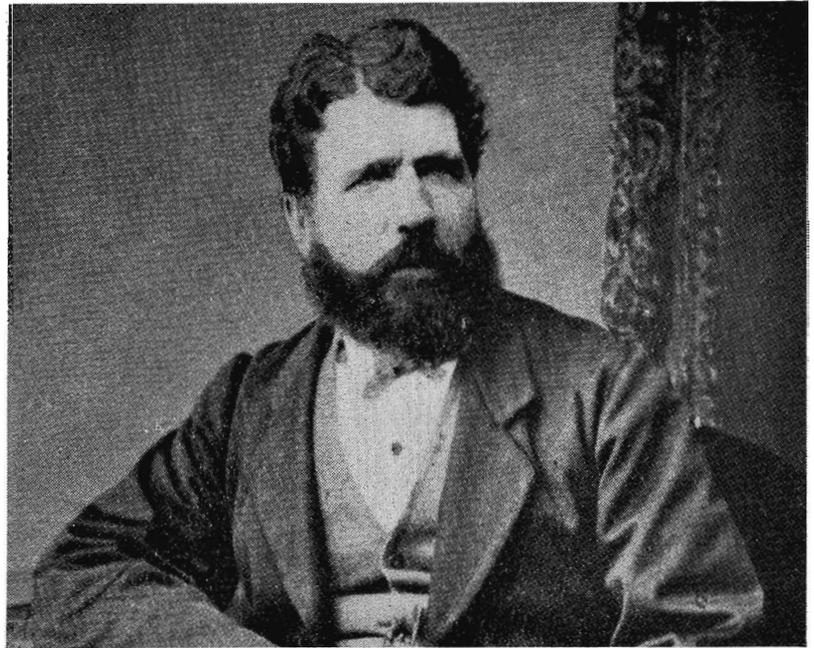
THIS historic advertisement appeared in the Melbourne newspapers on January 15, 1859, to give prominence to the first Victorian Government Railways' train service, beginning two days later. It will be noticed that the departure times at both terminals are virtually identical. Flaw in the advertisement is "Fares, Each Way" as it tabulates the return fares but, then, who are we to be critical of another generation of advertising copy-writers.

Finally, at 4 p.m., about 1,500 guests settled down to an excellent repast in the elaborately decorated Sunbury workshops of the construction contractors. To the music of the 40th Regimental Band, vast quantities of food and liquor were consumed. The navvies who had built the railway celebrated by roasting two bullocks whole.

On their return to Melbourne, the guests were further entertained at a ball at the Exhibition Buildings the following evening, again at the expense of the contractors. By Saturday morning the festivities had finally subsided and the Victorian Government Railways were ready for business.

# PIONEER RAILWAY SURVEYOR

**F**IRST surveys of proposed Government railways in Victoria were made on horseback. They were under the supervision of Mr. George C. Darbyshire. Copies of his hand-written reports, in a book recently found in the Melbourne Goods Depot, portray some of the difficulties he and his men encountered.



Mr. George C. Darbyshire

**W**HEN the Victorian Government Railways were formed in 1856 to take over the uncompleted works of private railway companies, the first appointment made was that of Mr. Darbyshire to the position of Engineer-in-Chief.

Mr. Darbyshire had entered the Government service in August 1853 in the Surveyor's General Department. As District Surveyor at Williamstown he, with Mr. A. Galt (a Melbourne accountant), was responsible for examining

the works and finances of the Melbourne, Mount Alexander and Murray River Railway Company before the Government took control of it.

He gained valuable experience on railway work in 1855, when the Surveyor-General, Captain Andrew Clarke, R.E., placed him in charge of 16 survey parties. He was given authority to examine the central portion of the Colony with a view to building 200 route miles of railway track.

By the end of 1855 the parties had surveyed 600 miles, covering lines from Melbourne to Sandhurst (Bendigo) and Echuca. Geelong to Ballarat, Melbourne to Ballarat, and Ballarat to Maryborough and Castlemaine, all with deviations and alternative routes, besides cross country connexions from one line to another. In addition, a line from Melbourne to beyond Seymour was marked out.

With the growth of the railways by 1860, the position of Engineer-in-Chief was filled by Mr. W. Elsdon, while Mr. Darbyshire continued in control of surveys.

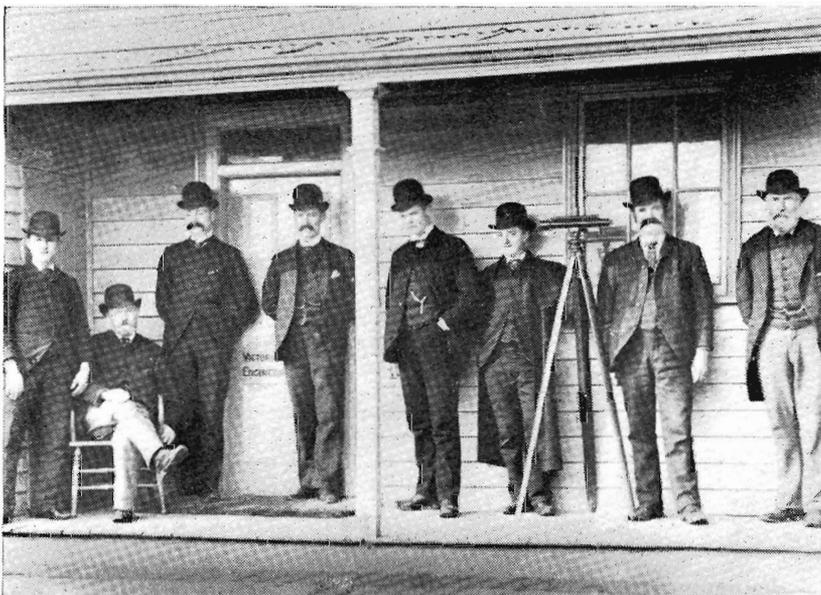
Mr. Darbyshire's reports of the 1881-1882 period included the Kyneton, Heathcote, Fern Tree Gully, Mirboo North, Korong Vale and Koroit areas.

His report of November 24, 1881, is of special interest today, since it dealt with the relative merits of Spring Vale, Dandenong and Ringwood as potential rail termini from which to construct a line to Fern Tree Gully.

While recommending Ringwood as the best connecting point, Mr. Darbyshire said that it would do little to serve the Dandenong to Fern Tree Gully area which was more densely settled at the time.

It would appear, therefore, that there was a strong possibility at that time that instead of being built from Ringwood, the line to Fern Tree Gully could have been constructed from Spring Vale.

Since those early days the Victorian Railways' track mileage has increased to cover 4,000 miles, a monument to railway surveyors.



MEN like these were amongst the groups of surveyors and assistants who blazed the trail for Victorian Government Railways.



OFFICIALS of the Engineer-in-Chief's Branch in 1862, the period dealt with in the Report.

## FIRST V.R. REPORT

SINCE November 8, 1862, the Victorian Railways Department has submitted an annual report on its operation to the government of the day. The first report, which bears the signature of the then responsible Minister, Mr. W. H. F. Mitchell, Commissioner of Railways and Roads, was sent to His Excellency the Governor of Victoria, Sir Henry Barkly, K.C.B..

MR. Mitchell was extremely forthright in his remarks on the difficulties facing the newly established Department; his analysis of the staff situation and the basis on which rates were established are interesting.

Dealing with the problem of building up staff he writes: "In connexion with this part of the subject, I cannot refrain from adverting to the difficult and disagreeable duty which has fallen upon me and the officers of the department.

"Where so large an establishment had to be created, it naturally followed that the number of applicants for employment has been overwhelming.

"All classes of the community have been put under requisition for recommendations for railway employment, and in the majority of cases they have been on behalf of persons not qualified for the ordinary struggles of life, but who have had to plead that if they could not get on the railways their large families must starve.

"Under such circumstances, it admitted of apprehension that the railway service which called for the employment of the ablest of our population, might become the refuge for incapable objects of charity or interest.

"The difficulty has been in a great measure met by the employment, in the first instance, of all persons on probation. It is true that this has thrown upon particular officers the odium of reporting persons as unfit, but I am glad to be able to say that the duty, however disagreeable, has been performed firmly and properly."

In setting out the basis on which fares had been computed, he makes a comparison between the systems of England, America and Victoria, pointing out that entirely different conditions existed in the relatively densely populated areas served by railways in England and the sparsely populated, undeveloped country which would be served by the Victorian Railways.

Referring to American railways, he quotes figures for the year 1861 which showed that, of the 130 railways operating in that country, 73 did not pay any dividend, 43 paid from 2 to 4 per cent, while the remainder paid from 4½ to 7 per cent.

English railways of the time charged 2½d. per mile first class and 1½d. per mile second class. The Victorian fares were 3½d. and 2½d. respectively. In making comparisons, Mr. Mitchell pointed out

that an English labourer receiving 2/6d. a day would have to pay 7/3½d., or nearly three days' pay, to travel 50 miles, whereas his counterpart in Victoria receiving 7/- a day would only have to pay 11/6d., or little more than a day and half's work, for the same distance.

As to the equity of the fares being charged, he states that local carriers at that time were charging 7d. a mile as against 2½d. a mile for railway passengers while goods were carried for 1/2d. a ton per mile as compared with 5d. a ton on the railways.

Mr. Mitchell's report finally pays a nice tribute to the administration:

"The traffic arrangements as now carried out—although under no ordinary circumstances of difficulty—reflect the highest credit upon the branch of the department.

"As responsible Minister I cannot claim for myself any share of what is due to the officers charged with administration, nevertheless it is satisfactory to know that such vigor and capacity are displayed in our railway management as will challenge comparison with any other railway service, and only need inquiry to be appreciated by the public."

# AMONG OURSELVES . . .

## Enriched By Overseas Trip

TO have been shown over a nuclear power house under construction in England and to see some of the difficulties and problems of such a modern venture was the enviable experience of Assistant Engineer Laurie Murphy, of the Newport Workshops Laboratory.

He recently returned from England where he was on a 12 months' Engineering Training Scholarship awarded to him by the Federation of British Industries, in conjunction with the Commonwealth Government. He studied railway workshop methods and practices. Only a few other Australians shared in this engineering experience 'plum' last year. It was, therefore, a tribute to Laurie's ability and potential that has hould been selected.

While in England, his main objectives were railway rolling stock construction and maintenance centres although he

had ample opportunities to visit other workshops of interest. He spent six months at the huge Birmingham works of Metropolitan Cammell Carriage & Wagon Company. He "executed his duties satisfactorily in every position", said the Company in a letter to the Department.

From a railway viewpoint, highlight of the trip was seeing the construction of 2,000 h.p. diesel-hydraulic locomotives. He saw them in the running sheds, too, and travelled on them in service.

In his opinion, the Australian engineering industry is abreast with its English counterpart although, in many cases, production methods vary, due to different requirements. In England it is far more comprehensive, with its range of works and products. One difference he noted was that the whole of the industry in England is on some form of piece work.

Laurie joined the V.R. in 1940 as an apprentice fitter and turner. He was in the RAAF for 2½ years, and after returning to the railways he was granted two years' leave of absence to complete his Engineering Fellowship Diploma at the Royal Melbourne Technical College.



Mr. Murphy

## Garden For Gardiner, Now

FOR Mr. J. J. Gardiner, Rolling Stock Accountant, Christmas Eve was his 65th birthday and the end of his 48 years' service. For 24 years he had been the Branch financial expert, the last 10 covering the implementation of the £80 million *Operation Phoenix* plan, in its locomotive, car, wagon and workshops aspects.

In 1910 he started at the North Melbourne Truck Shops a career which later gained him invaluable experience as a relieving clerk at metropolitan and country depots. Between 1918-1925 he was personal clerk to the then Chief Mechanical Engineer, Mr. A. E. Smith, with whom he got an intimate insight into branch administration.

Nineteen hundred and twenty-six was a notable year for Mr. Gardiner. He then qualified as an accountant with the Federal Institute of Accountants; in doing so, he had the distinction of scoring the highest marks in Australia.

After so many years of activity revolving around pounds, shillings and pence in their millions, Mr. Gardiner wryly admits he is quietly looking forward to the serenity of his garden.

## Gales Blow Out

MANY having business with the Railway Printing Works heard with regret that on December 16 Sub-foreman Les Gale retired after 47 years' service. Through him, for some time, have passed thousands of jobs into and from all sections of the works. Les was always ready with his great experience to help novices in the printing trade.

His retirement terminated a continuous "Gale" link with *News Letter* and the former *Victorian Railways Magazine*, as he, his father and his brother always had something important to do with those journals.

While a First A.I.F. man, Les tried himself out in the boxing ring as a welter-weight. Later, he had some fights at the Melbourne Stadium, but he smilingly confesses he has no press cuttings to prove he had even remotely resembled a world beater.

He did much better at week-end fishing in Port Phillip Bay. It is still his passion, and there are unreliable reports that the snapper, hearing he would have more time with the line, began taking evasive action from December 17.

## Year, Career Ended

DECEMBER 31 was not only the end of 1958, it was also the last day in the V.R. of Senior Clerk Tom Hunter, of the Newport Workshops.

In that post, he had been the Manager's chief administrative assistant at one of the largest workshops of its kind in the Southern Hemisphere. It employs an average of 3,000 men in a great variety of occupations. For 10 years before he had been Principal Time-keeper at the 'Shops. Altogether he had more than 48½ years of varied suburban and country service in the Rolling Stock Branch.

A tribute to his all-round knowledge of departmental apprenticeship requirements and, above all, a fitting finale to his career was his appointment in November as the Rolling Stock Branch representative on the Apprentices Selectors' Board. It recently completed choosing lads to start this month.



Mr. Zelesco

## Saved Woman

FOR a Greek woman who ran and foolishly tried to join a swing-door St. Kilda train moving from Flinders Street last month, it was fortunate that Italian Station Assistant, Eminrio Zelesco was nearby. Otherwise there could have been tragic results.

Pushing her young son into a compartment, the woman then slipped, knee-high, between the platform and the train, and was in grave danger of serious injury or, possibly, losing her life. Eminrio quickly leapt to her assistance and pulled her clear, with a slightly bruised ankle the only result.



## Serviceton's Merretts

**P**IONEER family of Serviceton, the Merretts are well represented in both farming and transport spheres. Senior member of the railway fraternity is Repairer H. A. ("Stockie") Merrett whose nickname happily describes him. Full of good humour, "Stockie" admits to living in Serviceton all his life. Wheat lumping took up 30 years of his existence; the other 15 years have been on track work.

In his younger days he played football in the Serviceton district and self-consciously admits to having participated in one Wimmera League championship.

Repairer Claude Merrett, who has been five years at Serviceton, has been in Wimmera League football for 22 years—and 400 games.

Playing cricket for Wolseley, on the South Australian side of the border, Claude has collected the trophy for the best fielder for the last three years. He was successful when he tried boxing. Fighting as a lightweight he had four wins out of four fights; he then retired.

## Foil, Epee or Sabre

**T**HE three divisions of fencing taught at the Fencing Club are foils, epee and sabres—named according to the weapon used.

Foils-fencing uses the lightest weapon and hits on the body only are counted. A heavier weapon is used in epee-fencing. This branch attempts to reproduce the conditions of actual duelling in which hits on any part of the person are counted.

In sabre-fencing, both the edge and point are used—the other two varieties use the point only.

The Club provides all equipment. Classes are held in the V.R.I. hall at Flinders Street on Mondays, Wednesdays and Fridays from 5.30 to 7.30 p.m.

## Forsook Horses for "Iron Horse"

**W**HEN *News Letter* visited Serviceton recently, a closely kept race track secret was revealed for the first time. It was discovered that Goods Guard Bill Johnson had once been apprenticed as jockey to a trainer, the late Mr. Mick Fraser.

Among his mounts were Sea Beau and Summer Lace for Mr. Basil Conaghan. The greatest horse he ever rode was Tranquil Star.

## "Test" Atmosphere

**A**FTER a depressing winter and early spring, V.R.I. Cricket Association officials were hopeful that the months ahead would be warm and sunny for the 1958-59 series of games.

Teams from Flinders Street, Melbourne Yard, Loco., Geelong and Stores will compete in an atmosphere "every bit as keen as any Test match" as one enthusiastic cricketer said. With Stores in the competition, two two-day games will be played each week—on Tuesdays and Thursdays at Royal Park. Geelong will play all games (one-day) on Sundays, "away" fixtures being at the Spotswood Oval.

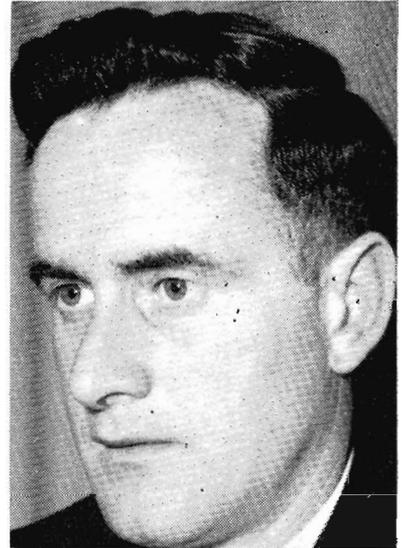
Fixtures for the season extend from October 12 to March 17.

## Cricket Ladder, Performances

**J**UST before this edition went to press, the premiership ladder in the Cricket Association was: Loco, 13 points; Flinders Street, 11; Stores, 5; Geelong, 8; and Melbourne Yard, nil.

There have been some splendid performances by nine batsmen, who have each topped the 50-mark. Details are: R. Dawson (Melb. Yd.) 72; K. Cormick (Flinders-st.) 71; G. Southern (Flinders-st.) 69; W. Carson (Loco.) 63; M. Flavell (Melb. Yd.) and G. McLean (Stores) 60 each; J. Williamson (Flinders-st.) 69; R. Paley (Geelong) 55; and L. Balcombe (Flinders-st.) 53.

Seven bowlers have put up some sterling efforts for their clubs with R. Paley (Geelong) taking 13 wickets (including a hat-trick) for only 31 runs. Jack Culliver (Stores) was not far behind for he captured 19 wickets for 106 runs in three games. J. Williamson (Flinders-st.), took 6 for 35; G. Kruss (Flinders-st.) 5 for 17; W. Carson (Loco.) 5 for 40; R. Dyson (Flinders-st.) 5 for 39; and D. Dingley (Loco.) 6 for 19.



**VICE-CAPTAIN** of Stores Branch cricket team in the V.R.I. competitions Jim Culliver is a clever left-arm spin bowler. He has played in Victorian teams at three railway carnivals.

## Country Weeks

**F**OUR Country Sports Weeks have been arranged for 1959, and everyone hopes for an over flow of entries as these Weeks are notable not only for some splendid individual efforts but also for the social contacts they offer. Details are:

Cricket	... March 2-6.
Tennis	... " 9-13.
Bowls	... " 16-20.
Golf	... Sept. 7-10.

All country members of the V.R.I. who play any of these sports are invited to participate. Further particulars are obtainable from Country Centre Secretaries or from myself at the V.R.I. Melbourne.

Some entries will be closing at the end of this month.

## Golf

**R**ECENTLY, 35 metropolitan and 42 country players took part at the Midlands Golf Club, Ballarat, for the President's and Captain's Trophies. It was an excellent fixture over 18 holes. Winners were:

President Trophy	... F. Kramer, Woodend
Captain's	... R. Hallett (Metropolitan)
Ballarat VRI Trophy	B. Cabrie (Metropolitan)
Ladies Trophy	... Mrs. E. Hallett (Metropolitan)

1959

Terminating dates of Pay Fortnights shown in **Blue**  
 Public Holidays shown thus— **○**  
 (Good Friday 1960—April 17)

1959

	JANUARY					FEBRUARY					MARCH						
Sun.	...	4	11	18	25	1	8	15	22	...	...	1	8	15	22	29	...
Mon.	...	5	12	19	<b>26</b>	2	9	16	23	...	...	2	<b>9</b>	16	23	<b>30</b>	...
Tues.	...	6	13	20	27	3	10	17	24	...	...	3	10	17	24	<b>31</b>	...
Wed.	...	7	14	21	28	4	11	18	25	...	...	4	11	18	25	...	...
Thur.	<b>1</b>	8	15	22	29	5	12	19	26	...	...	5	12	19	26	...	...
Fri.	<b>2</b>	9	16	23	30	6	13	20	27	...	...	6	13	20	<b>27</b>	...	...
Sat.	3	<b>10</b>	17	<b>24</b>	31	7	14	<b>21</b>	28	...	...	7	14	<b>21</b>	<b>28</b>	...	...
	APRIL					MAY					JUNE						
Sun.	...	5	12	19	26	...	3	10	17	24	31	...	7	14	21	28	...
Mon.	...	6	13	20	27	...	4	11	18	25	...	1	8	<b>15</b>	22	29	...
Tues.	...	7	14	21	28	...	5	12	19	26	...	2	9	16	23	30	...
Wed.	1	8	15	22	29	...	6	13	20	27	...	3	10	17	24	...	...
Thur.	2	9	16	23	30	...	7	14	21	28	...	4	11	18	25	...	...
Fri.	3	10	17	24	...	1	8	15	22	29	...	5	12	19	26	...	...
Sat.	<b>4</b>	11	<b>18</b>	<b>25</b>	...	<b>2</b>	9	<b>16</b>	23	<b>30</b>	...	6	<b>13</b>	20	<b>27</b>	...	...
	JULY					AUGUST					SEPTEMBER						
Sun.	...	5	12	19	26	...	2	9	16	23	30	...	6	13	20	27	...
Mon.	...	6	13	20	27	...	3	10	17	24	31	...	7	14	21	28	...
Tues.	...	7	14	21	28	...	4	11	18	25	...	1	8	15	22	29	...
Wed.	1	8	15	22	29	...	5	12	19	26	...	2	9	16	23	30	...
Thur.	2	9	16	23	30	...	6	13	20	27	...	3	10	17	<b>24</b>	...	...
Fri.	3	10	17	24	31	...	7	14	21	28	...	4	11	18	25	...	...
Sat.	4	<b>11</b>	18	<b>25</b>	...	1	<b>8</b>	15	<b>22</b>	29	...	<b>5</b>	12	<b>19</b>	26	...	...
	OCTOBER					NOVEMBER					DECEMBER						
Sun.	...	4	11	18	25	1	8	15	22	29	...	...	6	13	20	27	...
Mon.	...	5	12	19	26	<b>2</b>	9	16	23	30	...	...	7	14	21	28	...
Tues.	...	6	13	20	27	<b>3</b>	10	17	24	...	...	1	8	15	22	29	...
Wed.	...	7	14	21	28	4	11	18	25	...	...	2	9	16	23	30	...
Thur.	1	8	15	22	29	5	12	19	26	...	...	3	10	17	24	31	...
Fri.	2	9	16	23	30	6	13	20	27	...	...	4	11	18	<b>25</b>	...	...
Sat.	<b>3</b>	10	<b>17</b>	24	<b>31</b>	7	<b>14</b>	21	<b>28</b>	...	...	5	<b>12</b>	19	<b>26</b>	...	...

VICTORIAN RAILWAYS

# NEWS LETTER

FEBRUARY



1959



## Brickbat and—Bouquet

HOW one lady passenger on a railway tram experienced two completely different standards of service was disclosed in a letter to the Department last month.

When tendering the fare to the city from Elwood, she went out of her way to explain why she had only pennies for it. Despite this, the conductor "very rudely and vociferously refused to accept the pennies." She said he was disgustingly rude.

Going to the end of the tram, she again explained the position to another conductor who "was most courteous and complied immediately by accepting the pennies." She said he was a credit to the Department.

Added the writer: "Both of these men are New Australians. I can now understand why boorish behaviour on the part of one man induces antagonism on the part of some people to all New Australians. This of course is unfair."

## Give It A Name

"RAIL-PAK" has been adopted by the Department to describe the co-ordinated rail-road traffic using trays, containers, tanks and similar pre-packed freight units.

Almost 100 titles were suggested following the *News Letter* quest (September and November). Included were some very similar to that adopted—"Rail - O - Pak", "Rail - A - Pak", "Rail - Road - Pak" and "Rail - Road - Pack".

Winner of the £10 award is Mr. L. J. Oliver, of North Fitzroy.

## "Resoing" Through North-east

BUSINESSMEN, bankers, farmers, graziers and representatives from other city and country interests are presented with the chance of seeing the chief features of north-eastern Victoria on the Reso Train between March 1—6. Living in superlative comfort on the famous train throughout the week, Resonians will visit Wodonga, Rutherglen, Bright, Wangaratta, Euroa and Shepparton.

From those points the party will have memorable close-ups of the mighty Hume Dam at Albury, wine cellars, Mt. Buffalo National Park, the Kiewa Hydro-electric scheme, woollen and rayon mills, sheep stations and the British Commonwealth's largest fruit cannery, as well as irrigated properties from which fruit is produced prolifically.

An inclusive fare of £38 will cover rail travel (with meals and sleeping berths), and motor coach travel, together with the services of experts and literature to amplify a succession of activities which give the north-east such significance in the State's overall prosperity.

## "Efficient Planning"

HIGH praise from General Motors Holdens Limited for the way the Department planned and carried out the movement of nearly 8,000 people by ordinary and special trains to the Company's Children's Christmas Party at Dandenong on Sunday, December 14 was contained in a letter to the Commissioners.

On the outward journey, 17 trains were run to the Company's platform, a few miles beyond Dandenong, between 9.30 a.m. and 2 p.m.. Some trains were then returned to service; others were "parked" on the main line. For the return trip, the traffic was spread over about two hours and 13 trains were used.

The letter from the Company said: "The smoothness with which this large group of people arrived and departed highlights the efficient planning on the part of your staff and made a major contribution to the success of this function."

## Misguided Talk

TO say, as a Victorian country councillor was reported last month to have done, that "freight rates were the greatest cause of the failure of decentralization and were also the reason why country industries, such as flour mills, had to curtail their activities" is just not true.

It cannot be too strongly stressed or too widely known that many and varied rail freight concessions are given expressly for the purpose of stimulating secondary industries outside the metropolis.

Quite apart from its overall policy of promoting the prosperity of the State as a whole, the Department has a logical, commonsense expectation about the decentralization of industry. In short, as it gives concessions on the haul into country factories, so it hopes to be the principal transporter of the finished products.

In other words, it aims for two-way traffic. It's as simple as that.

## Rail Safer Than Road

INSURANCE companies are naturally cautious in assessing their financial obligations under various types of policies. Especially is this the case with fatal accidents.

It is not surprising, therefore, that in *The Sun News-Pictorial* insurance scheme for registered readers only £100 is paid in the case of a fatal road accident.

Contrast that relatively small sum with what an insured person gets, under the same scheme, if a train is involved. If the reader and his wife or both the reader and husband are killed as a result of a train accident, the sum payable is £3,000.

## Workshops Will Be Busy

DEPARTMENTAL Workshops will play a major role in the building of the next batch of 30 "Harris" trains comprising 90 motor coaches and 120 trailer cars. The 120 trailer cars will be built in departmental Workshops as will the bogies for both motor coaches and trailer cars. The tender of Martin & King Pty. Ltd. of Victoria, has been accepted for the construction of the 90 motor coaches without bogies.

Equipment and fittings common to both types of cars will be manufactured or bought in bulk by the Department and those required for the 90 motor coaches will be supplied to the contractor. The English Electric Co. of Aust. Pty. Ltd. is the successful tenderer for the supply of sets of electrical equipment for the 210 cars.

The new trains will cost approximately £7½ million and assembly will begin within 18 months. Each car will seat 515 passengers compared with 465 in the existing "Harris" trains and they will be fitted with independently operated doors.

In general they will replace the old "swing door" cars.

## Tourist Bureaux

CONTROL by the V.R. of the Victorian Government Bureau is expected to pass to the Tourist Development Authority on April 5 (see N.L. Nov. '58).

New South Wales Railways, on the other hand, recently established a Railway Travel Bureau at Central Station, Sydney. Although primarily for the promotion of rail travel throughout New South Wales and to the various Australian States, the Railway Travel Bureau will function on an "all transport" basis. Special tours will be arranged or holidays planned with complete itineraries, including the reservation of accommodation anywhere in Australia. The Bureau has been appointed agent for practically the whole of the accommodation houses on Queensland's Gold Coast.

For businessmen there is a special telephone service, under which return rail bookings to any station in Australia will be made, with hotel accommodation arranged and for the tickets to be delivered at the client's office. There is no extra charge for these services.

## FRONT COVER

G.T.V. 9's drama series *Emergency* includes *Spirit of Progress* in a scene to be telecast on March 2. Here Bill Jansen films actress Golda Prince at Spencer Street station as she "commences her search for her husband and child."

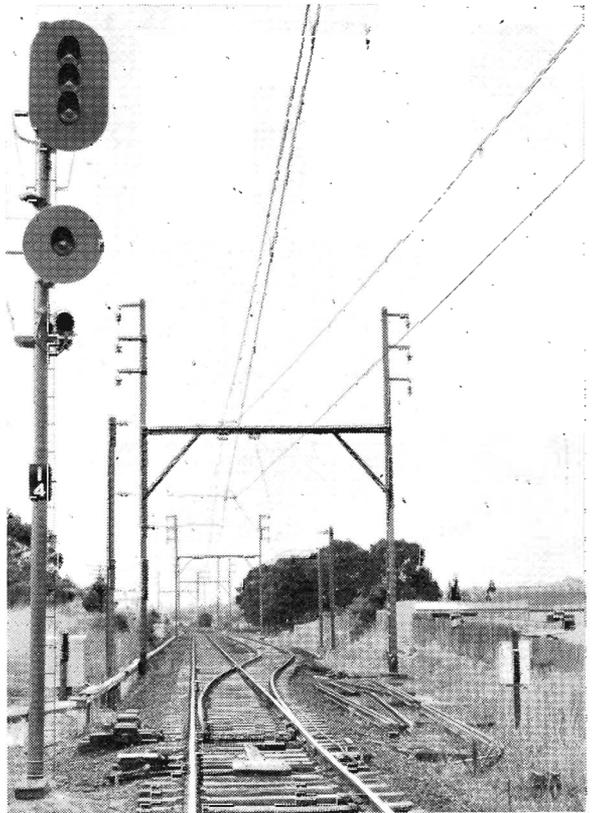
# EXTRA TRACK .. EXTRA TRAINS

## ELTHAM LINE'S SPECTACULAR TIMETABLE, NOW

**W**HAT time-tabling improvements can be made with a small duplication of a single line was strikingly demonstrated in December when, between Heidelberg and Macleod, a portion of the track was duplicated.

*As a result, stations beyond Heidelberg now have their total number of trains each week increased by 61 on the 'up' and 76 on the 'down' journey.*

AT this junction between the single and double-line on the Heidelberg-Macleod section, the power signal lever is of the dual control type. It allows for manual operation in the event of an electric power failure.



**B**OTH peak and off-peak travellers, as well as those using the line on Saturdays and Sundays, past Heidelberg, are warmly appreciating the greatly improved train services.

Before the extra section of track was put down, every third train in the off-peak period from the city ran beyond Heidelberg ; now, every second one does.

This extra service, combined with the attractive one-class off-peak concessional fares, is expected to lead to a steady growth of traffic in an area where population is expanding.

Hurstbridge is 22½ miles from the city. Although a double line is laid as far as Heidelberg, there is a single-line 546 ft. long bridge (built in 1888) between Clifton Hill and Westgarth.

Except for recent partial duplication approaching Macleod, there is a single line only between Heidelberg and Hurstbridge, including a 222 ft. long tunnel, which was built in 1902.

For many years, these two structures and the single line section have frustrated time-tables officers in their efforts

progressively to improve train services to meet growing traffic. Though conscious of the obstructions to better time-tabling, the Department cannot contemplate converting them to double-track because of the heavy cost.

With further growth of traffic on the line beyond Heidelberg, it is the intention to extend duplication from Macleod in stages.

Addition of the new track between Heidelberg and Macleod has involved the building of an extra platform at Rosanna station.

This extra track highlighted how the Department has provided for the changed track conditions over the double-line section, which now allow for trains, running in both directions, possibly meeting at the two level crossings, simultaneously.

To cope with the position in this area, flashing lights have replaced wig-wags at Lower Plenty Road, on the 'down' side of Rosanna, and at Ruthven Street, near Macleod, which was an open crossing.

Because the junction between double and single line was so remote from the signal bay in the Heidelberg station, it was necessary to provide for power-operated points and crossings at that junction.

This obviated the building and manning of a signal box, resulting in substantial annual savings to the Department.

Next work will be the provision of an island platform at Eltham, by extending the present dead-end track to link with the main line. This will have a three-fold benefit. It will :

- curtail train crossing delays and thus reduce overall travelling times to and from the city ;
- simplify movements of trains terminating and starting at Eltham ; and
- by providing extra roads on the opposite side of Eltham station, permit more efficient stabling of trains awaiting re-entry into traffic.

# JUBILEE OF "TAIT" CARS THIS YEAR



First "Tait" car train, drawn by a 'DDE' engine.

## TWO FORMER CHAIRMEN HONOURED

**F**IFTY years ago, the first *Tait* sliding door, centre passageway, suburban rail carriage made its appearance.

Representing a radical change from the then existing suburban stock, it was named in honour of Canadian-born Mr. (later Sir) Thomas Tait, who was Chairman of Commissioners between 1903 and 1910. It had been designed during his term of office.

Now, those red and grey cars are gradually being joined in service by the modernly-designed blue and gold *Harris Trains*. They, too, are named after a former Chairman of Commissioners (1940-50), Mr. N. C. Harris, who had been appointed a Commissioner in 1933.

**R**ESearch into the history of the *Tait* car revealed the little-known fact that, at the same time as it was being designed, the then Commissioners had decided that longer cars were the solution to the problem of growing traffic. Concurrently with the building of the new cars, arrangements were, therefore made to *lengthen and strengthen the existing suburban pass-*

*enger cars from 45 ft. to approximately 57 ft.* "This would", they said, "provide two extra compartments for each vehicle, and increase the seating capacity."

Lengthening was done, over a number of years, to approximately 200 cars. At the same time, the cars were strengthened and improvements made to bogies, underframes, etc.

The Commissioners also pointed out, at that time, that "these lengthened cars will be suitable for electric traction should suburban lines be electrified."

Continued phenomenal yearly increases, in the pre-private car era, in suburban traffic, however, convinced the Administration that the lengthening of existing carriages would not completely meet the situation.

In 1903, when Mr. Tait was appointed Chairman, the number of suburban passenger journeys totalled (in round figures) 49,000,000. Between 1904 and 1910, they rose to 78,000,000, the yearly advances being :—

Year	Millions
1904-05	54
1905-06	59
1906-07	63
1907-08	68
1908-09	73
1909-10	78

First mention of the type of car, later to be known as *Tait*, was made in the Commissioners' Annual Report of 1908-09 :

"Owing to the large and steady increase in the passenger traffic during the last few years, the provision of additional carriage stock has become an exceedingly urgent matter.

#### Estimate Made

"It is estimated that to bring this equipment up to a proper standard, as to number and character of the cars required, will involve the provision of 119 corridor lavatory cars, each about 58 ft. long for country trains, and of 121 cars of about the same length for suburban service, at an estimated cost of £400,000.

*"A train for suburban service consisting of six carriages\* with sliding doors and a central passageway is now being built for trial purposes. If suitable, it will form the pattern for new suburban carriages, in future.*

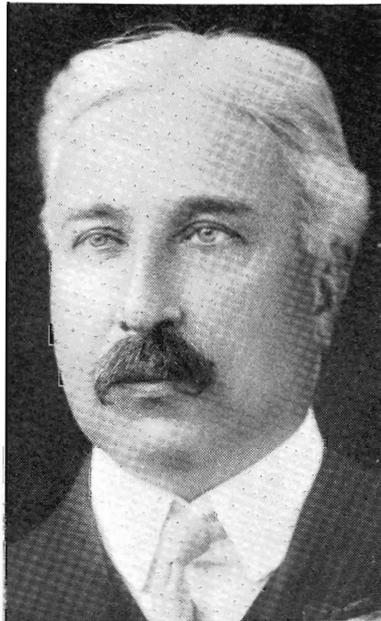
"This type of carriage will enable passengers to distribute themselves throughout the car. It will prevent overcrowding in one compartment, when there are vacant seats elsewhere. By the use of sliding, instead of swinging doors, such carriages can be made sufficiently wide to admit of a central passageway, without reducing seating capacity. Noise and danger and some expense now attendant with opening and closing swinging doors will be obviated, too.

#### Away Smartly

"A further point in favour of this type of carriage is that, in the event of electrification of the Melbourne suburban lines, one of the main advantages of electric traction—quick acceleration from stations—will not be lost owing to trains having to be started slowly to permit closing and fastening of swinging doors.

\*In 1925, it was decided that, to provide additional accommodation for the increasing traffic during peak periods, the lengthening of suburban station platforms to accommodate seven or eight car trains should be started. Trains of two, four and seven cars, according to traffic demands, are now standard.

## HIS NAME IS PERPETUATED IN "TAIT" CARS



Mr. (later Sir) Thomas Tait

"It is anticipated that sufficient new carriages will be completed by December 1 next to admit of the necessary extra accommodation on suburban trains being provided to prevent overcrowding, under ordinary conditions, during the busy hours.

"In about two years it is expected that additional and suitable up-to-date carriages will be available to admit of the withdrawal from regular suburban service of all fixed wheel base stock.

"A thorough trial on a number of suburban lines of the experimental train of six cars to the new design, has proved this type of carriage to be suitable for our suburban traffic, and it has been adopted as standard for future construction."

In the last three or four years, *Tait* cars have been steadily altered with the object of providing greater comfort and convenience for passengers, securing lower maintenance charges, and discouraging vandalism.

All three objects are achieved, for instance, by the use of new type die-cast window and louver fittings for easier

operation by passengers ; they cost less and cut maintenance charges ; and, having no scrap value, they tend to discourage vandals.

*Flettner* type ventilators are being installed and these eliminate the main cause of dirty ceilings. Ball bearing rollers and improved door handles ensure easier opening and closing of doors. Maintenance costs are reduced, too.

Strap hangers are being fitted for the added comfort of standing passengers. Metal grips are being used instead of the original bakelite type to offset vandalism.

Woodwork is being restored to its natural colour to give a more pleasing interior finish. Outside painting has been simplified.

For the benefit of train crews, there are brighter headlights, windscreen wipers, sun visors, sealed tool boxes and duplicate guard's Westinghouse brake cocks above the doors of driving compartments.

#### Car a Day

Twenty-four cars are in Jolimont Paint Shop at the one time. There are four rows of them operating on a production line basis. One completed car a day is turned out.

Every third car is shopped for general overhaul, when the car is stripped inside and out, paintwork is burnt off and varnished surfaces sanded down. The others undergo light overhauls, with the exterior treated in the same manner but the interior only touched up as required.

Mr. Tait was born in the town of Melbourne, in Quebec, Montreal. He was the son of Sir Melbourne Tait. After high school, he graduated at the McGill University. It is interesting to recall that Mr. Harris graduated Master of Science at the same University, while combining an apprenticeship in the Canadian Pacific Railway Company's workshops.

#### Revenue Rose

Mr. Tait's administration of the railways coincided with a period of lush seasons in primary and pastoral production. These reflected themselves in buoyant rail revenue. He was Chairman for nearly eight years, during which period the revenue increased annually to an aggregate total of £8,934,620. Of course, he and his fellow-Commissioners were not plagued with the problem of commercial and private road transport and air services which have manifested themselves so detrimentally on railway finances for many years past, especially in the post World War II years.

# TEAMWORK HELPS KEEP BISCUIT TRAFFIC

**S**TATEMENTS by 250 storekeepers telling of their satisfaction with rail service for biscuits no doubt impressed the Transport Regulation Board which recently refused an application that would have diverted this traffic from rail to road. Stationmasters were responsible for gathering these statements and this action, together with efforts by officers of the Commercial and Accountancy Branches, was a striking example of what can be achieved by co-operative effort.

**S**EVERAL leading manufacturers wanted to use road transport for their biscuits to distant parts of the State. They claimed that biscuits could not be carried by rail without extensive damage.

The Commissioners formally opposed the granting of road rights at a public hearing of the Transport Regulation Board. In preparing their case, the Commissioners called upon the Traffic, Commercial and Accountancy Branches.

Two Commercial Branch officials made special inquiries within the biscuit industry and gave expert evidence about the transport of biscuits at the Board's hearing.

From the Accountancy Branch came invaluable data about station revenues and goods traffic, together with the extent of railwaymen's wages circulating amongst local traders.

The Chief Traffic Manager called upon his stationmasters to interview biscuit sellers and find out if they were reasonably satisfied with the rail handling of the biscuit traffic. The highly satisfactory response confirmed the Commissioners' own view that, generally speaking, biscuits were carried well by rail.

Extracts from a number of the letters indicate complete satisfaction with the quality of the service which the Department is giving :

#### From Horsham :

"I have been interested in the transport of biscuits to Horsham for 30 years—21 years as a chain store manager, nine years on my own—and can express every satisfaction in the way same have been handled by the railways."

#### From Kerang :

"From our experience, especially in regard to packet biscuits, we found that there is very little breakage and we doubt very much whether cartage by road would be a better means of transport. We personally are quite satisfied with the condition of biscuits on arrival and also the service given by the railways."

#### From Leongatha :

"I have no complaints to make about damaged biscuits or the service we receive from the Railways. What few do get damaged are mainly the Biscuit Companies' own fault in the way they are packed."

#### From Swan Hill

"I have been very satisfied with the rail delivery of all goods, including biscuits, for our business over the past years."

#### From Sale

"We receive all our biscuits by rail and we have no complaints about the condition in which they arrive."

Result of the case has been very gratifying to the Commissioners who recognize that it was largely brought about by the united efforts of a wide section of the service. What especially pleased them was the ready acceptance of one incontrovertible fact : the interests of the Department and the staff are inseparable. If the Department is hurt, then the staff must suffer, too.

Because of the mode of attack on the Department's ability to handle the biscuit traffic, there is a lesson for every member of the service to ponder over : the vital need for everyone to give the highest standard of service and, in particular, to ensure that our customers' goods are handled and transported in the most careful and expeditious way. If this is done unceasingly, it will inevitably mean more business for the rail—and greater security for railwaymen.

**V**IRTUE of inspections by public bodies of big railway activities in country areas was strikingly demonstrated recently when the Mayor and Councillors of the City of Bendigo accepted the Commissioners' invitation to see over the Bendigo North Workshops.

Idea was for the Civic Authorities to familiarize themselves with expanded workshops' accommodation, modernization of tools and equipment, and the employment provided for local citizens.

In that way, it was felt Councillors could see for themselves the beneficial influence, apart from passenger and goods trains serving the City, that railway activity has on the City's present and future welfare.

A letter from the Council, following the visit, stresses that point, while the one from the Department expresses the value, in terms of wages circulating throughout the City.

#### Wrote Bendigo's Town Clerk :

"We were all very impressed with what we saw, and the work being

## WHAT V.R. MEANS TO BENDIGO

undertaken at the workshops reflects the greatest credit on management and staff.

"Bendigo is very fortunate indeed to have such a workshop and the Victorian Railways are likewise very fortunate in having such a keen staff who are obviously endeavouring to maintain the high reputation which has been enjoyed by the Bendigo Workshops over a number of years.

"We would like to especially thank the Commissioners for making the inspection possible, Mr. Featonby for his assistance in organizing the details associated with the visit, Mr. Noonan for his close co-operation and the various foremen who explained the work being undertaken in the various sections.

"We believe that visits such as these are of great benefit to all concerned and we can assure you that the recent inspection has given the Council a

greater appreciation of the work being performed by the Railways in Bendigo".

#### Replying, the Department said :

"We are pleased to have the privilege of showing your Council what is being done at the Workshops, and my Commissioners would like to take this opportunity to impress upon Councillors—and the people of Bendigo generally—just how much this Department means to your City.

"The total railway staff at Bendigo numbers 1,235, and the present annual disbursement in wages amounts to £1,183,000. We do not wish to merely maintain these figures—much less see them fall—but we want to see them increased. We are by far the largest employer in Bendigo and anything your Council can do to foster both passenger and goods traffic will not only help us but will also benefit your City".

(BY DAL BERNARD)

**M**EET—as I did last month—a most remarkable man.

He is Mr. Edward Devitt who, on March 29, will reach the age of 99, just a few months after 100 years of Victorian Government Railways. He is the oldest living ex-Victorian Railwayman, having retired, as a Roadmaster, on March 31, 1920, after 38 years with the Way and Works Branch.

Today the near-centenarian is, in his own words, "quite all right, except that my legs won't let me get around as I'd like". His eye-sight is failing; nevertheless he is very much "on the beam" with local and overseas events and, as he chuckled: "I'll make that 100, you see!"

I went out to his home in Moonee Ponds to interview him. Frankly, I was relieved when his youngest son, aged 44, was there for I felt that he would be a help in getting a story from his father.

But, to my amazement, Mr. Devitt, Snr., remembered dates, names, places and events without any prompting at all. And so, what follows is the substance of what he told me in my most memorable interviewing experience.

### Born In Tent

His father, who came from Limerick, Ireland, was working on the construction of the Melbourne Bendigo line when Mr. Devitt was born on March 29, 1860, at Sunbury—in a tent—where a railway workers' camp had been created.

When nine months old, his parents took him to Riddell's Creek where he went to school and, later, joined the Victorian Railways, as a labourer. I said, trying to help: "Yes, I know that because the records show you started at 7/6d. a day".

Quickly came the contradiction of that departmental history sheet. "Not



Mr. Devitt, the oldest living ex-Victorian Railwayman, enjoys his pipe in the seclusion of his home.

7/6d. a day", he said somewhat defiantly, "it was seven bob a day!" Realizing that he was on the verge of 99, I was staggered as his mind "sputniked" back to October 23, 1882—a mere 77 years ago . . . .

Afterwards, he worked on the duplication of the north-eastern line at Broadford, and while there he met a fellow-worker named Way. Yes, as many thousands of present Way and Works Branch employees will be rightly speculating, he was the father of Dave Way, a former and colourful Staff Clerk of the Branch.

"Goodness me," Mr. Devitt said, "we worked like hell in those far-off days. When I was made a Ganger at Beveridge in 1883, I'm sorry to say that we worked the poor fellows almost to back-breaking point. Yes, we didn't have the machines and the steam shovels

and all the things they have now. But, good luck to them, all the same, for easier times."

During his railway career, he also worked at Bacchus Marsh, Glenloth, Wycheproof, Crib Point, Caulfield, Korong Vale ("I had 100 men under me up there", he said with pride), St. Arnaud, Wodonga, Geelong, Port Melbourne and Ararat.

He rose to Roadmaster at Ararat in 1914, from where he retired six years later. "I've been on a pension ever since, and every fortnight, for all these years, my cheque has never failed to come to me. And I'm grateful for it, too."

He proudly recalls working at St. Arnaud on the building of the Melbourne—Mildura line. When I told him about the new spectacular goods train service from Mildura to Melbourne taking only 11 hours for the 351-mile run, he grinned, saying, almost triumphantly: "I bet the track has a lot to do with that", reflecting his life-long interest in the permanent way.

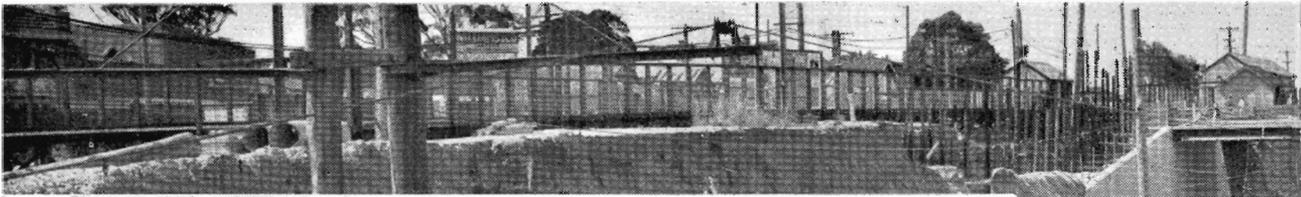
### Pipe Is Pal

Mr. Devitt has lived for many years at Moonee Ponds. He had "a lovely Christmas Day, surrounded by my family"; he enjoys, as he has done all his life, his pipe, and has a brandy every day, "for my health, you know", he told me with a twinkle.

All his life he has been interested in horse racing and even now follows the form closely, and makes an onslaught on the bookmakers with "a couple of bob each way".

When I left him, Mr. Devitt was sitting relaxed in his favourite chair, with his pipe, tobacco, matches and brandy in easy reach. He gave me a firm handshake, an unforgettable smile and a warm-hearted invitation to come and see him again, sometime.

*I took the liberty of speaking for 30,000 other Victorian Railwaymen and women in saluting this fine old gentleman. On their behalf I presumed to wish him "Many happy returns on your 99th birthday next March 29—and especially for March 29, 1960".*



# AROUND THE SYSTEM



TAKING shape last month was the big grade separation and station re-building project at Moorabbin. Estimated cost of the grade separation at Nepean Highway and South Road is £437,000.

For this new island platform extension platform will be built



NEW South Australian diesel-electric locomotive 945 passes through Victoria on its way from Sydney—at the head of a goods train to Adelaide. Its bogies had been changed at Bandiana from 4' 8½" to 5' 3" gauge.



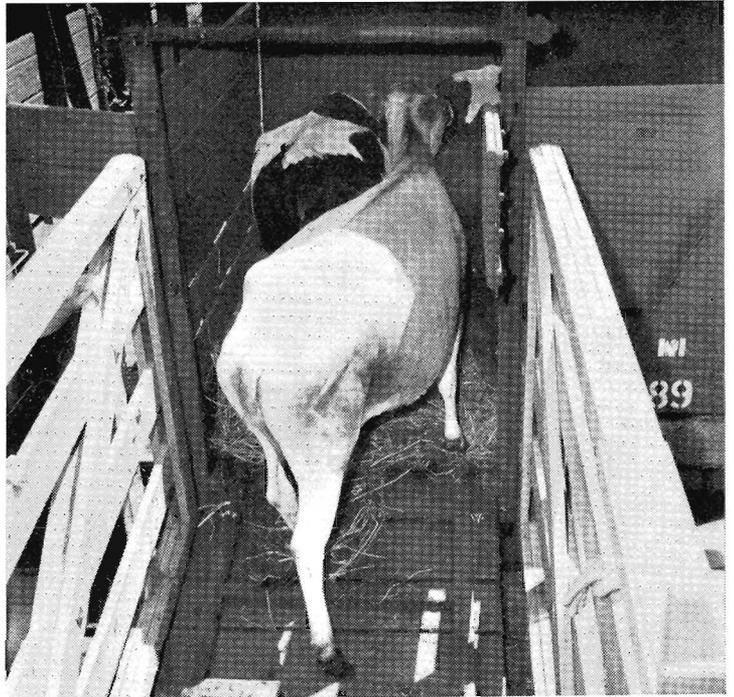
CENTENARY of Victoria G and signalling and elec al



Excavation was made to a depth of 19 feet. At left of this picture a building was constructed to serve a "through" express track.



The model train display of the Victorian Government Railways was featured in a display of model engines and technical equipment at the Public Library in January and February.



Above: DARWIN, 2,372 miles away, was the destination of 51 head of cattle loaded at Newmarket last month. They arrived in excellent condition.

Below: EAST CAMBERWELL station building was rolled forward five feet on rollers to make room for a third track behind it.



# APPRENTICES BEGIN DUTY

SIX days after the beginning of the second century of the Victorian Government Railways, 221 new apprentices started their railway careers — on January 19. In a hall near the Newport station, they were warmly welcomed on behalf of the Department by Mr. L. G. David (Acting Secretary for Railways).



SHIRT-CLAD, in a temperature of 110 deg., some of the new apprentices, who began their railway careers on January 19, are here seen with Mr. L. G. David (Acting Secretary for Railways).

ALSO present was the Board of Selectors (Messrs. E. P. Rogan, Acting Staff Board Chairman; P. Gibb, Spotswood Workshops' Assistant Manager, and T. A. M. Hunter, former Newport Workshops Chief Clerk). Messrs. J. A. Douglas, Principal, Newport Technical College, and R. Curtis, Supervisor of Apprentices, joined in the welcome.

Mr. David assured the lads of the Commissioners' interest and pleasure in their decision to join the Victorian Railways. He referred to the first century of service by the Department of which everyone in the V.R. was so proud, and said that the lads now had the opportunity of continuing that standard into the second one hundred years of service. Mr. David told them of the unexcelled chances for advancement and instanced apprentices, including Mr. G. F. Brown (Commissioner), who had risen to high positions.

Expressing the hope that the lads would get the greatest satisfaction from seeing a job well done, Mr. Rogan urged the lads to strive to fit themselves into their new surroundings and to remember always that they would be part of a team dedicated to service to the community.

From Mr. Douglas, the lads heard how pleased he was at the prospect of seeing them at the Newport Technical College. He stressed the importance of taking full advantage of the theoretical training which would be available to them. It was important that they should understand that, during their apprenticeship, the practical and theoretical sides of their work were inseparable.

About 650 lads applied for apprenticeships in grades ranging from fitter and turner to locksmith.

UPON these V.R. men, comprising the Board of Selectors, fell the responsibility of interviewing nearly 650 lads seeking appointment as apprentices. From left: Messrs. P. Gibb (Assistant Manager, Spotswood Workshops), E. P. Rogan, Chairman (Acting Chairman, Staff Board), and T. A. M. Hunter (former Chief Clerk, Newport Workshops).



## RAILWAYS ARE INDISPENSABLE

A few years ago the Transport Regulation Board said that a case to replace rail transport with road services or to allow free competition with the railway system cannot be substantiated on the grounds that rail transport does in some cases entail extra cost to users.

The Board went on to say that the community value of the State's railway system cannot be discounted to the point of regarding it as a burden to be relieved by discarding it altogether.

These arguments ignore the job of mass transportation performed by the railways each year; they overlook that

duplication of the comprehensive transport system available to the community by rail to all parts of the State would mean considerable expenditure in motor vehicles and equipment, manpower and fuel; eventual scrapping of millions of pounds worth of railway plant, equipment and installations; and expenditure on road construction and maintenance far beyond the present capacity of the community to finance.

They ignore also the value of the railways for developmental purposes, and the necessity to retain the main network for future development and to cater for the concurrently expanding traffic needs.

# OFF TO ADELAIDE IN 1886

By . . .

TRAIN  
COACH  
TRAIN  
COACH  
STEAMER  
TRAIN



HORSE-DRAWN coaches of this type were part of the trip to Adelaide before 1887, when the rail link was formed to Melbourne.

**F**EW people realize that, before the rail link was established at Serviceton in 1887, thus connecting Melbourne with Adelaide, passengers for Adelaide making the overland trip travelled by train, coach, train, coach steamer and train, respectively. In the three-day journey, passengers had covered 602½ miles by the time they reached Adelaide.

**O**NE of our readers, Mr. B. Siemer, of South Australia, has a timetable, published in 1886, and it is from this that the information has been obtained for this article. A businessman, Mr. Siemer has travelled regularly by rail between Adelaide-Melbourne-Sydney for the past 50 years and, as he said, "I'm most interested in your railways, as I have been since a boy."

Battered but easily readable even now, the timetable has only one advertisement—for a Melbourne hotel. It is Finley's Hotel, which is said to have stood on the site of the present towering Savoy Plaza in Spencer Street. It is prominently featured on the inside and outside covers.

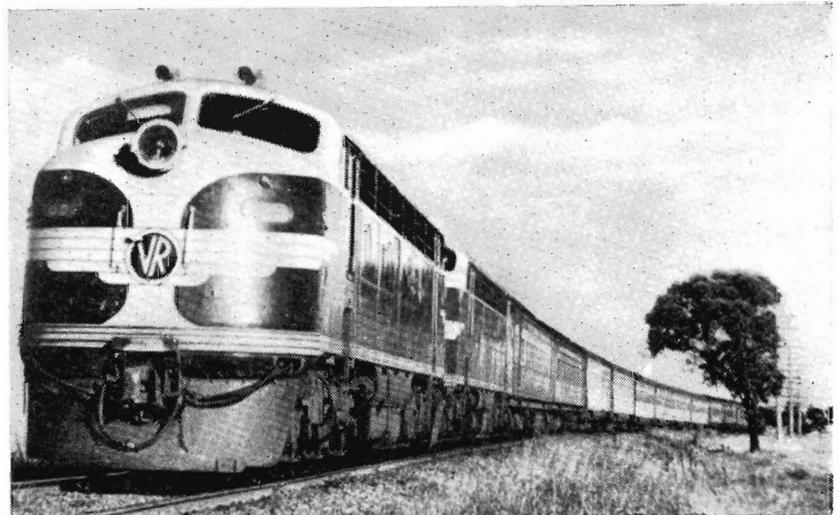
The time-table, 5 ins. x 4 ins. and with paper covers, was sold for only 2d.—a bargain for the 134 pages of timetables and general railway information.

A whole page is set aside for *Overland Journey To and From Adelaide and Melbourne*. First-class single fare was £6.10.11d. ; second-class, £5.9.1d.

By present day standards, booking for a trip to Adelaide in 1886 opened up possibilities for all sorts of adventures.

Travellers left Melbourne by train at 7 p.m. and reached Casterton at 7.45 a.m. next day. After staying there for 1½ hours, the journey was resumed to Narracoorte (S.A.) by coach. The trip of 76 miles took 24½ hours.

By this time passengers must have been feeling the strain, but they got



BY way of contrast with the coach, passengers between Melbourne and Adelaide now have *The Overland*, a through train with modern, air-conditioned sleeping and sitting cars.

little respite. At 11 a.m. they joined a train for Kingston, scheduled to be reached at 2 p.m.

After refreshments there, they went by coach to Meningie, continuing until 5.30 a.m. next day. They then forsook land travel for a four-hour journey by steamer across the lake to Milang.

Final section of 64 miles to Adelaide by train was completed by 6.19 p.m. on

the third day, after topping the 600 miles for the trip from Melbourne.

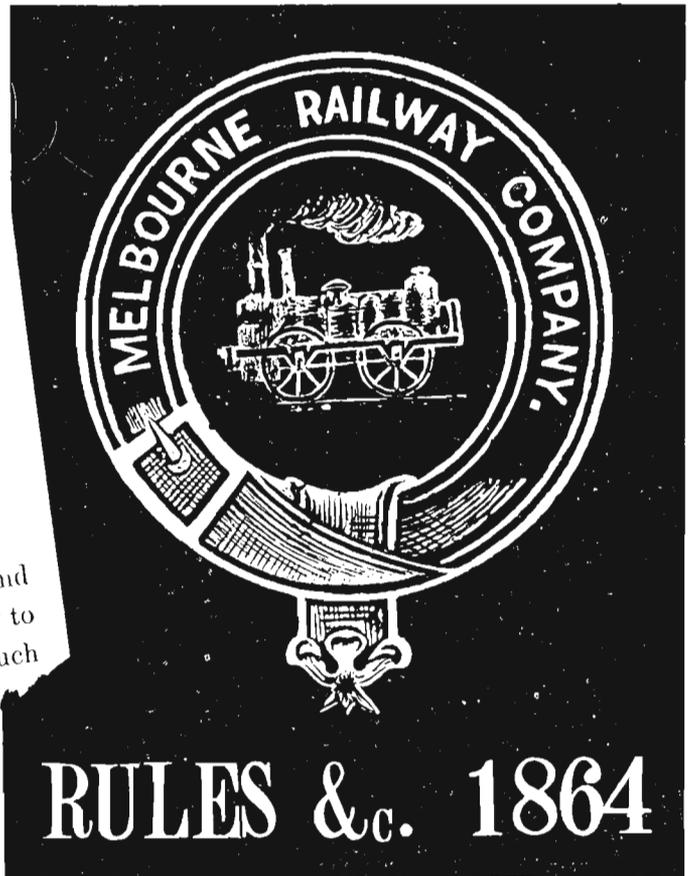
*As a passenger snuggles down in, say, a modern, air-conditioned roomette on The Overland and is whisked away to Adelaide, without a train-change, he little knows how fortunate he is—compared with those who braved the journey 73 years ago.*

SMILES FROM "BLACK BOOK"

OF 1864

GENERAL CONDITIONS OF SERVICE  
UNDER THE  
MELBOURNE RAILWAY  
COMPANY.

1. EVERY official must be able to read and write, and must devote himself exclusively to the Company's service, attending at such hours as may be appointed.



**R**ULES and regulations are the basis of modern railway operations, and for this reason they give no scope whatever for levity. Some latitude is permissible, however, to touch humourously on what railwaymen in Victoria had to contend with about the middle of last century.

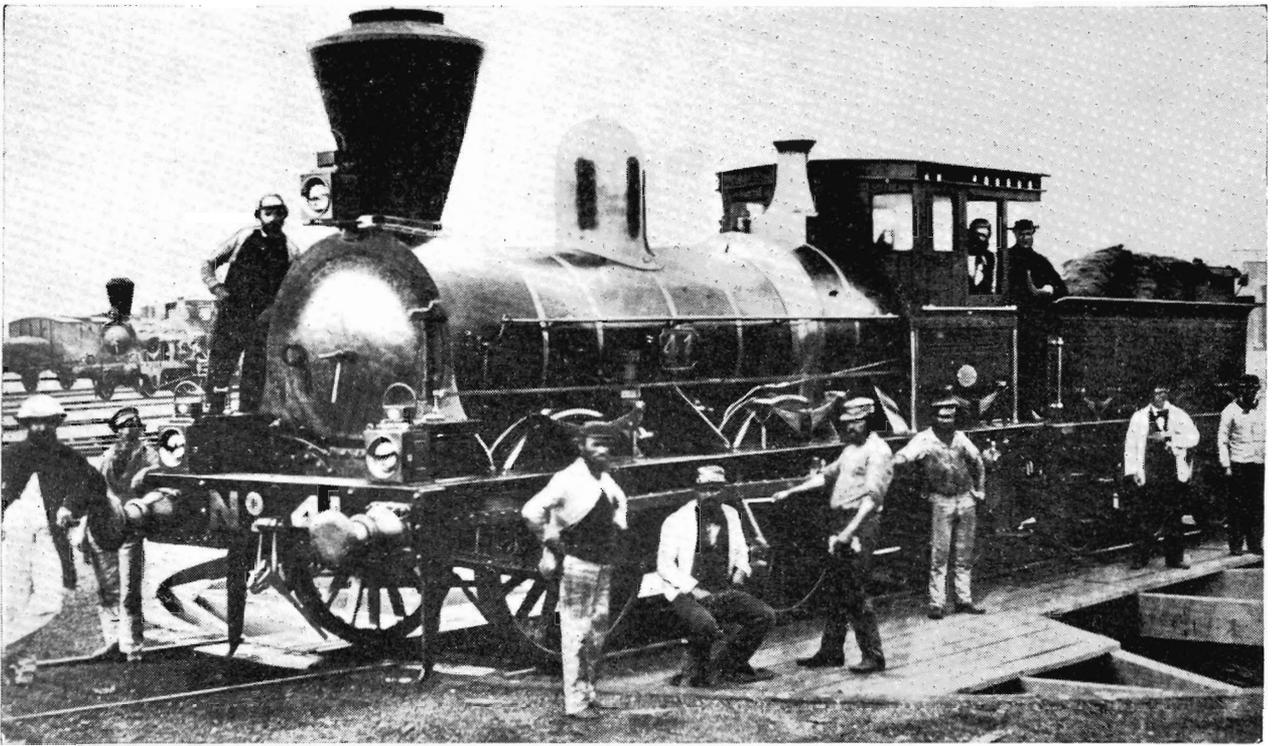
**F**OR these peeps into the past, *News Letter* is indebted to Mr. R. H. Travers, Stationmaster at Serviceton, since he provided the opportunity for looking through his copy of the Melbourne Railway Company's Book of Rules. Issued in 1864, it is clearly printed in big type and contained in an

intense black leather cover.

Originally known as the Melbourne and Suburban Railway Company, it operated 16½ miles of track between Princes Bridge and Hawthorn and Windsor. It was amalgamated with the Melbourne and Hobson's Bay Railway Company in 1865.

The Company's Regulations about damage to carriages and other railway equipment provided for drastic penalties.

Vandals damaging rolling stock or endangering the safety of passengers by throwing stones were liable to imprisonment with or without hard labour for up to five years.



**BEWHISKERED** railwaymen, such as these, were typical of the period. Engine is a goods 0-6-0 type, built by Robert Stephenson, Newcastle, England, in 1862. Later known as O class, the last of them was scrapped on June 10, 1922.

For cutting linings, removing number plates or breaking windows transgressors could be fined £5.

Punishments for railway staff were equally severe. Any instances of drunkenness on duty by railway running staff, such as engine drivers, wagon drivers, guards, porters or servants were punishable by imprisonment with or without hard labour for up to three months, or a fine not exceeding £50.

No chances were taken with passengers evading the ticket collector by alighting from the non-platform side of a train. Porters had strict instructions to lock all doors on the off side of carriages.

### Window Jumpers

Agile passengers who tried to escape by jumping through a carriage window were covered by Regulation 16 which prescribed "a penalty not exceeding £5 or such other less sum as the justice or justices shall think fit to order to be paid."

Booking clerks were enjoined to try to forget all personal feelings where a passenger used offensive language or conducted himself offensively.

The book requests them "to look upon themselves as representatives of the Company for the time being (the book's italics) and not give way to hasty terms or retaliation."

In the general instructions the Company exhibits a nice sense of discretion

when dealing with rowdy passengers.

Regulation 40 lays down that "the Officers or Servants of the Company are not to detain or take into custody any passenger found assaulting another passenger, but are to lend every assistance in obtaining a constable."

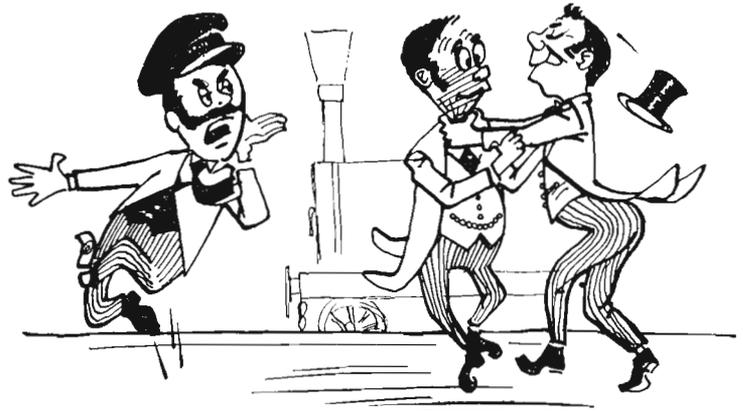
As an afterthought the Regulation goes on to say that "in extreme cases where the passenger is incapacitated or bears marks of serious ill-usage this instruction can be departed from."

Air-braking systems were unheard of

at the time. Wagons left in sidings had blocks placed in front of the wheels to prevent them moving.

It was the duty of platelayers to fasten the wheels to the rails by a chain and padlock, if the wagon were left in the siding overnight.

To ensure that all members of the staff carried the book with them at all times, the Pay Clerks were expressly instructed "not to pay until it was produced."



"JUST a moment, Sir, I'll get a member of the constabulary for you," said the porter as he gratefully remembered Regulation 40.



Colin and Ron Beck

## Following Father

**T**WENTY-THREE year old Engine Cleaner Colin Beck and his brother Lad Engine Cleaner Ron Beck, 20, arrived in Australia just five months ago, with one abiding thought—to become V.R. men.

They are following, enthusiastically, in father's footsteps. Mr. Beck retired recently as a driver on the Central Railway, India, after 37 years' service. He decided to settle in Australia, with the result that Colin, Ron and their five brothers are eagerly merging themselves into the Australian way of life.

Both brothers were schooled at Jhansi in central India and were keen sportsmen. Boxing, football, cricket and foot-running were their favourite pastimes and, for excitement, a little wild boar and tiger hunting.

Colin and Ron are still busy settling into their new atmosphere at the North Melbourne Loco. Depot. Soon they hope to take up boxing again; meanwhile they are keeping fit by practising with their brothers.

## Birthday Greetings

**F**OR the Commissioners, the pleasure and significance of January 13 was heightened by the messages and expressions of congratulation received that day on the centenary of Victorian Government Railways. As would be expected, the Australian Railway Historical Society was greatly interested in the approach of that historic day, and it crowned that interest by sending the Commissioners a greetings telegram :

" . . . . . We warmly congratulate the Victorian Railways Commissioners. stop. We feel confident that the high standard and worthy traditions created by the Victorian Railways during the last one hundred years will continue throughout their second century of service to this State."

All the way from London came a short but appreciated cablegram, " Congratulations on railway centenary. Rail Traction Supplies Limited."

## Grand Voluntary Work

**T**WO railwaymen who have excelled for many years in the department's First-Aid movement and have now retired from active competitive work, are still placing their accumulated knowledge where it is doing a lot of good. They are Messrs. Frank O'Brien, of the Newport Workshops, and Jack Richards, of the Secretary's Branch.

In the recent St. John Ambulance Brigade State Final Teams' Competitions, Frank coached the Footscray Division which won the " Connibere Shield " for aggregate points. Jack was the man behind the City of Melbourne Division which annexed the " Colonel Sherwin " trophy in the " provided material " event.

This was not the first time either of the Divisions, under the coaching of these V.R. men, had had success in the Competitions.

CIRCUS  
LIFE IS  
SEEN BY  
V.R. MAN



Bill England

**E**NVY of all boys between 9 and 90, Goods Guard Bill England has, for 12 years, combined his railway work with what might be termed " unofficial membership of Wirth's Circus organization ".

Since becoming guard on the circus train, he has had close contact with all the thrills, joys and sorrows of circus life.

He has a healthy respect, almost an affection, for the working and performing animals. " In some cases " he says, admiringly, " their intelligence is simply amazing ".

Elephants have been known stealthily to remove the pins from rail wagon doors and then wander away searching for new pastures. The doors are now shackled and padlocked, but it would not surprise Bill if an elephant or two learned how to use a key . . .

For the last three generations, the England family has been connected with the V.R. His grandfather, Steve, was at South Newport, while his father, Steve, and uncle, Tom, were engine drivers.

*Has Bill ever been in a lion's cage? Yes—when the lion wasn't there . . .*

THIS black, orange and grey 25" x 40" poster, to stimulate rail traffic to the Test and Sheffield Shield cricket matches in Melbourne, has been on display at stations since early in December.

## Humanitarian Hobby

**A**SIDE from their day-to-day jobs, many railwaymen have a practical interest away from the Department in some heart-warming activities. In that group is Mr. F. Robertson, an engineer with the Structural Design Division, for he is closely associated with the Royal Flying Doctor Service.

Although this world-famed medical system operates in the whole of the remote central and northern parts of Australia, its humanitarian activities for one huge area—the Kimberleys in the north west of Western Australia—are controlled from Melbourne by the council of the Victorian Division of the Service.

For five years Mr. Robertson has spared himself as a member of that council. It meets each month to formulate policy and make decisions that are doing much to foster settlement in the north of Australia.

Mr. Robertson's interest in the Royal Flying Doctor Service started in 1949 when his son was one of the medicos in the Service, based at Cloncurry (Q.) to answer calls from white people and aborigines, including primitive blacks.

## LETTERS PRAISING RAIL SERVICE

**S**UCCESS of the recent "Home to Stawell" function was recently referred to at a Council meeting. It was pointed out that the work of the local Stationmaster in decorating the Stawell station so effectively was of great assistance and created a very favourable impression on both visitors and locals. His co-operation was greatly appreciated.

—Town Clerk, Town of Stawell

**R**ECENTLY, while in Melbourne, I required a booking to Sydney and was given service by a booking clerk I later ascertained was Mr. J. Delaney. I have pleasure in drawing your attention to the exceptionally courteous and capable way this employee extended service at a time when I was anxious and agitated."

—N. G. Gorham, 23 Hamilton Street, Sydney

**I**T is with regret that my Association has noted the apparently inevitable closure of the Geelong to Queenscliff rail line for goods traffic, and we desire firstly to convey our very sincere appreciation of the services and ready co-operation of all members of your staff who, over the years, have played some part in bringing the rail service to our town.

"Although we are not wholly in favour of the policy of the day which results in the necessity for the closure of

the line, we are mindful of the economic factors upon which such decisions must be based. We are mindful, too, on perusing the historical records of our town, of the very fine part which the railway played in the early growth and development of the area, and of its major and very creditable role in days of defence necessities."

—A. W. Hodgetts, Hon. Secretary, Queenscliff Progress and Publicity Association

**W**E have received many reports from consignees of successful liberations of young trout after being carried long distances by rail.

"We have been particularly gratified by the way consignments have been carried on journeys to many parts of New South Wales. Whilst realising that the new technique of sending fish away in plastic bags supplied with oxygen has overcome many of the hazards formerly associated with rail transport, the service given to this Society by Victorian Railways' officers has been outstanding and we wish to acknowledge it.

"We especially mention the Stationmaster and Parcels Staff at Ballarat, and the work undertaken by the Claims Branch in Melbourne when it appeared that carriage under the new method might present insurmountable problems"

—G. A. Gilbert, Secretary, Ballarat Fish Acclimatisation Society, Ballarat

## Young V.R. Enthusiast On the Spot



ABOVE (left) are Fireman Jim Grace and Driver Doug Pump, of Traralgon, who drove the last train on the Moe Thorpdale line in December. Picture was taken by 17 year old Weston Langford, of Glen Iris, who is a member of the Australian Railways Historical Society, the Australian Railway Exploration Association, Melbourne High School Railway Club, and the Puffing Billy Society.

For his post-school life, there is high priority, he says, for seeking a V.R. civil engineering cadetship.

### Zeal Unappreciated ?

**P**OSING the question : " Does anyone know what a ' Husband Beater ' is ? ", Signalman W. Tremayne, of Ivanhoe, hurries on to say that there was a Lost Property Book, dating back to 1881, at East Richmond station when he was located there, some years ago.

" Very first entry in the Book " he explains, " reads ' Husband Beater ' and believe it or not, it was claimed, delivered and duly signed for ! "

He adds, humourously, that if the article had been described literally, he could imagine some trembling, be-whiskered husband never really forgiving the railways for their zeal in finding such a ' weapon ' and restoring it to his belligerent wife.

## RECENT RETIREMENTS . . .

### ROLLING STOCK BRANCH

Briggs, R. G., Fireman, Lilydale  
Currie, C. P., Fitter, Newport  
Davis, W. L., Eng. Dvr., Mildura  
Davidson, T., Wldr's Asst., Newport  
Ditchburn, W. D., Turner's Asst., Newport  
Field, J. H., Eng. Dvr., N.M.Loco  
Heider, F. A. H., B.M. Help, B'dgo Loco  
Hunter, T. A. M., Chief Clerk, Newport  
Long, C. E., Turner, B'dgo Nth.  
Leone, S., Labr., Newport  
Mackay, D. G. Moulder, Newport  
Manderson, R. G., Fitter, Newport  
Matheson, A., B'mkr., Seymour  
Neagle, L., C. & W. Bldr, Newport  
Schilling, G. H., Labr., B'dgo Nth.  
Stanaway, W. J. G., B.M. Help, Newport  
Stephens, R. J., B.M. Help, Newport  
Stephens, H. A., Ftr's Asst., Jolimont  
Ward, A. S., Fitter, N. Melb.  
Ward, A. C., Fitter, Jolimont  
Williams, S. D., Labr., Wodonga  
Weight, S. J., Car Bldr., Jolimont  
Zock, T. H., Hostler, N.M. Loco

### COMMERCIAL BRANCH

Nimon, J., Principal Rates Officer

### TRAFFIC BRANCH

Anders, L. S., Goods Ckr., Melb. Gds.  
Boyd, E., S.M., Maffra  
Kennedy, L. M., S.M., Preston  
Lee, A., Livestock Spl. Offcr.  
McDonald, J. K., Yd. F'man., Melb. Yard  
Richmond, J. J., Clerk, Staff Office  
Stanley, W. W. R., Clerk, Spencer-St.

### ELEC. ENGINEERING BRANCH

Kerr, W., Flagman, O'head Depot  
Self, W., Elec. Mech., O'head Depot

### WAY AND WORKS BRANCH

Gould, E. N., Fitter, Spotswood  
Howden, A. E., Skd. Labr., Laurens-St.  
Johnson, J. W., Labr., Geelong  
Liddle, H. A., Foreman, Ironworks  
Melke, P. O., Repr., Mildura  
Matthews, J., Skd. Labr., Geelong  
McCormack, E. W., Repr., Sth. Geelong  
Pahl, E. K., Repr., Panitya  
Strugnell, R., Sig. Adjuster, C. Hill  
Smith, J. S., Labr., Wangaratta  
Taylor, H. V., Striker, Ironworks

## . . . AND DEATHS

### ROLLING STOCK BRANCH

Andrews, C. L., Fitter, N.M. Loco  
Boxall, B. J., Sailmaker, Newport  
Myles, W. J., U.G. Repr., J'mont  
Saddington, J. A., B.M. Help, Newport

### TRAFFIC BRANCH

Ferguson, W. W. L., S'man, Dudley St.  
Porteous, R. J. C., Clerk, Geelong

Siddle, A.C., Jnr. Clerical Asst., Vic. Pk.  
Snodgrass, T., A.S.M., Ivanhoe  
Wilde, N. H., Goods Tkr., Melb. Gds.

### WAY AND WORKS BRANCH

Ayres, H. S., Labr., Riddell  
Bohn, H. C., Sub. Foreman, Spotswood  
Johnston, J., B.M. Help, N. Melb.  
McComb, H., Sig. Adjuster, Hamilton  
Riseley, R. V., Sig. Adjuster, N. Melb.



Plays Throughout Year

WHETHER you talk sport to Keith Wiegard, of the Way and Works Branch Accounts Office, in summer or winter, you can be sure that the weather will be appropriate for him.

Last month, when the temperature was 107 deg. ("and rising"), he looked refreshingly cool in training as a member of the Victorian team for the Australian Water Polo Championship in Perth. This is the third Carnival in which his skill has brought him interstate honours.



Keith Wiegard

He plays "A" grade with Kew and, standing over 6 ft., and weighing more than 14 stone, he has the strength for such an endurance-testing sport.

In his first year of League football last season, Keith played for Fitzroy in every game, including the enviable experience of a semi-final on the M.C.G. His robust ruck and back pocket-play contributed to his side's amazing rise up the ladder. He pays a wonderful tribute to Coach Len Smith, and is quite confident that the Maroons have all the potential for taking the 1959 premiership.

Spending £5,500

AT an estimated cost of more than £5,500, extra sporting facilities are now being provided at the Ballarat Branch of the Victorian Railways Institute. They comprise a game room and gymnasium, with all the appropriate equipment, in a 50' x 30' building near the existing institute on the Nolan Street side.

All this money (except £100, the estimated cost of a new departmental sawworking classroom) has been raised locally. It is the sequel to much hard work by an enthusiastic committee, backed by members who are anxious to make the Ballarat Branch one of the best outside Melbourne.

Ballarat Branch has always been "sports-minded" and has never failed to send teams to Melbourne for the various Country Weeks, featuring golf, tennis and cricket.

HUSBAND, WIFE SHARE SPORTING, FIRST-AID ENTHUSIASM



Margaret Edwards and opponent.

BESIDES being married—after a railway romance that began at Armadale station where they were employed—Signalman Kevin and Station Assistant Margaret Edwards share the distinction of being the only husband and wife to win, as they did recently, their V.R. First Aid certificates.

They are in unison, too, in their enthusiasm for judo. Margaret was attracted to it as a teenager in Germany, from where she migrated five years ago. As a member of the Y.M.C.A. Judo Club, she has just gained her Orange belt, signifying above-the-average skill.

In the picture, she is executing a spring hip throw of an opponent much heavier than herself.

Kevin's former life-long interest in football quickly evaporated when his wife infected him with a passion for judo two years ago.

He started in the service at Hawthorn as a Lad Porter in 1949, and 2½ years ago he was promoted to Signalman, and is now at Prahran. His wife has been at Armadale station since she joined the V.R. about four years ago.

Tennis Getting Keener

WITH an extra team and a general evening-up of performances, V.R.I. Tennis Association officials expect a highly successful season for 1958-59. Playing mostly on alternate Thursdays at Royal Park, the two grades of the Association are handicapped because all players are not shift-workers.

At the time of going to press, the premiership ladders were: "A" Grade—Rolling Stock, Suburban Lines, Jolimont Workshops, Melbourne Yard and Commercial Branch; "B" Grade—Spotswood Workshops, North Melbourne Loco and Jolimont Yard (equal), and Stores Branch.

Country Tennis Week will be held at Royal Park between March 9 and 13, and the Association is active in the general organization. Taking advantage of the presence of country tennis players, the Association hopes to stage the State Railway Tennis Championship. Harold Jones (Association Secretary) expects "plenty of good, exciting tennis" and hopes to see many V.R. men at the matches.

Snooker Champion

THOSE who were fortunate enough to see Les Williams win the V.R.I. Championship recently were rewarded with a polished, all-round performance that should bring him stardom in a wider field, if ever he decides to play competitively outside the institute.

He defeated Jack Maher in three games, the scores in each being: Williams, 68, Maher, 17; 51, 21; and 67, 16. In one of the preliminary games, Les kept an opponent scoreless while, in another game, he won when all the red balls had disappeared from the table.

Talking of snooker is a reminder that the V.R.I. Club has invited the South Australian Railways Institute Billiards Club to Melbourne for a series of matches between March 8 and 15. Championship games will be played, and the local players, who were victors on the last trip to Adelaide, are looking forward to some keenly contested play, with the S.A. boys striving to regain the championship.

VICTORIAN RAILWAYS

# NEWS LETTER

MARCH



1959



# THE MONTH'S REVIEW

## Human Interest

FROM many grateful rail-users come letters of appreciation for good service ranging from finding a missing parcel to retrieving a hat blown from a train. Railwaymen, all over the system with a real sense of their obligations, are responsible for these letters, behind which lie all sorts of stories with a human interest touch.

For instance: recently, while traveling by rail from Bendigo to Korumburra, a girl of 10 got something in one eye; it was removed by Leading Station Assistant J. Sherman, of Bendigo. The girl, Jan Schapper, of Korumburra, expressed her feelings, delightfully, in the following pencilled letter:

"Dear Sir—Thank you for taking the speck of dust out of my eye. It hurt me a lot when I had it in. The trip was happy for me when the dust was gone. Thank you for being so kind."

## More Boom Barriers

INSTALLATION of boom barriers at selected suburban level crossings is proceeding. Latest busy rail-and-road crossing to be equipped is at Park Street, Moonee Ponds.

Further locations under review for equipment with boom barriers are in the country. As soon as possible, they will be put in at Creswick Street and Doveton Street, Ballarat, and Burnbank Street, Wendouree.

## Well-kept Secret

FIRST of its kind ever run on the Victorian Railways, a "Mystery Picnic" train, carrying 600 adults and children, recently kept its destination a close secret until almost the end of the trip—Whittlesea. With "Mystery Hikes" the trains' destinations and walking-routes are revealed fairly soon after leaving the city.

But with this picnic, organized by the Western District Co-operative Co. Ltd., passengers were kept speculating for much longer. Whittlesea-bound trains always depart from Princes Bridge station; this train, however, was started from Flinders Street. As it crossed the Viaduct and approached Spencer Street, excitement mounted as northern, north-eastern and western destinations were discussed by everyone.

When, just past North Melbourne, the train swung to the right, silence descended on the train, for this was really too much for the passengers. The train continued via the North Carlton Loop, (which is not now used for passenger traffic), and this only added to the general bewilderment. Even when the train linked up with the Reservoir line in the Rushall-Merri area, the organizers steadfastly refused to disclose the destination station. "It *did* add to the enjoyment of the day", chuckled one of the committeemen.

## First For 20 Years

UNTIL March 22, the picturesque Otway Ranges between Colac and Weeapoinah are echoing with the once-familiar sound of narrow-gauge passenger trains—14 in all, the first having been run on February 28. Passenger trains ceased operating on the line two decades ago.

Responsible for this temporary revival of special passenger traffic on the line are the committee organizing Colac's "Kanyana" Festival and the Australian Railway Historical Society (Victorian Division), combined with special trips for school children.

For these trains, hauled by a Garratt-type locomotive, NBH open-bench excursion cars, formerly used on "Puffing Billy" trains on the U.F.T. Gully—Gembrook line, were transported by rail from Newport Workshops, where they had been stabled since withdrawal from that line.

## For Easier Reading

HOW the installation of better lighting in one type of railway country carriage in every-day use can react beneficially upon other cars which are primarily used for excursion traffic was disclosed last month.

In a four-year programme to modernize the lighting in the 71-ft. corridor AE type of country cars, £161,000 will be spent. This will be achieved by fitting generators of greater capacity to give more powerful lights. The generators from those cars will not be scrapped. Instead, they will be used to provide electric lighting in PL excursion cars, now lit by Pintsch gas.

Altogether, 102 AE cars are to have the new generators; the first 25 cars are expected to be completed in the financial year ending June 30, 1960. Conversion of excursion cars from Pintsch gas to electric lighting will go on concurrently.

## Traffic is Wanted

THE aftermath of war, with its shortages of money, materials and manpower, reduced railway capacity to such an extent that a large amount of traffic was diverted to the road.

In recent years however, additional rolling stock and equipment have been acquired, and the Victorian Railways now have surplus operating capacity. Despite this, much of the diverted traffic is still permitted to be carried by road.

This traffic must be regained and the railways used to capacity, otherwise the community will continue to pay a heavy price for wasteful duplication of transport resources. Competition has advantages, but it can be too costly if it leads to over-capitalization.

## Gauge Progress

A BIG move forward in the £11 million rail standardization project now in progress between Melbourne and Wodonga was made recently when tenders were invited in Australia and overseas for power-operated signalling and centralized traffic control equipment.

Provision is made in the conditions for the successful tenderer to design circuits and to manufacture, erect, and install automatic block signalling between Dynon (Melbourne) and Wodonga together with the C.T.C. equipment. It is estimated that about £1 million worth of signalling and equipment is involved in this huge work.

An interesting aspect of this development is that the line is to have centralized traffic control, following the successful introduction and operation of a similar system of signalling on the Eastmalvern line, in the latter part of last year.

## Which Form of Transport

IN its staff journal, General Steel Castings Corporation, Granite City, U.S.A., poses four questions, and then gives the answer.

"Which form of commercial transportation has contributed most to the making of our community?"

"Would any other mode of transportation have attracted the industries we now have?"

"Considering service performed in the transportation of passengers, freight, express, and mails, year in and year out, which mode of transportation has done most and is doing most today for our community?"

"And which mode of transportation promises to do most for our community in the future?"

"If you answer these questions thoughtfully, frankly, and honestly, you will be almost certain to reach the conclusion that the mode of transportation which has contributed most to the prominent growth and promises most to the community's future, are our railroads."

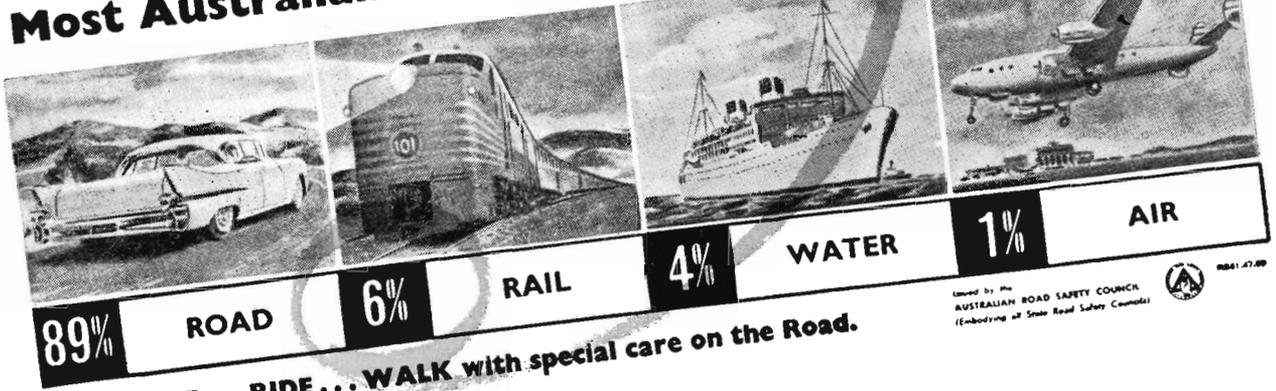
## FRONT COVER

Rail gauge standardization on the Melbourne-Albury line—destined to promote "through" passenger and goods traffic—is progressing steadily, and bridge construction is a major part of the project. Here a jetty is being connected to an island in the Ovens River, Wangaratta, so that a coffer dam can be built for a new bridge that will take the 4'8½" track.

When figures

MISLEAD

# Most Australian Travel Fatalities Occur on the Road



DRIVE... RIDE... WALK with special care on the Road.

Issued by the  
AUSTRALIAN ROAD SAFETY COUNCIL  
(Embodying all State Road Safety Councils)



MSA1-47-89

THERE HAD BEEN ONLY ONE  
DEATH IN THE PAST 20 YEARS,  
OR MORE, DUE TO A TRAIN ACCIDENT

That important fact had been brought to the attention of the Secretary of the Australian Road Safety Council following the appearance in a section of the metropolitan press of the above advertisement.

Experience of the Railway Department is that the fatality figure of 6% ascribed to rail travel in the advertisement is absurdly high, and would indicate to readers that for every 15 deaths associated with road travel there was one associated with train travel.

It was understood that the figures quoted in the advertisement were taken from the Commonwealth Bureau of Census and Statistics Demography, 1957.

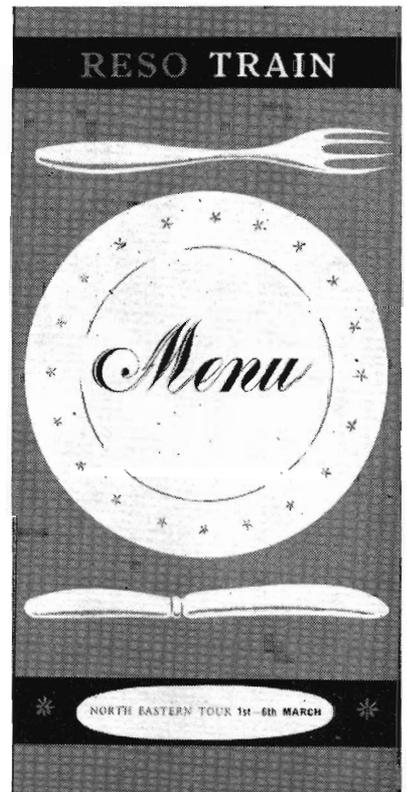
The information included in this publication was supplied to the Commonwealth Statistician by the various railway systems, but in the case of Victoria about two-thirds of the persons shown as killed by train in 1957 in the figures used were trespassers on railway property, but not rail travellers. These deaths could, therefore, hardly

be described as associated with rail travel, and their inclusion in the figures used to arrive at the percentages quoted in the advertisement was quite wrong.

As the figures were prepared by all railway systems on a common basis, it appeared that the conclusions drawn from the official Commonwealth figures were equally erroneous so far as the whole of the Australian Railways were concerned.

Actually, there were no train accidents in Victoria in 1957 resulting in the death of a passenger, but there were six deaths due to persons falling from trains, getting on or off trains in motion, etc.

Insurance companies are naturally cautious in assessing their financial obligations under various types of policies. It is significant (as mentioned last month's *News Letter*) that a Melbourne daily newspaper with an insurance scheme for registered readers will pay £1,000 if the reader is killed in a train accident, but only £100 if killed in any other type of accident.



RESO TRAIN passengers, besides inspecting many primary and secondary industries and national undertakings in important country regions, live inclusively, on the train. It has lounge, sleeping, dining and shower cars. Meals are comparable with the best city hotels and, for the recent north-east tour, there was a bigger, newly-designed menu card (above). It is 10" x 5", with a varnished, predominantly tan-colored cover, the top and lower panels in black. "Very attractive, but not as good as the meals," chuckled one satisfied Resonian.

WHAT it feels like to travel between Melbourne and Sydney in daylight by diesel-hauled, air-conditioned trains on both sides of the border was described in last month's *Walkabout*, the 20,000 - circulation - monthly magazine of the Australian Geographical Society. Arriving refreshed in Sydney, the illustrated article's writer "gave full marks . . . to everybody who helps to keep that long steel ribbon from near the rim at Melbourne 589 miles away, oiled and functioning."

Here is a condensation of the story.

By some means or other I had to get to Sydney. "Go," said *Walkabout*, echoing the station posters, 'Go by Train'; and then write a little piece about it."

So I boarded *The Daylight* at Spencer Street. In no other way, I subsequently found, do you see the country quite so well and get the feeling, not only of its incredible age, but more of what is going on there now.



RAIL travel, with relaxation at its very best, is assured in the Club Car of *The Daylight* on the Melbourne-Albury section of the journey to Sydney. Through wide windows the traveller is rewarded with pleasure-giving pictures of the varied countryside.

## MELBOURNE - SYDNEY

# Daylight journey praised

IN WORLD CIRCULATING MAGAZINE

Settling back in what seems to be the railway equivalent of an aircraft seat—and a very comfortable equivalent—we let Spencer Street glide quietly away. Breakfast, we discover, will be on in the buffet car in half an hour. In the club car, the hostess will serve us, if we wish, with something light at pleasant little half-moon tables in the window. Spirits rise.

A leaflet describes the passing country.

There is a nostalgic feeling for the clackety-clack over rail joints that accompanied us to school or the Christmas family reunion. There is some-

thing down to earth about it, although, nowadays, they seem to have cushioned its impact with rubber and better springs. The steam engines that once awed with hissing, busy dominance and fascinating wheel mechanisms are now, alas, disappearing. Diesels are the thing. Indeed, the Railways tell us that diesels are part of the reason why we should still go by train.

Seymour (change for Puckapunyal), glides by and Mangalore (change for ground transport southwards if Melbourne airport foggy), and we are racing into geo-history. Glenrowan, sixty miles or so on, was the real hub of the Ned Kelly country. There was no *Daylight* express he could hold up and get away in.

The ranges begin to show up on the right, in relief to the flat miles. Mt. Buffalo, the winter sports resort, is there, and the higher peaks of Bogong, Feather-top, and the rest are beyond. Wangaratta, looking fat and complacent around its woollen mills and goodness knows what other prosperous activity, looms up and disappears astern.

The more immediate interest lies in crossing the border. The people at Albury station seem friendly, and speak the same language. The worst that befalls is a compulsory change of trains. It is an irksome exercise imposed by the frontier-mindedness or, if you like, State-sufficiency of a century ago, but an exercise whose ordinance will lapse when the Victorians have finished laying their standard track alongside the broad gauge lines into Melbourne. Passengers on night trains between capitals will benefit most, and will, maybe cock a joyous snook at Albury or, more likely, sleep through it.

And so, as the travelogue would insist, we say farewell to the comfortable, modern, diesel-hauled train that has brought us thirty-two per cent of our long journey, without stopping, in the space of three hours and fifty minutes, thus making it the fastest train in Australia.

And step into another diesel-hauled train, and the countryside enfolds us again.

Soon there is a subtle difference. The grass is a little browner and the landscape more undulating, more view-making. Sheep are still about, but wheat is more insistent. This, then, is the rich eastern Riverina, and Wagga, its hub.

Half way to Cootamundra, is the Bethungra deviation which gives what is called a "compensated grade" up the hill. That explains the sudden apparent waywardness of the "Up" line to Sydney, which wanders off to the left and performs a complete circle of its own to keep the grade negotiable by a train with one locomotive instead of (before 1946) two. Quiz-conscious readers (if they have followed me as far as this) will, I feel, be glad to know that the deviation grade is one in sixty-six. A diesel with a 300-ton train behind it can now do it on its head.

### Lines Reunited

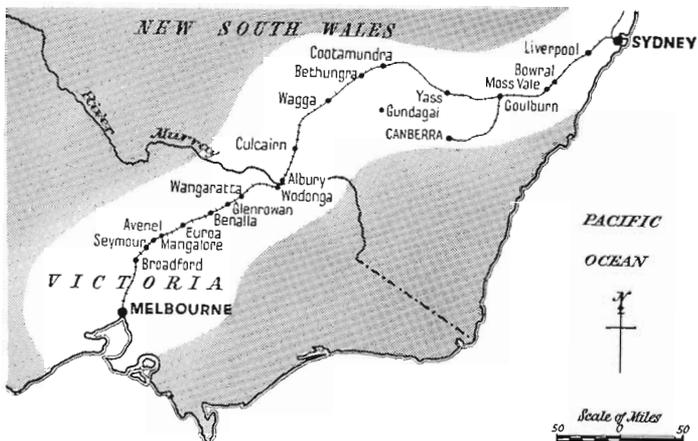
Cootamundra, therefore, appears sooner than it used to, despite the turns and twists that both "Up" and "Down" lines, reunited, pursue to avoid hills. These hills, intermittently and sometimes intensively, go on for another couple of hundred miles or so.

By this time, and wisely, lunch has been negotiated.

But where were we? Granite boulders, sheep, top-dressed pastures, erosion scars and wide panoramas sweep past the window. There is little sign of bustle, or even of mild activity. Yet the fruits of planning and labour are abundantly evident. There is an underlying sense of purpose in the unfolding countryside. Rural Australia, like the train, is going places.

We weave on through still undulating country, and as the sun is dipping, slide slowly into Goulburn, where the Wollondilly flows.

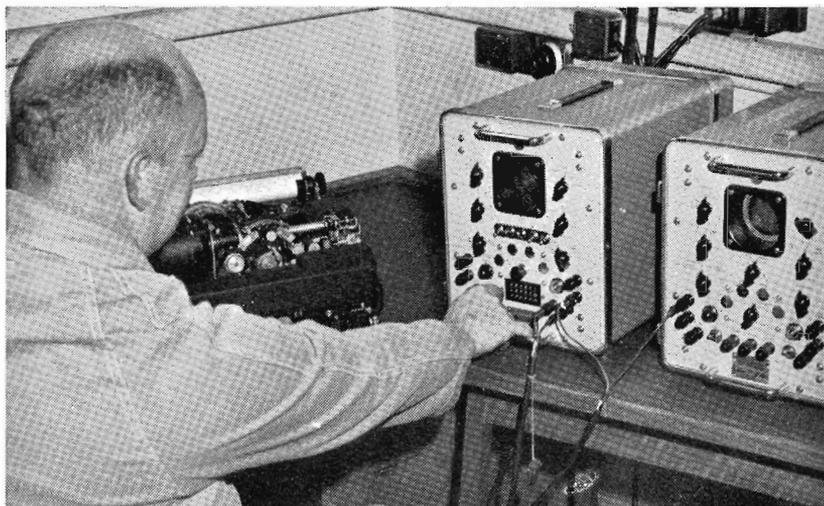
Across the Devonian slate of aeons to Wingello, past the flowering orchards of Penrose, and we begin to climb to Moss Vale. Hereabouts are some of the old volcanoes and lava flows that battered primordial Australia, long before the dreaming time. The only hint is the lush growth.



**SYMBOLIZING** the outstanding feature of the trip — travel in daylight — this map shows how the Victorian and New South Wales air-conditioned trains thread their way between the Capital cities. Service operates six-days-a-week in each direction, the one-way journey of 589 miles taking only 13½ hours.

Bowral, a pretty little place with, apparently, few disfiguring signs, where Sir Donald Bradman first discovered the variable but controllable relationship between a bat and a ball, comes and goes. The countryside, in the dusk, begins to grow scrubby and rugged. We are on Hawkesbury sandstone. Lights twinkle

at Campbelltown, and more at Liverpool. We are making cracking pace now on the straighter tracks of the Sydney plain. Lidcombe, Strathfield and electric suburban trains flash by. We begin to slow down. Passengers are moving. We creep into Central Station, exactly one minute late.



**ELECTRONIC** apparatus being used by one of the "backroom boys" for testing a teleprinter.

### Backroom Boys

**F**ROM a neat workshop in the basement of Head Office, a five-man unit gives expert maintenance to an array of some really intricate office and communication equipment used by the V.R.

Time-recording clocks, watchmen's tell-tale clocks, adding machines, platform ticket dispensers, dictaphone recording equipment, addressographs, duplicating machines and other office printing equipment all add variety to the work.

Teleprinters, for the transmission of

telegrams, are also maintained by these versatile machine fitters. Deceptively simple from their outside appearance, the internal mechanism of a teleprinter comprises an example of precision engineering demanding highly skilled attention.

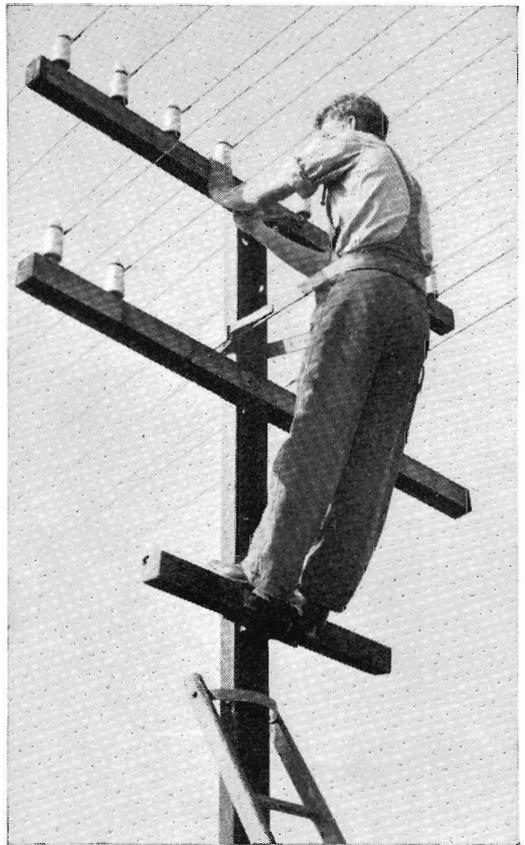
Fitter-in-Charge Tom Semmell and his machine-fitters work at well-lighted benches and have a modern 4 in. lathe, radial drill, grinder and blowing equipment to assist them.

He and his staff were all V.R. apprentices. After serving their time, they graduated through the railway workshops at Spotswood to their present jobs.



## SOME V.R. MEN ARE "UP THE POLE"

(Left) Every pole tells a story . . . to linemen. These markings indicate at a glance: 11—mileage from Melbourne; R—particular type of circuit on pole; 15—number of pole in mileage section. (Right) Keeping the lines of communication open.



**W**ORKING at the top of 35 foot poles in all weathers, Victorian Railway linemen are a race apart. Seldom seen, this highly organized body of 150 men keeps the 4,400 miles of telephone, signal and power lines operated by the railways in first class order.

Under the threat of damage by fire, flood, wind and other causes, the lines demand constant supervision and to cope with heavy maintenance, new construction and emergency, 13 flying gangs are organized at strategic centres through-out the State.

Equipped with utility trucks, mobile winches, and rail inspection cars, they can be concentrated at any trouble centre in the minimum of time.

Normal maintenance on both postal and railway lines on railway poles is carried out by district linemen who are stationed at 17 depots. Their work covers an area from Morkalla in the far north-west to Orbost in the east, a distance, by rail, of 633½ miles.

A special line gang is working on the north-east gauge unification scheme.

A reciprocal arrangement exists with the postal department for railway communication equipment on postal poles being maintained by that department; railway linemen maintain postal lines on railway poles.

Types of pole lines vary from those carrying 40 wires on crossarms to poles, in remote parts of the system, that carry only a single wire.

High voltage transmission lines such as the 6,600 volt line from Melbourne to Geelong, and 2,200 volt lines from

Dandenong to Moe and Broadmeadows to Albion are also controlled by railway line staff.

For many years most of the poles used were wood. This meant constant inspection as a guard against white ants, rot and fire damage. The standard test is to bore a hole in the pole about one foot below surface level and, after inspection, replug the hole with a creosoted wooden plug. Condemned poles are marked with a cross cut with the tomahawk.

Latest practice is to use old rails no longer serviceable for tracks. Not only does this reduce initial cost to an absolute minimum, but the resulting life is far superior than with the wooden pole.

Before they become fully fledged linemen, railway staff are trained for six weeks at the Newport Line School. Poles with cross arms, giving the various arrangements of lines, provide practical working experience. Instruction in belt work, use of ladders, knotting and wire jointing are also covered exhaustively.

### Digging Holes

The erection of poles is demonstrated in a concrete hole. This is filled with soil so that a proper pole hole can be dug and a pole erected. The pole is then lowered and the hole filled in so that further demonstration holes can be dug without, as the instructor says, "losing the original hole."

Apart from small boys throwing sundry pieces of wire and metal across the conductors, resulting in short circuits, the main source of trouble to linemen is bird life. Nests built on cross

arms are quite common, whilst the fondness of magpies for scraps of fencing wire which they drop on phone lines causes frequent expressions of annoyance from overworked linemen.

Typical of the many jobs carried out by linemen in the normal course of duty was the re-routing of the wires from their old location at Bonnie Doon when the construction of the new Eildon Dam raised the water level at that location.

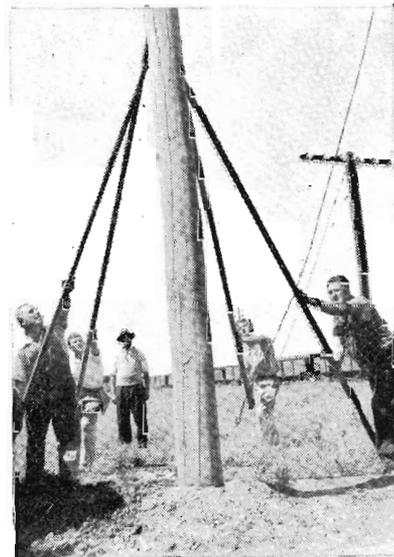
### Snow and Sleet

Work was proceeding to schedule when the sudden onslaught of wet weather caused the water level to rise sooner than anticipated.

The resulting race between the line gang and the water level resulted in a narrow victory for the gang. Only three feet separated the wires from the floodwaters as the last circuit was transferred to its new route.

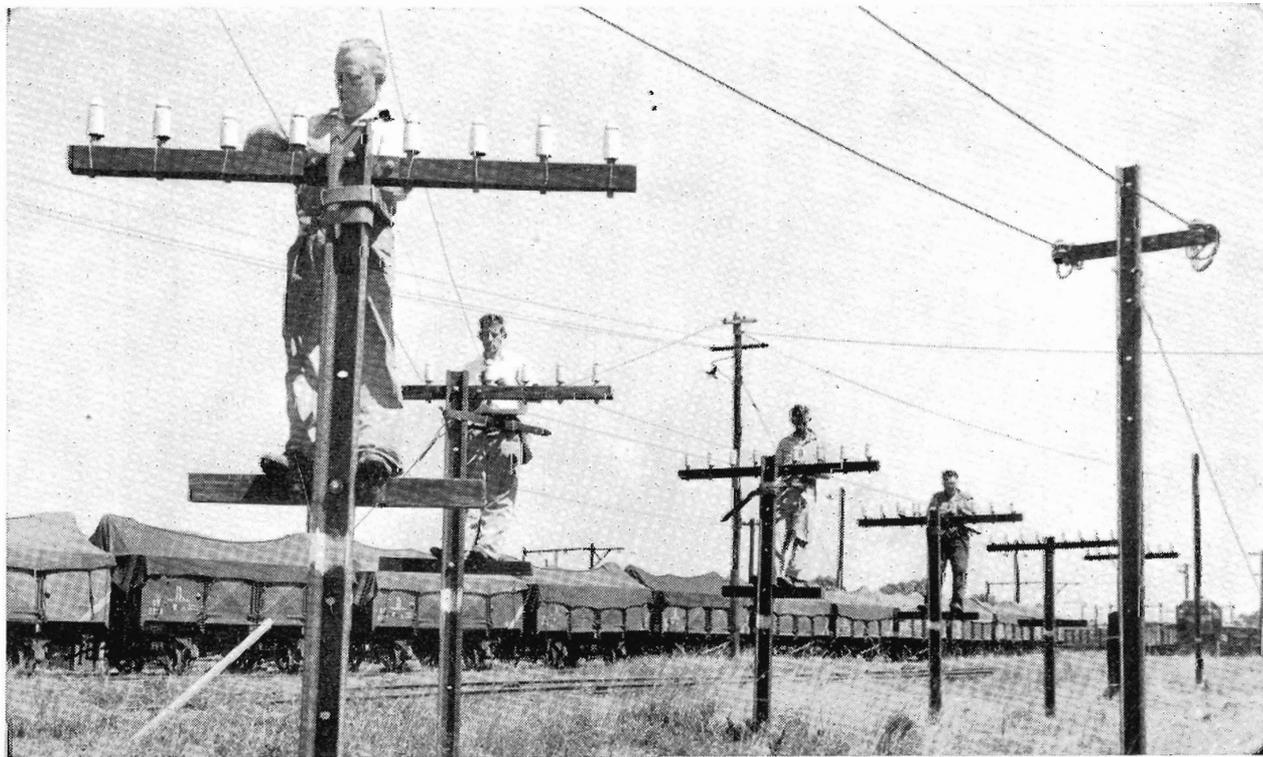
A somewhat different situation was encountered some time ago by another gang given the job of erecting a wireless mast on the top of Mt. Hotham. Working in snow and sleet, they encountered almost Arctic conditions.

Despite their constant battle against adverse weather there are always men willing to carry on the work, as indicated by the present group of trainees passing through the school at Newport.



(Above) Trainees erecting a pole, closely watched by Instructor L. R. Duntze.

(Below) For the training of linemen, a miniature pole line is at the Newport Line School.



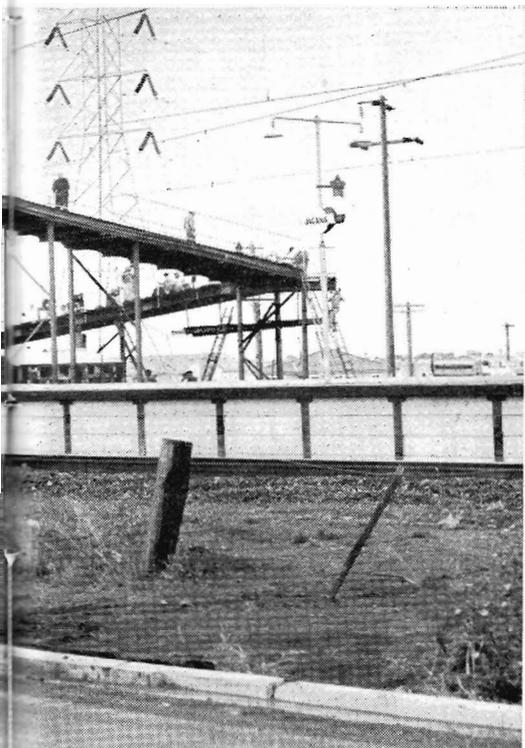


## AROUND THE SYSTEM

UNLIKE any other on the system station—Jacana, on the Broadmead the standard gauge track, on the B raised above the



UNDER test at Ford Motor Company's Works, Geelong, was this new V.R. two-tier motor-car carrying rail wagon. Portable ramps were used for demonstration purposes; fully or semi-fixed ramps will be provided at loading and unloading points. Successful initial trip was on a recent Melbourne-Adelaide goods train.



... is the footbridge at the newest V.R. ...  
... meadows line. It has a "hump" because ...  
... Broadmeadows—Sunshine loop, will be ...  
... adjoining broad-gauge tracks.



(Above) THIS machine is a combined earth borer and pole erector. As it here backs into position at St. Albans, the boring member is astride the petrol-driven vehicle. The driver mechanically tilts the borer—which has an interchangeable, rotating auger—to make the hole. After the machine hoists the pole, fixing is completed by manpower.

(Below) HEATING and cooling unit for air-conditioning is being lowered at Newport into the roof of a saloon-type country car. Generators and accumulators will be under the floor, with the control panel at one end of the vehicle.



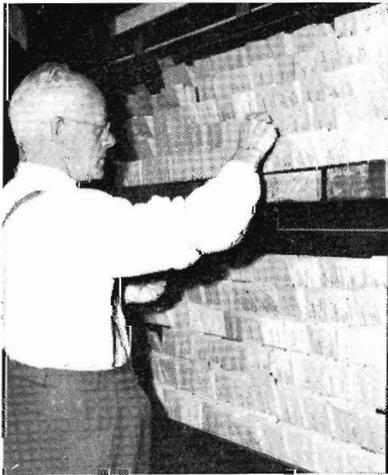
... for ...  
... Mel-



PIGEON-HOLES (above) being filled with correspondence for stations and (below) Officer-in-Charge T. W. Greenwood selects pre-addressed envelopes in readiness for dispatching urgent train-running circulars.

## TRAFFIC DESPATCH DIVISION A MINIATURE G.P.O.

**L**AST week an S.M. in the Mallee received an S train running circular from Head Office . . . an S.M. down Gippsland way sent a memo. to Head Office. Each represented a tiny fraction of the enormous volume of State-wide Traffic and Commercial Branch correspondence that flows to a carefully organized despatching system.



The receiving-distributing nerve centre is the Traffic Branch Despatch Division. Letters, memoranda, books, posters and time-tables moving in and out of the Division each day resemble a G.P.O. in miniature. Quick, orderly and unerring dispersal of V.R. mail is of great importance.

In the basement at Head Office, the Traffic Despatch Division has three big rooms. Long tables and benches—for ease of sorting—and elongated panels of designated-pigeon holes combine to keep the correspondence flowing.

Each morning, soon after the staff of 10 arrives, mail from all over the State begins to reach the Division. Initial sorting is into branches, with the great bulk for the Traffic and Commercial Branches, which is put into room sequence.

Meanwhile correspondence is coming in from Head Office rooms. From early afternoon, the outwards correspondence mail begins to arrive in the Division. Each day more than 500 letters to the public have to be folded and enveloped for mailing through the G.P.O.

Inter-departmental correspondence now starts to gather momentum. Every afternoon there is a least one cwt. of outgoing correspondence. For each station there is a separate pigeon-hole and by 4.30 p.m. they are cleared. Between 4.30 and 5 p.m., the envelopes are taken to Spencer Street station and then by trains all over the system.

Weightier type of work includes the distribution of posters, wall-sheet time-tables, suburban "pocket" time-tables, General Appendix, Rules and Regulations.

For special holiday train services, 20,000 working time-tables, in book form, have to be sent out. Distribution, with the keeping of records, of the country public folder time-table is also the responsibility of the Division. These 15,000-odd copies of this saleable publication are specially handled, with a distribution list providing for varying station quotas.

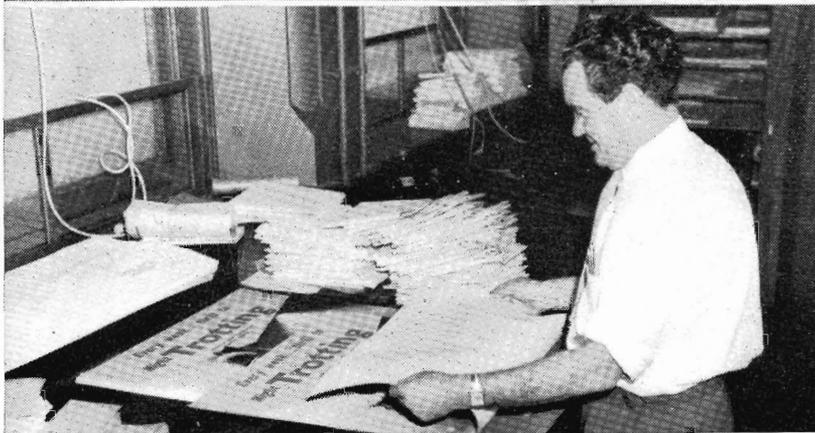
Folders and leaflets (totalling about 100,000 a year) on rail travel and general railway developments go through the Division to the public, *via* stations and the postal service. Each Tuesday at about 4 p.m., 2,500 copies of the *Weekly Notice* arrive. Within half-an-hour each is on its way to the Traffic Branch staff throughout the system.

And, of course, 3,500 copies of this *News Letter*, as with all previous issues, will pass just as quickly through the Division on their way to Traffic Branch staff all over the metropolitan and Gippsland areas.

The Traffic Despatch Division's constant aim is "keeping the correspondence on the move"



THREE phases of Traffic Despatch's work are shown in these pictures. Trolley-loads of V.R. publications (above) begin to arrive for State-wide distribution. No time is lost in sorting and directing (centre) inter-departmental memoranda—some for Head Office; the bulk for stations. Many thousands of posters (below) have to be folded, wrapped and dispatched each year to stations all over the system.



## 93,000 ON AGED PERSONS' FARE CONCESSIONS

THAT aged pensioners are appreciating the Victorian Pensioners' Fare Concessions is shown by the fact that 93,000 of those eligible have already applied for them since the scheme began on July 1. It is estimated that, in Victoria, there are 150,000 people entitled to the concessions.

Scope of the scheme provides for travel at half-fare anywhere on the Victorian Railways, on the Melbourne and Metropolitan Tramways Board's trams and buses and on the State Electricity Commission's trams in Ballarat and Bendigo.

Keystone of the scheme is simplicity from the view-points of the pensioners and the transport authorities concerned. An aged pensioner's application for the concession is made to the Tramways Board. It is then referred to the Social Services Department for verification, or otherwise. The card, covering a yearly period, is then posted by the Tramways Board to the successful applicant.

By merely producing the card at the station booking window, the pensioner gets a ticket for the intended journey, on payment of only half-fare. A ticket equivalent to that rate—a child's ticket—is then issued. The other half of the fare is re-imbursed to the Department by the State Treasury on the basis of an annual lump sum.

Issuing of children's rail tickets avoids the printing and stocking of special tickets; moreover, it averts the preparation of special accounting returns by station staffs who merely keep a record of tickets issued for assessment, by the Comptroller of Accounts, of the adequacy or otherwise of lump annual sum which is paid by the Treasury to the Department to ensure that it will not lose revenue as a result of the introduction of the scheme.

"I would like to pay the Railways a compliment about the new air-conditioned train from Bendigo to Swan Hill. I can really say it is a wonderful improvement on the old train; as I have always travelled by train I can note the difference. The carriage was beautifully warm although it was a very cold day, while the landscape windows are a grand idea and help to improve the journey considerably. Wishing you success with the new venture."

Mrs. B. V. Parker, P.O. Box 14, Piangil

# RAILWAYS ARE UNRIVALLED FOR LARGE PARTY TRANSPORT

FOR the movement of large numbers of people with certainty, comfort and speed, the railways are unsurpassed by any other means of transport. Obvious evidence of this is the way the daily morning and evening peak period suburban traffic is handled.

In the sporting and other spheres, for which special trains are engaged, the rail has an enviable superiority, too.

The more important country racing clubs have found that special trains, offering fast air-conditioned cars with reserved seats, meal services and low fares from Melbourne, have led to better attendances. Racegoers, themselves, have appreciated the trains' comfort and the absence of strain and fatigue inseparable from private-car travel on busy roads.

Diesel rail-car specials have been successfully run over the past two seasons from stations near metropolitan League football grounds to South Geelong, which is close to the Geelong football ground.

## Football Specials

For these games, too, special trains, carrying the teams' supporters, are run to and from Melbourne at convenient times on Saturdays with attractive fares, especially for children.

Sports trains of a different sort are being arranged by schools for their sports meetings. Mass movement of children can be more efficiently organized when virtually the whole of the school's students can journey as a single unit, as they so often do by train.

For children's big sporting events at the Melbourne Cricket Ground, special trains are run from many suburban stations to Richmond and Jolimont with complete satisfaction, as testified to by appreciative letters from the organizers.

A recent example of a school selecting train travel for a special reason was the re-opening of "Timbertop", the Geelong Church of England Grammar School's country branch at Mansfield. Eighty students went there by 280 h.p. diesel rail-car.

Besides sporting events, the Department is constantly running special trains to the country for carnivals and "Back To" celebrations.

Where specials are not justified for certain inland functions, the Department still handles appreciable extra traffic by ordinary country trains.

Melbourne Cup Day in November is one of the busiest occasions for the suburban time-tabling and train operating staffs. In addition to the great number of train trips to and from the Flemington Racecourse platform—mostly at short intervals—the Department also runs a large number of special trains for Sunday School picnic parties on that day.

## Happy Child-Travellers

Veteran railwaymen who have had a lot to do with these picnic trains over the years say that trains filled with happy, chattering children are among the most satisfying sights of the year.

During the early months of each year, there is almost a succession of day-picnics to beach and hill resorts for which trade union and other organizations charter special suburban and country trains.

Most recent spectacular chartering of special trains for party purposes was when General Motors-Holdens Limited had its employees' Christmas Party at Dandenong. For this, 32 special electric train trips were run between Melbourne and Dandenong. Efficient planning and running of these trains earned warm praise from the Company.

For special week-end and weekly trips, the Department provides trains on which the groups can live, making road tours at points of call.

In this category are the Reso and Holiday Trains, the former for city and country businessmen to see rural and national developmental areas, the latter for Holiday Train Association tourists, taking in the State's scenic highlights. These trains have sleeping and showering cars and a lounge car; for Reso Tours they also have dining and office cars.

Those who have travelled on these trains confirm that there is no better, no more comfortable way of seeing the State at first-hand. Day trips by diesel rail-cars are also arranged for the Holiday Train Association, as they would be for any other interested group.

Currently underlining the effectiveness of the railways is the transport of large crowds by train during the Dr. Billy Graham Crusade in Melbourne, scheduled to end on March 15.



FOR group travel, special diesel rail-cars (above) are deservedly popular since they allow scope for mingling—so needful for the success of such trips.

From many parts of the country 34 special trains were time-tabled, all except two being of the chartered type. Ordinary suburban trains were carrying increased traffic, too.

Attractively priced concession rail fares were charged for parties of six and 25 by ordinary trains; for individuals in large parties of 15 or more on chartered trains there were bigger fare reductions.

Himself a leading Gardiner churchman and a Railways Commercial Agent, Mr. A. H. Fergus represented the department on the Transport Subcommittee of the Crusade.

## Selling Travel

He was, therefore, able to emphasize the advantages of rail travel and provide all relevant fares and possible time-tables. He visited all the centres from which special trains were arranged.

After interviewing the local Church authorities in each centre, he had the satisfaction of reporting to the Department that substantial extra traffic would accrue.

Through the attention to detail in the planning of schedules by the Time-tabling Section of the Traffic Branch, backed by the co-operation of train operating staffs, the special trains were all running according to plan, when this issue went to press.

*In brief, the Department is happy at all times to quote for the chartering of special trains, realizing that it can assure fast and safe travel, in sharp contrast with the hazards and worry of road transport.*



Tom Murray and Norman White.

## TWO YOUNG RAIL "EXPLORERS"

**T**WO young enterprising V.R. men are here looking thoughtfully as they plan a tour which made history towards the end of last year. Clerks Tom Murray (*left*) and Norman White, both of the Timetables Division, organized the first trip of the Australian Railway Exploration Society. They were prime movers in its formation.

Tom and Norman worked hard and got 57 passengers for the trip to Carpolac, in the Wimmera beyond Horsham, believing that this "out-of-the-way" area would interest rail fans and tourists. They were so right, for the party returned applauding everything about it.

For the party, two sleeping cars and a car-van were attached at Melbourne to *The Overland* which then had on it 16 vehicles—the longest *Overland* ever; a further rail trip to Bayles has been run, and another to Orbost is planned for May.

Both have had a deep interest in railways "for as long as we can recall," they say. None of their friends was surprised when they joined the V.R.

## Snake Charmer

**C**OLLECTING snakes and lizards, which were later skinned and mounted, was the nerve-tingling "hobby" of Line Sub-Foreman Edward Grobelyny (now at Spencer Street), when he was stationed in country areas.

His mates speak with some respect about a certain snake which he caught, later to be seen about the camp painted a bright red and blue. Ted chuckles at the "doubt" it caused in the minds of the V.R. men. "They didn't know whether they were all right, or not!"

He has sent quite a few specimens to friends in Germany. As an added hobby he now takes colour movies of interesting specimens and has already mailed one film overseas.

Before coming to Australia in 1949 he was trained at the Teachers College in Bydgoszcz, Poland. Part of his instruction comprised the collection and mounting of specimens.

## Ex-Servicemen's Dinner

**T**HIRTEENTH annual dinner of the Accounts Branch Ex-Servicemen's Association will be held in the Spencer Street station Grill Room on April 29. The organizing committee is hopeful that all eligible Accounts Branch staff, especially from the country, will be there.

Ex-R.A.A.F.-man H. O'Brien, of Room 4, Head Office, is Secretary. If his enthusiasm is any criterion, the 13th annual function will be the most successful yet.

## Getting Together

**F**IVE hundred people, including over 200 excited, chattering children, had a great day on the beach at Queenscliff on a recent Sunday, when Jolimont Yard (Rolling Stock) had its annual picnic.

Palate-pleasing gifts for the kiddies included 214 packets of lollies, 230 packets of peanuts and 142 dozen ice creams. Sports, merry-go-rounds and fun in the water all contributed to make everyone eager about next year's outing.

Railwaymen and their families merged into "one happy family". Because of great organizing by the committee, "the temperature of 108 deg. did not bother any of us at all; we did not have time to worry about the heat," said one enthusiastic picnicker.

## Ballarat Bandsman

**W**HEN Car Builder W. P. James recently retired from the Ballarat North Workshops, his colleagues thought so much of him that his farewell became a Pleasant Sunday Afternoon at the 'Shops. For the whole of his V.R. career of 39 years, he had been associated with car building, following active service with the First A.I.F.

Mr. James has been interested in music since boyhood. He played the euphonium in many Ballarat Bands and during the past 50 years he competed in all Australian States.

One of his great memories was the occasion when, while overseas with the A.I.F., H.R.H. the Prince of Wales, having specially asked Mr. James to play a solo, afterwards highly praised him.

## V. R. HAS FURTHER POSTER SUCCESS



V.R. TRAVEL PROMOTING poster, *South Western Victoria*, has achieved the distinction of being published, as a highly-rated travel poster, in the authoritative overseas journal, *Modern Publicity Annual*. There were entries from 37 different countries. Mr. C. Trewin, Commercial Artist of the Public Relations and Betterment Board, designed the poster. This is the second successive year his work has won recognition in the Annual.

**Soprano-Typiste**

TO have been in choirs on two memorable occasions in Melbourne's history is the "unforgettable experience" of 19-year-old Elizabeth Tabart, Typiste of the Secretary's Branch.



Elizabeth Tabart

During the current Dr. Billy Graham Crusade her soprano voice is contributing to the overall effect of the 700-strong choir at the Sidney Myer Music Bowl. Elizabeth says that, viewed from the stage, the huge crowds

in and beyond the Bowl provide a magnificent spectacle. Her alto-voiced mother is also in the choir.

For the opening and closing days of the Olympic Games in Melbourne three years ago, Elizabeth was one of the 2,000-voiced choir. "In an entirely different way" she reflects, "those days will always live in my memory".

She is a member of the Methodist Youth Singers of a Hawthorn Church; last year they were third in their choir section at Ballarat's South Street Competitions.

**In Front Line**

SELDOM heard answering inwards calls because she is busy as Supervisor of the 2,500-line V.R. automatic telephone switchboard, Miss Lesley Cox is now in her 25th year with departmental telephones. Leadership potential led to her becoming Supervisor only two years after joining as a telephoniste.

Members of the public ringing the railways are very often greatly assisted by Miss Cox in two ways: her uncanny memory for numbers and knowledge of Head Office activities; and her courtesy and zeal in guiding vague inwards callers to the right offices, more often than not to the right desks in those offices.

Her 14 telephonistes handle an average of up to 3,200 inwards calls from the public a day between 9 a.m.-5 p.m., plus 1,800 calls on the harmonic system.

"I realize," said Miss Cox, "that at the switchboard we are figuratively in the front-line. I have, therefore, always tried to instill into my staff that the first audible impression of their voices can often make a friend for the Department."



Miss Cox with some of her staff.

**Mildura's Praise**

I was instructed at our last meeting to write and compliment you on the improvement to rail service to and from Mildura.

"Your Mr. Jack Taylor (Commercial Agent) attended our last meeting and gave a very informative talk to our members, which was much appreciated." F. S. Crozier, Secretary, Mildura Chamber of Commerce

**Tribute to S.M.**

ON behalf of our members, I wish to express to you our appreciation of the help and assistance your Mr. Meagher has been to our association during his period of duty as Stationmaster, Yarrowonga. Although we regret losing his services, we are very pleased to learn that his attention to duty has won him promotion which we feel has been well earned."

—T. O. Baillie, President, Yarrowonga Stock & Station Agents' Association, Yarrowonga

**Daughter Aided**

FOR the sympathetic treatment accorded my daughter, who had lost her purse in Sydney. For this reason she had no luggage check on arriving in Melbourne, but your officials had her luggage delivered quickly, thus overcoming her anxieties in respect to it. As her parent I would like to express my gratification to your Department."

—C. T. B. Knell, Argyle Road, East Kew

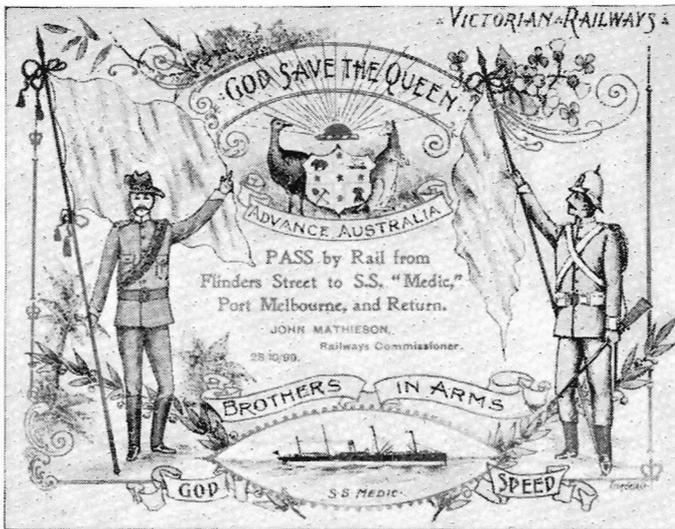
UNFORTUNATELY, I left my new umbrella in a Sandringham train, and I reported my loss to the S.M. at North Brighton. A few hours later I was delighted to receive a 'phone call from him, saying the umbrella had been handed in at Sandringham. I commend this officer's kindness, consideration and prompt action, which resulted in the umbrella's recovery."

—Frank Perry, 33 Clonaig Street, Brighton

*Review of Cereals, Butter & Eggs brought recent at Melbourne 1.6.96 to 31.96*

Produce	Units	1905		1906		1907		1908		1909	
		Value	Price								
Cereals	W. E.	282	322	425	570	644	673	617	610		
	Maize	110	137	207	329	425	487	427	474		
	Sorgho	131	126	151	185	221	327	267	254		
	Barley	87	81	102	88	77	87	75	72		
	Oats	622	716	717	1177	1409	1605	1403	1374		
Butter	W. E.	159	185	252	270	210	240	238	158	230	189
	Maize	70	82	118	147	228	300	421	232	300	107
	Sorgho	86	104	70	52	216	193	190	120	231	178
	Barley	84	78	107	107	78	103	110	120	111	134
	Oats	396	472	347	638	1222	1230	1426	1183	1477	1380
Eggs	W. E.	77	105	136	220	150	136	86	87		
	Maize	38	61	67	128	154	158	76	71		
	Sorgho	25	63	58	32	18	47	10	26		
	Barley	23	81	20	43	172	142	87	103		
	Oats	148	251	273	428	524	488	260	308		
Average weight of contents of tins arriving											
Nov. 96 4.5.96											
Jan. 96 5.0.96											

THIS is a good example of penmanship in the Victorian Railways in the 1890's. It is a reproduction of a page from a 5 in. x 3 in. note-book prepared for Mr. W. Fitzpatrick, who was a Commissioner and later became Chairman of Commissioners. Throughout, the book has epitomized data about many local and overseas railway aspects, from wage scales to rates, from railway finances to passenger-train mileages. It is not known who was responsible for the hand-writing, the quality and neatness of which never varies on any page.



BACK in 1899 a contingent of Australian volunteers sailed from Port Melbourne to South Africa in the *S.S. Medic*, to fight in the Boer War.

To commemorate the occasion a special rail pass (left) printed in red, white, blue and green was on issue to friends, relatives and others who journeyed to Port Melbourne to farewell the soldiers.

## Chance to Rise

**A**MBITIOUS V.R. men need have no doubts about their opportunities for advancement to higher administrative positions, as a result of recent action by the Commissioners.

Recognizing that the department loses promising young men because they cannot see any prospect of early advancement, the Commissioners propose to afford all talented young men who possess energy and ambition an early opportunity to demonstrate their ability and to show that the V.R. service offers a potential for advancement that is not excelled in any other governmental or private enterprise field.

It has been decided to select administrative trainees, and young men from 25 to 35 years of age have been invited to apply. They must have energy, ambition, initiative, and administrative potential.

Object is to reveal, irrespective of Branch, that the higher administrative positions are within the reach of those who have the urge and the will to rise to them. The field for advancement is wide open, if any trainee shows the potentialities.

Successful applicants for the training course will move to a variety of positions, gathering on the way an invaluable, ever-widening knowledge of Branch procedure and administration. There will be no special classes or curricula, and each trainee will be assessed on a purely practical, rather than an academic basis.

Applications should reach the Secretary for Railways (through Branch Heads) not later than March 31, stating age, education, experience, etc. Selected applicants will be interviewed.

## First Ever

**H**ISTORY was made last month when Train Controller R. I. Jennings, of the South Australian Railways, became the first person, outside the service, to sit and pass the V.R. Safeworking examination.

Because of his position with the S.A.R., Mr. Jennings felt that he "would have quite a bit to do with traffic between our two States" and he did the course by correspondence in his own time and travelled to Melbourne in his own time to sit for the examination.

The Block and Signal Inspector who conducted the examination was amazed by the all-round knowledge Mr. Jennings possessed of the V.R. operating system.

But it was no surprise to the Public Relations and Betterment Board to hear of his unusual feat. Over the past five or six years, Mr. Jennings has been a consistent correspondent, seeking general railway information and buying V.R. publications and many kinds of pictures of rolling stock and signalling. He has his own working model railway, for which he has strict safeworking regulations.

## RECENT RETIREMENTS

### ROLLING STOCK BRANCH

Arnott, H. D., E. T. Dvr., Flinders St.  
Bull, H., R. G. Repr., B'dgo Nth.  
Baker, H. G., Driver, Seymour  
Cochran, H. L., Fitter, Newport  
Clark, P. V., Elec. Mechanic, J'mont.  
Funnell, E. E., Toolmkr., Newport  
French, H., Ldg. C. S. Empl., Nth. Melb.  
Flenley, C., Turner, J'mont.  
Haydon, E. W. Car Bldr., Nth. Melb.  
Hobbs, E. A. V., Toolsmith, Newport  
Mitchell, E. T., Fitter, Newport  
McPhee, H. G. D. Labr., Dimboola  
McGovern, J. H., B'mkr., Newport  
Middlin, W. S. H., Fitter, B'rat.  
Mowat, C. J., Striker, Newport  
Mowat, W. A., Driver, Moe  
Newcombe, W. J., B'mkr., Newport  
Pavletich, J. T., Wedr's Asst. North Melb.  
Rooney, J., R. G. Repr., B'dgo.  
Richards, G., B.M. Help, B'rat.  
Reid, W., B'mkr., Newport  
Scott, W. J., Car Clnr., Shltr. Shed  
Whelan, L., Ftr's Asst., B'dgo.

### TRAFFIC BRANCH

Byrne, F., S. M., Stratford  
Horsted, H. J., Cas. Labr., Geelong

### ELECTRICAL ENGINEERING BRANCH

Dehnert, W. J. O., O'hd. Sub-Inspr., O'hd. Depot  
Calder, C. G., Labr., O'hd. Depot

### WAY AND WORKS BRANCH

Farthing, R., Labr., Geelong  
Gould, F. N., Fitter, Spotswood

### TRAFFIC BRANCH

Tayles, W. J., R. S. M., Head Office

## BEEN MARRIED 68 YEARS

JUST seven years behind Mr. Edward Devitt (Feb. N.L.) is Mr. William Turner, a retired Spotswood Workshops Foreman. He will be 92 on March 17. He came to the V.R. from England on a three years' engagement in the weighbridge construction and maintenance section—and stayed 29 years. He is seen here with his wife, to whom he has been married for nearly 68 years. They now live at Monbulk, in the Dandenongs.

Harding, L. T., Clerk, Bendigo  
Jones, W. O., Goods Gd., Bendigo  
Lica, B., Gds. Trkr., Melb. Gds.  
McLaren, S. F., Gds. Foreman, Melb. Gds.  
McDonough, W. H., S. M., Dimboola  
O'Hanlon, A. P., Guard, Box Hill  
Sheldon, E. J., Clerk, Metro. Supt's  
Wilson, W. T., Cas. Labr., Bendigo

### WAY AND WORKS BRANCH

Groves, G. W. C., Foreman, N. Melb.  
Jones, W. A., Carptr., Geelong  
Meadows, A. E., Skd. Labr., Spotswood  
Morgan, T. G., Sig. Adjuster, Ballarat  
Mougatt, L. S., Ganger, Bendigo  
McCormick, E. W., Repr., Sth. Geelong  
Robinson, L. J., Ganger, Metro. D. E.  
Smith, H. S., Painter, Metro. D. E.  
Strugnelli, R., Sig. Adjuster, Clifton Hill  
Taylor, R., Striker, Nth. Melb.  
Toseland, E. L., Repr., Trafalgar

### STORES BRANCH

Osborne, S. D., Storeman, Newport

### SECRETARY'S BRANCH

Patroni, D. J., Clerk, Med. Dvn.

## AND DEATHS

### ROLLING STOCK BRANCH

Brown, F. W., E. T. Dvr., Flinders St.  
Hawrjuschenko, J., Wedr's Asst., Newport  
Meehan, T. G., Car Clnr., J'mont.

### WAY AND WORKS BRANCH

Hill, L. T., Carptr., Wodonga  
Healey, M. J., B'mkr., Spotswood  
Maher, B., Gatekeeper, Brunswick  
Ryan, P. L., Sig. Ganger, Flinders St.  
Mifsud, J., Skd. Labr., N. Melb.  
Riddle, W. L. W., Painter, Hamilton





# RON BAGGOTT'S SPORTS PAGE

## Cricket Nearing End

AT the end of the first round of V.R.I. cricket matches for 1958-59, the premiership ladder was : Loco, 26 points ; Flinders Street, 24 ; Stores, 14 ; Geelong, 8 and Melbourne Yard, 5. In the preliminary final, Flinders Street will play Stores on March 10 and the winners of that game will meet Loco for the premiership on March 17. Both games will be played each day between 10 a.m. and 5 p.m. at Royal Park.

## Century-maker

IN recent cricket matches, there have been some outstanding individual batting and bowling displays, especially by the Flinders Street side. Worthy of mention are : G. Southern 126 not out and took 4 wickets for 35 and 5/32 ; brothers L. and R. Ricci 72 and 55, both not out, respectively.

Those to make 50 or over were : J. Allsop (Melbourne Yard), 85 ; R. Darcy (Geelong), 77 ; R. Dyson (Stores) 70 ; and for Loco : D. Dingey, 67 ; R. Davison, 57 and R. Chapman, 50.

## Postal Team Beaten

RAILWAY and Postal chiefs, with their counterparts in the respective Institutes, saw the V.R.I. cricket team defeat Postal Institute at the Fitzroy Ground last month.

V.R.I. declared at 5 for 238 (R. Ricci, 64, retired ; J. Williamson, 61 ; and S. Wallis, 32), defeating Postal, 131 (W. McKay, 3 for 22 ; J. Williamson, 3/23 ; and J. Pitcher, 2/23).

These annual cricket matches have been played for many years and this was one of the most successful, from sporting and social viewpoints. Among those present at the official luncheon were Messrs. N. Quail (Deputy Chairman of Commissioners) and F. Orchard (Comptroller of Stores and V.R.I. President) ; Mr. J. Harrison (Postal and Telegraphs Director) headed a number of senior postal officials.

## Interstate Golf

GOLFING RAILWAYMEN from four States—Queensland, New South Wales, South Australia and Victoria—will be taking part in the Interstate Railway Golf Carnival in Melbourne between April 6 and 15.

Teams will be playing for the Commissioners' Shield and *Tintara Cup*. For individuals, there will be the *Diggers' Cup*, Veterans Handicap and several other events.

Golf courses selected for the Carnival are : Kingston Heath (April 7), Kingswood (9), Yarra Yarra (10), Victoria (13) and Commonwealth (14).



PROUD to have been selected to represent the V.R. and looking very confident of success, these cricketers left Melbourne for Perth by *The Overland* last month to compete in the Australian Railways Championship. (Centre, hand raised) is Mr. W. Crowe, Team Manager ; at his left is Mr. A. W. Cobham, Claims Agent and Senior V.R.I. Vice-President, who farewelled the party.

## Two Southerners

TWO V.R. men in widely different parts of the service and also prominent in two different sporting fields—Keith Schaefer (clerk, Accountancy Branch) and Les Hill (Electrical Fitter, Flinders Street)—are both with South Melbourne Club.



Keith Schaefer

Keith has just been appointed coach of the South Seconds' football team for 1959. He played with the seniors for four years, and was one of the most skilful centremen in the League. He was noted for brainy manoeuvring and unerring passes to his team-mates.

Les plays cricket with South firsts in District Cricket and this year his fast bowling has yielded some remarkable performances. So far he has taken 6 wickets for 18, (including the coveted hat-trick) v. Richmond ; 6/32 v. Footscray, and 8/58 v. Hawthorn-East Melbourne. In the latter game, he was poised on the hat-trick twice. For South he has won the bowling average in two successive years.

Last month Les went with the V.R. team to play in Perth in the Australian Railways-Cricket Carnival.

## Hockey Players Wanted

APRIL 4 will be a big day for the V.R.I. Hockey Club. It marks the start of the 1959 season in the C grade of the Hockey Association of Victoria.

Last year, the V.R.I. team played some good hockey to finish third in the first round, but lost the semi-final. Despite that, the boys are really enthusiastic and say they will get higher in 1959 if some new young blood can be enticed into the team.

Practice games are now on every Saturday at the Ormond Park, Ormond Road, Moonee Ponds, and Colin Wilson, Secretary, who is at the Jolimont Workshops, would welcome aspiring players.

## Sporting Feast

RAILWAYMEN are in for a real feast of V.R.I. sporting activity during March. Besides the metropolitan cricket finals already mentioned, there will be a series of "Country Weeks" : cricket, March 2 to 6 ; tennis, 9 to 13 ; and bowls, 16 to 20. In addition, the Interstate Railway Billiards and Snooker Championships will be competed for between March 8 and 13.

And then, as a reminder that winter is not so far away, the V.R.I. Football Association will hold its annual meeting on March 13 in preparation for what all enthusiasts hope will be one of the most successful series of games yet conducted by that organization.

VICTORIAN RAILWAYS

# NEWS LETTER

APRIL



1959



## Juggling Reso Locos

FOR the Reso Train tour through the north-east early last month an unusual variety of locomotives . . . B and T (diesel-electrics) and J (steam) . . . hauled the train over various stages of the week's trip.

Careful planning in locomotive allotments showed Resonians how the Department always strives to get the maximum revenue-earning service from them when assigned to any particular work.

For instance, a B, after taking the Reso Train on its first stage to Wodonga, hastened back to the city with an important, if not so spectacular, goods train for the next run . . . to Rutherglen . . . a J brought the train from Wodonga as far as Springhurst. Here, its place was taken by another J engine which arrived at the same time after hauling a goods train from Wangaratta.

For the return of the Reso Train from Rutherglen to Wangaratta a J, just off a "down" goods train to Wahgunyah, did the job. More locomotive changes were made at other stages, until on the final day a T hauled the train from Shepparton to Seymour where a B took over for the run back into Melbourne.

And so, throughout the week, such typical planned, juggling of engine power went on, with advantage to the Department . . . and without disturbing the week's time-table for the train.

## V.R. on T.V.

BESIDES the press and radio media, the railway story is getting to an ever-widening audience through T.V. Latest instance was the telecast of a film showing progress on the bridge re-building for the rail standardization work between Melbourne and Albury.

Two hundred feet of 16 m.m. film taken by the Department mainly in the Wangaratta area, was accepted by Channels 2 and 7 last month. Viewers saw the film in the news session on Channel 2 and in the news review on Channel 7. Backed by an appropriate commentary, each telecast, according to reports to the Department, gave a vivid impression of one facet of the £10 M. project which should ultimately be a traffic-builder for the rail.

For the spectacular Moomba float procession in Melbourne on Monday, March 9, Channel 2 had three cameras on the Princes Bridge station verandah. It was necessary for the Department to make special arrangements for this telecast, and at the end, Channel 2 praised the V.R. for its co-operation, adding that "without it such an excellent coverage of the procession would have been impossible."

## Extra Traffic From Crusade

ALTHOUGH, when this edition went to press, precise rail traffic figures generated by the Dr. Billy Graham Crusade in Melbourne last month were not available, it is clear that, in both the country and suburban areas, the Department gained substantial extra traffic.

For country traffic, 38 special trains were arranged, emanating from Geelong, Shepparton, Bendigo, Ballarat, Wangaratta, Horsham, Albury, Traralgon, Korumburra, Hamilton and Swan Hill.

As passengers did not wish to stay overnight in Melbourne, many a country line echoed with the sound of returning passenger trains at unusual hours. For example, one was scheduled to arrive back at Hamilton at 3.40 a.m.

## Electrification Extends

AT an estimated cost of over £300,000 the longest suburban electrified line extension has been launched. It will serve an area where industry will expand. The line from Fawcner to North Campbellfield, where a new station will be built, is being reconditioned and prepared for the erection of masts to support the overhead equipment. A start has also been made on earthworks on the second track from Coburg to the Melbourne end of Fawcner station. This work involves the provision of island platforms at Batman and Merlynston.

## E 367 Being Scrapped

ANOTHER link with V.R. steam locomotives of the past is to be broken. E 367, which was built in 1892 and ran 1,454,396 miles, is to be scrapped.

Originally numbered EE 490, it was built by D. Munro & Co. Ltd., Melbourne, and was used on the suburban service until the advent of electrified train running.

In 1920 a number of this class was sold to the South Australian Railways; the remainder was converted to 0-6-2 tank type shunting engines and re-numbered.

It is interesting to recall that E 367, in its original state, was first overhauled at the old Port Melbourne locomotive shed.

## FRONT COVER

V.R. history was made at Frankston last month when Hollywood film Producer - Director Stanley Kramer (*third from right*) supervised this shot of Passenger Guard Vic. Sanders beside a *Harris Train* for the film "On The Beach." (See Page 3)

## Tourist Bureau With T.D.A.

CONTROL of the Victorian Government Tourist Bureau and its Branches has passed from the Victorian Railways to the Tourist Development Authority, which was created by an Act of Parliament towards the end of last year. The Railways will pay two thirds of its operating costs, to a maximum of £95,000, as the Bureau is considered by the Government to be a major railway ticket selling centre for all Victorian country and interstate rail travel.

Most significant change in the financial structure is that, for the first time in the 50 years of its existence, the Bureau will now have a definite Governmental appropriation of money to promote tourism.

This is in sharp contrast with the previous financing arrangement under which the Railways Department was responsible for the Bureau's working expenses, including staffing, literature, photographs, advertising, window displays and so on.

Over the years, millions of copies of tourist publications were produced by the railways for the Bureau: these included such highly regarded publications as the "Melbourne Map and Trips and Tours," "Diner's Guide," "Coming Events in Victoria," regional booklets, etc.

## Good Wishes From London

ABOUT 10 years ago, Mr. (now Sir) John Elliot, a leading British Railway Executive, was brought by the then State Government to investigate the operation of the Victorian Railways. His report was predominantly favourable to the Department; it was conspicuous, too, for a keen perception of the fundamental factors retarding it from showing better financial results.

Sir John's interest in the V.R. was stimulated by his stay in this State and, despite his important post of Chairman of London Transport, he has continued to watch keenly all developments within the V.R. Latest evidence of this is a letter received from him, last month, by the Chairman of Commissioners:

"I have just read through with interest the January number of the *News Letter*, with the details of your Centenary, and this note is simply to send you my congratulations and good wishes for the second Century.

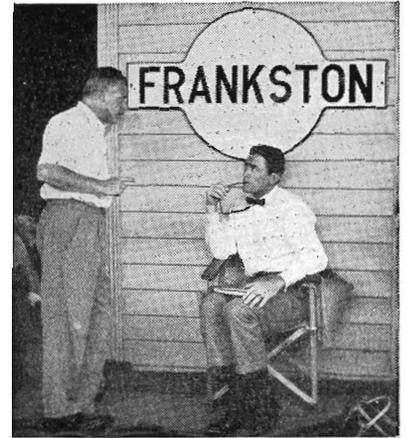
"From my regular reading of the *News Letter*, I can see that the old spirit of enterprise and service which I noticed so particularly on V.R., when I was with you just 10 years ago, is still very much alive.

"With every good wish to you all."



# ON THE BEACH

PASSENGER GUARD Vic. Sanders (left) is the only V.R. man in the film. Stanley Kramer chatting over the script with screen star Gregory Peck (seated). Camera moves into position (below) for filming on Frankston station.



“HARRIS TRAIN”  
WILL APPEAR  
IN FILM

TO Passenger Guard Vic. Sanders, of Frankston, will belong the distinction of being the only Victorian Railwayman to be seen in the film “On The Beach.” Hollywood film Producer – Director Stanley Kramer made some highly complimentary remarks about the way he acted his role.

In the novel by Nevile Shute on which the film is based it is stated that, following an atomic war in the northern hemisphere, a deadly radio-active cloud spreads, destroying in its path all towns and sources of petrol supplies. Moving southward and reaching Australia, it wipes out towns and cities

until, towards the end of the book, Melbourne is the last post of civilization.

Cut off from petrol, all road motor transport ceases. The railways for which coal is used in power stations to generate electricity for the suburban train service, is the only means of public transport.

To re-enact that situation, Stanley Kramer Productions hired a seven-car *Harris Train* for use at Frankston on Sunday, March 1. (In the book Frankston is referred to as “Falmouth.”)

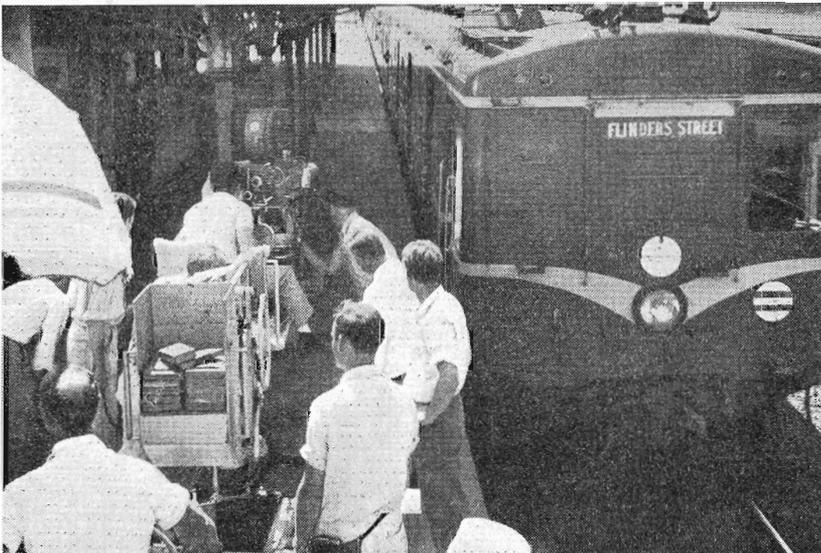
Driver Frank Piggott, of Frankston, and Passenger Guard Sanders, formed the train crew. The train was made up of the following cars : 588M, 688T, 689T, 589M, 521BT, 659T and 561M.

It was specially cleaned for its history-making assignment and as it left Jolimont Workshops, the staff there felt it would be an adjunct—as, indeed, it was—to the making of the film.

To appear in the film are shots of Gregory Peck alighting from the train, with other peak period “passengers” at Frankston, with Ava Gardner waiting for him on the platform.

In another one, Tony Perkins, betraying anxiety, boards a train, which immediately leaves for Flinders Street.

Mr. R. H. Arthur (Traffic Inspector) represented the Department during the day’s filming at Frankston. To him, leading members of Stanley Kramer Productions expressed warm appreciation of the way the Department and the staff concerned co-operated in the making of the film.



# IN TODAY . . . OUT TODAY



PARCELS tendered at the receiving counter (above) will be weighed and then placed on trollies, close-by, for specified trains. Parcels Foreman Draper (below) besides supervising, takes care of specially fragile consignments, including medicines, anti-polio serum and transfused blood.

FROM the moment a parcel is lodged for dispatch by passenger train anywhere on the V.R. system detailed instructions govern it for the whole of its journey. Many years of practical parcels-handling experience lie behind those instructions, designed to ensure safe, careful, and expeditious transport and delivery to the customer.

Striking evidence of this emphasis upon the satisfactory receipt and dispatch of parcels is seen, appropriately enough, at the busiest parcels centre on the Victorian Railways: the Outwards Parcels Office, Spencer Street.

What goes on there, from the lodgement of a parcel to its transfer to a train and its eventual delivery at a nearby suburban station or a far-off country one, is duplicated, in basic fundamentals, at every other station in the State.

At the O.P.O. (as the Outwards Parcels Office is known) the proud boast about a parcel is: IN TODAY, OUT TODAY. And *that* important objective is fulfilled, except if a parcel is received after a train's departure, or if a train does not run on a particular line that day.

Of course, "a parcel" at the O.P.O. figuratively becomes a "Mt. Everest of parcels," especially as the office also handles livestock. Throughout the day firms' transport drivers and individuals come to the counters and receiving bays with a bewildering array of consignments, ranging from a box of envelopes to a shetland pony.

Let's look at the course of a parcel consigned, say, from Melbourne to Springhurst, in the north east of the State. By careful planning, the parcels sorting area even at busy times does not become congested.

Firstly, the counters are segregated and designated according to the different lines of the State. That's a vitally important part in the progress of the parcel; it averts any initial confusion



resulting from consignments for many different parts of the State accumulating at one point.

Once a consignment is weighed and a receipt given, it goes another easy, well-defined step on its way to Springhurst. Behind the counter is a line of platform trollies, each for a group of stations on the north-eastern line. Onto one of these trollies is added the parcel, to be joined by others as the day goes on. That trolley is ear-marked for a particular train: the next one. Gradually, as these trollies fill they are moved out and others lined up in the same regular, almost-soldierly, way.

Meanwhile, from about mid-day, empty train vans are being placed at various platforms, at ends nearest to the O.P.O. To these vans, strings of parcels-laden trollies start to move under power . . . long before the engine and carriages are docked to form, say, the 4.15 p.m. train to Albury. That's the one our parcel for Springhurst will be on, for sure.

These parcels, as will be seen, have arrived at the vans after systematic handling within the O.P.O. At the vans, however, the planning technique becomes even more detailed. Here, the parcels from the trollies are sorted and stowed inside according to the sequence of stopping stations. Parcels for the first roadside station are placed near the doorways, those for the most distant, further back inside the vehicle.

This precisely-positioned stowing is carried yet a step further, for the staff



**BEHIND the receiving counters, trollies draw up to be loaded in line order. Later, these trollies will move under power, to the various vans for country and suburban destinations.**

at Spencer Street have to know which side of the station platform the van will pull alongside at stations en route.

The moral behind all this planned van-stowing should now be apparent: the unloading of consignments at roadside stations in the quickest possible time, to avoid delaying trains. Thus, the convenience of passengers . . . and of customers using the parcels service . . . is a primary thought all the time.

To keep the O.P.O. capable of handling the enormous volume of parcels . . . many thousands a day . . . there is a regular staff of nearly 50. Under the parcels foreman, are about 30 men, including four drivers of motor trollies. The Accounting Office at the O.P.O., also looks after the accounts of the Inwards Office at Spencer Street and the the Flinders Street Parcels Offices. Nineteen men and juniors are engaged on clerical and accounting machine

work. For the month of February, the combined revenue at the three points was over £60,000.

All consignments are given identical, expeditious treatment, in the sense that they shall be on their way by "the next train." Special care is taken of fragile consignments, and medicine, anti-polio serum and transfused blood are given oversight by the foreman himself.

The charges for sending parcels by rail are quite low. For instance, a 7 lb. parcel (prepaid by parcels stamps) will be carried 75 miles for only 2/-; for a mere 3/7d., the same package could be sent 350 miles.

Most of the suburban parcels traffic is by electric parcels coaches . . . vehicles, as their name denotes, engaged exclusively in transporting parcels. They speed along at off-peak periods, unloading and picking up parcels at intermediate stations. Urgent parcels are sometimes taken by peak-time trains, but these are limited. If it were otherwise, tightly-scheduled passenger trains' timetables would be disrupted.

Similarly, country passenger trains . . . mostly hauled by modern diesel and main-line electrics . . . carry parcels to stations hundreds of miles distant from the city, all in a matter of hours.

Parcels traffic is an important revenue earner for the Department. It is a form of traffic very much in the public eye as the rakes of trollies move around the station, and parcels are loaded and unloaded in front of waiting passengers at stations. The best advertising comes from the care in handling the parcels that the public sees and the service given to the customers. This personal aspect is now being augmented by press, radio and other paid advertising.



**WITH B61 diesel-electric as a background, a 'rake' of loaded trucks is on its way for planned stowing in a van.**



(1) (Photo : Guy Bakewell)

IN bright sunshine, the crowd is about to board one of the special narrow-gauge line trains between Colac and Beech Forest.

## N. G. LINE THRONGED AGAIN

**O**UTSTANDINGLY successful among the many activities of the Australian Railway Historical Society (Victorian Division) were the four special trains it arranged from Melbourne to Colac, then along the narrow-gauge line to Beech Forest and Weepoinah.

Initial thought was a one-trip venture, primarily to traverse from Colac one of the most scenic and curving lines in the State and to re-capture some of the atmosphere of a line over which passenger trains had not run for 20 years.

Similar ideas were held by the Colac "Kanyana" Festival Committee, and as a result (at the time of going to press) over 20 special trains had been run. Beginning on February 28, week-end trips had been scheduled as far ahead as Easter Saturday.

For the Historical Society's trains nearly 4,000 people booked tickets. Each trip was organized and conducted to ensure passengers the utmost of pleasure and interest in the "picnic" atmosphere created by the use of eight narrow-gauge passenger vehicles, formerly used on the U.F.T. Gully-Gembrook line. These cars were railed on specially fitted "Q" trucks from Newport Workshops, where they had been stored.

The "Kanyana" Committee arranged for veteran motor cars and people in period costumes and, as a diversion,

the "holding up" of the narrow-gauge trains by a "bushranger". A T.V. and radio station kept viewers and listeners in touch with highlights of the trips.

A souvenir guide, issued by the Society, included an historical flash-back to the beginning and development of the Colac-Beech Forest line. Running of the special trains has focused State-wide interest on the line, and the following is a condensation of the historical notes included in the guide.

Progress in the clearing and cultivation of the rich soil in the Western Otway Ranges thrown open for selection in the 1880's, was hampered by lack of good communications. Two trial surveys for a railway running south from Colac to Beech Forest were made in 1889 and 1895—the first for a broad gauge line, which was abandoned as being too costly. A permanent survey, for a narrow gauge line, was completed in 1898, and Parliament accepted its Standing Committee's recommendation for a 2' 6"-gauge line.

Construction of the railway was authorized on December 19, 1898, subject to a maximum expenditure of £60,000. Building of the line began on June 14, 1900, the final cost being £72,000.

The railway was formally opened on February 26, 1902, by the Governor of Victoria, Sir George Clarke, who travelled on a special train from Melbourne. On arrival at Colac, a train of three narrow-gauge cars was joined for the trip south.

Soon after passing Gellibrand, rain began and, by the time the train reached Beech Forest, it was pouring: in a word, a most unpleasant opening of the line. The marquee for the official luncheon was a half-a-mile from the rail terminus and the visitors had to alight in ankle-deep mud, already churned up by the 300 or so residents who awaited the official party. The locals were not worried; they were thankful for the rain.

When His Excellency the Governor alighted, he was introduced to the residents by the Minister for Railways, the

Hon. G. Trenwith. Having acknowledged the cheers, the Governor and party made a dash for the luncheon marquee. History does not record whether this somewhat undignified approach was to get out of the rain, be first in for lunch, or both. Afterwards, a big tree was felled specially for the visitors' edification. Unfortunately however, it crashed across the road sending up a shower of mud to the discomfort of the party.

On returning to Colac, the party was invited to dinner by Mr. C. L. Forrest, M.L.A. He had been such a vigorous advocate for the Beech Forest railway line that the residents referred to it as "Charles Forrest's Line".

On Saturday, March 1, 1902, the line was opened for regular traffic. In 1907, a survey was made of a proposed extension of the line from Beech Forest to Wangerrip, five miles beyond Laver's Hill. In view of the high estimated cost of the last three miles of the line, the Parliamentary Standing Committee recommended that it terminate at a camping reserve on a small area of Crown land near the residence of Mr. Cornelius Crowe. Parliament authorized the work on July 7, 1908, at an estimated cost of £42,000. Local landholders had to guarantee a maximum of £275 a year to meet operating losses.

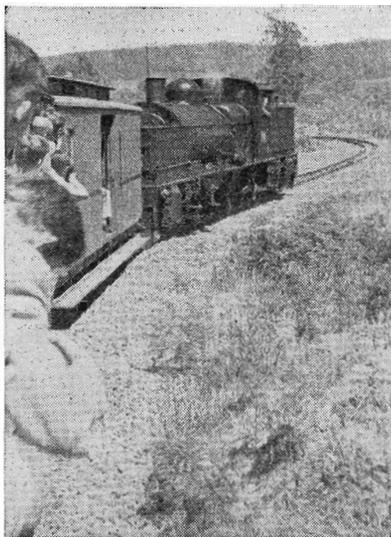
Construction began in 1909, but was not finished until 1911. On June 20 of that year, the first train, carrying school children free to mark the occasion, left Beech Forest at 10.30 a.m. and arrived at Crowes at 12.15 p.m.

From its inception the line was operated under Train Staff and Ticket System of safeworking. Train Section Orders were in force between January 1927 and December 1939, when Staff and Ticket was re-instituted.

In 1902, mixed trains left Beech Forest at 7 a.m. on Mondays, Wednesdays and Saturdays, connecting at Colac with the 10.35 a.m. passenger train to Melbourne. The return journey on the same days connected with the 6.30 a.m. train from Melbourne, and arrived at Beech Forest at 5.16 p.m. When the extension to Crowes' was opened in 1911, a daily through mixed service was provided in each direction, in addition to a daily mixed as far as Beech Forest.

In 1933, the daily through mixed service was reduced to thrice weekly as far as Beech Forest; twice weekly beyond. A postal motor service operated between Colac and Beech Forest.

By 1940 the "goods train with car attached" was reduced to one round trip weekly. At this stage, the train was a car-goods in name only, passen-

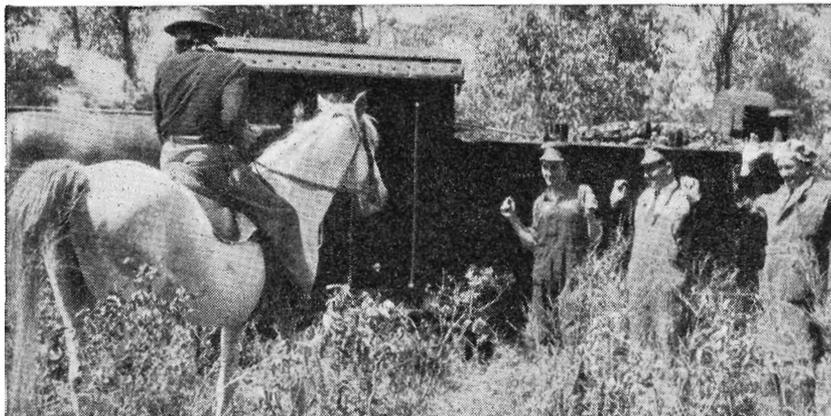


(A) (Photo : John L. Buckland)

**CAMERAS** clicked as the narrow-gauge train rounds one of the 62 three-chain curves on the Colac-Beech Forest line.

gers being accommodated in the brake van. By 1954 it became, officially, a "goods only" service. World War II brought a temporary increase in timber traffic, with a consequently improved service. Since then, times and days of running have varied considerably, with a basic once-weekly service in each direction. At present, pulpwood traffic on the line is heavy, and special goods trains are run as required.

After December 9, 1954, the section of the line beyond Ferguson was closed to all traffic. However, on January 19, 1955, it was re-opened as far as Weeaprounah for traffic in truck loads only, and goods trains now operate from Beech Forest to Weeaprounah as necessary



(B) (Photo : Colac Herald)

**NARROW-GAUGE** special train crew being "held up" by one of the "bushrangers" while the "bullion" was removed by one of the "gang."

All of the changes in type and frequency of train services through the years were dictated by the volume of traffic offering to keep the constantly recurring losses down to a minimum.

Here are some brief historical notes about the rolling stock being used on the present series of a special trains on the Colac-Beech Forest line.

Increasing losses on narrow-gauge train operation led to a decision in 1924 to curtail train mileage by using locomotives more powerful than the NA class tank engines.

Two Garratt 2-6-0-0-6-2 locomotives were ordered from Messrs. Beyer-Peacock & Co., of Manchester, England, and delivered in April 1926. They (G. 41 and G. 42) are authorized to haul 140 tons trailing load up the 1 in 30 grade from Gellibrand to Beech Forest, compared with 70 tons for an NA-class locomotive.

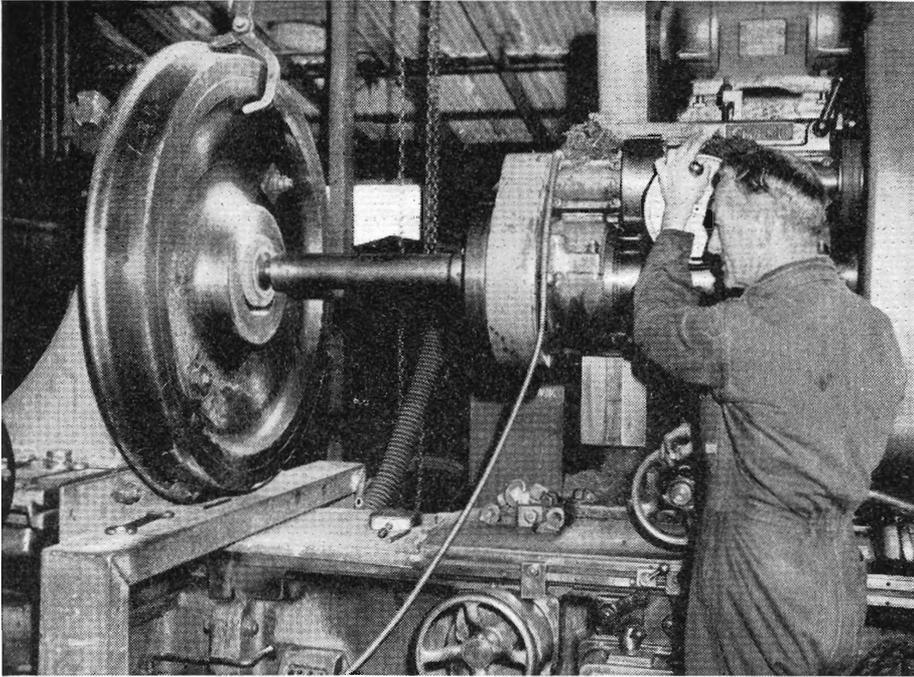
The NBH excursion cars were built in 1919 for week-end and holiday traffic on the U.F.T. Gully-Gembrook line. They displaced the NQ open wagons fitted with canopies and internal seating, formerly used for this traffic.

Nos. 1 to 6 were built from the underframes and bogies of former NQ wagons, while Nos. 7 to 18 were newly constructed.

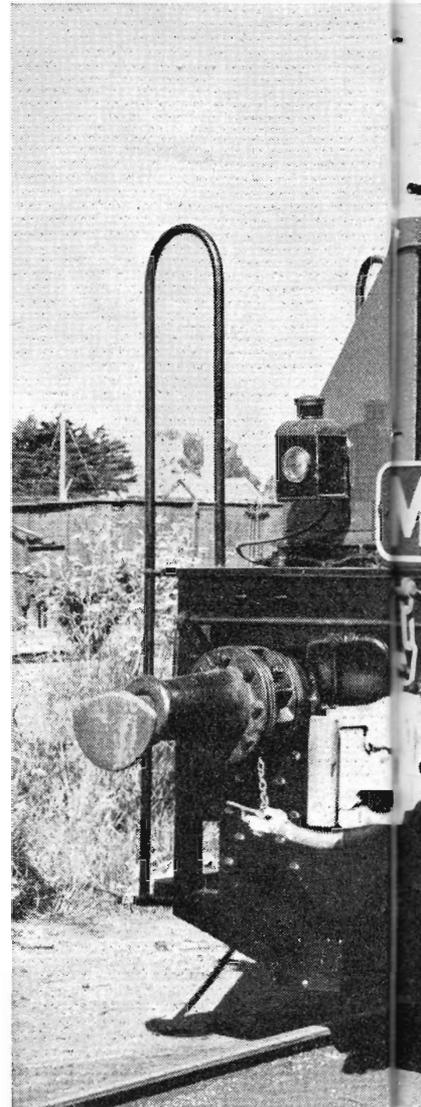
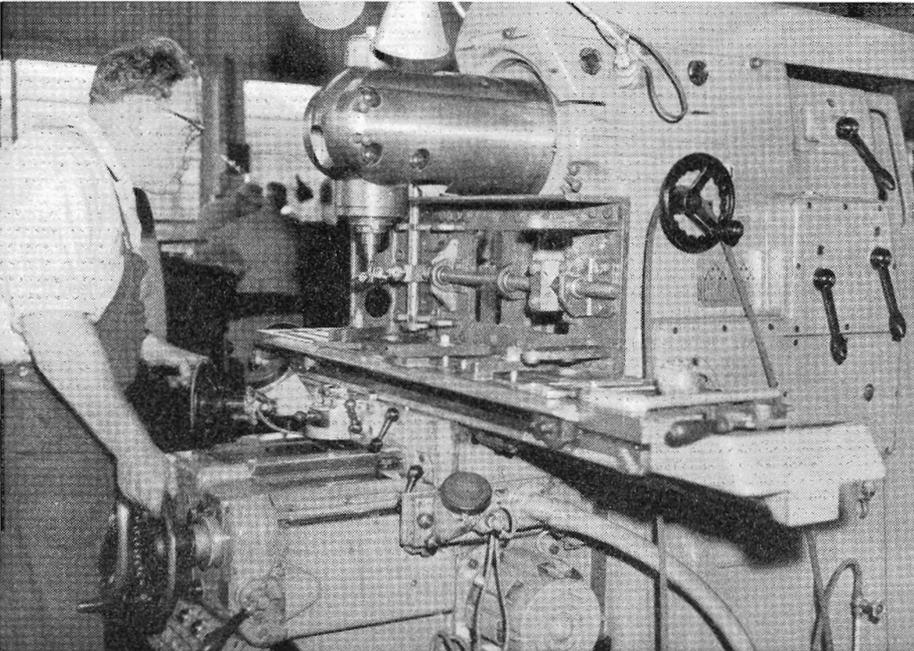
Until 1919, these cars had not been operated other than on the Gembrook line. They were re-painted and renovated during 1955-57 by the *Puffing Billy Preservation Society* for use between U.F.T. Gully and Belgrave, under an agreement with the V.R. Since February 1958 they have been stored at Newport Workshops pending a re-opening of the line from Belgrave to Emerald.

Six of the NC vans were built, the first in 1909. They have seen service on each of the four-narrow-gauge lines in Victoria. Only three now remain—two at Colac and one at Newport Workshops, where it is stored.

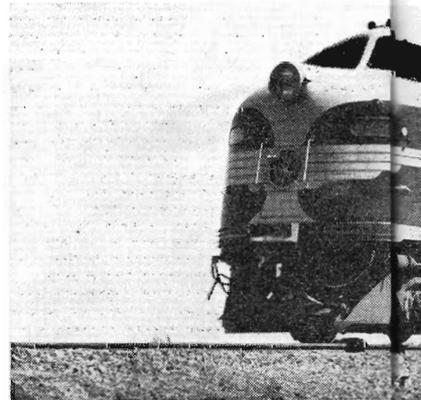
# AROUND THE SYSTEM

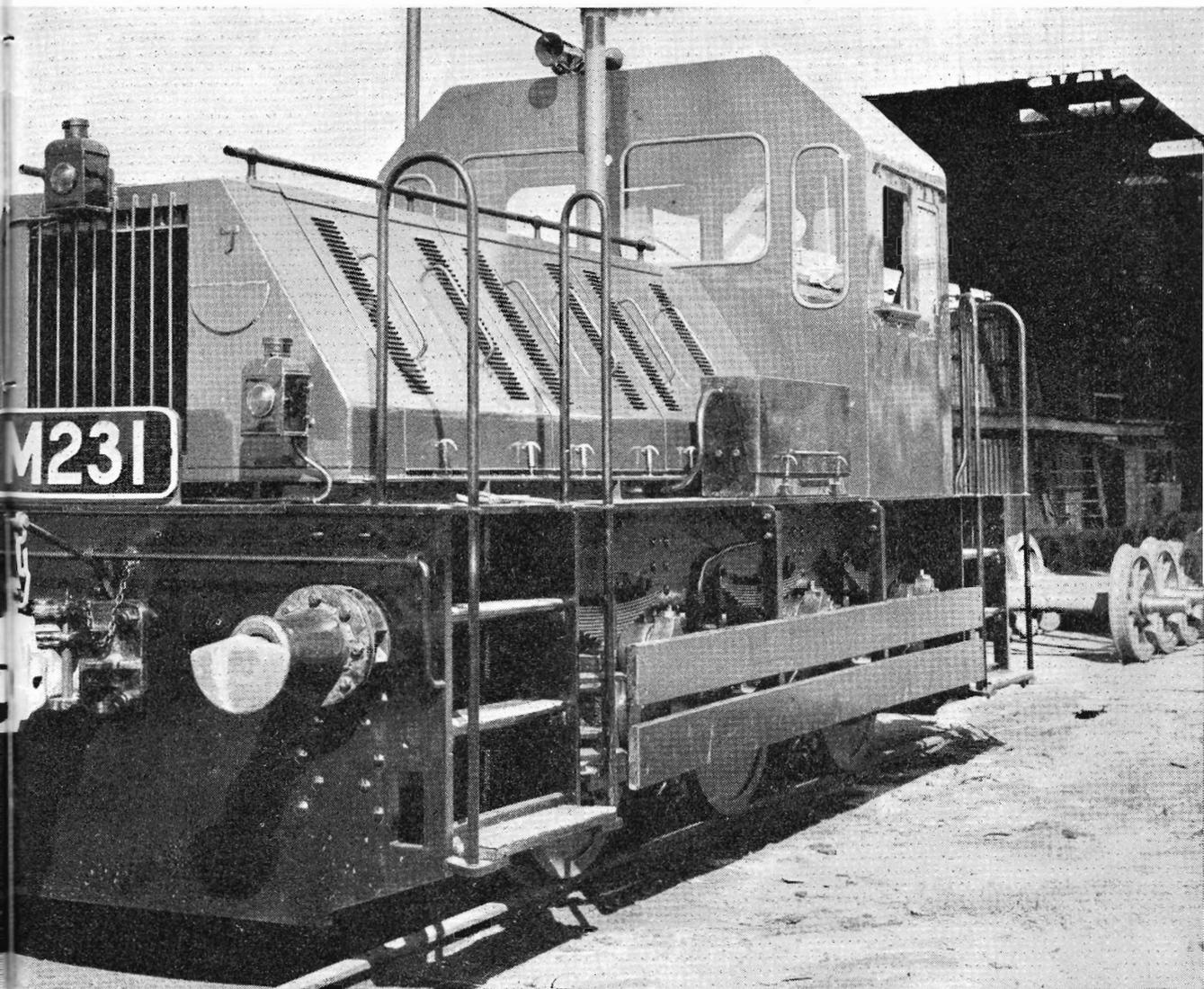


HIGH standard of production comes from up-to-date equipment in departmental workshops. An internal grinding machine (above) at Newport is polishing to final dimensions the bore of an L main-line electric locomotive wheel centre. French built, a milling machine (below) at Spotswood is used for die sinking, jig and tool work, power press dies, drop hammer dies and fishplate die work.



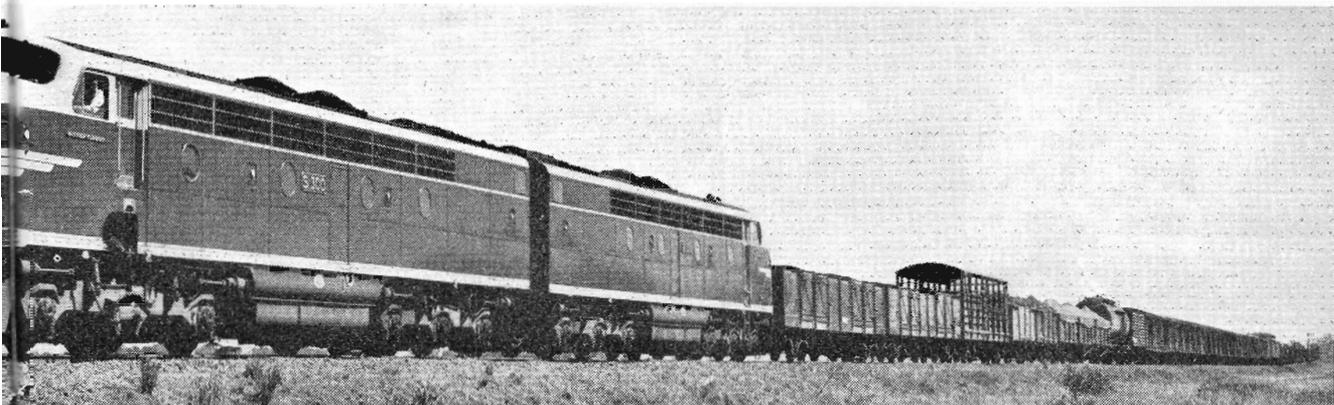
PAINTED red and black, M231 (above) is a main-line electric locomotive in use in Victoria. Designed for yard shunting work, this locomotive is for yard shunting work and has a two-stroke diesel engine.

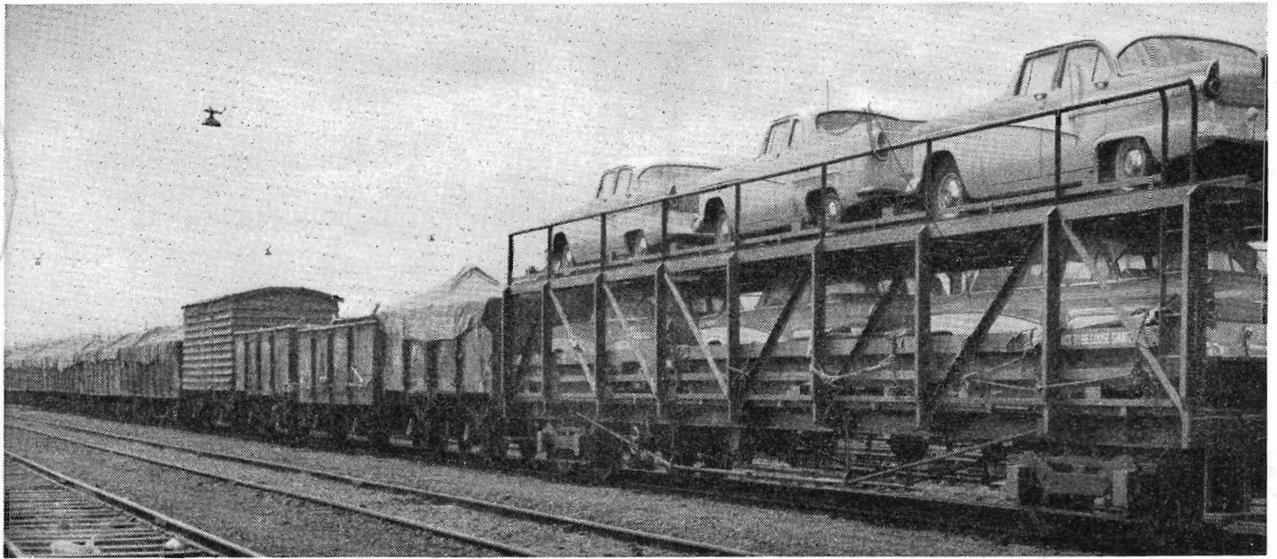




It makes further railway history as the first diesel-hydraulic locomotive, built by the Department's own engineers and built at Newport Workshops, Adelaide.

THIS S class double-headed fast goods train (below), running between Melbourne and Adelaide on seven days a week, hauls up to 1,400 tons. Running on the 5 ft. 3 in. gauge in both States, it permits through operation without transferring truck contents.





NEW two-tier rail wagon, loaded with motor cars, about to leave on its demonstration run attached to the Melbourne-Adelaide fast goods train.

## SHOULD BE A TRAFFIC—WINNER

**R**ESULTS from the recent demonstration run of the newly-designed motor car-carrying wagon were highly gratifying to the Ford Motor Company of Australia Limited and to the Department.

Outstanding feature, besides the arrival of the consignment in good order and condition, was the simplicity and economy of loading and unloading of six motor vehicles on the two-tier wagon.

It is capable of carrying eight cars under 14 ft. in length (four per tier) and six (three per tier) cars over that length.

Key to the value of the wagon, which is designated 1AA, lies in the facility for driving the motor cars onto and off the bottom and top tiers of the wagon. Each car is rigidly clamped on the rail wagon to prevent the slightest movement in any direction.

The underframe on which the metal superstructure of the wagon was built was formerly that of an obsolete country

passenger car. The modified bogies were from an old A2 locomotive tender. The wagon is 55 ft. 11 in. long, with 43 ft. 2 in. between bogie centres. Maximum height of loading is 14 ft. from rail level.

These new two-tier rail wagons would be the means of regaining from interstate road hauliers more of the inter-capital car transport traffic for the railways. They have economic advantages to motor car companies, which surpass the present costly means of loading and unloading vehicles carried by road transport.

For loading and unloading the first consignment of motor vehicles to South Australia by the fast inter-capital goods train, a portable type of loading ramp (see picture in last month's N.L.) was designed by V.R. engineers. It is capable of being adjusted to both tiers of the wagon. Provision of semi-fixed or fixed ramps with a quick adjustment

for top and bottom tier heights, at both loading and unloading points, would accelerate those operations.

On arrival of the first consignment at the Company's works at Largs Bay, Adelaide, a V.R. Engineer timed the very satisfactory unloading operation . . . a total of 40 minutes . . . for which seven of the Company's employees were allotted to various tasks.

An even better performance, involving fewer men, is predicted if semi-fixed or fixed ramps are installed.

Negotiations are proceeding with other motor car companies and, if successful, more AA rail-wagons will be built to cope with increased traffic.

These wagons are not, of course, available for individual motorists since, apart from the need for securing a payable load of cars such as a Company can assure, the vehicles can be loaded and unloaded only where fixed or portable ramps to the two-tiers are available . . . such as at a motor company's works.

# MELBOURNE GUIDE 100 YEARS AGO

**R**ESPONSE to the Department's appeal for railway relics for the Centenary of Victorian Government Railways Exhibition in January and February included many interesting links with the past.

From Mr. Andrew Brown, a former V.R. repairer now living at Glenroy, came a copy of of the 325-page *Tanner's Melbourne Directory* for 1859. Looking through the now faded brown cloth cover book, the reader instinctively feels that, though 100 years ago Melbourne was small, with only a few suburbs, the Directory must have helped many foot-weary citizens. Farriers, stables and vehicle-builders feature prominently in its pages.

**THOUGH** mainly in business 45 miles away in Geelong, Thomas Osborne—or "T.O." as he must have been so well-known 100 years ago—evidently thought Melbourne had traffic potential, when he sponsored this persuasively-written advertisement in the *Directory*.

First reference to railways is listed under *Government Departments Land and Works, etc.* The Victorian Railways offices were situated in Latrobe Street West. Executive officers were: Joseph Ward (Secretary), A. Dick (Accountant) and G. C. Darbyshire (Engineer-in-Chief).

Board meetings, it was announced, were held every Tuesday at 11 a.m. Mr. Darbyshire's office was to be found down Spencer Street way at Batman's Hill, close to the site of the present imposing Railway Administrative Offices.

Private railways were listed on a separate page of the Directory. The Geelong and Melbourne Railway Company, which was absorbed afterwards by the Victorian Government Railways, is shown, even in 1859, as having vacancies for two directors on its board of management.

Not so with one of its contemporaries. The Melbourne and Hobson's Bay Rail-

way Company boasted a full board of management. It proudly offered the general public rail transport from Melbourne to Sandridge (now Port Melbourne) between 8.30 a.m. and 7.15 p.m. daily. For the rest of the night, people just had to find their own way home, along dimly-lit thoroughfares, with all their potential for exciting and dangerous happenings.

The Melbourne to St. Kilda trains, which stopped en route at Emerald Hill (now South Melbourne) operated every half-hour, each way.

This however, was qualified by a special note: *to prevent misleading the public we refrain from giving any table of train times, as alterations must necessarily occur.*

For the present site of the Flinders Street Station, the Directory's entry reads: "RAILWAY STATION—Melbourne and Hobson's Bay, St. Kilda, etc."

ADVERTISEMENTS.



**Punctuality, Economy, and Care!**

**CARRIAGE** to all the **DIGGINGS** of the **WESTERN DISTRICT** and other parts of the Colony.

**THOMAS OSBORNE,**

(Formerly Storekeeper at the Eureka Diggings.)

**Commission, Shipping, and Forwarding  
AGENT.**

Goods received by Steamers, Sailing Vessels, and Railway, promptly transmitted by Horse and Bullock Wagons to their several destinations

One of the Company's Steam Cargo Boats leaves Melbourne daily, at three o'clock p.m., from the Queen's Wharf, arriving at Geelong the same day.



**THOMAS OSBORNE,**

Opposite the Terminus Hotel,

**MERCER STREET, GEELONG.**

Office—Two-story Brick House.

Office—Melbourne—Cole's Wharf.

Office—Ballarat—Mr. Charles Dyle's Main Road.

**No Charge for Storage in Melbourne or Geelong.**

T. O. respectfully announces to his numerous Friends and the Public generally, that his continued attention to the interests of those who entrust Goods to his care for transmission, will, he hopes, command for him increasing confidence and support—a considerable share of which has been awarded him during the four years he has been in business, and trusts still to merit extended patronage by **PUNCTUALITY, ECONOMY, AND CARE.**

Rates of Carriage forwarded by post, free, if requested.

Nearby in Flinders Street were the City Coroner's Office, Registration of Births Office, Steam Boat Pier, Ferry and Old Waterworks—a contrast with the present dignified frontage of what is now one of the busiest single passenger stations in the world.

Private railway companies had their offices in Collins Street. The St. Kilda and Brighton Company was at 6 Collins Street, and the Melbourne and Suburban Railways' address was 33 Collins Street West.

The Melbourne, Mount Alexander and Murray Railway Company's offices were on the west side of Spencer Street, near the site of the present railway station.

At the time Tanner's Directory was published, William Harrison and Company (provision merchants) and James Graham (butcher) jointly occupied 41 Flinders Street—a location later to become known the world over as Young and Jackson's Hotel.

# LINES FROM OTHER LINES

## New Rail Sleepers Machine

A machine for trimming, marking, adzing and boring railway sleepers at the rate of 10 a minute is now being manufactured in Britain. According to its manufacturers it can be relied on to produce at a constant rate over long periods.

One man controls the machine from a central panel and special attention has been paid in the design to preventing stoppages caused by faulty sleepers. By arranging for the boring heads to rise and fall with the augers and guides to give support to the augers up to the entry into the sleepers, auger breakages have been minimized.

A timber inciser is included for piercing or incising the surface of timber in order to allow uniform diffusion and deep penetration of liquid preservatives, and to minimize checking and splitting by reducing surface tension of the timber.

## Automatic Welding Development

WELDING equipment incorporating a new type of automatic arc voltage control was demonstrated in Britain recently. The machine is portable, inexpensive and easily operated and can be used for hand welding with ordinary coated electrodes or for running automatic submerged arc welds.

It gives more sensitive control than other methods. The arc voltage system is described as entirely new in concept. The automatic control equipment consists of components associated with the transformer and with the feeding and controlling of the automatic welding head. An adaptation of twin motor control on the welding head carriage ensures a smooth and fast start that gives a clean start to the weld, irrespective of the speed of traverse selected.

## Underground "Fluffers"

VERY few Londoners see the immense activity that goes on in London's famous Underground Railway System every morning when, for a brief period, all trains are halted and an army of maintenance workers swarms over the four hundred miles of track.

This sturdy group of women, affectionately known as the "Fluffers" and 1,400 strong, goes into action, each armed with a lamp, a business-like little brush and metal scraper.

For four hours they are busy at work removing the debris left behind by the traffic of the day—paper, dust and even human hair which escapes from the windows of every train as it roars through the tunnels. This collects on the floors and walls of the tunnels in thick, tenacious wads of fluff.

## Testing Electric Insulation

AN insulation tester has recently been developed and is now in full production on a large scale in England. The extensive field tests have produced an instrument of outstanding performance for its purpose.

Principle of operation is simple. A voltage between 500 v. and 2,500 v., as required, is applied to the circuit under test by two shock-proof probes. If a fault is found a short-circuit is indicated, and the testing voltage is automatically switched off. If necessary the faulty insulation may be burnt out to locate the fault.

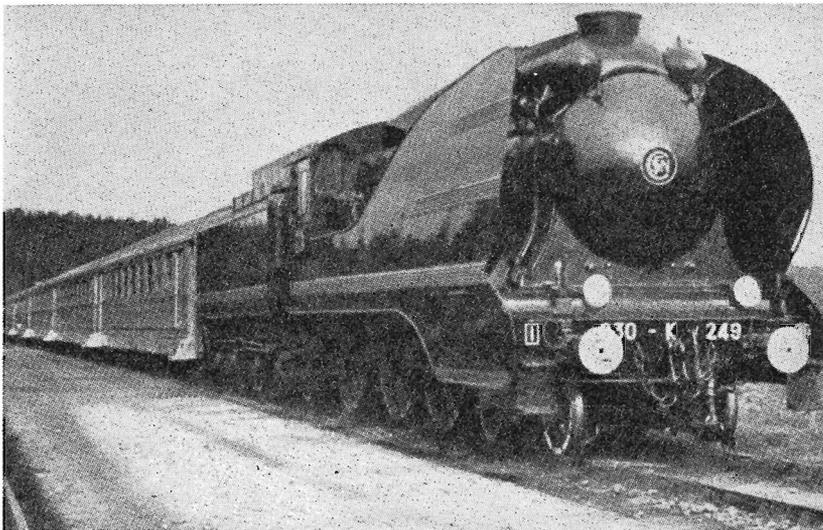
Instrument is foolproof, robust, quick-acting and safe. It operates on 200 v. to 2,500 v. 50 cycle supplies and the quick-acting circuit-breaker trips at approximately 2.5 amps input.

## Building Up Rolling Stock

SIXTEEN new steam locomotives and eight electric locomotives were recently placed in service by the South African Railways. New coaching stock during a three-months' period consisted of 12 first class electric motor coaches and 26 first class plain trailer coaches.

A further 33 bogie petrol tank wagons and 15 bogie tank wagons, all built in the South African Railways' workshops, were included in the 1,413 units of new goods stock placed in running.

During a period of three months, 14 passenger coaches and 474 goods wagons were withdrawn from service and scrapped.



This picture is of unusual interest since it shows the pneumatic-tyred express which runs from Paris to Strasbourg. It is being hauled by a powerful streamlined steam locomotive.

## Electrification In Poland

POLISH State Railways have announced that 500 miles of line are to be electrified this year. Prior to the Second World War only 70 route miles in the Warsaw area had been electrified.

Since then the electrified mileage has increased to over 400, including some main line routes. Recently the first completely Polish-built electric locomotive, a freight class capable of attaining a maximum speed of 65 m.p.h., was put into service.

## Diesel Era

AT the end of 1957, the railways of the U.S.A. owned roughly 27,200 diesel units, 2,500 steam locomotives and 620 electric or miscellaneous units.

Only just over 1,300 steam locomotives were in active use, mostly on the Union Pacific, Norfolk and Western, and Baltimore and Ohio, and a handful on other lines.

Of the traffic passing on all the U.S.A. railways, 95 per cent is now handled by diesels.



1912 : Junior Clerks Dandie and Williamson.

Last month, on March 24, these same two people together reached important milestones in their lives—47 years after that picture (*above left*) was taken. One, Mr. L. J. Williamson, A.A.S.A., (Comptroller of Accounts) had reached the retiring age; the other Mr. W. J. Dandie, A.A.S.A., moved from his office next door, as Assistant Comptroller, into his boyhood pal's chair as Head of the Branch. Just before doing so they stood side by side again (*above right*).

Mr. Williamson was in the Accountancy Branch for 50½ years. He served five years in the First A.I.F., holding a commission successively in the Light Horse, Camel Corps and Flying Corps. Resuming in the V.R., he was appointed personal clerk to the Branch Head whom, in 1937, he succeeded at the comparatively early age of 43.

## ACCOUNTS CHIEF RETIRES

**B**ACK in 1912, the Accountancy Branch staff of 134 gathered at the rear of Head Office for a photograph. Seated in the front were senior officers; in the back row were most of the juniors. At the left end of that row two of the youngest junior clerks were side by side. What the railway future held for them they could not, of course, foresee.

Pinpointing the main factors of change in the railway financial position, Mr. Williamson referred particularly to the huge increase in labour and materials costs.

"In 1937," he said, "the rail revenue was £10.3m. and the salaries and wages bill, £5.3m. or 52% of revenue. In 1957-58 the revenue was £36.1m. and the labour bill, £29.2m., or 81% of revenue.

"Although the V.R. is now operating 319 less route miles than in 1937, the overall working expenses have risen from £7.3m. to £38.4m. But over the same period we have obtained from freights and fares rises *less than* £20m. These increased costs could be absorbed by increased earnings if the V.R., by effective transport regulation, were given more scope to use the modern rolling stock and equipment on which



1959 : Accounts Branch Heads Williamson and Dandie.

more than £55m. have been spent in the past eight years."

Mr. Williamson has long taken a deep interest in the V.R. Institute, of which he is a Past President. He is also a Past President of the V.R.I. Bowling and Golf Clubs, and a Life Member of the Australian and New Zealand Railways Bowling Association.

Mr. Dandie has spent all his railway career in the Accountancy Branch and has been closely associated with many of its major developments. For four years he was with the Heavy Artillery in the First A.I.F. He has held many important posts in the Branch, including Accounting Officer at the State Coal Mine, Wonthaggi, and Chief Book-keeper at Head Office. He was appointed Assistant Comptroller in 1955.

## Getting There By Degrees

**F**EBRUARY 25 will always remain a big day in the life of Laurie Harrison, of the Electrical Engineering Branch's Testing Division: conferred on him that day at the Melbourne University, was the degree of Bachelor of Electrical Engineering. In the course of his study, he concentrated on communications and electronics.

Getting that degree was a triumph for a studious, clear thinking former apprentice electrical fitter. In 1954 he won a scholarship to the Royal Melbourne Technical College, at which two years earlier he had won a diploma. In seven years he has risen to the post of Assistant Engineer.

Laurie has always had a good idea of where he is going, and his friends predict that his knowledge of communications and electronics should pave the way for a bright future in the V.R.



Laurie Harrison.

## Was Underground

**F**ROM State Coal miner to V.R. steam loco. driver was the unusual occupational change made many years ago by Vic. Jones. After 45 years under and on the ground at Wonthaggi he retires next month.

Engraved on his memory while working below in the mine are two ponies with entirely different natures. One, Jumbunna Jimmy, was so cunning he would kick the chain off the coal skip when it became overloaded and try to "lose" himself.

"But," Vic. says, "Kiss Lass was a pony with a lovable personality. All you had to do was to say "Kiss me Lass," and she would coyly tilt her head and thrust it towards yours for a kiss."

Vic. drove locos. between Wonthaggi and Melbourne during the time when the Loco. Depot boasted 23 crews. Many thousands of tons of coal were railed weekly to Melbourne. But with the coming of the diesel and main-line electrics, there is just a trickle of coal citywards these days.

## Top Guard Now

**F**OR the past 10 years, Archie Burton was based at Swan Hill as a passenger and goods train guard working between Yungera and Bendigo, in the hot, dry north of the State.

Now he has been promoted and, by way of agreeable contrast, he will be moving all over the system as Commissioners' Tour Train Guard. He is also Supervising Guard and, therefore, the top man in that V.R. grade.



Archie Burton

Early last month Archie made his first Reso Train Tour, having been initiated into that type of special work in January on the Holiday Train to Warrnambool.

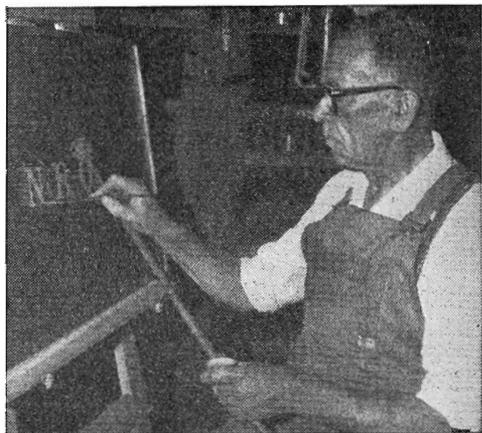
Archie's 24 years' service as a lad porter (beginning at Gardenvale), block recorder, leading shunter and guard was interrupted for 5½ years when he was in the Second AIF.

## MORRIS MISSES MORRIS MINOR

**F**OURTEEN years ago Signwriter George Morris, of Newport Workshops, (right) was making radio listeners in Australia and beyond gasp with his amazing all-round knowledge in the quiz sessions over the National Stations.

On Commercial Stations, he recently enlarged his audience by being on T.V., as well as radio, with an equally astonishing impact by his efforts in the Pick-a-Box session. George correctly answered 69 out of 90 questions on all manner of subjects, and won prizes valued at nearly £2,100. It seems now, that he will be pitted against a Sydney contestant who has the all-time record in qualifying to pick boxes. George would be his most redoubtable opponent, so far.

Sixty years of age and a bachelor, George has always been a reader covering a wide range of subjects, with an infinitely better-than-average retentive memory.



### Been Around



Dick Parry

**F**OR DICK PARRY, a cook at the Dining Car Depot, West Melbourne, life has been overflowing with diverse experiences, ranging from winning a radio Amateur Hour contest in Tasmania to stoking on one of Britain's mightiest battleships, H.M.S. Renown.

A guitarist, his most recent impromptu performance was one of the many highlights for Resonians on the recent tour. Changing from his white cook's clothing into his blue cowboy outfit and wide-brimmed hat, Dick entertained and sang, popping in one he composed on-the-spot about the Reso Train.

His flair in that direction was no surprise, really, because he has had 14 of his own songs recorded; six of them have already been released in Australia.

Dick has also performed on T.V. and the vaudeville stage—and even on Wild West Shows in Victoria and New South Wales. He bought his first guitar for 2/6d, and there are few of the world's oceans where he has not played it while with the R.N. and R.A.N. during the last war.

### More Pay For Juniors

**W**ORKING on a station offers unrivalled opportunities for ambitious young men to get practical training in the most important phases of railroading and thereby qualify for advancement to higher posts in the service.

In addition, junior clerical staff and Junior Station Assistants employed on stations are paid higher rates, *i.e.*, the rate for one year older.

There is a shortage of trained operating staff in the Traffic Branch and those who obtain safe-working qualifications have excellent opportunities for advancement.

Transfer to station work is open to any young man who is medically fit and seeks such appointment.

### Passed Exam.

**F**ROM an Hungarian the V.R. Institute received a letter thanking it for the Council's junior grade prize in the Permanent Way (correspondence) course.

Written in excellent English by Istvan Fulekey a repairer, of Broadford the letter is yet another reminder of the enthusiasm of New Australians to enlarge their knowledge of the work they are performing. Above all it is a striking instance of tenacity in overcoming language difficulties.

Mr. Fulekey joined the V.R. about five years ago. He began the course in September and had to submit a series of answers based on about 40 papers covering many different aspects of railway track work. The examiner (Mr. J. C. Lamond), who is an Assistant Engineer in the Ironworks Division, said that Mr. Fulekey's work was "very good."

## S.E.C. CHIEF SAYS V.R. STILL BACKBONE OF TRANSPORT

**I**N a letter of congratulation to the Commissioners on the Centenary of Victorian Government Railways, which occurred on January 13, Mr. W. H. Connolly (Chairman, State Electricity Commission of Victoria), said:

"As your Department this year is celebrating the Centenary of Railways in Victoria, I take this opportunity of conveying to you, on behalf of my fellow Commissioners, the staff and myself our hearty congratulations on the achievements of the past 100 years.

"It is a far cry from the pioneering days of last century, but it is well recognized that the facilities provided by the Victorian Railways have been a most important factor in the rapid progress of our State of Victoria.

"Despite the present competition from road and air services, the Victorian Railways are still the backbone of the transport system within the State, and your Department can be justly proud of its record of service over the years.

"This Commission recalls with pleasure the co-operation and assistance received from your Department in matters of mutual interest in the development of the State, and we look forward to a continuance of this happy association in the years which lie ahead."

## MARRIAGE UNITES RAIL FAMILIES



At the recent Scott-Emmett wedding, the bride, bridegroom, one bridesmaid and the father of the bride were all railway-people—and they are employed at the Newport Workshops. The bridegroom's late father was a former Newport Workshops fork lift driver, too. Above, from left: Graham Woolcott, Janice Scott, bridegroom Keith Emmett (fork lift driver), the bride, nee Isabella Scott (tracer), Ray Emmett, and Dawn Scott (typiste).

## RECENT RETIREMENTS . . .

### ROLLING STOCK BRANCH

Collins, J., B.M. Help, B'rat Nth Durand, W. A., Fireman, B'rat. Dimitri, T. V. V., Labr., Jolimont Greathead, W. G., Eng. Dvr., N. M. Loco. Grainger, L., Ftr's. Asst., Jolimont Harratt, C., C. & W. Bldr., Newport Lawton, L. V., Eng. Dvr., Seymour McLeay, W., Sailmaker, Newport Orde, T. W., Eng. Dvr., B'dgo. Preston, F., B'mkr., B'dgo. Nth. Phillips, W. G., B'smith., N. Melb. Robson, G. W., Ftr's. Asst., Ararat Sheard, W. H., Eng. Dvr., B'dgo. Walters, F. J., Ftr's. Asst., Benalla

### TRAFFIC BRANCH

Ball, C. H., S. M., Hughesdale Brophy, J. J., Clerk, Melb. Yard Hutchinson, T., S.M., Mitcham Bedford, B. P., Ldg. Shunter, Fldrs.-st. Johnson, A. E., S.M., Westgarth Jukes, C. R., Guard, Spencer Street Richardson, H. T., Guard, Spencer Street Stanistreet, M. C., Clerk, Melb. Goods Williams, J., Goods Ckr. Warrnambool

### ELECTRICAL ENGINEERING BRANCH

McDonald, W. M., O'hd. Inspr. WAY AND WORKS BRANCH Alexander, H., Lineman, Dandenong McPherson, O. R. K., Repr., Moe Walmsley, C. A., Foreman, Sunshine

## AND DEATHS . . .

### ROLLING STOCK BRANCH

Brown, D. D., Labr., Newport Sinclair, C., Ftr. & Tar., N.M. Loco.

### TRAFFIC BRANCH

Cassell, E., S.M. V.R.I. Maltby, A.E., Clerk, C/- D.S. Seymour McMahon, W. J., Clerk, C/- Metro. Supt.

### McHugh, A., Signalman, Flinders.-St.

O'Gorman, C. P., Messenger, Spencer St. O'Brien, A. E., Guard, Melb. Yard Weatherhead, W. G., A.S.M., Sth. Geelong

### WAY AND WORKS BRANCH

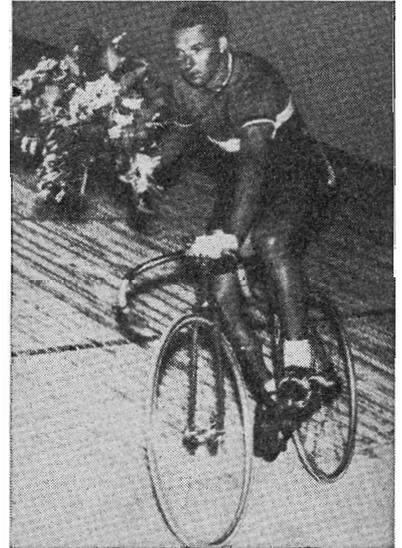
Ashton, W., Repr., Bendigo Gooding, F. C., Flagman, Flinders-St.

## V.R. Ball, July

FOR the Victorian Railways Annual Staff Cabaret Ball at the Palais de Danse, St. Kilda, on Thursday, July 9, bookings will open on May 1. Ticket Secretary, who has the table plans, is Mr. J. Conheady, of Room 55, Head Office . . . Auto. 1363.

From last year's Ball, which attracted 1,000 dancers, there was a margin of £215 which was donated to the Anti-Cancer Appeal. Another highly deserving cause, yet to be decided, will be in line to benefit from the forthcoming Ball.

## Beasley's Triumph



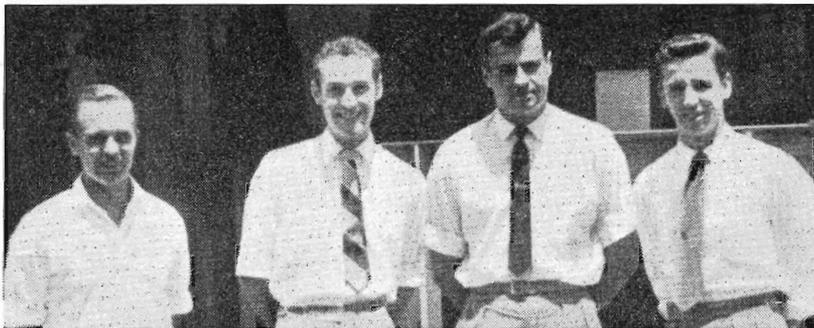
HIS family's proud feelings and enthusiasm when Vin Beasley (above) recently won the famous Austral Wheel race at the Olympic Velodrome were shared by his mates at the Newport Workshops, where he is a fitter and turner. His exciting, record-breaking (1 min. 49.5 sec.) win was largely due, he said, to his father's coaching and 45-mile-a-day co-riding in training. His dad won the 166 mile Warrnambool road race in 1952. Earlier, in 1939, another Beasley (uncle Clinton) had scored in the Austral. Vin has raced with success in Tasmania and is now to represent Victoria in the Australian track championships at Port Pirie (S.A.).

## Thankful Father

"I wish to thank you for having such a wonderful and helpful staff.

Recently I went into a certain cafe in Swanston St. to buy milk for our baby, and was refused. On coming to the Refreshment counter on Flinders St. Concourse, the baby's bottle was not only filled, but rinsed and heated. It just goes to prove there are some humans after all, and I trust that you will pass on my sincerest gratitude to the Flinders St. staff. I know that I will get good service from them, if I am in such a predicament again. From a thankful father."

—K. J. Howson, Elder Street, Clayton



## Camberwell's Clerks' Challenge

GREEK-BORN Jim Efstratiades throws out a friendly, but confident challenge about the booking staff at Camberwell. "There are four of us" he said proudly, "two are Dutchmen and the other two are Greeks. Can any other station boast such an 'international' set-up of booking clerks?"

Here they are (above) from left: Junior Clerical Assistants Nick Melten

and Henri Snijders (Dutch) and Clerks Tom Malouas and Jim (Greeks).

Although they had never met before going to Camberwell six months ago, their lives have closely paralleled in four ways. Each:

- migrated to Australia;
- joined the V.R. in his first job in this country;
- started in the service four years ago; and
- is aged 24.



# RON BAGGOTT'S SPORTS PAGE

## Finals Delayed

**M**ANY metropolitan V.R. men had been eagerly looking forward to some of the keenest play in the V.R.I. Cricket Association's finals, but the matches were delayed because of wet weather. When this edition went to press, Flinders Street was listed to play Stores in the preliminary final, with the winners of that game due to meet Loco in the grand final towards the end of last month.

## Tennis Enthusiasts

**O**NCE again Country Tennis Week was conspicuous, not only for the excellent standard of play, but also for the enthusiasm and sportsmanship of all the players from Seymour, Wodonga, Maryborough, Geelong, Korong Vale and Warragul. Results

*Teams' Event:* In the final, Maryborough, 72 games, defeated Wodonga, 56 games. This is the ninth time Maryborough has won this event since its inception in 1933. *Railway Singles:* Ron Carmichael (S.M. Willaura) in straight sets (6-2; 6-1) defeated Bruce Pearce (Clerk, Traffic Branch, Seymour). *Open Singles:* Won by Rupert Craigie (Maryborough) in straight sets (6-2; 6-1) from Bruce Pearce.

Outstanding personality of the Week was undoubtedly Rupert Craigie, who has taken part in every V.R.I. Country Tennis Week for the past 25 years. He has a great knowledge of the game and his special pride is coaching youngsters. In the Maryborough team was a lad of 13 (Michael Hammond) who is already showing all the skill of a future champion player.

## N.S.W. Cricket Champions

**I**N the recent Australian Railways Cricket Championships played at Perth, New South Wales won on percentages after finishing equal in points with Queensland.

Fourth, Victoria lost three of the five matches played by the narrow margins of 4, 6 and 12 respectively. The team's performance overall was therefore much better than the results indicated.

Keith Carmody (Victoria) provided the highlight of the Carnival by having the best batting average (68.33), his top score being 92 not out; he made 205 runs. D. Dingey was Victoria's best bowler, taking 11 wickets at an average of 9.8.



**T**HERE must be an affinity between railwaymen and rowing, for 14 are members of the one club, the Yarra Yarra; that has its head-quarters near Princes Bridge. In this picture are seven of them; from the bow: the first three are Apprentice Car Builders at Newport Workshops—A. Turner, L. Cooper and B. Lewis; No. 4 is a non V.R. man; Stephan Szegoe (Clerk, Way and Works Branch), F. McKenzie (Apprentice Electrical Mechanic), Jim Wilson (Assistant Engineer, Rolling Stock Branch) and A. Rice, (Apprentice Painter, Newport Workshops). Jim, captain of the club for six years, has rowed with success all over the state. Stephan Szegoe shares Jim's intense enthusiasm for the sport. They practice at least six times a week, averaging a total of nearly 30 miles of strenuous rowing.

## W.A. Premier There

**T**HAT these Australian Railway Cricket Championships are highly regarded in the West is evidenced by the fact that, at the official welcome to the visiting teams and officials, the then Premier of Western Australia (Mr. A. R. G. Hawke M.P.) attended.

In his report of the trip, Mr. W. J. Crowe (Victorian Manager) said that Mr. Hawke's speech "was splendid, breezy, and everyone voted it a gem."

Mr. T. Marsland, W. A. Railway Commissioner also attended the welcome and he was at the Perth station to farewell the teams as they left for the Eastern States.

At the Conference of officials, held during the Carnival, it was recommended that the next one be held in Hobart in 1961. "It is hoped, from Victoria's viewpoint, that the addition of another accurate pace bowler, together with a sharpening of the fielding, will lead to Victoria winning the championship," added Mr. Crowe.

## Table Tennis Uplift

**V**.R.I. Table Tennis Association officials are justifiably pleased at the prospects for the 1959 season. To their invitation for teams to join the Association, 18 men's and six ladies' teams responded. The season opened on April 6. Two men's teams have been entered for the Victorian Table Tennis Association's winter pennant competition.

## Washed Out, Almost

**B**AD weather forced the abandonment of the Country Cricket Week after games had been played on the two first days. This was bitterly disappointing to a lot of Victorian Railwaymen who had come to Melbourne from Ballarat, Benalla, Korong Vale, Geelong, Seymour and Warragul.

In the few games that were played, G. Wittingslow (Ballarat) was responsible for a grand dual bowling effort, taking 9 for 52 and 5 for 37.

Two of the best batting performances were put up by W. Candy (Ballarat), 66; and D. Walker (Benalla), 54. Geelong's R. Pavey had a nice double, making 50 and taking three wickets for 42.

## Wimmera Bowls

**S**TARTING at 10 a.m. and finishing at 5.45 p.m. on a recent Sunday, the V.R.I. Wimmera Bowling Club had its third annual tournament at Dimboola.

As was expected, a record number of entries was received and, with the assistance of the Ladies Committee, the day was highly successful.

Twenty-two rinks entered—Ararat, 9; Benalla, 5; Dimboola, 4; Serviceton, 3; and Ouyen, one. Horsham and Jeparit representatives were included in the Dimboola rinks. The Ouyen team, consisting of W. McPherson, G. Clark, J. Frankston and T. Wilton, was the outright winner of the Championship cup.

VICTORIAN RAILWAYS

# NEWS LETTER

MAY



1959



## Tip from Tipping

MELBOURNE *Herald's* E. W. Tipping recently had a frustrating experience. He was about to catch his regular city-bound train one morning, when a passing motorist-friend insisted on giving him a lift to the city.

In his Black and White Column, Tipping recounted what happened—and exposed the fallacy of the supposed convenience when the train is forsaken for a car-ride to work. Wrote Tipping:

“After meandering around all the back streets of Burnley, ‘North South Yarra’ and ‘Upper Richmond’, he eventually dropped us off at the bottom of Mugs’ Alley. And, of course, we arrived at work about 15 minutes later, and much wetter than if we’d gone by train—and without the papers to read. Why can’t they leave you alone, when you prefer going to work by train?”

## Tip For Motorists, Too

A few days after Tipping’s par. appeared, the *Herald* carried a letter from a St. Kilda reader who succinctly dealt with the matter from the motorist’s angle. He wrote:

“It would be a good idea if motorists going to business daily by car, changed to trains, trams and buses for two or three days.

“This re-union might prompt them to continue doing so, and by doing so turn rail and tram deficits into profit, thus lessening their State taxation, at the same time saving £2 or £3 a week car-running and parking expenses, and preserving their cars for longer life for use at week-ends and holidays.”

## Let Down Badly

FROM their beginning a little over three years ago, the Restaurant Cars on the Horsham and Warrnambool lines failed to pay, despite strong local community pressure for their introduction, coupled with assurances that substantial extra passenger traffic would result. The continued operating loss, coupled with a substantial deficit on country passenger traffic generally, left the department with no alternative but to withdraw the cars last month.

Compared with road travel, the rail has many superior advantages, not the least being the absence of strain for the car-driver and the removal of dangers and hazards inseparable from road travel. For these reasons, it is difficult to understand why these Restaurant Cars, as an added feature of rail travel, failed to attract enough extra traffic to justify their retention.

## Good Times Ahead

JUNE 1 is the target date for the re-issue of the country public timetable at a reduction from 1/- to 6d. a copy, and in a new, convenient size for pocket-carrying. It will have no commercial advertising.

This issue will mark a significant change in country time-tabling, from the public’s viewpoint. In future this publication will be regularly issued in May and November each year, instead of at infrequent intervals. This means that in each edition, the schedules will stay *current* until the following issue. If some amendments become unavoidably necessary, they will be made only after the closest examination and sanction by the Commissioners.

It is the Department’s aim that each time-table, during its currency, can be confidently accepted by the public as containing the then-prevailing time-tables, until the next issue becomes due.

To publicise the new issue, a full-size poster is being designed for an all-stations display, and further publicity media will be employed to get the greatest possible sale of each edition. It will be on sale at all men-in-charge stations, at railway bookstalls and at the Victorian Government Tourist Bureaux.

## Transportation Costs

THE interests of development and the community generally are served by the cheap rail rates for primary produce and traffic of comparatively low value.

The greater proportion of rail traffic is carried at these cheap rates and the average rail rate is below that at which road operators could earn a living if they complied with industrial awards and conditions.

Where privately owned motor transport is not a common carrier but merely chooses a portion of the more payable traffic, such motor transport almost invariably returns a profit to its owners and the individual users of the service may even save money.

It is quite fallacious, however, to accept the view that these profits and savings represent a net economic gain to the community, as whenever the traffic could have been handled by rail both are realised at the expense of the community at large which is bound ultimately to meet the losses incurred on the State owned railway system.

It should always be borne in mind that there is little extra cost involved to the railways in carrying additional traffic on trains that must be run, anyway.

Failure to load these trains to capacity means that the community misses out on these reduced costs as well as having to suffer additional taxation to take care of any losses incurred.

## Covers Big Field

A recent letter from abroad commending *News Letter* highlighted the wide distribution of this railway magazine which is mailed to subscribers in England, Canada, New Zealand, the United States of America, Malaya and Northern Ireland, as well as all Australian States. The Main Bookstall at the Swanston Street entrance to Flinders Street station is also a city selling point;

This “outside-the-service” readership, when allied to the free distribution to members of the V.R. service, gives some idea of the penetration of the railway story, with pictures.

Railwaymen can widen this coverage by letting friends know the annual subscription rate is only 9/6d., which includes postage.

## Cancelled His Air Ticket

CONGRATULATING the Editor of *Walkabout* on a recent article (condensed in March *News Letter*) describing the many outstanding features of the Melbourne—Sydney rail journey by *The Daylight*, a South Australian reader said:

“This article prompted me to cancel my flight ticket back from Sydney and instead take in the delightful journey on that superior train.

“I found everything as effortless as your author had put into words.”

## Gas Speeds Output

THE output of truck axle boxes at the Newport Workshops has increased following the use of carbon-dioxide. This gas is piped, from cylinders, through outlets so placed that it penetrates to all parts of the sand mould into which the molten steel is poured to make the axle box.

The sand which has been mixed with 4 per cent sodium silicate and 2 per cent coal dust, undergoes a chemical reaction; in less than one minute the mould is ready for use. Using the new process has nearly doubled the output; it is more economical than drying the moulds in ovens.

## FRONT COVER

Soon to be featured on the walls of the Victorian Agent-General’s Office, London, are nine 36” x 24” pictures specially chosen to supplement the Government’s *Sell Victoria* campaign overseas. Responsible for colouring these magnificent pictures is V.R. Colourist Gwenda Barnett, who is putting the finishing touches to a Mt. Buffalo scene highlighting its panoramic wonders.



(Photo : Melbourne Herald)

DOMINATING this early-morning crowd scene for the film, "On The Beach", is the Department's Neon sign at the Swanston Street entrance to Flinders Street station.

## V.R. NEON IN KRAMER FILM

**T**RAFFIC INSPECTOR R. H. Arthur, of the Metropolitan Superintendent's staff, was the only Victorian Railwayman to have a close-up view of the "amazing efficiency and organization" of Stanley Kramer Productions during the recent filming of "On The Beach" at Flinders Street and Frankston stations.

His opinion was confirmed when, before "shooting" outside the Flinders Street station, the company contacted the Department about the wording on the Department's tri-colored 38 ft x 7 ft x 9½ ft. Neon sign above the clocks.

A tiny detail but it feared there might be a Moomba or similar message that would "date" the film.

At the time, the sign was advertising city renewals of periodicals—a very localized subject. To take advantage of the state-wide screening the film would get the message was changed to one that had general value—parcels.

As the link between the V.R. and Stanley Kramer Productions when *Harris Trains* were wanted for filming at Frankston and Flinders Street, Mr. Arthur was the envy of his fellow-Traffic Inspectors. "In all my experience", he said, "I've never seen

anything to approach the concentration and patience of Kramer—and I'm not surprised he thought about the wording on our Neon. He is a perfectionist. For instance, 'shots' at Frankston station which seemed to be correct to the last detail were not so, according to Kramer.



Mr. R. H. Arthur, who is now located at Ararat as Acting Assistant to District Superintendent, Ballarat.

"Then, there would be almost never-ending repetitions of the scene—some-times up to a dozen times—before he was satisfied. A delightful smile would then illuminate his face: he had achieved what had so firmly been cemented in his mind beforehand.

From a V.R. viewpoint, too, Mr. Arthur will long recall the anxiety of Kramer to adhere strictly to whatever arrangements were made with the Department, so that normal train services would not be affected, even slightly.

Once he had been told of the starting and finishing times of line and platform availability, he never wavered from them. He never sought any extension of time.

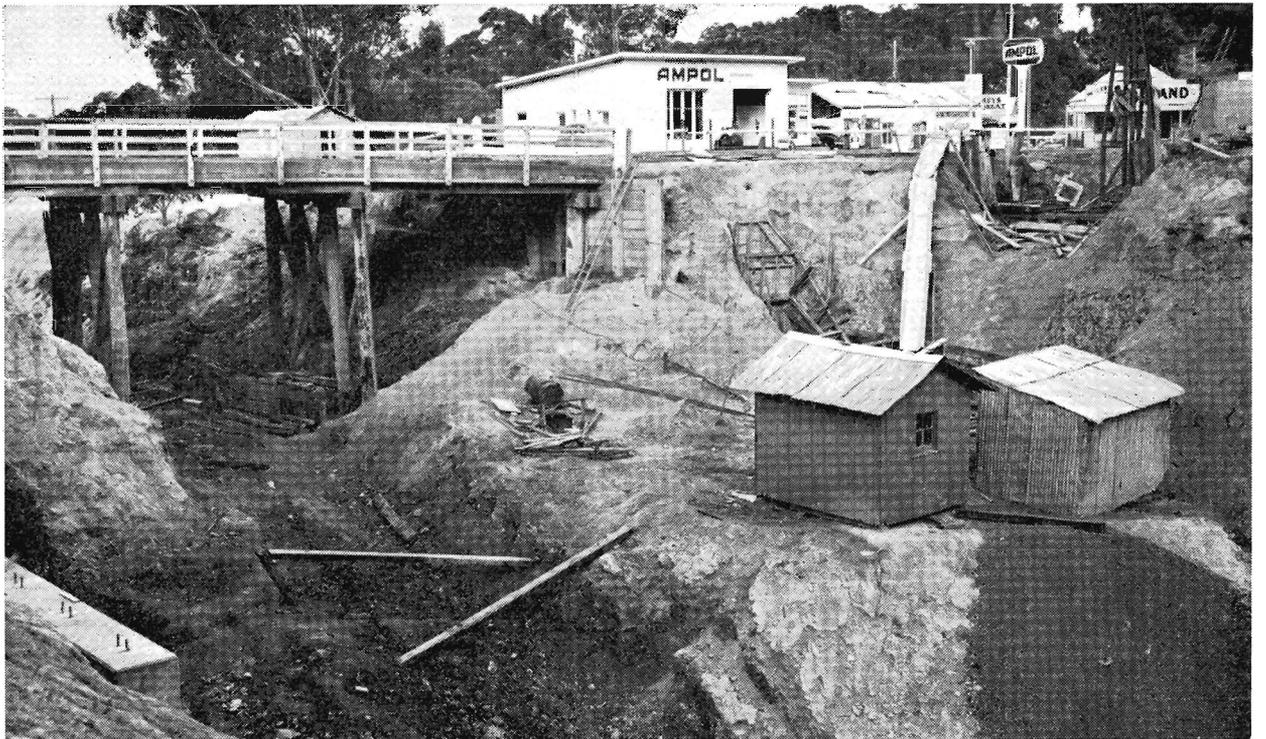
As an instance: towards the end of the film, a *Harris Train* was scheduled to arrive at Flinders Street station, then move out to the end of the Viaduct and return. Mr. Kramer was advised that the line would be wanted by 6.0 a.m. Fortunately, the very last of the many "takes" satisfied him. Had it been otherwise, Mr. Kramer said he would not seek a time extension. He would come back, with all his costly equipment and staff, to do the scene another day—or other days, if necessary."

Mr. Kramer was most appreciative of the way the Department co-operated with his organization, saying that nowhere in the world had it been surpassed. "One thing he did at Frankston," said Mr. Arthur, "was typical of the man himself. When the scene was finished in which Guard Vic Sanders, of Frankston, will appear—and he will be the only V.R. man in the film—Mr. Kramer went along the platform and warmly thanked him, adding: "Man, with another couple of hours' tuition, we could make a Clark Gable out of you!"



(Above) FROM Upper Fern Tree Gully, where extensive earth-works have been carried out, the new broad gauge, electrified line will extend to Belgrave. A new island platform, with track, will be built to the left of the existing station buildings which, in turn, will be remodelled. Four new car storage sidings will also be constructed in this area. (Below) At Upwey the old timber bridge leading into the township will be replaced by a 132 ft. long concrete and steel structure. One of the concrete foundations for the new bridge, made necessary by the lowering of the cutting by about 20 ft., can be seen at bottom left.

# BELGRAVE





# PROGRESS

THESE extensive earthworks (above) are the prelude to the establishment of the new Belgrave station yard. In the distance is the vehicular bridge leading to Emerald and beyond the new broad gauge line will terminate near this bridge. Vehicles will approach the new station via this bridge and the embankment in course of construction (right). Where the earth-moving equipment is working, a new island platform will be built. A footbridge will span the cutting, with ramps serving the island platform.

STEADY progress is being made on the job of building a new broad gauge, electrified line between Upper Fern Tree Gully and Belgrave at an estimated cost of £425,000. It involves the realignment of the narrow-gauge route over which *Puffing Billy* ran for so many years.

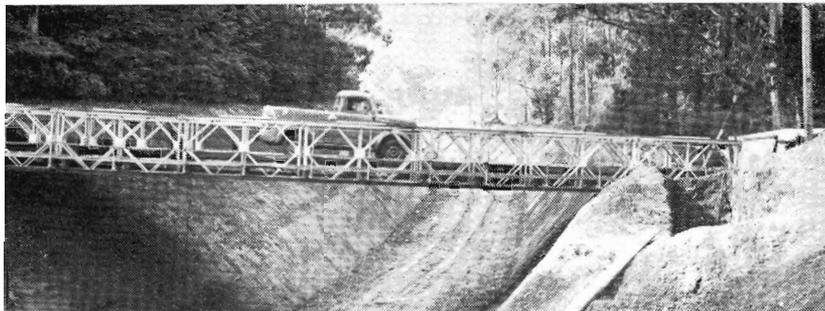
A mass of modern earthmoving equipment is clearing the way for the new track, stations and extensive bridge building, as pictured on these pages.

One track only will be provided. This, it is considered, will be ample for the traffic likely in the foreseeable future. A direct electric train service from Belgrave to the city will remove the present need for residents of the Belgrave-Upper Fern Tree Gully area to change from buses to trains at Upper Fern Tree Gully.

New stations will be built at Upwey, Tecoma and Belgrave, each having normal facilities similar to the more-recently built stations at Heatherdale, Laburnum and Jacana.

At U.F.T. Gully the station yard will be extensively re-arranged and a new passenger platform will be provided.

Private contractors are doing the earthworks. The whole of the work is under the control of the Chief Engineer for Railway Construction.

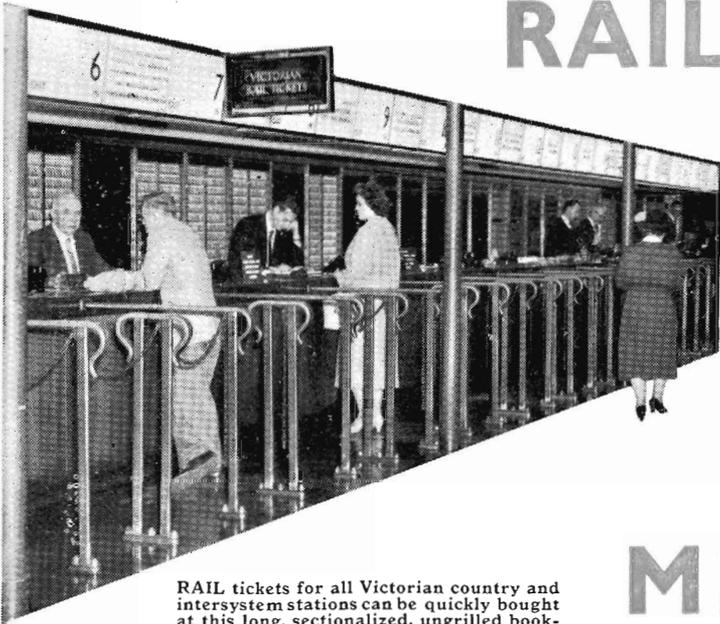


THIS army type "Bailey" bridge provides a temporary roadway at McNicol Road, Tecoma. A new concrete and steel structure will be built there.

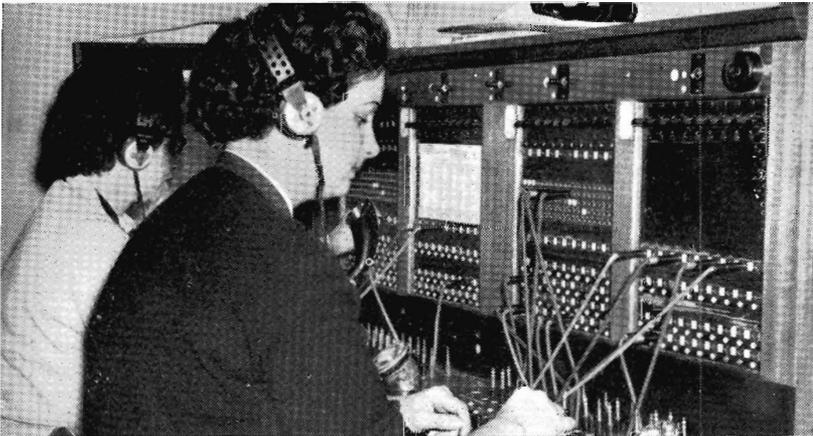


SIX new bridges are to be built between Upper Fern Tree Gully and Belgrave. This one, the sub-structure for which can be seen, is just beyond Upwey.

# RAIL BOOKING OFFICE IS STILL IN HEART OF MELBOURNE



RAIL tickets for all Victorian country and intersystem stations can be quickly bought at this long, sectionalized, ungrilled booking counter. Short "in" and "out" races facilitate the movement of passengers.



WHAT cannot be made too widely known is that the Department still has a main country and intersystem booking office at the Victorian Government Tourist Bureau—in the heart of the city at 272 Collins Street.

Need for stressing this is to counteract any belief that, once control of the Bureau passed to the newly-created Tourist Development Authority, the Department would lose all interest in an activity it had built up into Australia's biggest travel agency.

Since moves for the transfer became known, the tendency has been to emphasize that the Bureau "would now take a big step forward in the development of tourism". This, in turn, has given rise to the erroneous impression that the railway would become a minor factor in the promotion of tourist travel. But that is far from so.

On the contrary, most of Victoria's worthwhile tourist resorts can be reached by *direct rail*. For the remainder there is rail travel for most of the way, with short, linking transport services for the rest of the journey.

FOR all train information, the telephone number to ring is MF 0202. At this switchboard (*above*), calls are channelled through to the enquiry clerks (*top, opposite page*). Booking a rail ticket at the Tourist Bureau is done in a friendly atmosphere (*left*). A few steps back, across the main foyer, brings the passenger to the enquiry counter (*middle, opposite page*).

But travel for purely holiday purposes is not the only reason why people move about. Travel is undertaken for business purposes, for visiting friends, for Sunday outings to provincial and other country centres and, above all, for sporting and educational reasons. For these and other types of travel, the V.R. is still ideal, because of the speed, modernity and safety of its trains. Rail travel frees the motorist from the strain of driving . . . from all the hazards of congested roads.

Comprehensive as they are as rail ticket issuing points neither Spencer Street nor Flinders Street stations provides the complete range of rail booking in the city which is available at the Tourist Bureau. At Spencer Street passengers can get tickets for intersystem and Victorian country travel, except to Gippsland and other lines leading from Flinders Street, where the latter bookings are handled.

*On the other hand, the railway booking office at the Tourist Bureau caters for all Victorian country and intersystem travel, with seat, sleeping berth and meal reservations, wherever they are applicable.*

Of course, a large number of suburban stations book country travel over a greater range of hours than the Bureau, but at present no interstate bookings are made at these points.

#### Rail Information, Too

Besides a centrally-situated rail booking office, the Bureau also provides an expert telephone and counter service which caters for enquiries about train time-tables, fares and general railway information. A fully-manned telephone service answers over one million questions a year, and a vast number of these are related to rail travel. A general travel information counter gives up-to-the-minute replies to rail enquiries, while a correspondence section is available to handle queries and rail bookings from those unable to call or ring.

Under its new control, the Tourist Bureau will now be the chief distribution centre for an expanding range of railway-produced literature about Victoria's modern train services. As from June 1, these will include the new Victorian country time-table, which also covers the main intersystem train services and fares.

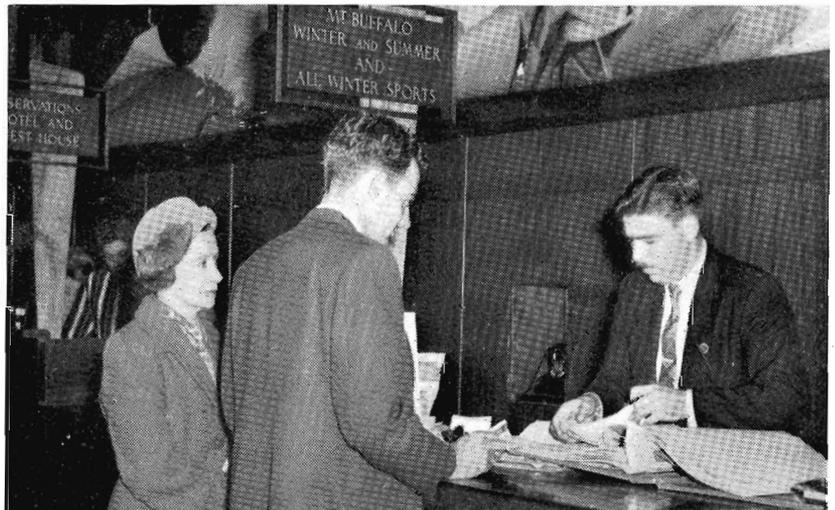
As in the past, the Tourist Bureau offers a comprehensive service, irrespective of the form of transport—rail, road, sea or air—desired by the client. Co-ordinated rail-and-road travel can be booked, and accommodation arranged at all leading hotels and guest-houses in Victoria and New South Wales.



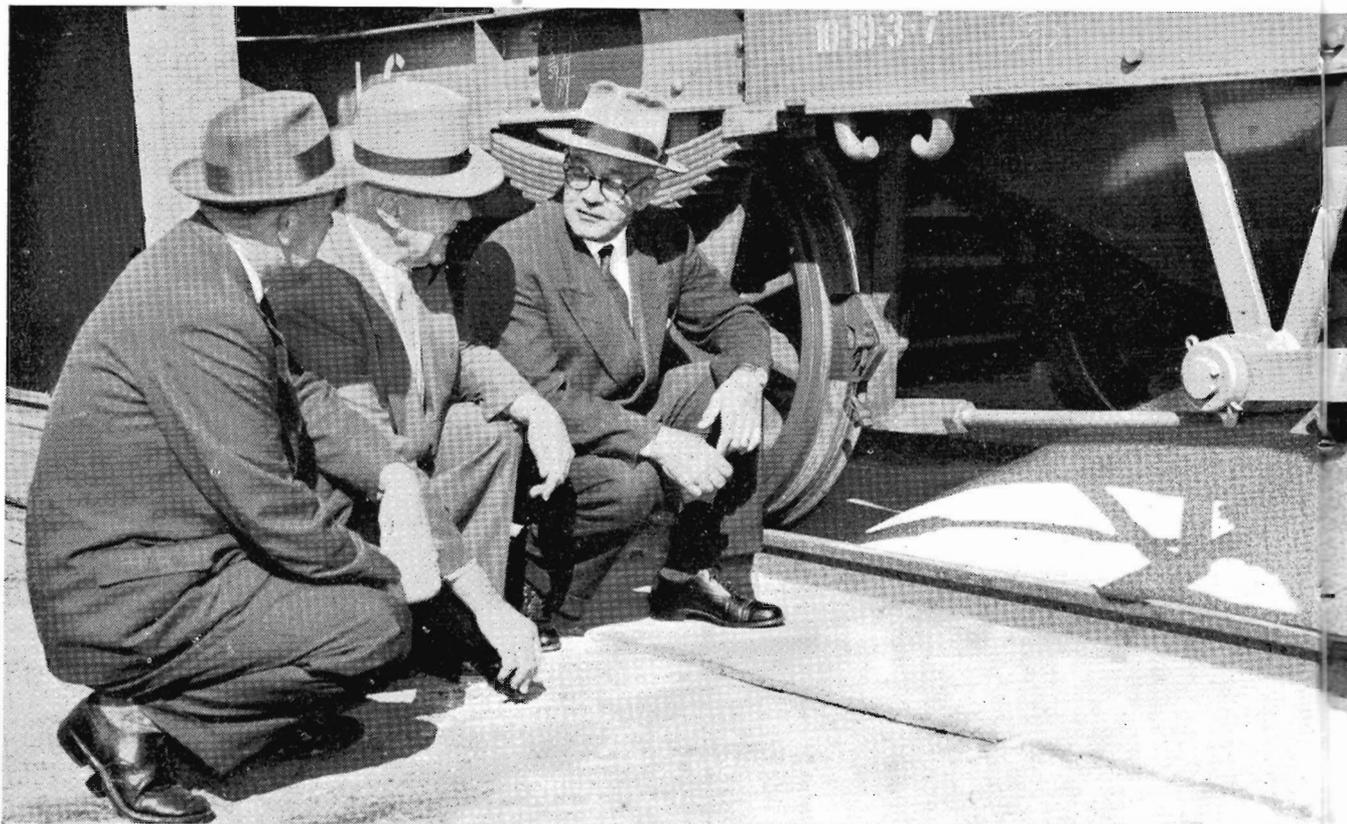
**WIDELY-EXPERIENCED** telephone enquiry clerks, with up-to-the-minute books for reference, are busy answering a comprehensive range of rail questions.



**ALL** day streams of enquirers confidently approach the general information counter. Accurate details of train times, fares and so on are always available.

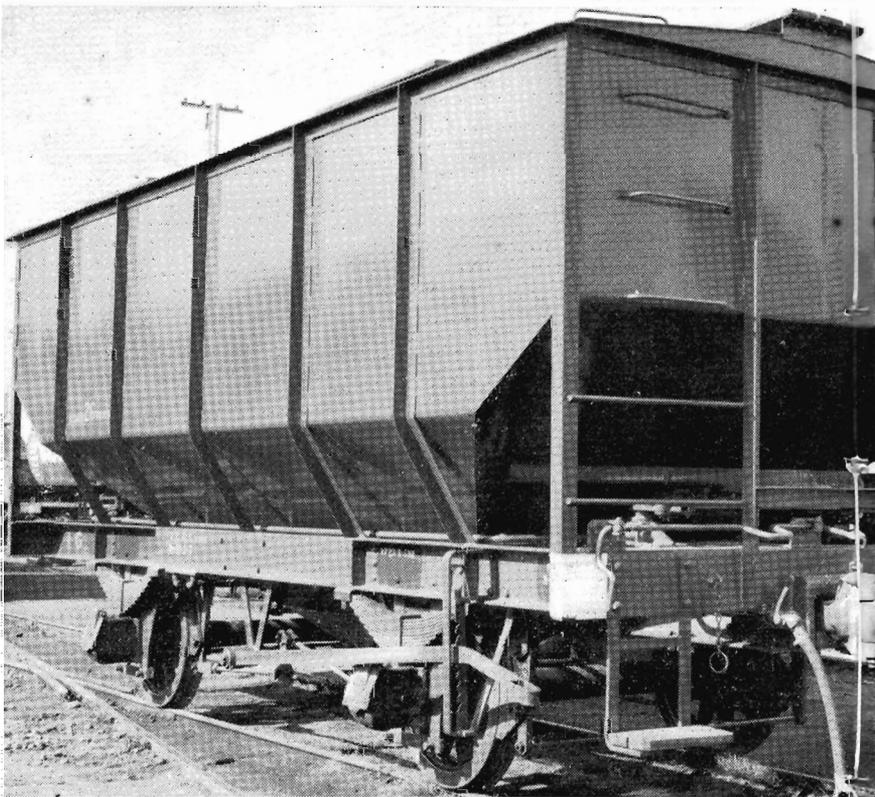


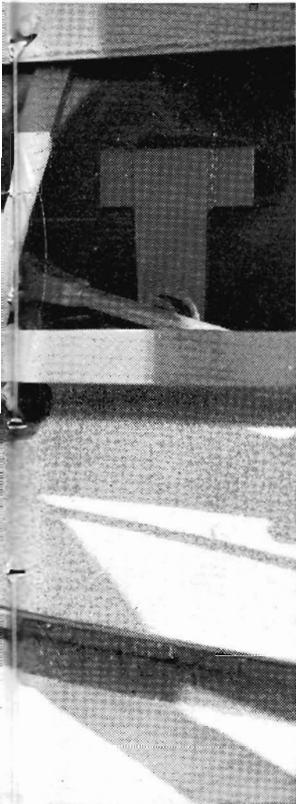
**SO** popular with holidaymakers is Australia's finest guest-house, The Chalet, Mt. Buffalo—still under V.R. management—that a special section of the counter is set aside exclusively for bookings.



## AROUND THE SYSTEM

(Right) TO accelerate the discharge of bulk wheat, Rolling Stock Engineers designed this new 25-ton bulk wheat hopper type of box van. Wheat is loaded via silo chutes through four top hatches and discharged by one man through a centre bottom, valve-operated hopper into a silo pit below rail level—in an immeasurably quicker time than it takes three men with the ordinary open-type GY wheat-proof wagon, thus saving manpower and time. In addition the new van eliminates wheat dust when unloading, costly tarpaulin coverings and the expense of maintaining large wheat-proof doors on GY wagons. (Above) Watching a successful discharging demonstration of the new van last month, are (from left): Messrs. G. F. Brown (Commissioner), H. Glowrey (Chairman, Grain Elevators Board) and E. H. Brownbill (Chairman, Railways Commissioners).





**WHAT'S THIS ?** Answer: three hundred tons of steel blooms, (for making railway axles), which were lent last month by the department to the builders of the King Street bridge across the River Yarra, Melbourne. Loaded on top of a concrete pile, this mass of steel was intended to simulate the ultimate stress to be carried when the bridge is finished.



BY one of the four special trains (including two rail-motors, with trailers), this happy, enthusiastic crowd of public school boys—from Xavier College—was off to Geelong for the Head-of-the-River races. Popularity of the train for group travel was further highlighted between March 6 and April 3. In that period, 71 of the 116 suburban high and technical schools travelling to Melbourne for swimming carnivals' selected train travel, resulting in nearly 90,000 passenger journeys being made.



JUST before the parcels coach left Flinders Street, consignments were being placed in their respective station piles by Vanman Paul Bugvilonis, a New Australian from Lithuania.

## I RIDE ON THE 6.40 P.M. FRANKSTON

(By Dal Bernard)

NOT, as you would imagine, a *Harris Train* or a *Tait* train. It was not a heavily-patronized train with home-going passengers. Yet, it was packed—stacked and packed with a remarkable assortment of parcels. In short, I rode, last month, in one of the regular five-days-a-week 6.40 p.m. electric parcels coaches to Frankston.

It seemed a logical journey. Earlier in the day I had a close-up of the smooth efficiency with which the Flinders Street Parcels Office handles a vast volume of parcels. What afterwards happened to most of those parcels would give the key to a phase of railway service so inter-woven with the lives of ordinary citizens and business firms : *the speedy rail transit of their parcels.*

Parcels Foreman Bill Maddison (with 17 years' parcels experience behind him) had taken me around the Office. He had shown me great quantities of all kinds of parcels, boxes, cartons and cases. They ranged from slim elongated 12 ft. ones to tiny, cotton-wool-lined packages of false teeth.

His staff were making two-fisted attacks on piles of parcels, sorting them out into line order, and placing them on specified trollies for designated trains to stations that could be anywhere in Australia. It was the prelude to a care-

fully-devised handling and transport system that could end at a station counter when someone whose dentures were restored, could once more joyfully eat a good meal.

Most of the parcels Bill was showing me would find their way into the 20 fast electric parcels coach daily trips, either to suburban stations or to Spencer Street for re-dispatch by country and interstate trains. Some would go to stations by passenger trains on country lines reaching out from Flinders Street to the hill country and beyond to Gippsland.

Just then, the telephone rang. It was a Heidelberg line stationmaster who had a big, urgent consignment of cut flowers for a southern suburban station. This consignment would leave for Princes Bridge by the next train. The question was : "Could it be swiftly transferred across to Flinders Street and then into the next train to its destination ?"

That telephone request was typical of many. The consignment could not wait in the city for an electric parcels coach. "O.K.," we'll fix," said Bill.

He then dispatched a parcels motor, with trolley, to Princes Bridge to wait for that Heidelberg-line train. The flowers would be unloaded on to the trolley and whisked across to one of the Flinders Street platforms, to go on the first connecting train. Specially urgent parcels are given this "V.I.P." treatment. But, obviously, there is a limit, otherwise the tight schedules of passenger trains would be disrupted.

Bill said the medicine traffic was "colossal". It must be for I discovered that between 150 and 200 parcels of urgent medicine a day come into the Parcels Office. Away they go over to the suburban platforms for prompt transit by first available suburban electric trains, or to the Spencer Street Parcels Office for their handling. Other medicines beyond 5 lb. weight are regarded as "stock" for doctors and chemists and these consignments go by parcels coach later in the day.

At Flinders Street, parcels are accepted for dispatch to any railway station in Australia, and this means the frequent running of Parcels Coaches across the Viaduct for consignments to interstate and country stations other than to Gippsland. Before they leave, the parcels are given primary sorting to reduce the Spencer Street parcels staff's subsequent handling to the different trains. It saves time. It's all part of the ceaseless urge to get the parcels on their way quickly and safely.

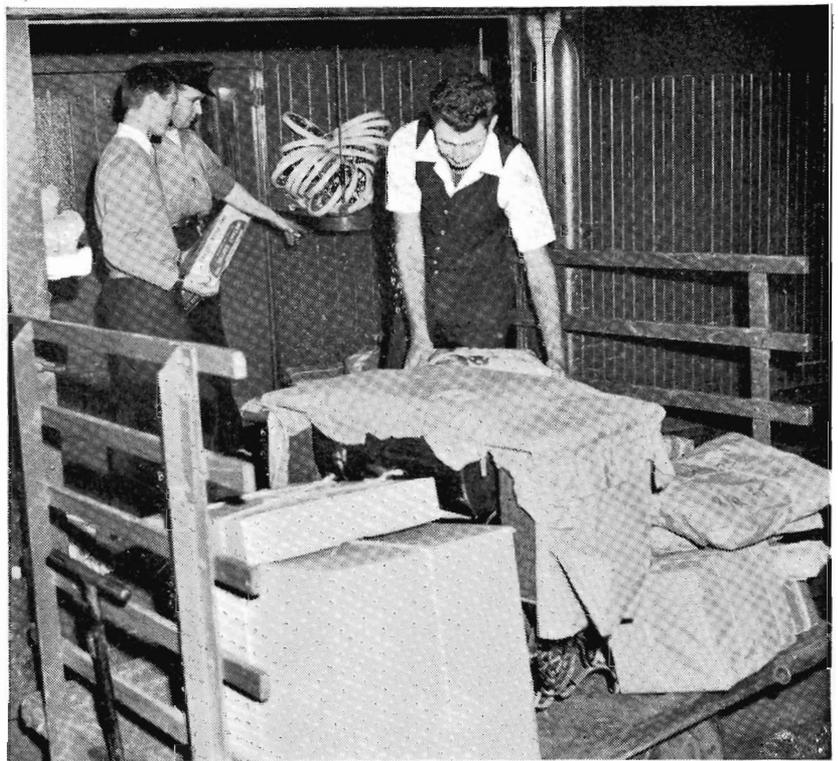
### Bulk Reveal

To see the Flinders Street Parcels Office when the "heat is on", I stood by the bulk receiving section between 3.30 p.m. and 5 p.m. Motor transports, motor vans, station sedans, etc., turned in from the busy Flinders Street, up the wide pitched roadway to the big door of the bulk section. From warehouses, departmental stores, machinery merchants, cake manufacturers and so on came an astonishing variety and quantity of consignments.

But the receiving parcels staff were ready—and efficient. There was no flurry. As the vehicles discharged their loads at the door, each consignment was weighed, the already affixed parcels stamp was checked for freight charges, waybills were written out—and the parcels went into the V.R.'s fast parcels service, to be sorted on to their respective trollies for specified trains. It was really good to see.

It had been a worthwhile prelude to riding on the 6.40 p.m. coach to Frankston.

By this time I was beginning to think more about and look forward to the parcels coach ride. From about 5 p.m., it was being loaded (with other coaches) until a little before 6 p.m.



(Above) **LOADING** the parcels coach at Flinders Street in readiness for departure for Frankston. Leading Parcels Assistant P. McCardle is directing where each consignment should be placed for each station.

(Below) **WHEN** the parcels coach reached a station, no time was lost in unloading consignments. On the platform outside was a station employee ready to receive the parcels.



the main parcels offices floor was empty. Not a parcel was about anywhere. All had either gone by other coaches and country trains, or were outside on trolleys moving to the platforms. It was almost eerie after the rush so short a while before.

It was close to 6.30 p.m. now, and Leading Parcels Assistant P. McCaardle was supervising the loading of the coaches, including "mine"—the 6.40 p.m. Electric Suburban Guard Arthur Wallin was inside the coach, busily but quietly sorting correspondence for stations and waybills—and, above all, "value" letters and parcels. He had signed for their receipt—and they would be under his watchful eye until he, in turn, got a receipt when delivering them. Vanman Paul Bugvilonis was assisting with the loading of parcels into the coach. It was then 6.39 p.m. Finally, the big doors were closed, and it was the time for me to look around the coach.

The 60 ft. long, brightly-lit vehicle was crammed with packages of all sorts, but down the centre and at the doors, ample space for movement had been left. A sewing machine was in one corner; opposite it was a motor cycle; down the rear end were half-a dozen cartons, warningly labelled 'FRAGILE'. But everything was so orderly. Consignments for each station were precisely stacked, with just that amount of space between to avoid being "mixed up".

Our driver was Bill McCrae, a grey-haired veteran, skilled after long years of experience on the "sparks", particularly parcels coaches. It was 6.40 p.m.—and *Spirit of Progress* never moved off more punctually than we did, slowly threading our way through the labyrinth of lines in the Flinders Street Yard. Once we were on the main Frankston line near the Melbourne Cricket Ground, Bill gradually increased the speed, and your parcels, my parcels, and our neighbour's parcels were "going places", getting closer to their destinations.

At each station, there was an impressive example of co-ordinated effort . . . that sort of teamwork which I thought helped to put "fast" into the V.R. fast parcels service. As the coach stopped, the doors, seemingly (but not really) synchronized, rolled back and one or two of the local station staff were waiting with outstretched hands to receive the parcels that Arthur and Paul had already started to unload. There was no time for talking about South Melbourne's football premiership prospects or, even, the weather. In a matter of seconds, the parcels were out of the coach on to the platform; friendly "Good nights" were exchanged, the doors would clang as they closed, Arthur would shout "Right again, thanks, Bill" and off we would move, almost triumphantly to the next and the next and the next station.

As we left one station, parcels for the succeeding one would be moved nearer the closed doors, for stops at stations can be as short as eight seconds, none of those seconds being other than for the job on hand. Crux of this efficiency was the segregation of parcels inside the van, combined with Arthur and Paul's enthusiastic teamwork.

On the way down to Frankston "our" job was primarily to unload, although a few parcels were picked up. On the return journey, the system, designed to achieve maximum transit speed and minimize sorting at the city parcels offices, was seen at its best. At each station platform edge, there would be two or three neat stacks of parcels. I soon found out that they meant something. Each station had sorted them into "Flinders Street", "Spencer Street" and "roadside" destinations. And that classification was followed once the parcels were inside the van, where they were distributed to either end, with the "roadsides" in the vicinity of the doors for quick unloading, en route.

... ..

*Somewhat like James Fitzpatrick, of movie travel films fame, I soon regretfully said "farewell" to Bill, Arthur and Paul, as the trip finished. They had been agreeable companions and most helpful, telling me how the V.R. fast parcels coach service functioned. But I had seen it for myself, and it left me highly satisfied.*



THIS consignment, being received by a station assistant, had come by rail all the way from a station in Northern Queensland. The coach had many parcels that had been railed from many different parts of Australia.



SORTING of correspondence and "value" letters for stations, as well as waybills for all the consignments in the coach, kept Electric Suburban Guard Arthur Wallin busy, before leaving Flinders Street.

## Bisleywards ?



Mr. Gracie

**I**F you start talking to Mr. R. H. Gracie, S.M. at Rutherglen, it won't be long before he becomes really animated about his pet pastime : rifle shooting. That is not surprising as he has won enough trophies, both as an individual and as a team-man, to establish himself amongst the foremost riflemen in the north-east.

Assistant Secretary and handicapper of the Rutherglen Club, he is also Secretary of the North-eastern Rifle Club Union, and it is no wonder that his own Club is regarded as the most enthusiastic in the Union. Many trophies testify to the Club's victories, and they recently had a shop window display overflowing with their awards.

## Explosives Expert Praises V.R.

**S**AYING that the Department should be proud of its record in handling hazardous goods, Mr. T. K. Lahari, M.Sc., A.R.I.C., (Deputy Chief Government Inspector of Explosives, India) last month concluded a survey of V.R. transporting methods. He is in Australia on a six months' study of the manufacturing, handling and transporting of explosives and other hazardous goods.



Mr. T. K. Lahari Besides holding a Science Degree from the Punjab University, Mr. Lahari is an Associate of the Royal Institute of Chemistry, London. He explained that Australia had been chosen for his mission because the climate, in some parts, closely resembled India's. "My study of Victorian Railways regulations for handling hazardous con-

signments has greatly impressed me. I am sure the knowledge will be useful to me in India" he said.

"I was given the fullest co-operation and facilities to get all needful data. I have been wonderfully helped by all officers, especially Messrs. Collier and Rewell, your Chief and Assistant Traffic Managers, respectively."

## "J.J." Goes

**A**S one of his friends remarked, when Mr. J. J. Brophy (Assistant to the Superintendent of Melbourne Yard) recently retired : "He really reached 'manhood' in the Yard, for he was there 21 years". Mr. Brophy's all-round knowledge of the operation of one of the biggest rail marshalling yards in the Southern Hemisphere was of inestimable value.

There was, therefore, sincere regret amongst all at the Yard when he reached the retiring age. A mantel radio, with a cash gift for his wife, accompanying several gracious speeches, made his farewell a memorable occasion in his life.

Mr. Brophy, who served throughout World War I, has a brother, Fred, who is S.M., Brunswick. Some years ago, another brother, Martin, was S.M.,

Malmsbury. Founder of the Brophy link with the V.R. was their father who was S.M. at Warragul for a number of years.

## Penman Named

**F**ROM Mr. E. C. Eyers, a former Secretary for Railways, came a note identifying the penman, whose work was pictured in "Among Ourselves" (*March News Letter*).

It was the writing of the late Mr. Morgan Hayes who, at the time of his death, was in charge of a section of the Traffic Branch Staff Office. Well-known throughout the system and even now remembered by many older members of the service, he had made the entries in the note book for Mr. W. Fitzpatrick, then the Chief Traffic Manager.

"From the clarity of his writing," said Mr. Eyers, "one would imagine Morgan to have had a small, delicate hand. Actually, he had quite a substantial fist. Another well-known penman of those days was Stationmaster Michael Brenock, who was a very big and powerful man".

Mr. Eyers, who now lives at Kew, was Secretary for Railways from 1923 to 1947—a record term of 24 years for that post.

## Victorian Railwayman Barrister and Solicitor, Now

**I**T was a proud day for Brian Sedgman of the Crown Solicitor's Office (Railway Section) when he was admitted last month to practice as a barrister and solicitor of the Supreme Court of Victoria. Here he is with Mr. E. H. Brownbill (Chairman of Commissioners) looking at the order of the Full Court, which comprised Justices Sir Charles Lowe, Sholl and Monahan. Brian's admission was moved by the Solicitor-General of Victoria (Sir Harry Winneke, Q.C.), with Mr. W. B. Frizzell, of Counsel.



Messrs. Sedgman and Brownbill

## Conductor Praised

IN a letter to the Department, Mrs. L. A. Faux, of Seaholme, said :—

"If efficiency is one of the virtues of the Victorian Railways, humanity is another. I witnessed an epic example of this on the *Mildura Sunlight* recently. Approaching Werrisbee a lady passenger had a heart attack. Through the quick thought and presence of mind the conductor, she was given quick transport to the Geelong Hospital, even though the train was an express.

"He gave first-aid for her physical comfort and, passing through Werrisbee, he threw out a note asking for an ambulance to meet the train at Corio. Fearing he had overshot the platform he tossed another one out at Little River.

"At Corio, the train and ambulance arrived simultaneously; he had her carefully removed and personally attended to her belongings. Had it been his own mother, he could not have done more.

"I must commend him for his courtesy, quick thinking and ability."



**Keith Worsfield** who is A.S.M. at Tottenham.

Keith is a keen first-aid student and, although he is only in his second year, he had learnt enough to diagnose and alleviate the sufferings of the passenger. Born at Lewes, in Sussex, and the father of three children, Keith was in the R.A.F. in World War II.

As a conductor, he alternates on *Spirit of Progress*, *The Mildura Sunlight* and the *Albury Express*.

Keith Worsfield, of Spencer Street, is the V.R. man whose action brought such a heart-warming letter about the service so promptly given to the stricken passenger. He is an Englishman who joined the V.R. in 1957, very largely because of the persuasiveness of his brother, Raymond,

## Skilled Penman

**H**AND-WRITING is in the news. *March News Letter* had an example of good V.R. penmanship of the 1890's . . . last month the Education Department said it was considering having school children taught a changed style of hand-writing.

And now, the ability in this field of Assistant Engineer Don Furlong, of the Rolling Stock Engineer's office, has become topical. He is a highly skilled writer in many different and difficult styles, distinct from the conventional

lettering used by draftsmen in their work.

His greatest success came in 1956 when the Premier's Department commissioned him to execute the original artwork (18 in. x 12 in.) for an invitation card (*above*) for the reception to Her Majesty the Queen Mother. In its finished form, the card was 7½ in. x 5½ in.

Don began in the V.R. as an apprentice fitter and turner at the Ballarat North Workshops in 1938, coming to Head Office via Newport Workshops and North Melbourne Loco Depot.

## Card Artwork Done by V.R. Engineer

*To have the Honour of Meeting  
Her Majesty Queen Elizabeth The Queen Mother*



*The Government of Victoria  
invites*

*to attend a Reception at the Exhibition Buildings, Melbourne,  
on Thursday 27th February, 1958, at 8-15 o'clock p.m.*

*Evening, Dinner or Day Dress*

*R. S. V. P.*

## Two Railmen From India Study Our Methods

**T**WO railway officials have come from India to study various phases of V.R. workshops methods and operations. They are Messrs. B. V. T. Iyengar (Assistant Works Manager, Loco Workshops, Central Railways, Bombay) and D. S. Panday (Machine Shop Foreman, North-eastern Railway, Gorakhpur).

They are on overseas study fellowships, awarded by the United Nations International Labour Organization. At Newport Workshops, Messrs. Iyengar and Panday closely investigated a variety of operating and production methods and equipment. Under the technical guidance of selected V.R. engineers,

they have gained an invaluable insight into the activities of a big railway workshops.

Mr. Iyengar has served in most sections of the Central Railway's loco workshops, Bombay, specializing in tool designing. He holds a diploma in mechanical and electrical engineering, and is an Associate of the Institution of Production Engineers, London.

Holder of a diploma identical with Mr. Iyengar's, Mr. Panday has had wide engineering experience in governmental and private establishments, including a term with a machine tool company in Coventry, England.



Messrs. Panday and Iyengar examining, at Newport Workshops, a Hilger comparator, used to check angles of threads and gauges against standard 'forms' which are projected on the screen in front of the operator.

## Crusade Committee's Thanks

"MY Committee has asked me to express to you its deep appreciation for your assistance during the recent meetings held in conjunction with the Billy Graham Crusade in Melbourne.

"We were more than gratified at the manner in which your employees met our constant demands for transport, particularly are we referring to the special trains chartered to bring country groups to the Crusade meetings.

"We also want to express to you personally our sincere thanks for the action we understand was taken by you to ensure that as far as possible, the Sunday afternoon meeting at the Melbourne Cricket Ground on March 15 was not interfered with in any way by the passage of trains through the yards nearby.

"We understand instructions were issued that trains were to be slowed down over this section, that noise might be reduced to a minimum.

"We indeed thank you for your thoughtful assistance in this matter.

—John A. Robinson, Secretary, Billy Graham Crusade Committee, Melbourne.

## Aided Children

"RECENTLY my wife took ill and I had occasion to return three young boys, who were here on holidays, to Melbourne on their own. I contacted the Station Master at Koon-drook and asked if arrangements could be made for some sort of supervision over the lads during the trip.

This was done to everyone's complete satisfaction.

I would like to express my appreciation of this service and request that our thanks be extended to the railway officers concerned."

—N. A. McLean, Barham, N.S.W.

## RECENT RETIREMENTS . . .

### WAY AND WORKS BRANCH

Burke, E., Gatekeeper, W'bool  
Croughan, H'J., Battery Attdt., Flinders-  
St.

Heine, F. J., Carp'tr., W'bool  
Hill, D. G., Ganger, Melb. Yd.  
Moore, D., Painter, W'bool

### TRAFFIC BRANCH

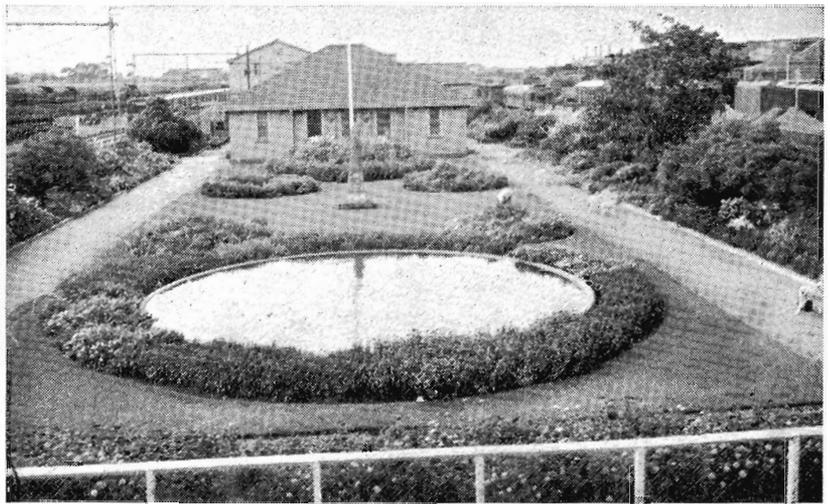
Brown, C. J., Sigm'n., Burnley  
Burns, J. T., Stower, Bendigo  
Clarke, J., District Sup't., Eastern Dist.

Crees, E. W., Sub. Gd., Oakleigh  
Howard, G. F., Gds. Ckr., Colac  
Krause, A. S., S.M., Mordialloc

Mertens, L. A., Train Condr., Ballarat  
Oman, H., Gds. Gd., Echuca  
Quinlan, R. P., Sigm'n., Fldrs. St.

Sullivan, E., Subn. Gd., Essendon  
Sloane, S. G., Clerk, Spencer-St.  
Treloar, F. D., Clerk, Ballarat

Wehsack, H. F. L., M.L. Driver, Batman  
Ave.



WITH colourful floral displays flanked by trees and shrubs, the neatly-trimmed lawn (above) outside the Administrative Block at Newport Workshops is a much-appreciated lunchtime haven for employees. Responsible for its eye-pleasing appearance is Nurseryman Arthur Burgess. Seven years ago, he yearned for a garden, but this was im-

possible as he lived in the thickly-congested East End of London.

Coming to Newport Workshops as a labourer, he later became a fitter's assistant, but gardening was still his aim, and about a year ago he applied and was appointed to fill a vacancy for nurseryman, with happy results to everyone.

## "Deserves Praise"

"For the service I received from your Mont Albert-Surrey Hills staff which I consider deserves praise and appreciation. Their phone call to me re property lost at Mont Albert saved much worry and trouble."

—Mrs. M. O'Connor, Harriett Crescent,  
Mont Albert

## Quick Work

"Thanks for the efficient, definite and quick finalizing of these contracts for advertising. Always with your department we have had splendid, friendly, service and we congratulate you all."

—N. Morris, Ritchie's Stores, Frankston, writing to the Advertising Manager

## World-traveller Prefers Rail



STRIKING a theatrical pose, stage and TV stars Evie Hayes and Will Mahoney (who are husband and wife) greet one another as *Spirit of Progress* reached Spencer Street from Sydney last month.

Widely-travelled Mr. Mahoney is a rail enthusiast.

"I prefer trains", he said, "because I can move around, meeting and enjoying the company of people as the train speeds along. Another reason I like rail travel is because I know that all my luggage is going along with me.

"Up in that *Spirit* van are the rest of my personal luggage and varied theatrical effects.

## AND DEATHS . . .

### ROLLING STOCK BRANCH

Anders, K. M., Welder, Garage  
Burke, W. E., B'smith, B'rat  
Paull, K. R., Car Bldr., Newport

Rosewarne, A. E., Ftr. & Tnr., B'dgo

### TRAFFIC BRANCH

Ross, J. S., Jr. Stn. Asst., E'wick



# RON BAGGOTT'S SPORTS PAGE

## Premiers Again

For the third successive season, Flinders Street cricket team won the Commissioners' Cup. In the final match they put together 233 for the loss of only six wickets, (J. Williamson, 93; G. Southern, 50; and K. Cormick, 33), defeating Loco. 150 (D. Dingey, 31; R. Chapman, 30 and W. Carson 28). For Flinders Street, W. McMillan took five wickets for 70 and G. Southern 4 for 36.

It was a popular victory and confirmed the consistent all-round strength shown by Flinders Street during the season. At the same time, the Loco. side deserves congratulations on a creditable performance in reaching the final.

Mr. Commissioner G. F. Brown presented the Cup to the winning team.

## Future Davis Cup Player ?

Seventeen-year-old Michael Cotter (Claims Agent's Division) gave a hint of his potential when he brilliantly won the State Tennis Singles Championship of the V.R.I. He defeated F. Sedgwick (Accountancy Branch) 6-3; 5-6; 6-3. All who saw Michael in action felt he had a splendid tennis future.

For the past two years, he has been in former International Harry Hopman's coaching class (sponsored by the Lawn Tennis Association of Victoria), from which many famous Davis Cup players have emerged.

Seymour V.R. men comprised all the contestants for the Doubles title, played there; B. Pearce and L. Cook won from K. Hunt and K. Elliott, 0-6; 6-5; 6-3.

## N.S.W. Golf Victors

For the Interstate Railways Golf Carnival, railwaymen from Queensland, New South Wales and South Australia came to Melbourne last month and were joined by Victorian golfers in a highly successful nine days of golf and sight-seeing.

In the main competition event, New South Wales defeated Victoria by seven games to four, and became the winners of the *Tintara* Cup and the Commissioners' Shield. A New South Welshman (M. Bourke) was the winner of the Australian Railways Institutes' Golf Union singles championship (27 holes), with J. Kennedy (Victoria) runner-up. In the minor championship (18 holes), Victoria reversed the position when a local railwayman (H. Tyson) was the winner, with G. Herbert (N.S.W.) runner-up.

Mr. Bourke had further success in the "Diggers" Cup, whilst the "Veterans" handicap went to W. James (Victoria).

Nearly 200 people attended the welcome dinner to the Interstate golfers. Mr. F. Findlay (President, V.R.I. Golf Association) was in the chair. Guests included Messrs. E. H. Brownbill (Chairman of Commissioners), F. Orchard (Comptroller of Stores), T. R. Collier (Chief Traffic Manager), A. C. Stockley (Chief Electrical Engineer), R. C. Burgess (Chief Commercial Manager) and A. W. Cobham (Claims Agent).

## Victoria's Billiards Win

Supremacy in snooker enabled Victoria to defeat South Australia in the recent Interstate Railways Billiards Championship, played in Melbourne. Results: Billiards—Victoria and South Australia, four games each; snooker—11 games to five, respectively.

It was a continuation of the good form which the local players have shown since the Championships began three years ago: on each occasion Victoria has won.

T. McLoughlin (S.A.) won the single-handed billiards championship from W. Perrins (V.) in a most exciting game—400 to 394.

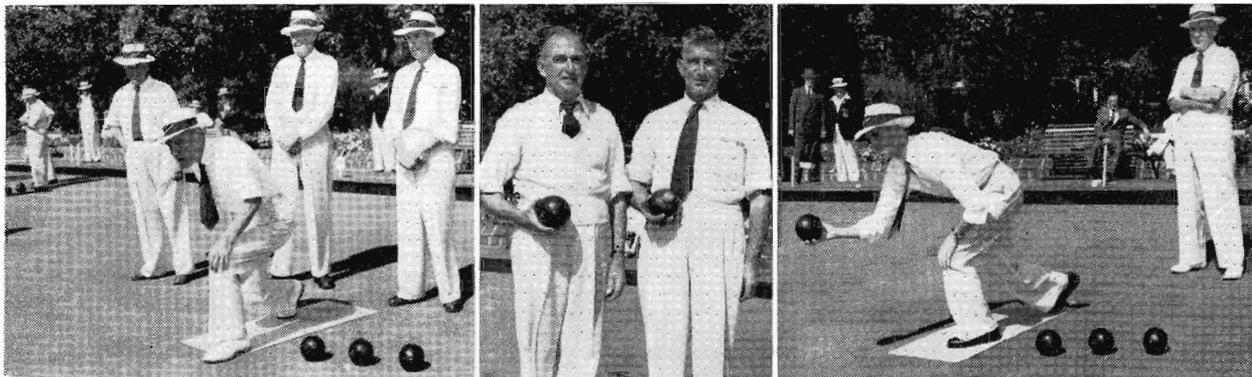
In the single handed snooker championship, K. Dunne (V.) defeated W. Perrins, three frames to one.

## Ladies, Too

THAT the Victorian Railways Institute's sporting activities do cater not only for male members was emphasized recently when the newly-formed Ladies Bowling Club was opened at Seymour. A most successful day was the reward for many members who had worked hard and enthusiastically.

It was a proud moment when the President (Mrs. Addicoat) bowled the first bowl. Seymour's Shire President (Cr. Sloper) and Mrs. Sloper were present; also Mr. A. W. Telford, representing the Institute Council.

## BENDIGO V.R. MEN TRIUMPHED IN BOWLS WEEK



COUNTRY Bowls Week recently held in Melbourne in perfect weather attracted 110 railwaymen from Ballarat, Ararat, Bendigo, Ouyen, Seymour, Geelong, Hamilton, Port Fairy, Dimboola, Benalla, Cohuna and Serviceton. V.R. men from Bendigo triumphed in the three main events.

In these pictures (above) are, from left: Fours championship—Trevor Jenkins, Jim Smyth, Web Hamilton and Laurie

Hindson, all of Bendigo (winners); Single championship—George Jackson, Geelong (runner-up) and Norman Townsend, Bendigo (winner); Pairs championship—Laurie Hindson and Jim Smyth (winners).

Mr. E. H. Brownbill (Chairman of Commissioners) opened the Week and, at the end, presented trophies at a social function.

VICTORIAN RAILWAYS

# NEWS LETTER

JUNE



1959



## Applause For Apprentices

PICTURES of two railway apprentices who have brought distinction to themselves and, in doing so, have highlighted the V.R. apprenticeship system are on Page 14, of this issue.

One was selected by the Apprenticeship Commission of Victoria as the outstanding apprentice in the State in the patternmaking trade for 1958; the other was the outstanding railway apprentice attending the V.R. Technical College for the same year. In 1957, by the way, the Apprenticeship Commission chose another railway apprentice as the outstanding one in the blacksmithing trade.

Railwaymen throughout the service should be proud of these lads who must be warmly congratulated on the skill and knowledge which brought them such success. Everyone will hope that it foreshadows V.R. careers which will ultimately lead to high executive posts, as has been the case over the years with other apprentices.

What these young men have achieved is yet another reminder of the thoroughness of the practical and theoretical training available to an ambitious lad who becomes a railway apprentice. The V.R. apprenticeship system has long been recognized as unsurpassed in Australia.

## New Country Carriages

COUNTRY rail passenger travel is in for a big comfort boost. Twenty saloon-type carriages are to be built at Newport Workshops at an estimated cost of £680,000.

These will be in addition to the present programme providing for 20 new air-conditioned passenger carriages, of which 10 have been completed; the balance is expected in service by March next.

Carriages to be built under the new project will have adjustable seats; a system of forced ventilation with heating in winter for added comfort; upper halves of windows that can be lowered by passengers; and the high standard of toilet facilities as in the carriages on the interstate and Mildura and Gippsland lines. These carriages will replace existing country carriages that have reached the end of their economic life.

## Is Our Face Red!

DON'T ask us how it happened, but in last January issue's calendar we showed Good Friday 1960 as falling on April 17, which, of course, is a Sunday. It should have been April 15. Sorry, but will you also note the correction on the separate calendars issued departmentally?

## Estate Office Vacancies

A great volume of current and future work related to land dealings creates opportunities for Victorian Railwaymen to apply for interesting positions in the Estate Office.

This Division handles all the work connected with the acquisition and disposal of railway land; leases of many different kinds; private siding agreements; and all matters connected with the lands vested in the Commissioners. Experience gained in the Estate Office cannot be obtained elsewhere in the Department.

Full details of the vacancies, which are now being advertised in the *Weekly Notice*, are worthy of the attention of all railwaymen concerned who would like to participate in work associated with all aspects of land dealings.

## Two-Way Traffic

HIGHSPOT of the rail movement of a huge fertilizer tonnage came in April when the greatest monthly tonnage ever—143,531—was railed to country districts. Between July and April, the total was 519,769 tons, which was 2,907 more than for last year's corresponding period.

These figures underline the dependence upon the V.R. of the State's primary industries for the carriage of fertilizer which is so vital in stimulating production.

While the fertilizer was on the move, there was, for some time, heavy export traffic of barley and oats. As a result, the wagons from which the fertilizer was unloaded were helping to maintain a good supply of vehicles for the export traffic.

This not only expedited the movement of those commodities; it assured capacity loading of the wagons in each direction from and to Melbourne.

## Sleepers As Firewood

ONCE sleepers have outlived their usefulness and are removed from railway tracks, they are still used in a variety of ways for departmental purposes—and for cheery warmth in domestic fireplaces.

Over £6,000 was earned by the V.R. during the last 12 months from the sale of old sleepers, mainly for firewood, in the suburbs. Country sales vary according to the work carried out on various lines entailing replacement of sleepers. Standard prices are 3/- each in the suburbs; 2/6d. in the country. Notices at stations indicate when they are available.

Railway sleepers are offered for sale subject to the normal needs of the Department which uses large quantities for fencing posts, board-walks and firewood. Annual departmental use of firewood from this source is 12,000 tons, at an average saving of £24,000.

## Truck—or Van?

AFTER saying it was "palpably incorrect" to describe as a van the new 25-ton capacity bulk wheat hopper vehicle (*May News Letter*) a correspondent poses the question: "Why call it a van? It's a truck for carrying wheat. You put parcels and luggage in a guard's van." That used to be the case, but not now.

Authority for calling the G a van stems from a decision of the Australian and New Zealand Railways Commissioners' Conference earlier this year. Each system had many different names for railway vehicles which, to all intents and purposes, were of the same construction, and used for carrying identical traffic. Over the years, this had caused some confusion and led to avoidable misunderstanding.

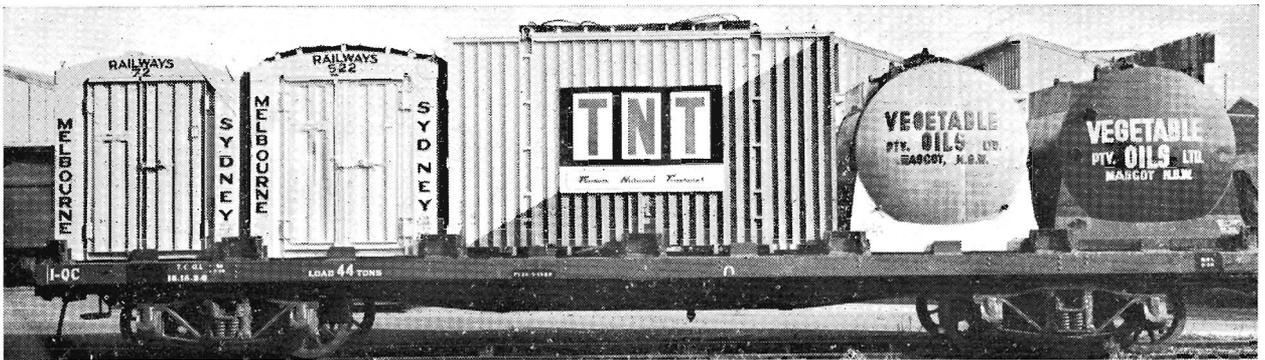
Therefore, in an attempt to reach a uniform designation, all railway systems decided that, "where practicable":

- an open or flat goods vehicle is to be designated a "wagon";
- a covered goods or live-stock vehicle is to be called a "van";
- any passenger vehicle is to be known as a "carriage"; and
- a guard's van is to be known as a "brakevan".

Thus, the new G vehicle, which is totally enclosed as part of its wheat-proofing, becomes a van, in accord with (b)—and, because of (d), parcels and luggage are now carried in a "brakevan".

## FRONT COVER

When the modern air-conditioned passenger carriages on *The Mildura Sunlight* and the overnight train (including sleeping carriages) finish their Melbourne-Mildura trip, veteran cleaner Joe Tandy gets to work—and the vehicles come back into service impeccably clean. Reflected through the batten-sided cleaning shed on the carriage he is polishing, is a hint of the sun for which Mildura is famed.



(Above) VIRTUE of the new QC wagon's capacity is seen by the variety of "Rail-Paks" it can carry; except for first two at the left, they were built and are used by private firms.

## NEW RAIL-PAK WAGONS

**A** NOTHER type of V.R. wagon was successfully tested recently. It was designed for the Rail-Pak traffic which is expected to expand rapidly when the standard gauge line links Melbourne, Sydney and Brisbane.

The new wagon—first of ten to be built at Bendigo North Workshops—is 45 ft. long. It will hold, clamped rigidly in position by quick-acting bolts, six 7 ft., three 14 ft., or two 21 ft., Rail-Paks.

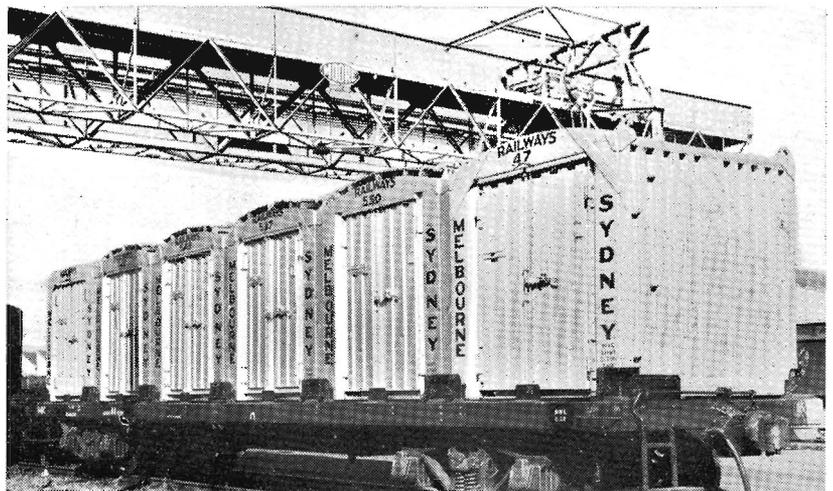
Rail-Pak is the Department's description of all co-ordinated pre-packed traffic brought to the rail head by container, tray, tank, etc.

These new bogie wagons will provide another powerful weapon in the drive for traffic now going by road.

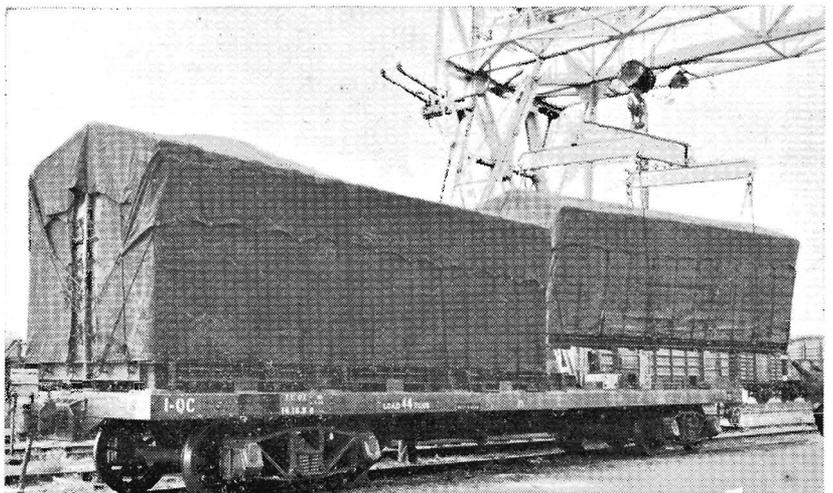
The Department first introduced its 'LCL' (less than car load) containers in 1952 since when 250 of them have been built for joint operation by the Victorian and New South Wales Railways. In addition a number of firms have introduced their own paks, including some for liquid traffic.

The Departmental containers have handled a wide range of commodities, including unpacked goods, bottled ale, wines and spirits, groceries and cheese in the standard units. The insulated type have carried perishables and semi-perishables, such as crayfish, frozen vegetables, margarine and confectionery.

Pillage proof, they provide a perfect example of co-ordinated transport, being loaded and securely locked at factories, etc., before being taken by road to the Melbourne goods depot where they are loaded by Departmental cranes onto the fast goods train for delivery in Sydney or Brisbane, from which capitals they are taken by road to their destinations.



(Above) SIX railway-owned Rail-Paks fit snugly on the new wagon. (Below) These privately-owned 21 ft. Rail-Paks are of the open type, with fixed ends and removable sides, which facilitate handling of traffic, such as palletized goods with fork lift equipment.



## THE APPRENTICE AND AUTOMATION

WITH the accelerated introduction of automation, artisans should have no fears about loss of their jobs ; on the contrary there will be more avenues for employment. This will apply especially to technicians who had been tradesmen after serving apprenticeships. Those are the considered views of Mr. Brown.

In the following condensation of his recent speech at the Melbourne Rotary Club, Mr. Brown also stresses that private enterprise should make a greater contribution to the cost of training apprentices.

Perhaps the clearest and most serviceable definition of automation is one adopted by the first International Automation Exposition in 1954 :

“ The substitution of mechanical, hydraulic, pneumatic, electrical, and electronic devices for human organs of observation, decision and effort, so as to increase productivity, control quality and reduce costs ”.

From this, it is clear that automation is no new process. It has been going on in various forms for many years, but its importance at the moment arises from the rapid acceleration in its implementation over recent years; added to this is the fact that with each new machine, equipment and technique, its extension is facilitated.

There has been no regular pattern, in its introduction which has been spasmodic at times. It appears that the process is rapidly building up in major proportions in certain industries, particularly those experiencing difficulties in obtaining suitable operating staff, or where the labour content of the finished article is high.

I am sure that the future of industry will not demand any change in the basic structure of the labour and scientific forces within industry. We will still have our unskilled and semi-skilled, or artisans, technicians and trained professional men such as engineers, scientists, chemists, metallurgists and the like.

To argue that it was not reasonable to foresee the unparalleled industrial expansion that has occurred over the last decade does not serve to overcome our difficulties. It is not my intention to be reproachful because that is equally unhelpful, but we cannot ignore history which must be a guide to our thinking for the future. We cannot, therefore,

ignore the fact that an increasing proportion of professional men and technicians will be required with more mechanization and automation. Something must be done about it.

It is obvious that technicians will be drawn from tradesmen or those who would otherwise be suitable for apprenticeship. There will, therefore, be a two-fold demand for lads with tradesmen potential, so that greater mechanization or automation is not something to be feared by artisans or apprentices. On the contrary this offers more employment, wider opportunities and greater interest.

It is a pity that it is not more clearly understood by parents and children of school leaving age. The lure of the easy life and the more attractive juvenile wages of the unskilled “ dead-end ” jobs might then be resisted by parents

with the real welfare of their children at heart.

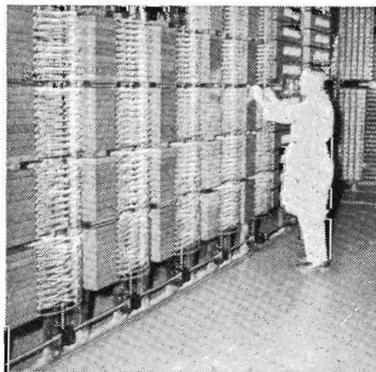
From a technical point of view there is no difficulty in obtaining staff to work plant and machinery that is operated by automation. These are drawn from the unskilled and semi-skilled groups ; the only problem is that of overcoming the monotony that may result from observing only and not doing any actual physical movement.

However, any such equipment requires for its installation, servicing and maintenance, skilled artisans who have been trained in their trade groups to the standard where they can perform with skill, dexterity and speed all the types of work common to their trade.

I might give as a firm personal opinion that it is highly desirable for a technician to have served an apprenticeship. Although the technician requires much more theoretical training than the artisan, he has, by virtue of his apprenticeship, a sound appreciation of the practical issues involved in any problem in the equipment with which he is dealing.

*This is the real issue of my talk. The way I see it, the greater the automation, the greater the part played by the technician. The erstwhile simple problem of dealing with a series of individual mechanisms is replaced by the far wider and more complicated and integrated mechanisms involved with automation.*

Failure to keep up to date in methods of training can be as big a reality as obsolescence in machines. Unless we move forward anticipating future requirements, then the measure of our industrial solvency will be adequacy and efficiency of our trained personnel to meet the new circumstances.



PORTION of the intricate switching equipment in the 2,500 line automatic telephone exchange in the V.R. Head Office.

The general training of apprentices at the present time is satisfactory, but cannot be and is not at any time, static. To prove this point, I can quote what has happened, and is happening, with our own lads.

In the railways, we have for many years trained a high proportion of apprentices, and at present the figure is approximately 4,000 artisans and 960 apprentices. Although, in general, we follow the Apprenticeship Commission's syllabus we do give specialized training in certain aspects of our particular trades.

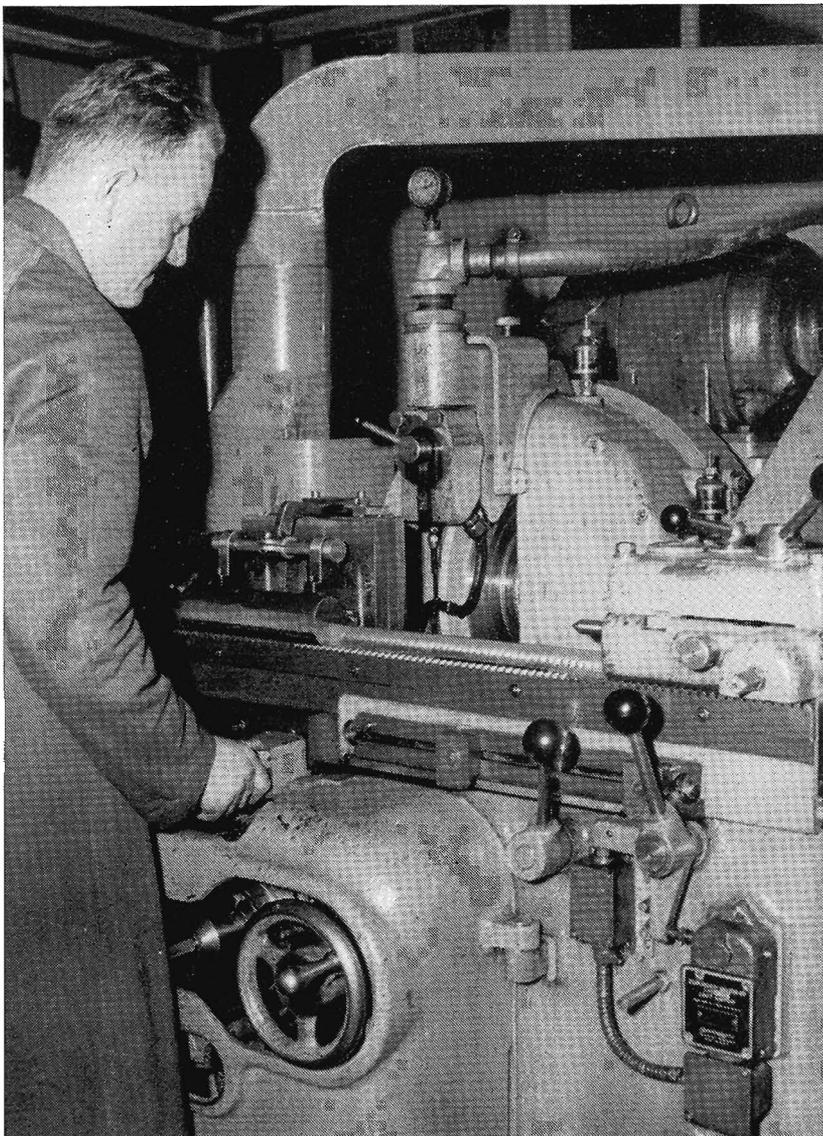
We did, for many years, give more intensive and detailed instructions in theory than the Apprenticeship Commission course. Now we give more practical applications of railway work. This is done to ensure that the enthusiasm the lad has for the practical side is kept going and given impetus.

We are again critically reviewing our apprentice training. The object is that it will meet the full needs of the years to come in view of the advanced equipment we are now installing, and let me make it clear that I am not suggesting that this equipment is in any way within the field of automation processes.

When I went to U.S.A., prior to our getting the diesel-electric locomotives, it was apparent to me that endless difficulties could arise because such locomotives have many parts where the mechanical and electrical components are integrated.

To overcome these difficulties, we introduced a tradesman called a diesel maintainer, who was recruited either from the electrical or the mechanical trade. The electrical artisan, as well as being trained on the electrical side of the locomotive, was also taught the mechanical aspects so that he could work on the engine or other mechanical parts. The mechanical fitter was trained in the reverse manner, i.e., he was made proficient on the electrical side. As a result, we have tradesmen fully trained to do any work necessary on these locomotives. *The tradesmen concerned had been properly trained as apprentices; they had the ability to absorb the teaching and understand the new equipment they had to deal with. It is my opinion that, with automation, this blending of the trades must extend.*

By training 960 apprentices we feel that the Railway Department is bearing too great a burden of this type of training. We cannot escape the fact that outside industry, does not bear its fair share of the training of apprentices, but is content to reap the rewards of the foresight of institutions like the Department which train apprentices to maximum capacity. We take the view that the State benefits, even if it is costly to the Department.



**UNIVERSAL** automatic thread grinder in use at the Tool Room, Newport Workshops. A precision machine, this equipment is used for thread grinding, manufacture of taps and gauges, chaser grinding and other work.

The growth of secondary industries in Australia, more particularly in Victoria, has been, and is such, that a quickly growing body of artisans must be available to ensure that economical use is made of the equipments provided; and it is my opinion that the most satisfactory and efficient craftsmen are those who have served an apprenticeship at their trade.

Unfortunately the number of apprentices being trained is insufficient to meet demands of industry, but, whereas the Government, semi-Government Departments and the Army and Air Force train up to the maximum number permitted by the Unions, this is not the

general condition throughout industry, with certain notable exceptions.

It is, therefore, essential, if this State is to progress as a manufacturing centre, that all employers must pull their weight and be prepared to pay their fair share in the cost of training apprentices. Otherwise this acute shortage which exists now will continue on an increasing scale and will be the determining factor in the expansion of the State's trade.

*The duty of all employers is to be prepared to train lads as craftsmen and to be prepared to take the long-sighted view. All employers must participate in the maximum number permissible in the training of lads.*



# "TRAINING" THOSE MOTORISTS

**THE railways is intensifying its campaign to boost train travel.**



The latest shot in the campaign is a two-color pamphlet which suggests that motorists should "miss this" train. The pamphlet is being distributed in Victoria's hotels, motels and guest-houses. It took over seven months to compile and is now being inspected. It gives all the necessary information about rates and facilities so that motorists may choose their means of transport.



**Campaign Railways Called Smez**  
The director of the Victorian Railways yesterday blamed the "smeary" campaign for the road transport industry. He said the railways started an advertising campaign which pictured the road transport industry as a "public menace". The advertisement was published in Melbourne newspapers, showed a cartoon of a heavily loaded truck swinging around, pushing a car over the cliff. Beneath the cartoon were words which extolled the virtues of the railways. The advertisement was the intent of taxpayers' money.

**REMEMBER** those who are prohibited from driving a motor vehicle, because of a previous conviction, are liable to a fine of £20 or imprisonment for one month, or both. Have you noticed they are replaced by motorist notices lately? This is because of the new traffic laws. Railways

(BY H. R. HAUPTMANN, CHAIRMAN, PUBLIC RELATIONS AND BETTERMENT BOARD)

**M**ANY methods are used by the Railways to win and hold its customers but the best advertisement that any business can have—and the Railways are no exception—is a satisfied customer. Personal recommendation is advertising that cannot be bought at any price; it is advertising that carries the weight of sincerity.

A satisfied customer comes back and will convince friends they should give their custom in the same manner. So is goodwill created.

Basic railway advertising is within the Department itself—the service it gives. Unless there is satisfactory service to back up paid advertising, that advertising is lost; it is money down the drain.

At the same time, the Railways have to tell the public about the service they can give, for they could not afford to wait while word-of-mouth recommendations infiltrated the community.

That is the job of railway advertising. It uses newspapers, radio, posters, films, pamphlets, signs, displays, etc. to carry its messages.

This article is about that side of railway advertising, as distinct from the excellent personal contact made by commercial agents and stationmasters, who go right to prospective customers. No advertising is more effective than this, although it has obvious physical limitations—the territory just could not be covered.

Fortunately, whatever the Railways do affects so many. Therefore, the De-



**SILLY, isn't it ?**

- ✓ What cafe owner would eat out ?
- ✓ That would be bad business.
- ✓ YOU OWN THE RAILWAYS.
- ✓ DO YOU USE THEM AS MUCH AS YOU CAN ?

**VICTORIANS**, as taxpayers and, therefore, owners of the railways must carry railway deficits resulting from their non-patronage of rail transport. This poster on stations hammered home that point by taking the analogy of a cafe proprietor who ignores his own interests by dining out.

partment's activities make news that the press, radio and T.V. are happy to use; in fact, on the grounds of readership value, they can't really afford to ignore this news.

While its publication can benefit the Railways, paid advertising is needed to drive home our messages. No paper will repeat a fact; it is bad journalism to put in stale news. But we can—and must repeat the same story in advertising. Despite all the publicity given to *The Daylight*, I'll guarantee there are thousands who are unaware that you can travel by it to Sydney and back at less cost than by motor coach; country booking facilities at suburban stations are not generally known, although advertised by press and poster. These, and many other facts, need constant repetition.

Advertising space or time is expensive. For instance, many would not know that just under half a page in "The Sun" for the front portion of the paper would cost a casual advertiser nearly £300 for the one insertion, to which would have to be added the expense of artwork, perhaps photographs, etc. Consequently, media must be carefully selected that

# Are we helping?

MELBOURNE (AUP)

The Railways Department is distributing in Sunraysia a leaflet entitled, "Are You Really Helping Mildura?"

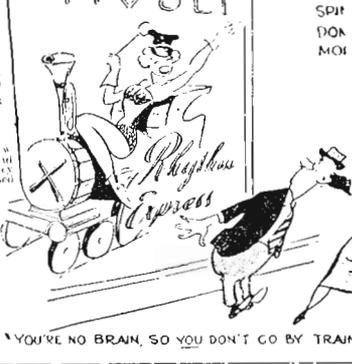
The leaflet sets out for Sunraysia residents many of the reasons why this route from Melbourne to Mildura is one of the most important in the State. It points out that the railway is the only means of transport for the people of the district and that it has been assisting in many ways by the railways and asks: "Have you ever given thought to what might happen if you had no rail service?"

VICTORIAN railway authorities are determined to popularise the railways and don't miss a trick. They had an attractive exhibit at the Melbourne show and from the start have distributed a million well presented and nicely illustrated leaflets about Victoria's railways. The leaflet "Trains Bring a Million to Show" is just one of the many important

OR the Melbourne Show the Victorian Railways issued a very interesting little paper, nearly all devoted to transport. One of the oddities mentioned is a kind of lottery conducted for buyers of tickets on the Melbourne-Banstead run many years ago. The tickets were numbered and a draw was held

YET these Railway folk are smart. On the northern side of the river between Queens and Spencer stns. where hundreds of over-taxed motorists park their cars, there is a sign that reads: "TRAVEL BY TRAIN - IT'S CHEAPER"

VICTORIAN railway authorities are determined to popularise the railways and don't miss a trick. They had an attractive exhibit at the Melbourne show and from the start have distributed a million well presented and nicely illustrated leaflets about Victoria's railways. The leaflet "Trains Bring a Million to Show" is just one of the many important



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best value is obtained for money expended; there is no bottomless well of funds from which to draw. Because of its comparatively high cost, television on commercial stations has not yet been used by the Department.

A different story would be told of railway advertising if Victorians took the attitude that, as they were the owners of the Railways, they would use no other form of competitive transport. But so many ignore the simple economic reasoning that they carry railway deficits in their taxation, that advertising has been directed to pointing out this fact by taking the analogy of a cafe owner who ate out.

On other occasions it was felt necessary to produce pamphlets "Use or Lose" and "Are You Really Helping Mildura," to drive home to the people in the areas served by their Railway the need to give it more business, in their own interests.

Railway advertising has been sufficiently imaginative to evoke comment in the press and arouse cries of anguish from those who felt it was potent enough to regain traffic they had taken.

Today, the Department takes regular weekly advertising in "The Age" and "The Sun" on Wednesdays to provide a blanket morning cover of the metropolitan press. The advertisements are placed well forward—page 2 in "The Sun" and pages 3 and 4 in "The Age." Additionally, space is taken on the Finance page of "The Age" each Tuesday, for advertisements specially slanted to the business community. Most special race trains are publicized in the sporting pages of "The Age" the same day as acceptances appear, while local advertising, when required, goes to selected country papers.

For over a year, announcements have preceded the morning news on Deniliquin's 2QN each day, except Sundays. From mid-June, fourteen Victorian country radio stations will likewise be carrying railway messages either before, during or after their breakfast news. The flexibility of this medium will be fully exploited.

One single matter of great advertising value will be the stabilized country time-table at two issues a year. In U.S.A., where a number of railway companies wanted to drop unprofitable passenger traffic to concentrate on freight, issue of public time-tables was stopped.

Display space made available by the Tourist Development Authority in the Melbourne, Sydney and provincial Vic-

torian Government Tourist Bureaux will be specifically promoting rail travel. At the same time, the recently renovated Spencer Street station window display will be used to a greater extent than previously, working towards three-weekly changes to promote not only rail travel but rail freighting. It is hoped, too, that requests from agents authorized to sell rail tickets will spread the railway message to an even greater degree from displays in their city windows.

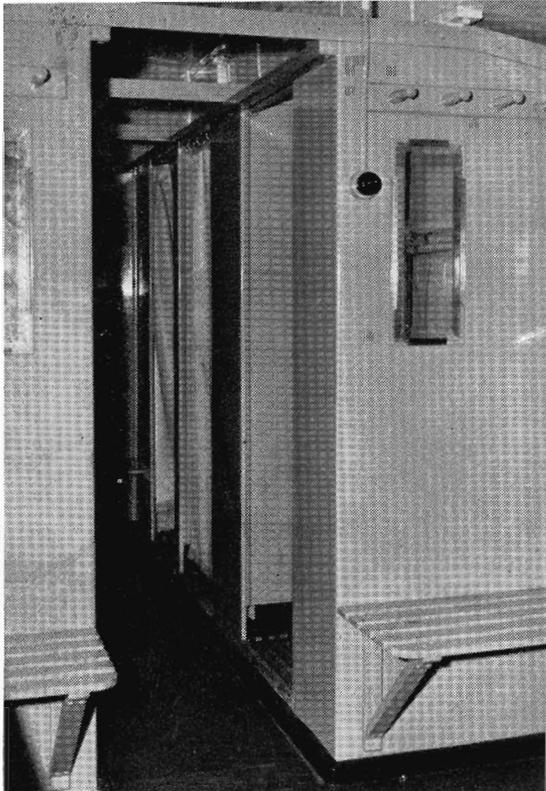
The neon sign over Flinders Street is in a prime position, being seen by thousands of non-rail users, too. The Department has been investigating a plastic-type sign that would be more legible in day time, and plans a similar one at Spencer Street to catch the suburban crowds that would miss the Flinders Street message.

Royal Show displays bring together in a splendid blend the wide variety of advertising used by the railways. Commercial agents staff an advisory bureau for personal contact, and have for their use a wide selection of printed material. Press, radio, pamphlet, and poster advertising focus attention on the exhibit with its bureau. Some feature of railway activity is highlighted in these displays, and this year the spotlight will be turned on the "Fruit Flier" and Parcels Services.

*To all advertising, however, the punch-line comes from the personal contact of the staff, the always-smiling, efficient railway man and woman, ever ready to help our customers.*



CARRYING the campaign for more rail traffic right up to the private motorist, the Viaduct between Flinders Street and Spencer Street stations has this big calico sign (67½ ft. x 3½ ft., with 2 ft. letters)—SAVE PARKING FEES: TRAVEL BY TRAIN—overlooking a car-parking area.



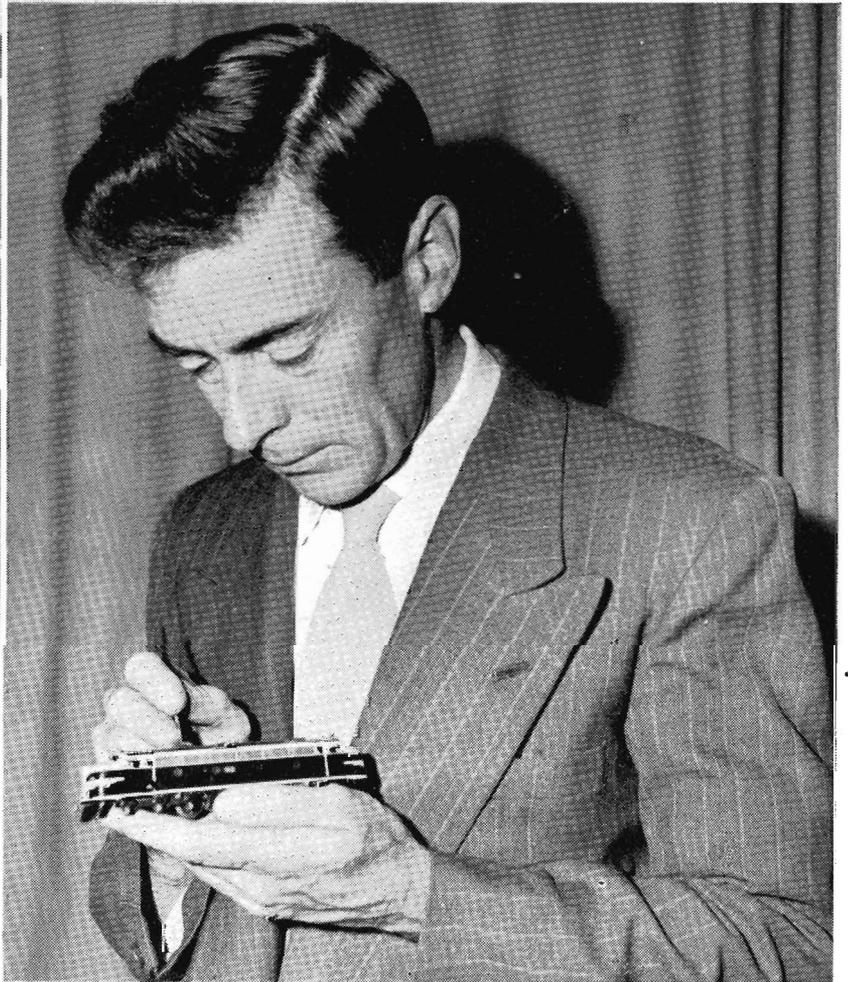
(Above) TESTS are being made with a new type composition brake-block for Harris Trains. Aim is to establish its length of life and train-stopping capabilities, with noise and maintenance-cost reductions. (Right) On the 30 new Harris Trains, it will be possible to open and close each door individually; on those now in running both doors move simultaneously.

(Above) BY cutting two old AB passenger carriages in half, four workmen's showering vehicles, each with six cubicles and two wash troughs, will be obtained for Way and Works Branch employees. These shower facilities will be movable from job to job, thus avoiding fixed plumbing installations.

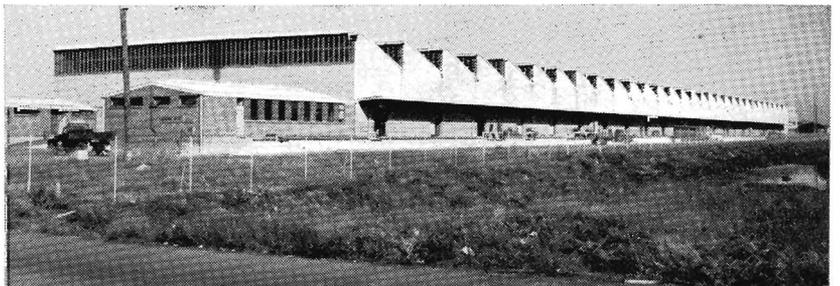
# AROUND THE SYSTEM



(Right and far right) RECENT opening of the modern rail freight terminal at South Dynon for less than truck load consignments of goods from Sydney is making them available for earlier delivery. Previously, Montague Shipping Shed was the delivery point, which necessitated merchandise from Sydney going from Spencer Street over the Viaduct into Jolimont Yard, thence to Port Melbourne and back into the Montague Shipping Shed. This extra mileage is now being saved.

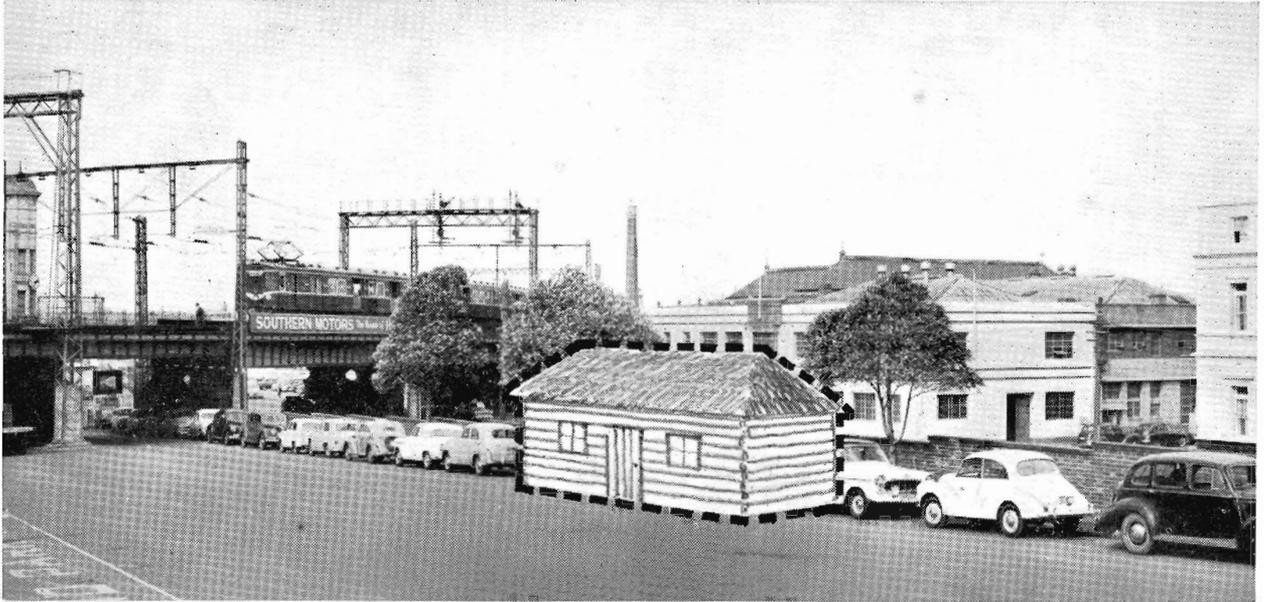


A HIGHLIGHT at the V.R. Exhibit at the Melbourne Royal Show in September next, will be a working replica of the spectacular fast goods train (known as the "Fruit Flier") which runs between Mildura and Melbourne. (Above) Assistant Engineer Norman Cave (Rolling Stock Branch) is putting the finishing touches to the model he built of a B class diesel-electric locomotive. Six inches long and 1.4 inches high, it will haul model refrigerated and louvered vans and a brake-van on a 22 ft. long track of TT gauge (.471 in.)—the smallest commercial gauge. Further details of the Exhibit have yet to be completed. However, definite arrangements have been made for a continuance of the Freight Advisory Service, as it has proved invaluable in providing Show visitors and exhibitors with information on goods and live-stock transport





# John Batman lived here



LOCALIZED on this recently-taken picture of the approach, from Spencer Street to the Melbourne Goods Depot is the home of John Batman (*below*) over a century ago.



FOR Victorian Railwaymen in particular, and citizens in general, the picture (above) has more than usual interest since it shows the spot where Melbourne's founder, John Batman, built his first home on what is now part of the Melbourne Goods Depot area at Spencer Street. This information was gathered from *History Trails of Melbourne* (W. Lloyd Williams), and out of the chapter, "Round Spencer Street Railway Station", the following little known facts have been discovered.

After careful scrutiny of early plans of Melbourne, drawn by Robert Hoddle and Robert Harris, the site of John Batman's home is pin-pointed to be about 100 yards from the Spencer Street entrance to the Melbourne Goods Depot; or, as stated in the book, "between the second and third trees on the incline leading to the Goods Sheds."

On his journey from Tasmania in 1835, John Batman had noticed a pleasant little hill slightly down river from where Spencer Street bridge now stands, and had decided that this was the place for his future home. On April 20, 1836, he brought his family from Tasmania to live at the settlement.

When John Pascoe Fawkner's party

arrived from Tasmania in the schooner *Enterprise* about two months later they had decided that the "pleasant little hill," which Batman had selected for his home site, was attractive to them, too. They promptly erected a hut on its slope and sowed the flat ground between its foot and the river with wheat and vegetables.

On his return from Tasmania, Batman objected strongly, and Faulkner later agreed to move his house further up the river to where William Street is now located.

Batman paid the cost of the ploughing and seeding and was recompensed by taking a crop of 100 bushels from the five acres of land which had been placed under cultivation.

Early reports state that Batman's home was "of logs, mud, shingle, whitewashed with lime." It is thought that William Buckley, the wild white man, erected the brick chimney.

After Batman's death on May 6, 1839, his widow and family moved from the little house and farm, as the land had never been officially granted to him by the Government. His purchase of the area from the blacks was not recognized.

For some time later, Batman's home was used as "government offices" and even had the honour of housing Victoria's Treasury for a short period.

Before the area was taken over for railway purposes there was strong public support for the establishment of botanic gardens on the site, instead of the present location beyond Princes Bridge.

There was much to commend the original idea. Between the present Spencer Street station and North Melbourne there was a lake teeming with wildfowl. Trees and wildflowers covered its banks, making it the favourite picnic ground for the few inhabitants of the infant city of Melbourne.

Near the lake was Melbourne's first racecourse, and the slopes of Batman's Hill served as a grandstand until 1840 from which time races were held at Flemington. The lake and the first racecourse are now covered by the busy steel rails over which railway wagons now run in the Melbourne Yard.

The top of Batman's "pleasant little hill" was sliced off when the railway yards were built and carried by horse-drawn drays to the banks of the Yarra

River. All that now remains is the slight rise topped by the tower of the Melbourne Goods Depot office.

With the passage of more than 100 years, extraordinary changes have inevitably taken place since Batman founded the now flourishing city of Melbourne. For example, a railway viaduct has been built linking Flinders Street and Spencer Street stations. As passengers look out from modern electric trains, curving over those elevated tracks, they little realize that beneath them close-by was the humble home of the man responsible for the now-famous words, "this will be the place for a village."

And as railwaymen, employed there, wend their way to and from the Melbourne Goods Depot on their daily tasks . . . as motor transport drivers come to the Depot with merchandise for waiting goods trains, they should be conscious of passing over historic ground where once stood the primitive haven of John Batman and his family.

## YET ANOTHER TRAFFIC VICTORY FOR VICTORIAN RAILWAYS

**S**OLUTION by V.R. men of a problem involving the transport of semi-matured cheese, resulting in the Department gaining lucrative traffic from the road, highlights the vigorous campaign being waged to increase rail business.

Two years ago, Kraft Foods Limited applied to the Transport Regulation Board for permission to extend its use of road transport for this cheese (which is in 44-gallon lacquer-lined sealed drums) from the country to Melbourne.

Road transport was being used at night to satisfy two vital requirements—temperature-control during transit and freedom from damage that might allow air inside the drums, with consequential bacterial action.

Having opposed the company's application at the Transport Regulation Board's hearing, the Department then set out to prove that it could handle this special traffic in a completely satisfactory way.

Commercial Branch officers, in association with the Engineer of Tests, undertook exhaustive tests to find a way of permitting efficient rail transport of this semi-matured cheese.

The solution was a protective canvas "jacket," filled with straw packing, laced around each drum. It effectively safeguarded the drum. Moreover, it was of sufficient thickness to ensure tight stowage that prevented movement of the drums in a refrigerated rail van. "Jackets" were made out of used tarpaulin canvas; the cost, with the straw, was only £1 each.

Before this stage was reached, test shipment was made of drums filled with sand, chilled to the same temperature as the semi-matured cheese. To get an idea of where damage might occur, a close check was made on all loading, transporting and unloading operations. Several trial consignments of the cheese in drums were then railed and kept under observation throughout the journey.

These "jacket" protected drums have been completely damage-free and the traffic is moving by rail.

*As a result of this outstanding example of co-operative effort by the V.R. men concerned, the railways have already received new revenue of more than £10,000 since the traffic began in July, 1958.*



CLEARLY shown in this picture is the ingenious way in which drums of semi-matured cheese were effectively protected for transport in refrigerated rail vans.



## START OF V.R. ELECTRIC TRAINS

THIS hard-to get picture\* (left) is of great historical interest in view of the 40th anniversary on May 28 last of the beginning of the present vast network of electrified suburban lines. It shows the flag-festooned train at the opening ceremony at Essendon from where the first electric train ran through to Sandringham in 1919.

This month the electrified line beyond Essendon was again in the news when off-peak train service improvements were introduced. This revision is designed to cater for residential development in the Essendon-Broadmeadows area.

\* Copied from the 1919 volume of Melbourne *Puck*, made available by courtesy of the Library of the Melbourne Herald. A weekly illustrated ceased publication in 1926. *Puck* was a "popsy" sort of journal, covering sporting, social and theatrical activities.

## AMERICAN VISITOR ACCLAIMS "THE OVERLAND"

SAYING that the air-conditioned *Overland*, running between Melbourne and Adelaide, was one of the finest trains in the world, an American visitor stepped from it at Melbourne last month, very enthusiastic about the Twinettes and their smooth riding qualities.

He is Mr. Gerald M. Best, a sound engineer of Walt Disney Productions, Hollywood, and Vice-President of a Railway and Locomotive Historical Society, of which he has been a member for 25 years.

Accompanied by his wife, his visit was inspired by the photographs of steam locomotives a friend took last year while in Australia. "I also saw your *Power Parade* locomotive booklet," he said, "and that settled it: I had to come and see for myself." Mr. Best arrived determined to get a "bigger and better" selection of pictures. He had a diversity of black and white and colour cameras and 148 rolls of postcard film. . .

"Gosh," he enthused, "it was just too wonderful to be able to shower on a train; no American train has such amenities as *The Overland*. The way every inch of space is utilized for the passengers' comfort impressed us beyond words. And that sleeping car conductor of your's—Jack Freeland! He's a wonderful advertisement for your railroad."

For many years, Mr. Best has been an enthusiast for steam locomotives and he is certain that his pictures and experiences of rail travel in this country

will be the envy of an army of steam loco fans in the United States.

Asked what he thought about the diesels, Mr. Best cautiously replied that, much as he regretted the gradual passing of steam, progress could not be stopped adding, with a grin: "I don't know what my steam colleagues in the 'States' will say if you publish even that much!

Mr. Best owns a steam locomotive. It was built in 1883 by the Baldwin Locomotive Company from which, incidentally, the Victorian Railways got many locomotives some years ago. Purchased by Mr. Best in Hawaii, the veteran was named *Olomana* (*The Big Noise*).



Mr. Best



Olomana is the pride of its owner.



## V.R. Man's Bravery

FOR his courageous and quick-thinking action in saving a woman from drowning on May 25, Rail Motor Driver A. G. Cron (*above*) received the following letter signed by the three Commissioners:

Dear Mr. Cron,

The Commissioners have been advised this morning of the incident which occurred on the MacAllister Bridge whilst you were running the 9.16 p.m. diesel rail-car trip from Traralgon to Maffra last night.

It appears that had it not been for your prompt and intrepid action, Mrs. O'Malley would have undoubtedly lost her life in the river.

The Commissioners, therefore, desire to convey to you their keen appreciation of your bravery and devotion to duty.

Yours truly,  
**E. H. BROWNBILL**  
*Chairman*  
**N. QUAIL**  
*Deputy Chairman*  
**G. F. BROWN**  
*Commissioner*

## New Hamilton Institute

HAMILTON V.R.I. members and local citizens are justifiably proud of the new building of modern design and costing about £16,300, which was officially opened, before 300 people, on May 1 by Mr. E. H. Brownbill (Chairman of Commissioners). He was accompanied from Melbourne by Messrs. G. F. Brown (Commissioner) and F. Orchard (Comptroller of Stores and General President), V.R.I. Central Councillors and the General Secretary.

The Mayor of Hamilton City (Cr. E. C. Dempster), and members of the City Council were also present.

Built of brick with an interior of primrose, grey and dusty pink, the building has a main hall (60 ft. by 30 ft.), stage, dressing rooms, kitchen, cloak rooms and library. Situated in well-lit Brown Street, close to the railway station, it provides a striking contrast with the original structure (opened in 1938)—a number of portables in a dark and distant part of the railway yard.

Part of the finance for the new building was raised by local members, and the V.R.I. Council then arranged for the Commissioners to let the building contract. The whole of the contract price was paid by the Department, which will be recouped by the Council. The Hamilton Sub-centre will, in turn, repay the Council.

Mr. Matthew Smith (Stationmaster, Hamilton), is President and Mr. J. P. Haeusler (Clerk, Traffic Branch) the new Secretary. He succeeded Mr. M. J. Fitzpatrick (Storeman) who was in that post for 19 years and whose sterling work for the Sub-centre was recognized by two presentations. He is continuing as Librarian.

## Deputies For S.M.

FOR the whole of each Sunday, as well as when the S.M. ends his daily shift, supervision of Mildura station is in the hands of two clerks: one in the veteran class; the other looking forward to a long and successful V.R. career. They are Perce Rashleigh and Wally Cook, who work alternative shifts.

For 44 years, Perce has helped passengers at more booking windows than he can readily recall. He's a pretty slick telegraphist, too. Fourteen years ago he was clerking at Colac when Head Office told him of a Mildura vacancy. He jumped at the chance of going north. "I like it here" he says, "and the climate's good, too".

West Footscray-born, Wally Cook was brought to Mildura when his dad was transferred to the loco. as fitter's assistant. He joined the V.R. seven years ago and has relieved all around the district, including brief terms at Maryborough. Rowing and basketball have kept him alert for the job. Now treasurer of the Mildura Rowing Club, he was a successful competitor for a few years. These days, basketball has captured his interest, and he is a member of the rowing club's "A" grade team in the Sunraysia District competitions.

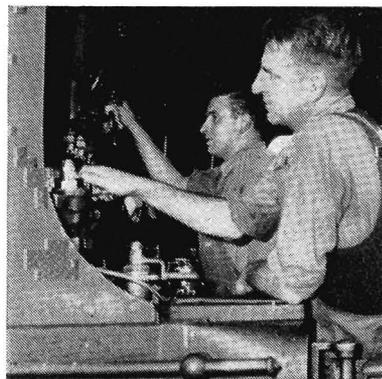
## Prefers Country Life

MILDURA Station Clerk Don Delaney was born within earshot of the pounding ocean rollers at Manly. He nevertheless hankered for country life. So, after three years with the R.A.A.F. in World War II, he came to Victoria, joined the V.R. and asked for a country location. That was 11 years ago.

Now in the S.M.'s office doing booking and general clerical work, he is happy getting, as he said, "so close to the practical side of railway work." He lives in a departmental residence, and his pride in the place has brought him success in "Best Kept" competitions.

Don is Secretary of the Mildura Branch of the A.R.U., and a delegate to the local Trades Hall Council.

## Great Grandfather Started It



FOUR generations of Helsby's have worked on locomotive footplates, and there is every reason to believe the name will be associated with rail power units for many years to come.

Present links are formed by Driver Bert Helsby (*above, right*) and his son Fireman Stan, who are often rostered for the same locomotive, thus forming a most unusual "family" engine crew.

This passion for engine driving all started when great grandfather James Helsby (an English migrant) became a loco. driver with the old private Deniliquin and Moama Railway Company. He was the first to run a loco. over the River Murray Bridge at Echuca.

His son, James Henry, was also a driver with the D & M, later with the V.R. in the same capacity. Still another Helsby (Bert) needed no persuasion to keep him to the path which had been pioneered for him so long ago.

When young Stan joined the V.R. as a Head Office messenger, it was merely the overture to becoming a lad engine cleaner—and ultimate progression on to the footplate.



### Youths With Futures

THREE brilliant apprentices, whose skills in their respective trades indicate bright futures for them, were brought together for this picture at the V.R. Technical College last month.

Flanking 19-year-old Robert Morris, winner of the much-coveted "apprentice of the year" award in England, are two V.R. apprentices who also recently distinguished themselves.

They are (left) Apprentice Pattern-maker Len Evens (chosen by the Apprenticeship Commission as the outstanding apprentice in his trade in Victoria for 1958), and Apprentice

Fitter and Turner Don Gathercole (selected as the outstanding apprentice in the V.R. Technical College, for the same year). Both have excellent reputations because of the high standard of their practical and theoretical work. Employed at the Spotswood Workshops, each is aged 19.

Robert is an apprentice in the motor car industry in England. He is nearing the end of a sponsored nine months' visit to Australia to widen his practical experience in a variety of engineering plants. When the picture was taken he was about to begin a day's study at the Newport Workshops.

### "Fast Transport"

I would like to express our appreciation of the service rendered over the past three months by your Department, in the fast transport of the record supplies of bananas and pineapples from Northern New South Wales and Queensland.

Trains unflinchingly ran to schedule and this meant a tremendous lot in the landing of the fruit in good order, and in the efficient marketing of it."

—A. C. Wilson, Asst. to Managing Director, McRostie & Growers Pty. Ltd., Melbourne.

### Efficient Work

AT a meeting of the Beef Cattle Herdsmen's Association of Australia held during the last Sydney Royal Easter Show, I was instructed to write and thank you for the efficient manner in which stock were transported to the Show. Our Victorian members desire to convey their thanks and hope it will be passed on to those directly concerned; also hoping that the same service will be available in future years."

—J. Sloan, Secretary, Reef Cattle Herdsmen's Association of Australia, Nagambie.

### Service Must Go On

A behind the scenes battle against obstacles to keep a railway's service going has been revealed in a letter to the Department by Mr. H. J. Cooney, of Brighton.

Central figure in the Sunday night drama were off-duty Diesel Foreman Keith Stewart, of Mildura, and his friend, Basil Kozlowski. Said Mr. Cooney:

"I was a visitor at Basil's place at Mildura on a recent Sunday night. At 7.10 p.m. Keith 'phoned asking if he could locate a long length of cable capable of taking 400 amps. He said that the diesel-electric for Monday's goods train was "as dead as a mackerel." The lead was to be a link between the Sunday night passenger train's diesel and the goods diesel.



Keith Stewart

"Kozlowski promptly got his car and picked up Stewart. The hunt was on. From place to place they went, finally ending up at another electrical friend's. They got the cable and hurried back to the Mildura loco. Depot. Inspecting the diesel more closely, they discovered two broken lugs on the main battery leads. There was, therefore, no need for the cable! Thus, the passenger train diesel was not needed; it could leave on schedule.

"Time was moving swiftly now. Where could two 3/4 in. heavy duty battery lugs be found in Mildura—on a Sunday night? But they were not dismayed by that seemingly impossible situation. Soon there was more scouting by them, more driving round and round until, dramatically, the lugs were located at another friend's place.

"Stewart and Kozlowski then lost no time in getting back to the Depot, where they feverishly worked on the lugs, welding them together in perfect order. Then they went back to the "dead" diesel-electric. Although it was pitch dark, they finally got the leads and lugs adjusted and bolted down. Then, in suspense, they pushed the button—and the diesel roared into life.

"This all took from 7.10 p.m. to 10.15 p.m. in their own time. I was the only witness to the good work that went on, resulting in the goods train getting away on time on the Monday morning—thanks to your Keith Stewart and to his good friend, Basil Kozlowski, as well as the enthusiastic support and interest of others, in the search for what ultimately got the diesel going."



Tom Marmion  
(Eire)

## PRINCES BRIDGE OVERSEAS STAFF



Basil Panow  
(Russia)



Ken Gibson  
(England)



Max Sayegh  
(Egypt)



George Firczak  
(Czechoslovakia)

CAMBERWELL station's New Australian booking staff consisting of two Greeks and two Dutchmen (April News Letter) has led to the discovery that in the Princes Bridge office the five booking clerks (above) are all from overseas, each from a different country.

Between them they speak 12 languages, including English :

- Tom : Gaelic ;
- Basil : Russian, White Russian, German, Polish ;
- Max : Arabic, French ; and
- George : Czech, Hungarian, Ukrainian, Slovakian, German.

Their service in the V.R. ranges from 16 months to 10 years ; they have been in Australia from 4 to 10 years.

All these comparatively new-comers to the Department are showing plenty of ability in holding down jobs at such a busy booking office as Princes Bridge.

## RECENT RETIREMENTS . . .

### ROLLING STOCK BRANCH

Ariss, A., Clerk, Newport  
 Broad, J., Engineer, Head Office  
 Burrows, A. M., Asst. Engr., Head Office  
 Coles, S. W., Patternmkr., Newport  
 Cook, E., Buffer Repr., Jolimont  
 Day, H. R., Sub. F'man, Shltr. Shed  
 Deka, I., Fdry. Labr., Newport  
 Dwyer, W. H., C'smith, Newport  
 Green, F. A., Eng. Driver, M'borough  
 Harris, E., B.M. Help, B'dgo. Nth.  
 Haas, W. V., C. & W. Bldr., Jolimont  
 Jones, V. D., Eng. Driver, State Mine  
 Keen, W. A., Wldr's Asst., Newport  
 Ladner, L. G., Fitter, Newport  
 Osborne, E. T., Equip. Exmnr's. Asst., Jolimont  
 Opie, A.S., L.H.C. & W. Bldr., N.M. Shops  
 Paterson, W. G., Train Exmnr., W'bool.  
 Stevenson, A.S.T., E.T. Driver, E.R. Depot  
 Stokes, J. V., Eng. Driver, Geelong  
 Tatt, W. J., Fireman, Stony Pt.

### TRAFFIC BRANCH

Bertram, W. S., Signalman, Newport  
 Brooks, A. G., Signalman, Ripponlea  
 Carr, C. T., Putter-on, Melb. Gds.  
 Chiisholm, H., Motor Om. Dvr., S'ham.

Dell, Mrs. H., Caretaker, Coldstream  
 Greig, Mrs. E., L.W.R.A., Fldrs. St.  
 Hogan, G., Stower, Melb. Gds.  
 Hannigan, G. W., Gds. Guard, Melb. Yd.  
 Hammill, N. J. P., Shunter, Melb. Yd.  
 Hassett, J. J., Parcels Asst., Fldrs. St.  
 Hocking, A. G., Clerk, Ormond  
 Heap, A. J., Subn. Guard, Dandenong  
 Isbel, F., Vanstower, Spencer St.  
 Mustow, G. R., Passgr. Gd., Seymour  
 Milliken, D. R., S.M., Yarraville  
 Sheen, E. J., Gds. Trkr., Melb. Gds.  
 Sullock, R. B. J. G., Clerk, Coburg  
 Sherriff, E. J., Ldg. Shr., Geelong  
 Ward, M. S., A.S.M., Canterbury

### WAY AND WORKS BRANCH

Dobbs, W. E., Skd. Labr., Flinders St.  
 Eddie, R., Cler. Asst., Flinders St.  
 Griffiths, F. J., Carpenter, Flinders St.  
 Linder, F. L., Skd. Labr., Benalla  
 Robinson, J. H., Welder, Flinders St.  
 Shiell, H. O., Repr., Maryborough  
 Whyte, W. F. L., Ganger, Sale

### ELECTRICAL ENGINEERING BRANCH

Williams, N., Power Op. Engr., Batman Ave.  
 Yendle, A., Shift Elecn., E. C'well.

## . . . AND DEATHS

### ROLLING STOCK BRANCH

Lofts, D. S., Labr., Seymour  
 Russell, G., T.C. Attdt., Jolimont

### TRAFFIC BRANCH

Barry, R. W., Gds. Chkr., Melb. Gds.  
 Cipkowski, J., Stn. Asst., Fldrs. St.

Cosgrove, B., Gds. Trkr., Melb. Gds.  
 Drummond, P., A.S.M., Carnegie  
 McIntosh, R. A., Stn. Asst., Fldrs. St.

### WAY AND WORKS BRANCH

Cannon, J. O., Labr., Bendigo  
 Templar, G. M. L., Ganger, Ballarat

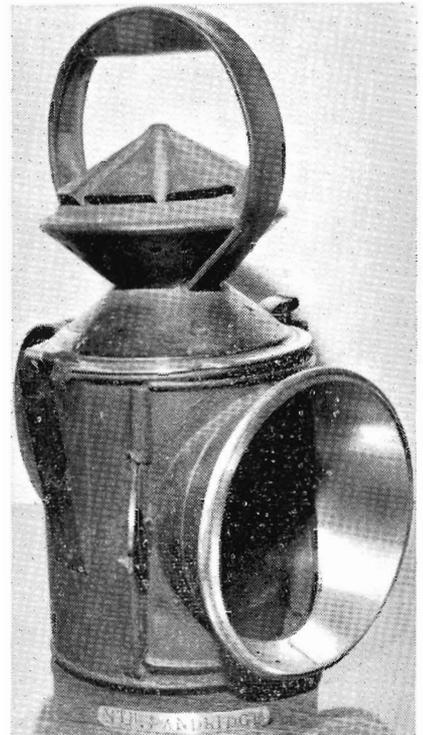
### Lights Out, At Last

HAND-LAMPS are still inseparably linked at stations, signal boxes and yards, with train running. One (right) recently flashed its lights for the last time at the Inglis Street Signal Box, Port Melbourne to train crews after more than 90 years' service. That it has remained in continuous use for so long is a tribute to the sterling workmanship of those days.

The two nameplates, with polished brass fittings carefully tended, indicate that the lamp was first issued to North Sandridge (\*) (originally named "Raglan Street") station some time after January 1867. It was then operated by the Melbourne and Hobson's Bay United Railway Company.

North Sandridge was the only intermediate station on the Port Melbourne line until Montague was opened in 1883 and Graham in 1888. In 1884 it was renamed North Port Melbourne, but later simplified to North Port.

(\*) Port Melbourne was originally known as Sandridge.





# RON BAGGOTT'S SPORTS PAGE

## Experienced Players Lead

**C**APTAINS of all the sides in the V.R.I. Football League for 1959 are either former or present League and Association players.

Because of this, individual team members have chances to take advantage of excellent tuition and play-style, thus getting more enjoyment from the games. The team's leaders are :

- Newport Workshops—Jack McTaggart (plays with Yarraville) ;
- Loco.—Reg. Harley (ex-South Melbourne and Williamstown) ;
- Melbourne Yard—Keith Mathieson (Sunshine) ;
- Accounts—Liddio Ricci (Richmond 2nds) ;
- Commercial—Neil Melasso (ex-South Melbourne).

Leader of the Loco. side before Ricci was Ian Gardiner, who plays centre half-back for Richmond.

## Newport On Top

**T**HIS season there are two new football teams—Commercial and Accounts—in the competition and, according to officials, they are performing creditably, with every indication of becoming acquisitions to the V.R.I. League.

At the time of going to press, Newport Workshops (last year's premiers) were maintaining their form and reputation, being the only undefeated side ; the ladder was :

Team	Played	Won	Lost	Pts.
Newport Workshops	2	2	—	8
Loco. ...	3	2	1	8
Commercial	3	2	1	8
Accounts ...	4	1	3	4
Melb. Yard...	2	—	2	—

Leading goal-kickers were : K. Batt (Loco.), 8 ; P. Kenny (Newport), T. Sankey and J Whitfield (both Commercial), 5 each. Eight other players in various sides had each kicked four goals.

## Benalla's Gain

**T**ABLE TENNIS at Benalla recently received a "shot in the arm" when a party of players from the V.R.I. in Melbourne went there to play social games on two days.

The party included many who had represented Victoria at last year's Railway Interstate Table Tennis Carnival. The presence of such accomplished players provided the local team with a hint of the standard which must be

reached to have the honour of representing the State in inter-system events.

A feature of the visit was a mixed doubles event. It was won by Miss E. McTaggart (Melbourne) and A. Konkel (Melbourne), who defeated Miss J. Lindsay (Benalla) and E. Campbell (Melbourne). It was a close, well-fought match which kept the onlookers excited until the end.

Benalla V.R.I. members and the ladies' committee combined to organize the tournament and the social functions in a way that made the two-day trip an outstanding success.

## Metro. T.T. Players Keen

**I**N the V.R.I. Metropolitan Table Tennis Competitions, after the third series of matches, there are two unbeaten teams in the "A" Grade (Traffic and Train Services No. 1) and three in the "B" Grade (Newport Stores, Typewriter Depot and Spotswood Shops No. 1).

Eight teams are represented in the Ladies' Section this year ; consequently the play has become more even, with Spotswood No. 1 the only undefeated team, leading from Institute No. 1 and Spotswood No. 2, both of which have lost only one game each.

As this edition went to press, preparations were being made for the individual championships. With more teams competing, it was expected there would be a near-record number of entries for these events.

## Tennis Champions

**F**INAL matches in the "A" Grade V.R.I. Tennis Association for the Dunkling Shield resulted in Suburban Lines (4 rubbers, 10 sets, 86 games) defeating Rolling Stock (3, 8, 68). Railwaymen who saw the final were enthusiastic about the quality of the tennis played by the Suburban Lines boys, who, nevertheless, had to strive to maintain their advantage over keen and resourceful opponents.

Suburban Lines team consisted of : F. Jones, K. Williams, K. Wylie and M. Barker.

For the Pimms Cup in the "B" Grade, Spotswood Workshops proved far too strong for Jolimont, winning by eight rubbers to nil. The victors' team comprised : J. Gibbs, R. Evans, C. McVea and P. Colvin.

## "Big Time" Football

**T**O come from the Daylesford country football club straight into the Victorian Football League as a member of the South Melbourne team, and in his first four games play before a total of nearly 120,000 people, has been the exciting experience of railwayman Norm McKenzie who is a Production Assistant at Newport Workshops.

Norm confesses that "it was a bit of an ordeal" to play, in his first League game, before 40,000 people in South's spectacular win over last year's premiers (Collingwood) at the season's opening.

A dashing wingster, able to spring high and surely for marks, with above-average talent in drop-kicking, Norm seems destined to be in the football "big time" for some years to come. Not yet 21, his sporting interest has always been concentrated on football.

Born at Trentham, and a product of the Daylesford Technical School, he joined the railways as an apprentice fitter and turner in 1954. He has been at Newport Workshops since he joined the service.



Production Assistant Norm McKenzie examining an axle at Newport Workshops.

VICTORIAN RAILWAYS

# NEWS LETTER

JULY



1959



# THE MONTH'S REVIEW

## Big V.R. Radio Coverage

IN its most comprehensive broadcasting venture, the Department is now sponsoring messages over 14 provincial and country radio stations. Announcements are being made from Monday to Saturday each week, with the "Breakfast News Sessions" over: 3BA B'larat (7.8) 3CV M'borough (7.45) 3BO B'digo (7) 3TR Sale (7.45) 3CS Colac (7.42) 3SR S'parton (7.9) 2QN D'iquin (7) 3SH Swan Hill (7.45) 3GL Geelong (8) 3NE W'aratta (7.45) 3HA H'ton (7.45) 3UL W'agul (7.9) 3MA M'ura (7.44) 3YB W'bool (7.9)

On the basis that most of these radio stations can be heard over a radius of up to 50 miles from the transmitting points, the Department's messages are featuring rail transport facilities especially for these regions; in most cases those available at particular railway stations in the area.

On occasions, messages will be of a more general character, stressing the superiority of rail over other forms of transport.

## "Acme Of Comfort"

RAILWAY engineers and tradesmen who designed and built the modern AZ and BZ air-conditioned, saloon-type passenger carriages can take justifiable pride in their work, after reading a letter that Mr. L. G. Loader, Press Relations Officer, Premier's Department, sent to the Commissioners. Said Mr. Loader:

"I have had the pleasure of travelling on the 5.45 p.m. Melbourne-Bendigo train which was equipped with the new air-conditioned cars—the acme of comfort.

"I have done a considerable amount of travelling by rail and I am sure that these latest rail carriages are better than anything to be found elsewhere in Australia. I also dined in the Buffet Car and found the staff both courteous and attentive.

"As a motorist I find it is now possible to arrive at a distant destination far more refreshed when travelling by train than by car. I believe that, if the standard of service and comfort is maintained by the railways they will gradually woo more traffic, including the ardent motorist."

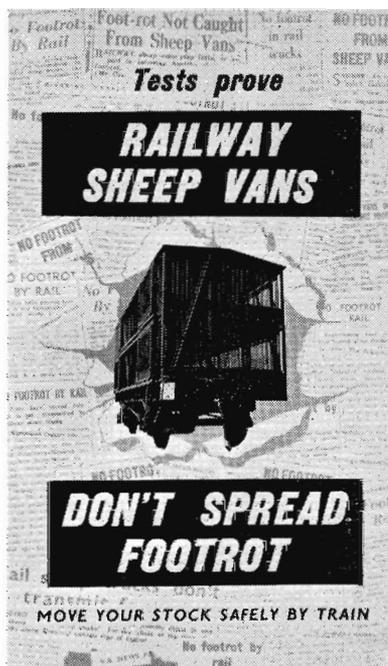
Mr. Loader's preference for rail over road travel because he arrives "far more refreshed" is powerful confirmation of the Department's well-reasoned published statements.

## Sheep Safe

TO stimulate live-stock traffic, the Department is preparing a leaflet stressing the many features of railway dispatch, handling and transport methods.

Associated with this drive will be a poster (*below*) for display at stations, stock-yards, sale-yards etc. emphasizing that sheep are in no danger of getting footrot while being carried in railway sheep vans. Tests at a New South Wales Government veterinary research station proved conclusively that this is so. Footrot infected and healthy sheep were kept in continuous contact in a rail van for seven weeks when the healthy sheep remained completely free of footrot.

Further, it was established that disinfecting sheep vans after the sheep were unloaded had no value whatever in footrot control.



## Help Appreciated

IN its annual report for 1957-58, the State Relief Committee, in which the V.R. is represented, expressed its appreciation of the help given by the Department and railway men:

"Railwaymen are likewise kindred to our cause and we 'thank you' for the services you give, be it dispatch or receipt of goods, trucking of live-stock and fruit, urgent fire or flood consignments, and lastly to the Commissioners

themselves for free facilities granted to our Country Representatives' travels and our store accommodation."

Reference to the State Relief Committee is a timely reminder, especially during the winter months, that there are many people in all parts of the State wanting the aid which the Committee co-ordinates. The Commissioners know they can confidently rely upon railwaymen to sustain the efforts which won the Committee's praise.

## Seeing State By Train

THAT the train is an attractive way of seeing Victoria was evidenced by the highly successful week-end tour—this time to the most eastern station on the system, Orbost—recently arranged by the Australian Railway Exploration Association. As the organizers said: "The party comprised some really keen railway enthusiasts, together with people who just enjoy the relaxation of group rail travel."

Three sleeping and two passenger carriages were used for the 84 passengers. For rail "fans" there was an added feature because of the variety of locomotives—L main-line electric, T and B diesel-electrics and J steam—hauling the train at different stages.

Packet lunches were provided on the train. Other meals, mostly at hotels, included "an excellent one served at the Traralgon Railways Institute by the local V.R.I. Ladies Committee." Visits were made to theatres, dance halls and other entertainment, with bus trips to the Buchan Caves and Lakes Entrance. Some of the party also visited the S.E.C.'s works at Morwell and Yallourn.

Most of the detailed planning and conduct of this varied tour was done by two active members of the Association—Tom Murray and Norm White, who are Clerks in the Traffic Branch (Time-tabling Division).

## FRONT COVER

Miss Kathleen Hedwig, from Hungary, is one of many New Australians from all over the world who are employed in the Department in a great variety of spheres. In spite of initial language and assimilation difficulties, they have shown great perseverance in adapting themselves to entirely new conditions in our community. By doing so they have become valuable co-partners in the overall operation of the Victorian Railways service. (See story page 15).

# TRAINEE GANGERS AT SCHOOL

**W**HAT are the chances of promotion for country repairers whose opportunities for education and training are limited? How can they gain the necessary knowledge and experience to pass the Gangers' examination?

To provide the answers to these questions the Department recently formed, for the first time, a school for training repairers in the duties and responsibilities of Track Gangers.

In brief, the objects were :-

- to ensure that future gangers were properly acquainted with the methods of track maintenance;
- to foster uniform track maintenance methods throughout the system; and
- to teach new techniques now being adopted.

Repairers from different parts of the State, who were eligible because of their length of service and experience, voluntarily attended the school, which was conducted at Dandenong. There, the men were provided with living quarters in a hostel, originally built for migrant workers. It had been remodelled to provide teaching facilities for the school.

The course, which was highly successful, was for nearly seven weeks. Trainees were paid their usual wages, plus "camping out" allowance, and country candidates were granted passes for week-end home visits. The Instructor was Roadmaster J. Fairy, a well-qualified V.R. man with long,



CARRYING out part of the practical side of the course—repairs to a set of points—these trainees were being tutored by Roadmaster J. Fairy.



MR. L. A. REYNOLDS (Chief Civil Engineer)—left—presented certificates to those who had passed. Here, Repairer Steve Radion, a New Australian located at Tooradin, receives his Ganger's Ticket.

practical experience in track work and maintenance. Mr. Fairy has recently re-written the correspondence course for Track Gangers, which is now available through the V.R. Institute.

Much thought was given to the preparation of the theoretical and practical sides of the course. Comprehensive instruction was given in all aspects of a gangers' duties, including clerical work relating to the preparation of time sheets, reports and so on. Appropriate films were screened and class-room instruction included a talk on firebreaks and burning-off by the Country Fire Authority's Deputy Chief Officer.

Dandenong was particularly well-suited for the practical work. It has a goods yard (with five miles of track), the suburban and country electrified systems respectively end and begin there; a line branches to south-eastern Gippsland; and there is a wide variety of track-work arrangements, and

different classes of rail. In addition, the trainees were able to visit more complicated track-work layouts in other parts of the Metropolitan area, as well as the mechanized re-laying in progress between Foster and Yarram.

Mr. L. A. Reynolds (Chief Civil Engineer) was specially interested in the venture. After warmly congratulating those who had passed in the examination, he presented the gangers' certificates, in the presence of other senior Branch Officers and all District Engineers. Of the 16 who attended the school, 13 qualified as gangers. Another 28 repairers sat for the examination and 11 passed.

It is planned to hold another school later in the year and, thereafter, two each year. These schools will open up avenues for ambitious repairers who wish to progress after appropriate examinations through the grades of Ganger, Special Ganger and Road Foreman to the post of Roadmaster.

# "OUR RAILWAYS

## TODAY AND TOMORROW"

**O**F profound interest to all members of the service—and to the public—is what the Chairman of Commissioners (Mr. E. H. Brownbill, M. Mech. E., B.E.E., M.I.E. Aust., M. Inst. T.) had to say recently when he dealt comprehensively with the place of railways in the present-day economy. His statement on basic aspects of railway financing was made at the Melbourne University Engineering Students' Club. Following is a condensation of his important analysis, in which he discloses how "Australia's excessive transport bill" can be reduced. In the next *News Letter* there will be a summary of the remainder of Mr. Brownbill's address on many aspects of the Department's operating potentialities.

It is generally accepted that the proportion of the national income going into transport costs is too high and that everything practicable must be done to reduce it.

Investigation recently by the Australian Transport Advisory Council indicated that transport costs in Australia absorb about 26% of the "gross national product."

The economic factor is, therefore, paramount in any consideration of present-day transport problems. The main justification for the existence of railways is not that they developed the country, or that a huge amount of capital is tied up in them, or that they are the "only" way of doing a particular job. It is the fact that, in spite of all the technical advances made by other transport media, railways are still the lowest-cost "producer" over a very wide area of the transport field.

Broadly speaking, this area is the one of mass transport of passengers and goods. The word "mass" is vital; where the total transport task to be performed over a certain route falls below a certain critical level (which will vary with the particular circumstances in each instance), railways are not the lowest-cost transport agency. That's why so many little-used branch lines have been closed in recent years.

Railways are essentially a mass transport agency because the minimum investment necessary to give an acceptable service under today's highly competitive conditions is very high. Therefore, a heavy traffic is necessary if overhead costs, measured on a ton-mile basis, are not to be overwhelming. On



Mr. Brownbill

the other hand, once this minimum investment has been incurred an extremely heavy traffic can be carried before any further investment on fixed plant—trackwork, signalling, etc.—is called for.

This factor is most important under Australian conditions. The point is that over the majority of Australian railway routes the minimum facilities necessary to give an acceptable standard of service are also capable of handling

the whole of the traffic offering. There is therefore a progressive decline in overhead costs per ton-mile on all traffic as traffic increases, enabling the railways to take full advantage of their very low direct haulage costs. *The present average total costs of carrying goods by rail is 3½d. per ton-mile, of which 2d. represents overhead charges and only 1½d. direct haulage costs.* This is the main reason for our contention that a greater use of available railway capacity would be the biggest single contribution towards reducing the country's excessive transport bill.

Care must be taken not to confuse costs with charges. It may often happen that a particular consignment will be forwarded by road because the road operator offers a lower charge than the railways, whereas the cost to the country, measured in resources employed, would have been less if the consignment had been sent by rail. This can happen because road operators, working with relatively small self-contained units, can cost each particular operation separately and set their charges accordingly. On the other hand, rail charges are based on the principle of making total revenue cover total costs, with more valuable and bulkier commodities paying more than the average cost and lower grade bulk commodities paying less.

Economists and other "experts" often say that the railways ought to be able to cost each operation separately so that charges can be based on costs and not on what the traffic will bear.

The first difficulty to be faced is the allocation of joint costs, such as signalling and track maintenance, over the various classes of service—passenger, parcels, goods, etc. No matter what method is employed to do this, numerous arbitrary allocations are involved and there is always room for difference of opinion.

Costing of individual movements in any unit smaller than a trainload is a virtual impossibility. For example, consider a relatively simple case: a truck of wheat loaded in the Mallee. The cost per ton-mile of hauling this load will be much higher on a lightly-trafficked branch line, where it has to bear a higher proportion of fixed costs. It will vary according to whether it is attached to a regularly scheduled train or a special train. It will further vary from season to season according to the volume of other traffic (goods and passenger) with which it has to share the various inescapable fixed costs.

Having regard to such difficulties, and to the fact that, generally speaking, our fixed costs are an irreducible minimum, we have found in trying to adjust rates to costs it is best to ignore overheads.

Instead, we use as a yard stick out-of-pocket expenses, averaged over the System, and measured on a wagon-mile basis. Any traffic which will yield a return per wagon-mile in excess of this figure will contribute something towards the unavoidable overheads and is therefore worth having. We are not however, prepared to offer a rate which will not yield such out-of-pocket expenses.

In connexion with railway deficits the Melbourne suburban system must be treated as a separate problem, to which I will refer later.

Country passenger services are becoming a very difficult problem, as they are in all countries with a high standard of living in which there is constantly increasing use of private transport. In an economy such as ours the number of people requiring public transport between the metropolis and country will steadily decline, regardless of the fares or how attractive the services are made.

As far as fares are concerned, our experience over the past few years, both with the raising and the lowering of country fares, indicates that the existing scale will yield the maximum revenue from the available market; while this market exists we will continue to exploit it to the full and capitalize upon our ability to provide a standard of comfort unequalled by any other form of land transport. We will do this while we can cover out-of-pocket expenses and get some contribution towards fixed costs.

*Under existing conditions country passenger service show a heavy loss if charged with the cost of jointly-used facilities proportionately to the use made by them of such facilities relative to the use made by goods and live stock services, but this cannot be interpreted to mean that the Department would be better off if the passenger service were discontinued. Many of the joint costs would be reduced very little if the passenger services were withdrawn, and the effect would merely be to divert the whole of these costs on to goods services.*

With the traffic we have been handling over the last few years, the returns from goods services have covered allocated costs, bearing in mind that a substantial proportion of the cost of jointly used facilities is being borne by passenger services.

If we could get full use of the available capacity of our fixed plant we are satisfied that a sufficient surplus over out-of-pocket costs would be received to cover all overhead costs, including the proportion charged to passenger services. Put in other words, we could handle a great deal more goods traffic at very little additional cost measured in resources used, and balance our budget on overall country operations in doing so.

The Melbourne suburban system is an entirely different problem. Because the private car offers a more attractive service than public transport in off-peak periods, but a less attractive (and slower) service in peak periods, the tendency is for peak period rail traffic to increase and off-peak traffic to decline.

Therefore, the more suburban traffic we handle the more we stand to lose, because the growing peak traffic means costly investment in more and more facilities which are only used twice a day, five days a week, by the people who pay the lowest fare, while less and less is received from the more profitable off-peak traffic.

The main reason why the revenue from a system such as ours cannot be expected to cover full expenses is that, in a motor-car age, rail fares have to be competitive with out-of-pocket private car costs. Rail fares set at a competitive level relative to the full costs of private motoring would pay handsomely, except for the fact that they would divert a lot of custom because of the mistaken impression that it would be cheaper to drive a car.

During 1957/58 the suburban system performed 1,424 million passenger miles at a total cost (including full interest and depreciation and a share of the cost off jointly-used facilities) of £11,045,000, or 1.8 pence per passenger mile, whereas the best comparable figure we can obtain for private car travel is 4.75 pence per passenger-mile.

Because of the large proportion of the State's total transport task performed by the Railways, anything we can do to lessen costs by more efficient operation and improved service to our customers must have an important bearing on the general economy.

We must improve our rolling stock—but good rolling stock is useless without good tracks on which to run.

(To be continued.)



"The present average total cost of carrying goods by rail is 3½d. per ton-mile, of which 2d. represents overhead, and only 1½d. haulage."

# N I N A

EVERY week day at 9 a.m. Brighton Beach station is the setting for the overture to a remarkable performance by Nina, a Seeing-Eye dog. She has a role in which she stars throughout a long day that does not end until 6 o'clock.

Nina is a 3½ year-old highly intelligent Labrador, painstakingly trained to carry out a most heart-warming job as the guide for Miss Barbara Gillott, a proof reader at the Prahran Braille Library.

QUITE casually I heard that Barbara, with Nina, travelled each day by electric train between Brighton Beach and Prahran. It seemed to me that here would be a story brimful of human interest. And so, with Publicity Photographer Lindsay Blackie, I went down to Brighton Beach one recent morning.

Most people have at one time or another taken a dog for a walk, firmly held in tow by a leash. What I saw was the direct reverse: *Nina was taking Barbara*—and the confident, almost matter-of-fact way they approached the Brighton Beach barrier gate amazed everyone.

Strongly gripping the handle of the harness on Nina, Barbara quickly—almost blithely—strode through the barrier gate opening, exchanging cheery greetings with a nearby Station Assistant. Nina had kept close to, almost touched, the left hand side of the gate . . . . a well-thought out precaution of her own to give Barbara an unimpeded passage through the gateway.

Nina turned left and unerringly made for a platform seat, where Barbara invariably sits. By command, a few minutes later, Nina got up and lead the way towards the “up” end of the platform, deftly ensuring that Barbara did not make contact with iron stanchions supporting the verandah.

I had been on the verge of reaching out to pilot Barbara safely past those obstructions. But I remembered in time, fortunately, that avoiding such obstacles is one of Nina's primary attributes . . . . one of the many movements she carries out with such rare judgement.

Clear of the verandah, Nina soon stopped. “Yes,” her mistress explained, “this is about the spot where we always wait for the train. Nina knows it.” And then the *Harris Train* swept into the platform and stopped; right in front of them was an open door.

Nina must have known our By-Law about joining a train in motion, for she waited while the train slowed down

to that final stop. But a split-second before that, she had made her first movement towards the train's door.

Gently, she guided Barbara through the open doorway and she seemed to brush up against the middle stanchion.

Yes, you've rightly guessed: she did so to ensure that Barbara had plenty of room, saving her from contact with one corner of the doorway.

From inside the train, I saw how Nina selected one of the vacant seats for her mistress. She was living right up to her reputation as a Seeing-Eye dog. There were warm and friendly greetings from the other passengers, including a special “Good morning, Nina.”

She waited, almost deferentially, for Barbara to be seated, and then she crouched under the seat—and closed her eyes. *Operation Seat-getting* had been completed, to the delight of everyone—and the obvious satisfaction of Nina.

As the *Harris Train* sped along, I was anxious to get the reactions of other passengers to Nina's presence in the carriage. Without exception, everyone said her behaviour was “perfect, always” and that she caused no annoyance or interference to anybody.

One lady even went so far as to say, with some warmth: “I only wish some of the people who travel by train were as mindful for others as that lovely dog.”

Nina seemed to be oblivious of everything that was going on: she was dozing so peacefully with her head across one of Barbara's feet, that I posed the question: “What will happen



ALTHOUGH Nina and her mistress do not always enter Brighton Beach Station via this gate, the dog unhesitatingly turned left along the platform to the seat where they await the train.

at Prahran when you want to alight"? Replying, she said: "I really believe that she counts the station stops for, as we slow down nearing Prahran, she somehow knows we get off there!" And from what happened later it would not be surprising if, in that way, Nina recognized Prahran station. . . .

But it wasn't going to be so easy, that morning. After leaving Windsor (the station before Prahran) the train stopped again, this time, at a signal. Such an unusual interruption to the routine journey would surely delude Nina. She certainly got up and into a sitting position, but did not move; she merely looked around, alertly. It was almost a dramatic moment in the astonishing performance she had put up, so far.

Everyone was intently watching her, wondering if she would move towards the open doorway, taking Barbara with her. It was a tense situation. But Nina was satisfied that we had not reached Prahran, and in a second or two, was perfectly relaxed, again. I thought that was a supreme test of her intelligence . . . that it was, above all, comforting to know that Barbara was in such good hands.

Resuming, the train moved towards Prahran and within half-a-minute, Nina was on her feet, with eyes fixed

on the doorway. When the train was about 100 yards from Prahran station, she was concentrating deeply, and it was obvious she knew that "journey's end" was about to be reached. Her reactions were somehow transmitted to Barbara who, without flurry, prepared to alight.

As the train stopped—not before—Nina was ready to guide her mistress to the doorway and onto the platform. The doors were open and Nina skilfully, almost tenderly, guided Barbara—and they left the *Harris Train*, just as you and I do, so often.

There my trip finished and as I called out "Good-bye," Nina unhesitatingly turned left—that was the direction, too—and they went on their way just, I repeat, like you and I do.

**WHAT** was the secret behind this dog's remarkable performance on that *Harris Train*, besides her general ability to guide her mistress in and out of road traffic, along busy streets, and in and out of the very shops which Barbara tells Nina to find? That question remained unanswered until I had a talk with Barbara in the seclusion of the Braille Library.

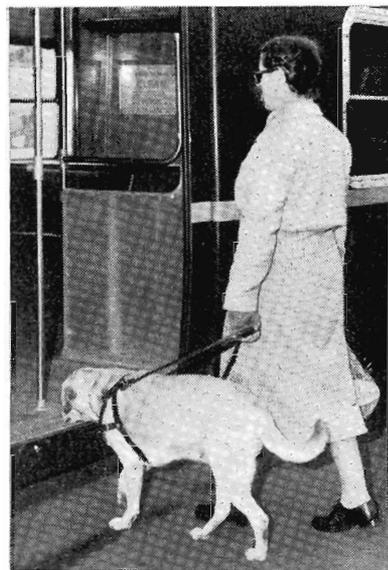
"Nina was trained in Western Australia," she explained, "for about five months. She had to show a temperament suitable for a guide dog, to have the ability to work well with a blind person—and to be very intelligent, responsive to every direction. Yes, it was expert training that has made her such a wonderful companion for me; she has widened my world.

"Before I took Nina over I spent 4½ weeks with her, constantly. And now since we have been so closely associated we have formed a real partnership. I have full confidence in her and this I know is reciprocated." Evidence of this "one-ness" is that Barbara always speaks in the plural sense: "We left home . . ."; "We did our shopping . . .".

One further example of this can be seen some mornings when they are late arriving at Brighton Beach station. Fellow-passengers on the train told me that the rate, combined with the certainty, at which Nina and her mistress descend the steps of the bridge to the platform is "nothing short of miraculous."

Nina weighs 67 lb, but her "waist-line" has got out of control . . . she is on a diet, now. She has one meal a day, mostly raw meat. No delicacies of any kind are allowed. She sleeps inside the house on a double-decker; her mistress is in the other deck.

‡ Barbara does not own Nina; she has been allotted to her by the Guide Dog Association of Australia. Every three months she has to report to the Association about her work and general behaviour. But, I'm happy to say,"



NINA "likes *Harris Trains*" because the wider doorway space enables her to facilitate Barbara when boarding and alighting.

she smiled, "that there is not one black mark against her!"

With Nina, her mistress goes shopping and visiting both locally and in the suburbs, as well as to the city. The dog's great intelligence enables her to go back to a particular place, after only one visit.

Barbara told me of a recent visit to her dentist's in the T. & G. Building at the corner of Collins and Russell Streets, Melbourne. It was 12 months since they had been there. Nevertheless, on reaching the building, Nina guided her straight to the lift. Arriving at the desired floor, Barbara said she could not recall which of the many rooms was her own dentist's. "We walked along the corridor," she said, "and I was hoping we would meet some one who could direct us but Nina stopped right at my dentist's door! I thought that was a miracle, but then nothing seems to be beyond my dog."

**I**T had been a memorable experience to interview Barbara and to see Nina carrying out her wonderful work as a guide dog. To see what had happened on that *Harris Train* trip was unforgettable. And just before I left, Barbara gave me evidence of Nina's "discriminating powers" by telling me that "her favourite train is *Spirit of Progress*. On our way back from Albury by the *Spirit*, Nina slept the whole of the journey, with her back snugly close to the heater of the air-conditioning equipment! It was a cold day, outside, and Nina just loved the warmth of that train."



RELAXED, with eyes closed, after guiding her mistress to a seat in a *Harris Train*, Nina settles down under the seat out of the way of other passengers.

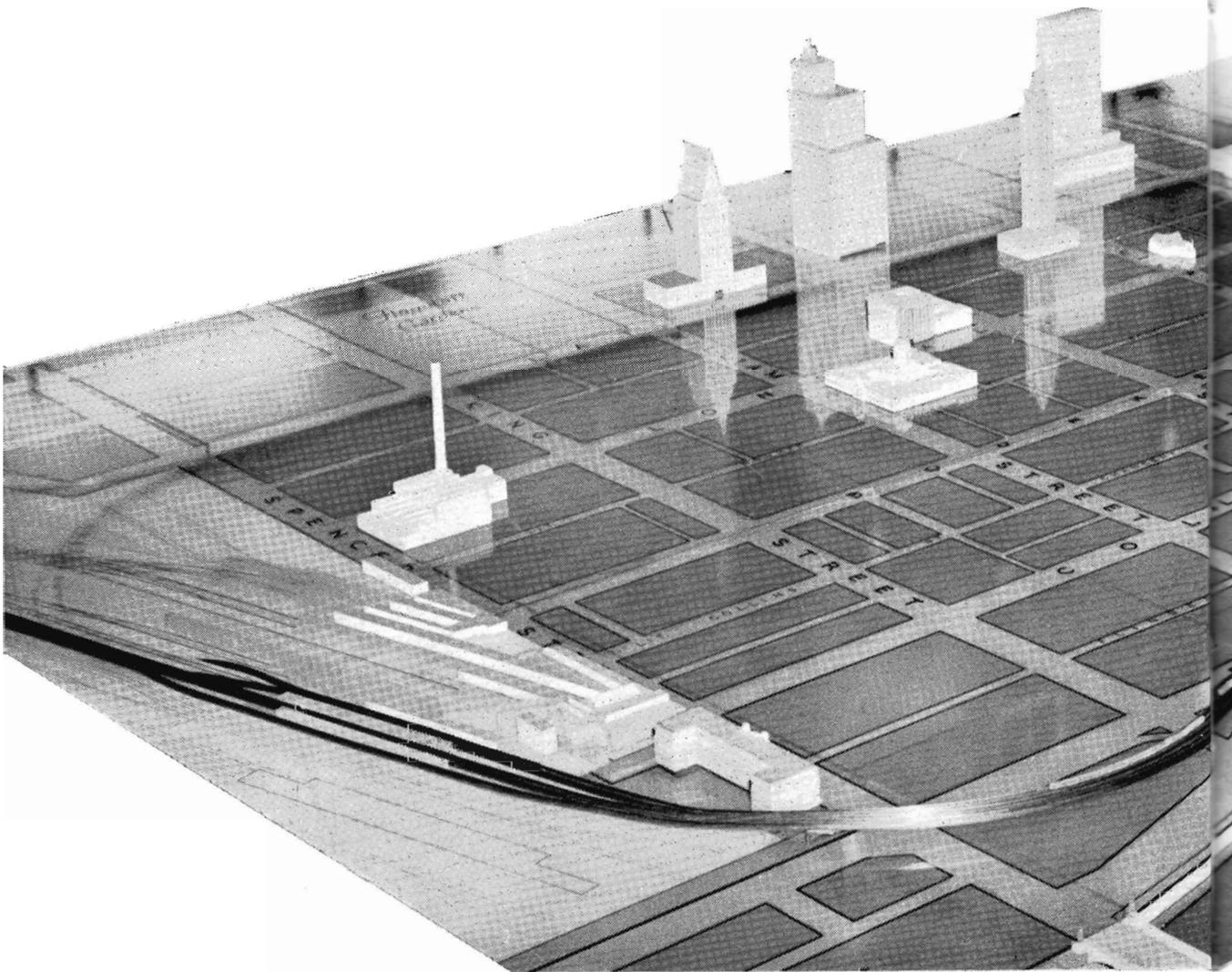
# MODEL OF PROPOSED UNDERGROUND

WITH the foreground dominated by the Viaduct curving around into Spencer Street station, this picture of the 13 ft. 6 in. x 9 ft. working model of Melbourne's proposed underground railway gives a hint of the designing and fabricating skills of the Commercial Drafting and Spotswood Workshops staffs, under the direction of Mr. L. A. Reynolds (Chief Civil Engineer). Weighing about 400 lb., it is one of the finest models ever to emerge from the Department, and is a tribute to the men responsible for it.

At Spotswood Workshops, sheet metal workers, carpenters, turners, painters, a signwriter and electrical fitters all had some part in the model's construction. It took

about three months (superimposed on a proposed route of the u September's *News* Miniature perspex trains are affixed to through slotted brackets sealed electric motor beneath the blue glass the model illuminated has a perspex surface, sealed by a much more vivid scheme than can be of plans.

New stations will be approximately at T



to complete. A plan (street map) showing the underground was in Letter.

es models of electric owden cables running astubes driven by con- st. Fluorescent lights al gold surroundings of a the city area, which nce, in five different ear lacquer. It gives idea of the completed b portrayed by a series

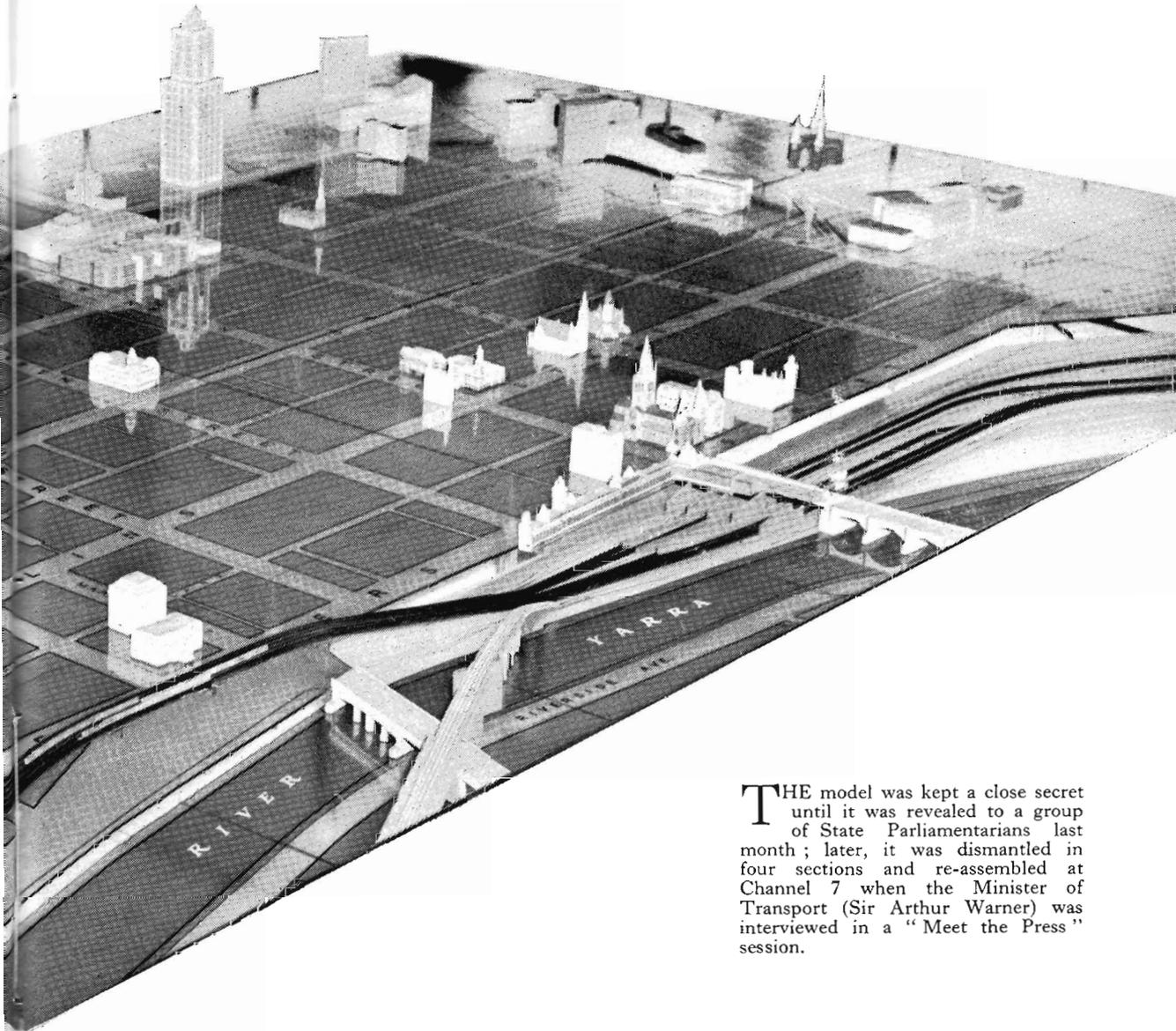
ll be built in the city, Treasury Gardens (right

background); c/r Exhibition and Latrobe Streets; c/r Swanston and Latrobe Streets and c/r King and Latrobe Streets; and the existing stations at Spencer Street and Flinders Street will be used.

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 destinations.

It is proposed that trains from the Box Hill line to the city should go underground just past Richmond station, run under the Treasury Gardens, thence along Latrobe

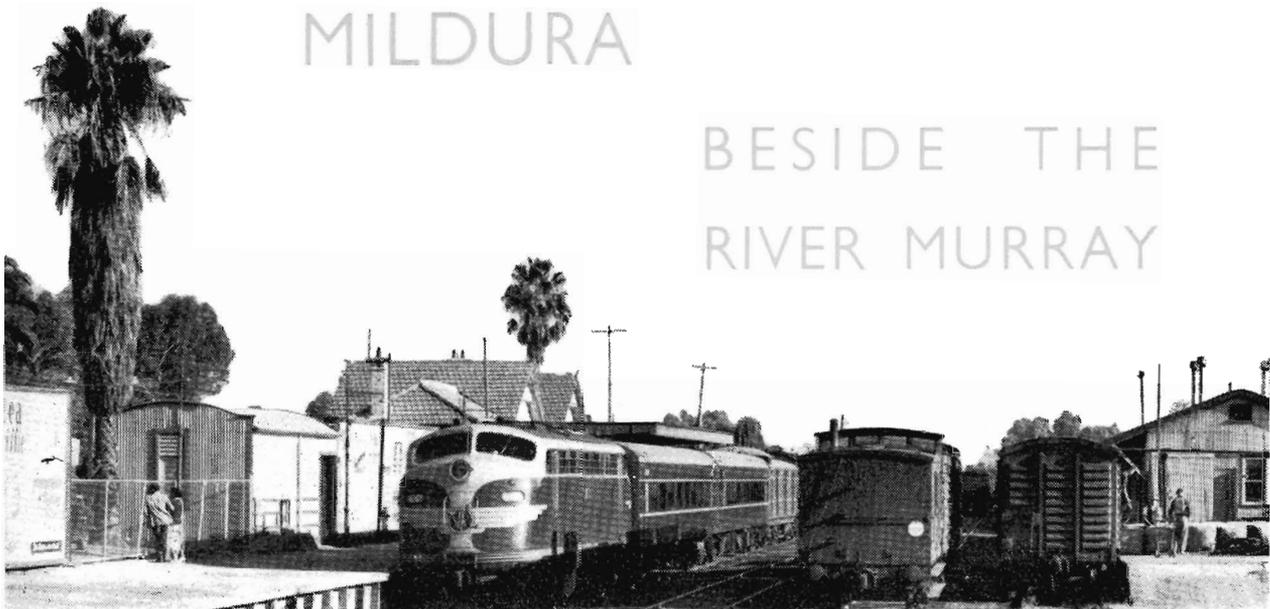
Street and re-surface before reaching Spencer Street Station. They will then cross the Viaduct, pass through Flinders Street Station and go to Frankston and Dandenong. Trains from the Frankston and Dandenong lines will run the underground route in the reverse direction and go on the Box Hill line. Trains from the Williamstown, St. Albans and Fawkner lines will, soon after leaving North Melbourne station, go underground, thence along Latrobe Street and back via Flinders Street Station, the Viaduct and Spencer Street stations to their respective originating stations. Essendon and Sandringham line trains will not run underground at any stage; for their use, a fifth track will be laid on the Viaduct.



THE model was kept a close secret until it was revealed to a group of State Parliamentarians last month; later, it was dismantled in four sections and re-assembled at Channel 7 when the Minister of Transport (Sir Arthur Warner) was interviewed in a "Meet the Press" session.

# MILDURA

# BESIDE THE RIVER MURRAY



APPROPRIATELY, in the morning sunshine, the diesel-electric hauled *Mildura Sunlight* is about to wend its way to Melbourne.

ONE of the longest and most comfortable Victorian rail journeys—351½ miles from Melbourne—has its climax at Mildura, beautifully situated overlooking the tree-fringed River Murray. Alighting from the train, the visitor feels the prosperity and the historical significance of this aptly named “Queen City of the North”. There is a well-justified air of confidence throughout the district—and nowhere is it so pronounced as at the Mildura railway station itself.

There, Stationmaster S. J. Gurd and his 40 fellow railwaymen, clerks, station and parcels assistants, goods sheds staff, shunters and guards have merged into an enthusiastic team dedicated to giving as high a standard of rail service as could be found elsewhere on the system.

They will tell you they are stimulated to greater effort by what they have to

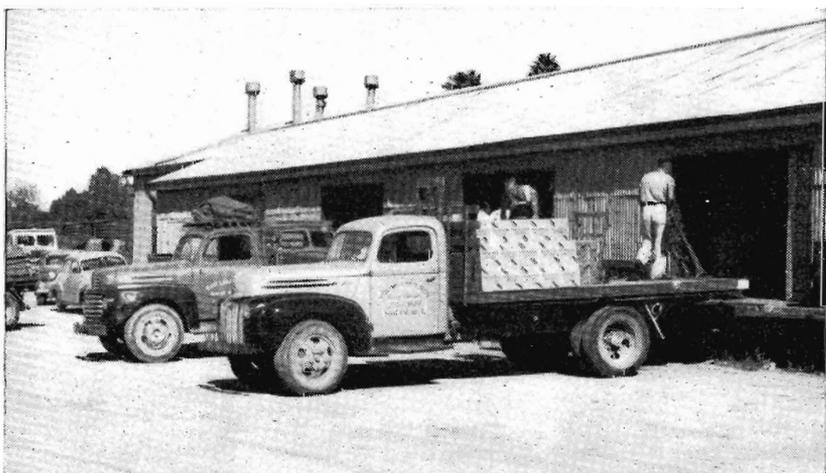
sell: an exceptionally fine goods, parcels and passenger service between Mildura and Melbourne. Mention the “Fruit Flier”, the spectacular fast goods train, and the staff show their pride in what the Department, through this train, has done to give a customer-service without parallel in the State. Speak, too, of the air-conditioned,

modernly-equipped passenger trains,—*The Mildura Sunlight* and the overnight train—and there, you have the key to their enthusiasm: they *know* they can offer a superb rail transport service, with the utmost confidence.

In October of last year, the “Fruit Flier”, with refrigerated and louvred wagons, was introduced on a tri-weekly basis between Mildura and Melbourne. On June 1, as a result of public requests, the service was doubled to run from Mildura every day of the week, except Saturdays. It's fast schedule to Melbourne is a boon to Mildura's fruit and vegetable growers who can, literally, “pick today and sell tomorrow”.

The “Fruit Flier” leaves Mildura at 5 p.m. and reaches Melbourne at 3.50 a.m. the following day. Behind the mighty B class diesel-electric locomotive hauling it, are the goods vans, equipped with passenger-type bogies, that enable such high speed to be attained. The train picks up only at Irymple, Redcliffs, Carwarp and Hattah and then, for the remainder of the journey of 310½ miles, it runs express to Melbourne—the longest non-stop run of any passenger or goods train on the V.R. system.

Almost before the “Flier” has left Mildura, the local goods sheds staff is



ROAD motor vehicles bring consignments of many varying kinds to the Mildura Goods Sheds for dispatch to all parts of Australia and overseas.

itemizing the contents of the vehicles showing the consignments for various selling agents in the city. This information is then telegraphed to the V.R. Commercial Agent in Melbourne, from whose office it is telephoned to the consignees concerned, thus giving them invaluable advance notice of what fruit and vegetables they can expect to have for the markets the *next morning*. (As one Mildura grower said: "I know what price my stuff, picked the day before, has brought at the market by 10 a.m. the next day!")

Mildura traders and townspeople are reaping the benefits of the fast "Flier" service from Melbourne too. On five days a week it leaves at 6.40 p.m., and the consignments are available for delivery at Mildura at 8.30 a.m. the next day—before the shops open.

The outstanding performance of the "Fruit Flier" has excited so much public interest that the Australian Broadcasting Commission decided to film the train in action—from the picking of the fruit in the orchards to delivery at the market. This film was shown on TV and a copy has been added to the Department's film library for showing at country V.R.I. Centres, schools, etc.

Including the "Fruit Flier", Mildura has 12 goods trains on the "up" journey and one less on the "down"—every week. Inwards and outwards goods traffic revenue for the financial year ended June 30, 1958—the latest available—totalled £338,316. Contributing to this huge sum, was the rail transport given to 244,000 cases of dried fruit (mostly for export); 26,170 cases of citrus fruit and 7,200 bales of wool. To handle this traffic, the goods shed has an office staff of five, while in the sheds there are 23 employees. At Mildura there are eight private sidings, serving the needs of the fruit and oil industries, as well as the Postal Department and the State Electricity Commission. These sidings add materially to the work of yard staff in the placing of engines and wagons.

Parcels business is big business at Mildura. . . For the 1957-58 financial year, the revenue from this source exceeded £12,000. There is a considerable traffic in case lots of fruit, the charge being only 2/- per 30 lb. case railed to any station in Victoria. Both *The Mildura Sunlight* and the overnight passenger train cater for parcels in the brakevans—and in this way a fast service is assured. But, in addition, parcels and mails awaiting dispatch are taken by the "Fruit Flier". On arrival in the Melbourne Goods Yard, the consignments are specially picked up by a V.R. road motor vehicle and transported urgently to the Inwards Parcels Office, Spencer Street, where they are available for delivery at 6 a.m. This wonderful parcels service is also available in the reverse direction to Mildura.

Conspicuous amongst Victoria's modern trains and emphasizing the quality



MILDURA growers bring their fruit and vegetables to the railway station for loading into the "Fruit Flier." (Below) Railway wagons are placed in private sidings at packing sheds for loading of export dried fruit by means of rollers.

of rail travel available is *The Mildura Sunlight*, which was the first Victorian main-line train to include the latest air-conditioned, saloon-type of passenger carriages. Hauled by a 1,500 h.p. B class diesel-electric locomotive, it runs effortlessly in each direction between Melbourne and Mildura, three days-a-week. Mildura is also served by an overnight train which includes modern passenger carriages and air-conditioned sleeping carriages. This runs in each direction on Sundays and Fridays.

Mildura has a loco. shed where the diesel-electric and steam pilot locomotives are re-fuelled and given running repairs. Being a terminal station, there is also a carriage cleaning shed where the sitting and sleeping carriages, after the run from Melbourne, are given the necessary attention before going back into service again.



WITH a weekly total of 23 goods trains in and out of Mildura, the Goods Sheds reflect the amount of traffic handled.

# NEW TRAINS FOR "THROUGH" MELBOURNE- SYDNEY SERVICE

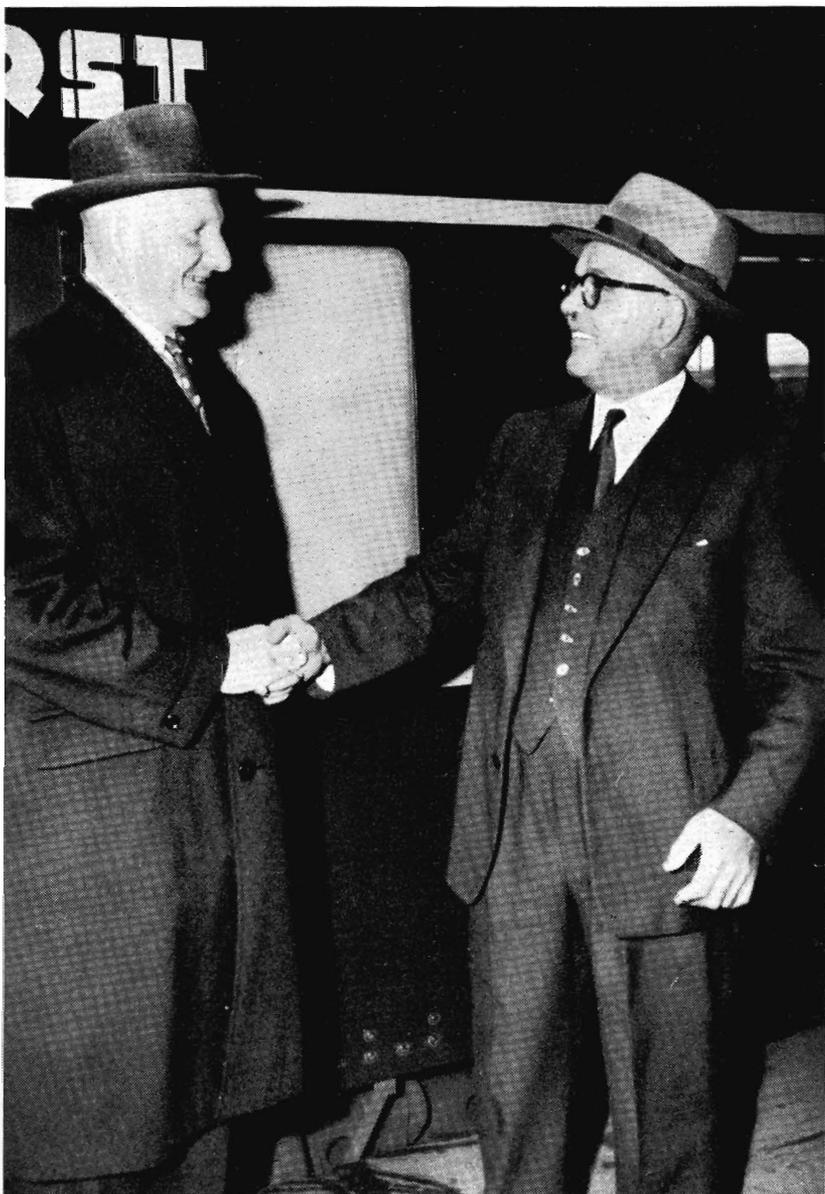
WELL advanced in the designing process are the four new air-conditioned overnight expresses to run between Melbourne and Sydney in 1961, when the inter-capital gauges are expected to be standardized. Two of the expresses will be for sleeping carriage passengers; two for sitting passengers. One of each type of train will leave both capital cities each night.

Discussions by the V.R. and N.S.W. Railways Commissioners on broad principles and the completion of an agreement were followed by conferences between the respective Chief Mechanical Engineers, with consultations as to details, between the Rolling Stock Engineers of both systems.

Finance for the project is being sought, on loan, from the Federal Government. Roomettes and twinettes will then be built. These will have some refinements on the vehicles which have made *The Overland*, now running between Melbourne and Adelaide, one of the best trains in Australia.

Buffet-dining cars and club cars will also have to be constructed. On the train will be available supper, breakfast, beverages and a tray service to individual compartments.

Overnight trains for seated passengers will include air-conditioned saloon-type carriages with reclining, adjustable seats and a dining carriage.



MR. E. H. BROWNBILL (Chairman, Victorian Railways Commissioners)—right—greeting Mr. N. McCusker, C.B.E., (New South Wales Railways Commissioner) on arrival of *Spirit of Progress* at Melbourne last month. After a discussion on standard gauge matters, the two Railway Chiefs left for Port Augusta where they conferred with the Commissioners of the South Australian and Commonwealth Railways on matters of common interest.

Interior and exterior colours will be determined in consultation with one of the best artists in Australia. For names of the trains, consideration will be given to inviting suggestions from the public, with a prize for the chosen one.

Once the carriage designs are finally determined and financial arrangements completed, tenders for their construction will be called throughout Australia, this year. The trains will be jointly-owned by the two Departments.

It is proposed to buy some 4ft. 8½in. gauge locomotives, probably of the S class diesel-electric type. These will run only as far as Albury, in each direction.

For the daytime journey between Melbourne and Sydney, two more daylight trains, possibly of the type now running between Albury and Sydney, will be provided by the New South Wales Railways Department.

# DUAL-PURPOSE DIESEL-HYDRAULIC LOCOMOTIVES FOR V.R.



THE diesel-hydraulic locomotives to be bought by the Department will be similar to this German Railways V.60 type.

**C**ONTRACTS have just been let for the construction and supply of 25 "Tulloch" type diesel-hydraulic shunting locomotives, similar to the V. 60 type which has proved so outstandingly successful on the German Federal Railways. Delivery of the first of these locomotives, to be known as W class, is expected in November next.

Of 585 h.p., they will be substantially more powerful than the 150 h.p. M diesel-hydraulic shunting locomotives (see N.L., April '59) two of which were designed and built by Victorian Railwaymen and which are now doing shunting work in the Newport Workshops yard.

All the W class will have one set of shunters' steps on each side—similar to those now on the F and T class diesel-electric shunting locomotives.

A feature of the W class will be their versatility. Besides carrying out shunting work in the Melbourne Yard and other marshalling yards, these diesel-hydraulic locomotives will be used for hauling goods and live-stock trains between selected points, i.e., Newmarket and Port Melbourne. They will replace the majority of steam locomotives working in the Melbourne area.

Following are some of the details of the W class (available when this issue went to press) compared with the M class :

	W	M
Type ...	0-6-0	0-6-0
Length ...	25 ft. 6 in.	27 ft. 2½ in.
Width, overall ...	9 ft. 7 in.	9 ft. 5½ in.
Height, overall ...	13 ft. 3 in.	12 ft. 2¾ in.
Wheel base	12 ft. 6 in.	11 ft. 6 in.
Wheel diameter ...	48½ in.	48½ in.
Tractive effort (starting) ...	26,880 lb.	15,400 lb.
Maximum speed ...	40 m.p.h.	12 m.p.h.
Horsepower	585	150
...	...	...

To the department's fleet of shunting locomotives have recently been permanently added three F class diesel-electric shunting locomotives which, for about four years, had been on hire from the State Electricity Commission of Victoria. The sale was effected because the Commission found the locomotives surplus to their requirements.

## Jim Schou's Day

**I**N the U.S.A. on July 4, millions of its citizens were commemorating the 183rd anniversary of Independence Day. At Preston on July 4, Jim Schou was celebrating the *first of his own* "independence days." He had retired that day as Printing Works Foreman after a splendid record of 50½ years' service.

Jim had always been in the printing game, having seen the Department's works progress from cramped, dimly-lit rooms in Head Office to the modern, naturally-lit and well-planned establishment at Nth. Melbourne. He

started as a messenger; as Foreman he had about 100 tradesmen under his control. He allocated work that annually mounts up to millions of individual pieces of printing of great variety.

He had been associated with the Boy Scout Movement for 50 years, having been a member of the first patrol formed in Australia. He has a third "50." Throughout that half-century he has walked along the same street to and from Bell station.

Jim Schou, whose parents were Danish, has left behind an enviable reputation for helpfulness and courtesy to his colleagues, as well as to all V.R. people who had printing jobs going through the works.

## Chief Clerk Retires

**F**ORTY-EIGHT years ago a youth named Clyde Donaldson joined the V.R. Last month he retired as Chief Clerk, Electrical Engineering Branch and, on the eve of going, he said, with evident feeling: "I am deeply thankful for what the Department has done for me and my family over those years—and for enabling me to make so many life-long friends on the job."

For 11 years of his near-half-century of service, Mr. Donaldson was Chief Clerk. He proved himself a great administrator, particularly during the period in which electrification was extended to Gippsland and mainline electric loco-

motives began running. Staff Clerk for 18 months, he was for 12 years Secretary of the Professional Officers' Classification Committee. He was also the V.R. representative on the Administrative and Personnel Division of the Electric Supply Association of Australia.

Mr Donaldson was twice wounded in the First World War. He was famous as an Essendon footballer; even today he is referred to as one of the "greats" as a back-pocket player. Tall, fearless and dashing, he gained Interstate selection three times.

## Half-century of Service

**E**IGHT very busy and exciting years as District Superintendent of the Gippsland District were the climax to over 50 years of varied service for Mr. John Clarke, who retired recently leaving recollections of a highly capable railroader . . . a man who won the respect of his far-flung staff by his quiet, human approach to their many problems.

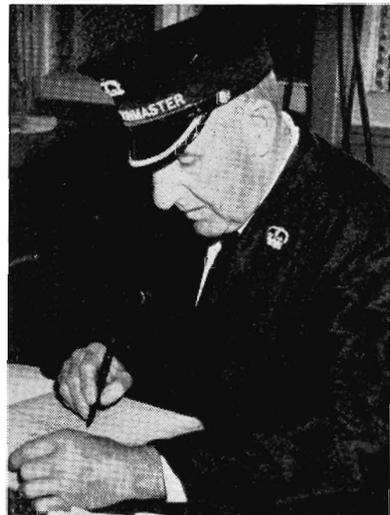
Mr. Clarke's term as District Superintendent co-incided with the remarkable industrial development of the Latrobe Valley, demanding almost a procession of heavily laden freight trains to the city. In that time, too, there were several Royal Train visits, as well as the introduction of electric traction between Dandenong and Traralgon.

For four months, in 1951, Mr. Clarke was O-in-C of the "Jubilee Train" that toured throughout Victoria. His very long V.R. service was interrupted by four years abroad with the First

A.I.F. On returning to the Department, he soon became a Stationmaster and, later, a Traffic Inspector and District Superintendent.



Mr. Schou



Mr. Gurd

## Mildura's Chief

**F**IVE years ago as an R.S.M., Mr. Stan Gurd relieved for a term at Mildura, and soon afterwards settled down in charge at Colac. Last January he returned to Mildura as S.M.

"I can see," he said last month, "a tremendous difference, now. The relations between local rail-users and the staff have lifted, almost dramatically. There is real punch in what the Department is doing here, with an outstanding passenger, goods and parcels service."

Born in England, Mr. Gurd came to Australia in 1914, and was back there in three years with the First A.I.F. He joined the V.R. at Wangaratta and his first appointment as S.M. was at Fish Creek, in Gippsland, in 1937. Since then, he has commanded many suburban and country stations, steadily accumulating an all-round railway knowledge so vital when in charge of an important railway centre like Mildura.

As Commissioners' representative on the Mildura Chamber of Commerce, Mr. Gurd is already an influence in speaking for the V.R. and consolidating its influence throughout Sunraysia.

## Great Memories

**W**HEN Electrical Mechanic Sam Crew signed off for the last time in June, he still recalled with pride the high-spots of his 41 years' service: working on a Royal Train tour and with State Governors



on many trips within the State. He has special memories of his visit to Government House where Lord Huntingfield, a former State Governor, presented him with silver sleeve links in recognition of his quiet, efficient service.

Sam also "did 12 or more" Holiday Train tours and, though (as usual) "behind the scenes," he always helped in the smooth-running of these special tours.

He began at the Newport Power House in 1918, a year before the introduction of suburban electrification. Before joining the V.R., he was a projectionist in the silent "movie" days. He toured New Zealand with one of the earliest films about Ned Kelly and his gang.

### Lot In Common

**B**ESIDES being New Australians, there are two young V.R. women who have something else in common—they are in Head Office and are closely associated with the engineering side of the Department.

They are Mrs. Svetlana Kychakoff and Mrs. Tatiana Farinsky both being from Russia.

A tracer in the drawing office of the Signals and Telegraph section, Mrs. Kychakoff was employed by the Chan Cheug Railway in Manchuria for five years before coming to Australia.

Her interest in railways was confirmed when she obtained her degree in Railway Transport Economics at Harbin University, Manchuria. She was also Lecturer in Foreign Languages.



Mrs. T. Farinsky



Mrs. S. Kychakoff

Mrs. Farinsky is a graduate in civil engineering at the Harbin University. Her father worked for many years as a civil engineer with the Chinese Eastern Railway.

Before coming to this country, Mrs. Farinsky spent two years as a civil engineer with the Harbin Municipal Building Department. She is now attached to the Senior Architect's staff.

Two years ago, Miss Hedwig (*front cover*) joined the Rolling Stock Branch drawing office. Trained in the Budapest Technical School, she now finds complete relaxation in listening to classical records.

The only thing she misses in Australia is the magnificent Budapest Opera House, where opera and ballet are

produced continuously. So great, she said, is the demand for tickets that a person is considered very lucky to get one.

### Her Summing Up

**T**HIRTY-NINE years' service in V.R. refreshment rooms . . . 26 of them as a waitress . . . That gave Miss Florrie Manson, who retired last month, an unmatched chance to assess the response of a big slice of the community to good service. "Most people were pleasant to deal with" she said, appreciatively. But about some, she *tried* to frown, quickly recovered and added, kindly: "Well, they couldn't be blamed for their individual personalities."

She was able to walk to a table, get the varying orders of half-a-dozen people and then return unerringly with the desired dishes. Yet Miss Manson could not pinpoint the secret of her memory which, to many, remains a phenomenon.

Beginning at Woodend when there was a big and busy refreshment room, she was later at Spencer Street when the main dining room was converted to a cafeteria. For the past 15 years she was in the salad-preparation room. It was here she lost—or almost lost—her appetite. "I really think that I could

live simply on the luscious smell of food, provided," she added, woman-like, "I can get my cup of tea!"

### In The Post

**I** read in yesterday's 'Sun' your reply to an article that contained a critical note about *The Overland*. I have always travelled by air, but last week-end decided to try the train, with a Roomette. I was amazed at the facilities provided; being private was a big asset. The bedding was spotless and comfortable. I must mention the courtesy and attention received from the Conductors both ways. Last but not least the fare was very cheap.

"I can tell you that I will be looking forward to another trip to Adelaide on *The Overland*."

—Mrs. Ricky Evans, 722 Pascoe Vale Road, Glenroy.

"I have by direction to convey to your Commissioners the congratulations of this Council for their action in placing two air-conditioned cars on this line and can assure them that they are greatly appreciated."

—Town Clerk, Town of Castlemaine.

## RECENT RETIREMENTS . . .

### ROLLING STOCK BRANCH

Cahill, D., Striker, Jolimont  
Challis, A. E., Ftr's Asst., N. M. Loco.  
Crew, S. J., Elec. Mechanic, T. L. Depot  
Farrelly, T. M., Eng. Dvr., Wodonga  
Gordon, A. L., Ftr's Asst., N. M. Shops  
Hedley, S. H., Office Asst., Newport  
Hunter, L. R. R., Messgr., N. M. Shops  
Hill, F. K. R. M. 2nd Man, Echuca  
Harding, G., Driver, Geelong  
James, T. E., B'maker, B'dgo. Nth.  
Jeffkins, W. G., Car Pntr., N. M. Shops  
Kelly, G. A., Padmaker, N. M. Shops  
Kent, C. A. W., R. M. Dvr., R. M. Depot  
King, J. V., Ftr's Asst., T. L. Depot  
O'Brien, H. J., Added B'maker, N. M. Shops  
Sandles, W. C. A., S'man., N. M. Loco.  
Siggins, W. J., E. T. Dvr., E. R. Depot  
Stephens, L. L., Ftr's Asst., Newport  
Springfield, J., Ftr., Newport  
Tregurtha, M. V., U. G. Repr., Jolimont  
Toohey, J. A., E. T. Dvr., E. R. Depot

### TRAFFIC BRANCH

Cloney, J. T., A.S.M., Burnley  
Collard, L. McL., Labr., Bendigo  
Campbell, R. F., Sigmna., Mordialloc  
Calder, H. W., Sigmna., Bendigo  
Fletcher, R., Clerk, Bairnsdale

Ellis, F. J., Sigma, Hampton  
Fry, W. H., Point Clnr., Fldrs. St. Yd.  
Gleeson, D. W., S.M., Leongatha  
Greer, D. M., S.M., Canterbury  
Hampton, C., S.M., Shepparton  
Hilton, A. C., Clerk, Geelong  
Maple, C. H., Gds. Chkr., Melb. Gds.  
Moten, J. J., Gds. Chkr., Melb. Gds.  
Mills, T. A., Gds. Trkr., Melb. Gds.  
McIntyre, C. A., S. W. Officer, Head Office  
Penglaze, A. E., Spvg. Vanstower, Spencer-Street  
Sexton, R. J., Time-tables Officer, Head Office  
Sly, L. J., S.M., Dandenong  
Thomson, J. A., Passenger Gd., Spencer-Street

### WAY AND WORKS BRANCH

Butler, T. R., Pntr., Bendigo  
Johnson, H. G., Repr., Hamilton  
Leslie, W. C., Sub-Foreman, Spotswood  
Lyons, C., Ganger, Spencer-Street  
Pickett, D. J., Ganger, Shepparton  
ELECTRICAL ENGINEERING BRANCH  
Clarke, R. J., Ldg. Hd. Elec. Ftr., E. T. Driver  
Donaldson, C., Chief Clerk, Head Office  
McWilliam, T. G. M., Shed Labr., O'hd. Depot

## . . . AND DEATHS

### ROLLING STOCK BRANCH

Giudice, J., Labr., N. M. Shops  
Myers, M., Ftr., Jolimont  
O'Brien, H. J., Added B'maker., N. M. Shops  
Sleight, G. W., C'smith., Newport  
Toogood, G. H., Welder, N. M. Shops

### TRAFFIC BRANCH

Delahenty, W. H., S. M., Bridgewater  
Graham, L. W., Labr., Melb. Gds.  
Hay, I. J., Ldg. Shunter, Ballarat  
Konkel, A., No. Taker, Melb. Yd.

Sneddon, J. D., Jr., Stn. Asst., Ballarat  
WAY AND WORKS BRANCH  
Eddy, D., Labr., N. E. Stand. Gauge  
Featherstonhaugh, V., Sub-Foreman. Workshops  
Gardner, R. W., Labr., N. E. Stand. Gauge  
Leverett, F., Mechanic, T'writer, Depot  
Munro, I., Labr., N. E. Stand. Gauge  
McDonald, J., Labr., N. E. Stand. Gauge  
Postle, J. T., Ganger, Bendigo  
Ramsay, W., Labr., N. E. Stand. Gauge  
Smith, J. A., Labr., N. E. Stand. Gauge  
Thomas, G. G., Ganger, Flinders-Street  
Umbers, R. F., Labr., N. E. Stand. Gauge



# RON BAGGOTT'S SPORTS PAGE

## Table Tennis 1959 Finals

**I**N the V.R.I. Table Tennis Championships for 1959 (played between June 1 and 11), nearly 50 members competed. This reflected the ever-increasing interest in the sport.

Results:

**Men's Singles:** Ray Harkins (Way and Works Branch) d. Veroljub Andjelicovic (Roiling Stock Branch)—22-20; 21-19; 24-22.

**Men's Doubles:** Bill Sheehan (Traffic Branch) and Ray Harkins d. Veroljub Andjelicovic and Eddie Martin (Traffic Branch)—21-15; 21-18; and 21-16.

**Ladies' Singles:** Margaret Johnson (Spotswood Storehouse) d. Evelyn Manfield (V.R.I.)—19-21; 21-13; 21-15; 21-10.

**Ladies' Doubles:** Margaret Johnson and Glenda Campbell d. Evelyn Manfield and Elva McTaggart (V.R.I.)—22-20; 21-19; and 21-13.

**Mixed Doubles:** Bill Sheehan and Evelyn Manfield d. Ray Harkins and Galena Mackevics (Spotswood Storehouse)—21-15; 21-15; and 21-15.

## Newport Still Leading

**W**HEN this edition went to press, Newport had not lost a match and it was practically certain that it would play in the Grand Final. It will be held at the North Melbourne Football Ground (a short walk from the local railways tation) on Tuesday, July 21. Loco., which has lost only two games, was expected to win the preliminary final.

The ladder is:

Team	Played	Won	Lost	Pts.
Newport	5	5	—	20
Loco.	6	4	2	16
Commercial	6	3	3	12
Accounts	7	3	4	12
Yard	6	—	6	—

Railwaymen who go to the North Melbourne Football Ground for the grand final in the V.R.I. Football League should see an excellent game. Naturally, in view of its performances this year and by its premiership win last season, Newport must be given every chance of another victory. However, Loco. "threaten" to topple Newport from the summit and, if confidence is the key to that objective, the tussle should be worth seeing.

## Sociable Storemen

**I**MRESSED by the friendliness shown by young V.R. men from different parts of the service in the Junior Storemen's class at Flinders Street and feeling it should be en-

couraged to extend into a social atmosphere "away from the job", Mr. R. Blair (Instructor), suggested there should be some sort of a get-together.

Result was a football match played at Gisborne on Sunday, June 21. Youths from the stores section of the Newport Workshops played a side made up of their counterparts in the Spotswood General Storehouse and the Jolimont Workshops. With their lady friends, they made the day a real picnic outing, and it will be the forerunner of many others.

Newport Workshops won, 11 goals 10 points to 8.8. Best players: Newport—G. Davies, M. McInerney, J. Hoban, D. Roy and R. Dyason. Combined—N. Snow, B. Hogan, P. Nixon, R. Weate, B. Kay, M. Barry and N. Rawlings.

## Off To Launceston

**T**O represent Victoria in the Interstate Railway Football Carnival at Launceston between August 1 and 12, the selectors have chosen:

- Harley, R. (Loco.)
  - Rutherford, A. (Newport)
  - Boyd, A. (Loco.)
  - Coulter, T. (Geelong)
  - Day, R. (Ballarat)
  - Dingey, D. (Loco.)
  - Eley, T. (Traralgon)
  - Gigliotti, V. (Loco.)
  - Goodwin, R. (Loco.)
  - Hogarth, L. (Newport)
  - Keene, R. (Korong Vale)
  - Mitchell, W. (Loco.)
  - Mathieson, K. (Yard)
  - Marr, R. (Newport)
  - Mulcahy, R. (Newport)
  - McClure, K. (Newport)
  - Prentice, J. (Wodonga)
  - Ricci, L. (Accounts)
  - Schickerling, K. (Loco.)
  - Teese, B. (Commercial)
  - Hirt, A. (Accounts)
  - Williams, G. (Commercial)
- (Harley will be captain; Rutherford, vice-captain).

Mr. D. O'Donnell (Hon. Secretary of the V.R.I. Football League) has been appointed Manager of the team. He will be accompanied by Messrs. W. J. Crowe (Institute Representative), F. Moore (President, V.R.I. Football League), J. McPartland (Immediate Past President, V.R.I. Football League), F. Dwyer (First Aid Officer), P. R. Sharp (Property Steward) and D. Smith (Assistant Property Steward).

## Obligations On Individuals

**I**would like to join the Committee in congratulating all the players who have achieved what should be

the aim of every V.R. man taking part in our sports: to have the honour of representing his State at an Interstate Railways Carnival.

It is a great tribute to the men themselves; I feel sure that, although from different teams in our own competition, they will weld into a co-operative side, playing for Victoria, and bring victory back with them.

I am equally confident that everybody will be grateful for the hospitality they will receive from the Tasmanian Railways Institute Carnival Football Committee. An excellent sightseeing and social programme has been arranged, and from experience of these trips in many States, I feel sure the whole tour will provide a memorable experience in an Island with so many scenic attractions.

## Ideal Official



**ALTHOUGH** he had never played with any of the Institute football teams—"I was not good enough for selection," he ruefully admitted—Des O'Donnell had so much sporting administrative experience that he was an obvious choice as Hon. Secretary, V.R.I. Football League. He was appointed midway through season 1958; next month he is off to Launceston as Manager of the Victorian team.

Des, who is a Train Examiner in the Melbourne Yard, was President of the Geelong V.R.I. Football and Cricket Associations, as well as Vice-President of the parent bodies in Melbourne. While moving around the system as a relieving Train Examiner, his interest in the V.R.I. never waned. At Seymour he was an Institute Committee member, while later, at Geelong, he was Vice-President of the local sub-branch.

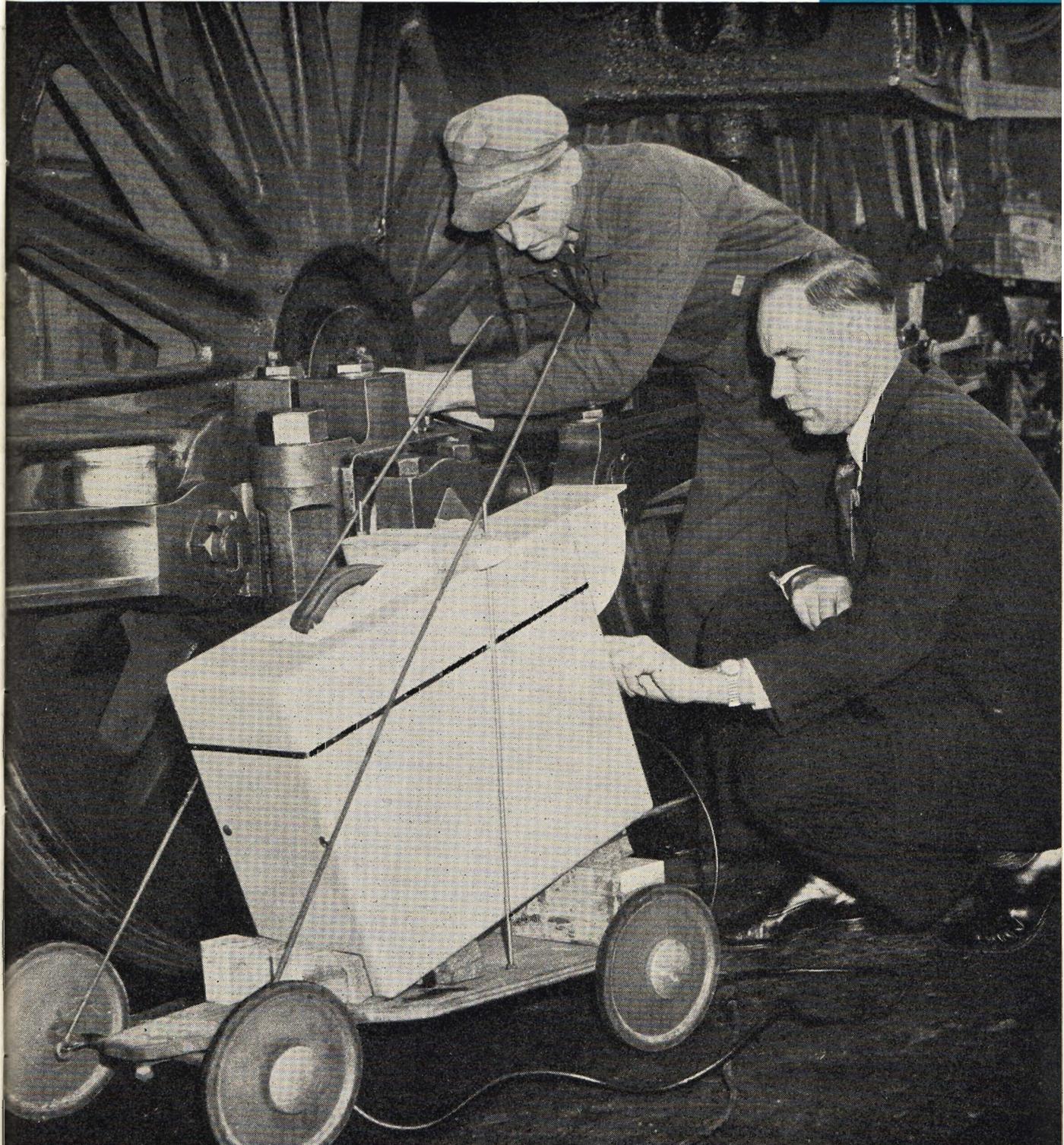
VICTORIAN RAILWAYS

# NEWS LETTER

AUGUST



1959



## Significant . . . Very

IT is highly significant that the advantages of the rail service occupy a foremost place in an illustrated booklet, recently published by the Shepparton City Council to bring to the notice of industrialists the many factors that make this Goulburn Valley centre ideal for the establishment of new industries. Says the publication :

"Shepparton has a twice daily passenger train service each way from Melbourne. The daily goods rail service is excellent, and the staff is traditionally courteous and efficient. Full particulars of freight rates and services are readily procurable, in relation to specific commodities and industries, from the Department of Railways."

Railwaymen generally and, in particular, those at Shepparton will be gratified by this well-founded tribute to rail transport.

## For Efficiency

CAPACITY of Tottenham railway yard, between Sunshine and Footscray, has been increased. This will enable a greater volume of freight traffic to be handled, especially to the Docks, during busy seasonal periods. This is a reminder that, in the campaign to get more rail business, nothing is being overlooked in maintaining freight services at maximum efficiency.

Four "arrival" roads, each of which could accommodate 70 wagons, have been linked with a large marshalling yard, enabling certain freight trains to be terminated at Tottenham. Most of these trains are hauled by diesel locomotives that can be released and quickly dispatched to the North Melbourne Loco. Depot for fresh assignments. This will increase their already high availability.

Other advantages that the improved Tottenham Yard will bring to freight operations are that :

- bulk loadings for Port Melbourne, Appleton and Victoria Docks and the Melbourne Goods Depot will be brought in train loads from Tottenham Yard direct to those points ;
- congestion at busy times in the Melbourne Goods Yard will be eased, and ensure an even flow of traffic.

## Standard Gauge Earthworks

THAT steady progress is being made with the huge work of constructing a standard gauge line between Melbourne and Albury is underlined by the fact that virtually the whole of the necessary earthworks are now provided for under contracts let this year.

Last month a tender was let for £200,000 for earthworks on the 58-mile section between Broadmeadows and Mangalore ; some months ago the Mangalore-Wodonga section (119 miles) was covered by a contract for £300,000.

Ballasting of the Mangalore-Wodonga portion of the line is to be undertaken under four contracts recently let for a total of 360,000 cubic yards of ballast. Nearly £½M worth of steelwork for bridges is being railed from New South Wales at the rate of 300 tons a month.

Earlier in the year, tenders were called in Australia and overseas for power-operated signalling and centralized traffic control equipment. These tenders have closed and are now under consideration by the Department.

## "Don't Let This Happen . . ."

FROM "A Place In the Sun" (*The Melbourne Sun*) column, last month :

"Platform seven, Flinders-st., on Tuesday night. A character sprinted down the ramp just as a train was leaving. Two guards grabbed his arms to stop him getting on the train. He pulled clear and threw himself into a smoker. He was away.

"A guard commented : 'That's a pity. It's only going to the Jolimont Yards'."

Not only was the "character" making —without knowing it—a short and quite fruitless journey ; he had infringed a railway By-Law in boarding a moving train. He did a third thing, too : he risked slipping and becoming an entry in the records of a public hospital. Silly man . . .

## Getting Interstate Business

SENSING that Sydney interest in the current Melbourne production of "My Fair Lady" was strong enough to induce groups to make the 1179 mile return train trip to the Victorian capital to see a performance of this record-breaking musical play, the New South Wales Railway authorities with full V.R. co-operation, set about arranging a tour over the Queen's Birthday week-end in June.

The response exceeded expectations. Between Sydney and Albury, a special train with buffet, club and six sleeping carriages was put on for 120 people. At Albury, it connected with a V.R. special "up" train, and *Spirit of Progress* on the Melbourne-Albury section.

Last month, another 120 Sydney-siders repeated the trip—and two more are planned, including one to synchronize with the running of the Caulfield Cup in October.

These trips are fully organized. Hotel accommodation and theatre seats are reserved, and motor coach tours are

made of Melbourne, the Dandenongs and Healesville.

Groups of 40 to 60 people are also making the return rail journey of 966 miles on *The Overland* between Adelaide and Melbourne to see "My Fair Lady". These week-end rail trips, without side excursions, are planned for each week as far ahead as December next.

## V.R. Slogan—In Part

UNDER the headline "BE A BRAIN" (a tribute to the impact of Railway Advertising) the Melbourne *Sun News-Pictorial* reported from Tokyo that "the Japanese Railway Corporation had launched an 'etiquette training' program for its passengers. They will be asked not to : play their radios too loudly ; enter the dining car in their nightgowns ; walk around day cars in their underwear."

## FRONT COVER

Pictured is an interesting advance in electronic technique as applied to railway rolling stock maintenance.

Neil Ferguson (Engineer, Newport Workshops Laboratory) is supervising an examination by a supersonic flaw detector being made by Fitter Bill Mellon (North Melbourne Workshops) of an R class steam locomotive roller bearing axle. A feature of the detector is that it does its work without the need to remove the axle from the engine.

The flaw detector produces sound waves of two very high frequencies—1½ and 2½ million a second—which are reflected by even small defects in metal. These "sounds" cannot be heard because the human ear does not respond to frequencies much above 20,000 to 30,000 a second. Two flexible leads, called probes, are placed against an end of the axle to be examined. High frequency current is converted by a quartz crystal in one probe to sound waves, which pass down the axle. They are reflected back from the other end of the axle and from any flaws or cracks that may exist.

On return, the waves pass through a similar crystal in the other probe which changes them back into an electric current that is amplified and fed into the oscillograph, a miniature television screen. It shows the pattern of the path of the waves through the axle. Even minute flaws are discernible.

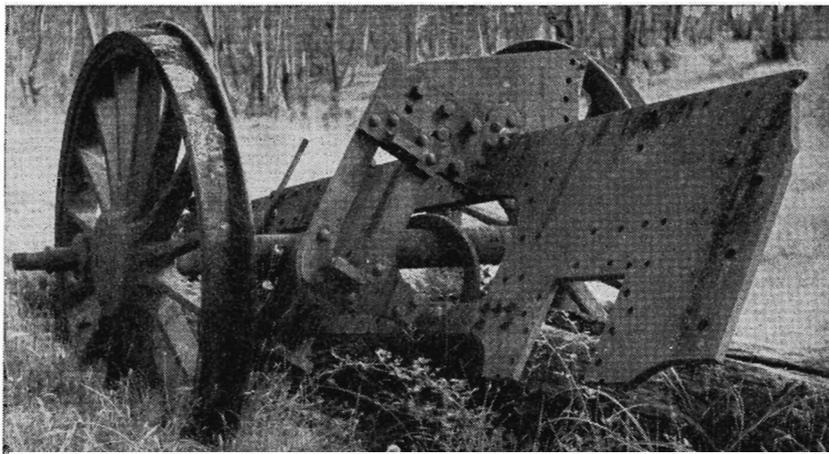
# IDENTIFICATION OF A "BODY"

BY A. R. LYELL

**A**LTHOUGH he has never been employed by the railways, Mr. Lyell has had a life-long interest in their operations. He has a special passion for old steam locomotives—"the older the better". As a member of the Australian Railway Historical Society for many years, Mr. Lyell has shown a tenacity for research, his article and picture (*right*) underlining his determination to identify a railway relic.

"Acting upon information received, I proceeded to a point near the 233-mile post on the Cudgewa line in the far north-eastern part of the State, and there I found certain remains." No, this is not part of a police constable's orthodox report: the "remains" were not human, but those of a locomotive built 100 years ago . . .

For some time, reports had circulated among railway historians about an object which "might have been an old locomotive" lying somewhere in a gully near Koetong. So, last Christmas, I paid a visit to the district and was rewarded by the discovery of a pair of 5 ft. diameter driving wheels of 5 ft. 3 in. gauge, together with the frames of an outside-cylindrical 2-4-0 locomotive.



IT was from these "remains" of an old steam locomotive that Mr. Lyell finally established they were part of N 242, built a century ago.

There were no visible identifying marks. However, the wheel arrangement and general dimensions indicated that it might be an old N class, one of the Melbourne and Hobson's Bay Company's engines taken over by the Victorian Government Railways in 1876. It had apparently been used as a stationary engine, as the remains were resting on rotting bed logs over a shallow pit.

Upon checking with the Railway Estate Office, I found that the area had been a ballast reserve; prior to that it had been held as a tin-dredging lease. Further, I discovered that the locomotive pre-dated the building of the

line by some years, as the survey map showed the position of an "old engine" and nearby an "old boiler". I then went to the Mines Department where the records showed that the lease had been held by "The Excelsior Tin Mining Co.", which had operated some time before 1907.

Determined to establish, if possible, the identity of the "body", I made a second trip to Koetong recently. This time I took a wire brush, emery paper and chalk. After scrubbing away for some time, I was rewarded by the gradual emergence of the figures "1183", which were stamped on the right hand wheel centre.

Here was proof of identity for N242 (formerly No. 6—*The Rapid*) of the Melbourne and Hobson's Bay Railway Company was Robert Stephenson's number 1183 of 1858—and it went into service in November of that year. When I brushed away at the other wheel, there was a surprise for me as it revealed the figures "1184", which formed a link with No. 7 *The Meteor*, later designated as N244. Both locomotives had been sold to contractors in July 1886.

My search for about a mile in each direction along the creek failed to locate the boiler, but a piece of plate resembling part of a bunker was found at a hut several hundred yards away.

There the identification rests for the time being. The "body" is one of "twins," and a guess is that the wheels were changed some time in the life of the locomotive. Probably this happened in later years when "cannibalizing" would be more likely.



TO an old 2-4-0 steam locomotive of this class (N), Mr Lyell proved that the engine parts (*top picture*) originally belonged. (Another identification problem is posed by this photo. Do any of our readers recognize the location?—Ed.)

# OUR RAILWAYS . . .

## TODAY and TO-MORROW

**C**ONTINUING  
the series of  
extracts from  
the speech by the  
Chairman of Com-  
missioners (Mr. E.  
H. Brownbill) at the  
Melbourne Univer-  
sity Engineering Stu-  
dent's Society.

**F**UNDAMENTAL aspects of the Department's financial structure were dealt with in last month's instalment of the Chairman's speech. He now touches on the rolling stock programme, covering modern locomotives and passenger carriages, designed to give a better all-round service and, importantly, to regain traffic from other forms of transport. In the September *News Letter* he will deal with special purpose freight vehicles to meet increasing road competition.

Following the last World War, it became essential for us to consider the replacement of a large number of worn and obsolete steam locomotives. It had always been our policy to provide for a locomotive replacement program dependent upon available finance, but this program was curtailed during the war period.

The purchase of diesel-electric locomotives was then considered, but we were of the opinion that the introduction of such a type of locomotive into the Victorian Railways should be deferred until such time that one was available here which had proved itself in actual railway service.

The American Railroads had been experimenting with diesel-electric locomotives since 1936 but import licences could not be obtained for complete locomotives. It was not until 1949 that suitable diesel-electric locomotives could be manufactured in Australia, with the engine and electrical transmission obtained from America, the locomotives being built under licence to the various American companies.

Since that date the Department has embarked on a policy of progressively replacing worn out steam locomotives with diesels of various sizes.

Our first main-line diesel-electric locomotive was the 1500 h.p. B class. It entered traffic service as locomotive B. 60 during July 1952 and completed over one million miles of traffic service last year. Twenty-six locomotives of this type were obtained on this initial contract during 1952-3, and up to date they have run over twenty-one million miles.

Some of the locomotives in this group have regularly run more than 4,000 miles per week on combined passenger and goods services.

It is of interest to note that the S class steam locomotives that ran "*Spirit of Progress*" between Melbourne and Albury for many years only accumulated a total mileage of about 1½ million each over a lifetime of 25 years. On the other hand some of the B class diesels had completed their first million miles in five years.

Twenty-seven T class 900 h.p. general purpose diesel-electric locomotives were placed in service in 1955 and 1956. These locomotives are lighter than a B class and are employed on branch line and shunting services. An order for a further ten of these locomotives is outstanding. The first of them was received during June of this year and it is expected that the order will be completed by December next.

### S Class Diesels

The initial purchase of the double ended B class locomotives was necessary with the few locomotives then in service to ensure the maximum flexibility and quickest turn-round. There is a demand on the V.R. system, however, for a small number of single-ended units that can either be assembled in pairs or used singly where ample time is available for turning at terminals, thus substantially reducing the locomotive cost.

With these points in mind, ten S class diesel-electric locomotives were purchased in 1957-8. They are generally similar to the B class but are single ended with "light engine" running controls at the rear end.

In recent years the diesel-hydraulic type of shunting locomotives has been developed and proved satisfactory in Germany where the V. 60 type is in common use by the German State Railways. Of 585 h.p., they are more powerful than the 150 h.p. M diesel-hydraulic shunting locomotives designed and built at Newport Workshops. They will do

shunting work in the Melbourne Yard and other marshalling areas, as well as haul goods and live-stock trains between selected points. (See July '59 N.L.)

Because of the traffic density operating between Yallourn and Melbourne, it was decided that the section Melbourne-Traralgon should be electrified. Twenty-five main line electric locomotives of 2200 h.p. were purchased from the English Electric Coy. and electric traction commenced operating between Melbourne and Warragul during July 1954 and extended progressively to Yallourn then on to Traralgon, the complete project being finalized on March 14, 1956, on which date inaugural running for main line traction between Melbourne and Traralgon operated.

*Having regard to the relative economics of diesel-electric and electric traction, it is extremely unlikely that further main line electrification will be contemplated.*

It is the intention of the Victorian Railways, if finance is available, to provide for a regular influx of diesel locomotives and it can be anticipated that the last of the steam locomotives will be replaced by 1970

At the time of placing our order for the first diesel-electric locomotives, 630 steam locomotives were required to operate our traffic requirements. It is anticipated that with complete substitution of diesel traction, a total of about 300 diesel locomotives will be necessary.

The net saving using diesel locomotives as a replacement for steam traction is 5/- to 10/- per mile, so it can be seen that large economic advantages are gained in providing diesel-electric locomotives on the Victorian Railways. The total traffic train miles (excluding electric and rail motor traction) in Victoria is now about 7½ million per annum.



AT the head of this passenger train is a T class 900 h.p. dual-purpose diesel-electric (first of 10 now on order). It is additional to the 27 which started on the V.R. four years ago.

Modern country passenger carriages now being placed in service are of all-steel construction, have controlled slack automatic couplers, incorporate air conditioning and have comfortable seating of the reclining type. Sleeping cars have individual or dual compartments.

Saloon type air-conditioned country sitting carriages will replace the old compartment type. Sixteen of these have been built at Newport Workshops already and a further 10 are under construction. These vehicles are equipped with reclining and rotating seats, iced drinking water with individual cup system, fluorescent lighting and a public address system.

### Modern Bogies

Good riding qualities are assured by the use of modern cast-steel framed bogies fitted with coiled springs throughout and incorporating shock absorbers. The first class carriages seat 48 passengers and the second class 64.

Roomettes and Twinettes are in service on *The Overland* running in both directions between Melbourne and Adelaide. They are jointly owned by the Victorian and South Australian Railways. The Roomettes have 20 individual sleeping compartments. The beds are equipped with a rubber mattress. They are pre-made, and may be raised or lowered by the passenger as desired. When in the raised position, the bed fits flush into the compartment wall. A large window of the landscape type gives a good view while ample wardrobe space is provided, with a full-length mirror.

Luggage is accommodated on overhead rack or under the seat. The com-

bolet unit, especially designed for railway use, provides hot or cold water and other toilet facilities. Other conveniences include iced drinking water in a vacuum flask, ash tray, a power point for electric razor and a fluorescent reading lamp.

A bell-push will summon the conductor at any time, and in the morning he brings in a breakfast tray and the day's newspaper. There is a portable table in the cabin for day use, and a shower compartment is available at the end of the vehicle. Hot and cold water is available in each compartment.

The Twinettes have 10 compartments with sleeping accommodation for two persons in each. In a general way they are equipped with the same amenities as the Roomettes, but each compartment also has a private shower recess with hot and cold water.

Dining and buffet carriages are attached to selected country trains for the provision of refreshments and meals in order to eliminate stops at refreshment stations. They are of modern all-steel construction and incorporate a kitchen for the preparation of hot meals.

With dining carriage accommodation is provided for 48 diners at each sitting while the buffet vehicles can seat up to 27 passengers at a time.

With suburban passenger transportation, large numbers of persons have to be transported in the relatively short peak periods occurring each morning and evening. The modern trend is to provide carriages with large doorways to permit rapid entry and exit of passengers. Seating is sufficient to meet demands of off-peak traffic and comfortable standing

facilities are provided to meet the crush loads encountered during the peak periods.

### New Suburban Trains

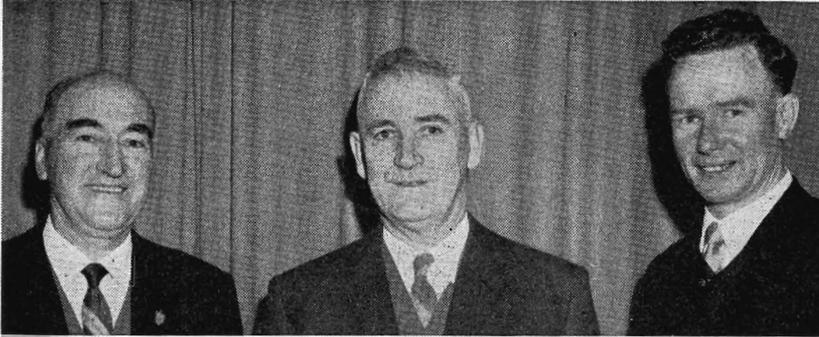
Thirty new suburban 7-carriage trains designed on the above principles and representing about 25% of our peak traffic requirements, were placed in service during the years 1956-1959. Another thirty of these trains are on order and delivery will commence within the next two years. These trains are built to modern standards—the vehicles have three doorways each side with a clear opening of 4' 5½". Of steel construction, they are well insulated against noise and vibration and are divided into non-smoking and smoking compartments. One of the many pleasing features is the unusual width and depth of windows. Passengers have a clear view of station name-plates—a great convenience in peak travel hours. Another outstanding innovation is the fluorescent lighting provided by two sets of fittings running the full length of the carriage. Current for the fluorescent lighting is obtained from a rotary inverter. The tubes are of the cold cathode type.

Stale air is cleared by Flettner ventilators which circulate a fresh supply every six minutes. The trains run smoothly and silently. Seats are of foam rubber and good riding qualities are ensured by the use of the modern cast-steel bogies fitted with helical springs and hydraulic shock absorbers. The trains comprise 4 trailers and 3 motor coaches, powered by four nose-suspended motors of 203 horse-power.

(To be Continued.)

# MODERN OVERSEAS RAILWAY TRENDS

## TO BE EXAMINED



From left]: Messrs. Chapman, Brown and Rolls.

**T**O keep the Department abreast with the most modern overseas railway developments in co-ordinated rail-and-road goods transport, other aspects of freight operations and terminal layouts, and diesel-electric and diesel-hydraulic locomotives, three railway officers left early this month for the United States of America, England and the Continent. They are Messrs. A. C. Brown (Outdoor Superintendent, Traffic Branch), H. V. Chapman (Rolling Stock Branch Technical Engineer) and L. C. Rolls (Engineer on the staff of the Superintendent of Loco. Maintenance.)

In the United States, at the invitation of the Australian Hauliers' Federation, Messrs. Brown and Chapman will link with a delegation from the Federation that will be conferring with American trucking associations and the automotive industry.

In countries similar to Victoria—with a relatively high standard of living and where the motor car has made serious inroads into railway passenger business—the railways are offsetting the loss of passenger traffic by vigorously concentrating on not only retaining goods business, but increasing it.

A new phase in freight carrying revealing itself in the countries to be visited is the extent of co-ordination between railways and road transport organizations, with the object of quick and economical movement of freight by containers and road units on flat railway wagons.

The rapid industrial growth of Australia, and Victoria in particular, demands, and in fact, depends to a very large extent upon, the economical transport of raw materials and manufactured goods.

Rail transport is vital to progress and these overseas investigations will keep the methods of the Victorian Railways abreast of those being adopted elsewhere and enable the Department to confidently plan ahead for the best possible transportation, at the most econo-

mical cost, to meet Victoria's rapidly growing needs.

The invitation by the Australian Hauliers' Federation to nominate these officers to join up with the delegation is greatly appreciated by the Commissioners and will undoubtedly lead to greater co-operation by road and rail interests in dealing with Australian transport problems.

Mr. Brown, who joined the Department as a lad porter at Traralgon, has had wide traffic experience in the country and metropolitan areas, rising to District Superintendent at Seymour and later Geelong. When appointed as the out-door assistant to the Chief Traffic Manager in 1956, he had been acting as Metropolitan Superintendent for three years. He organized the Central Reservation Bureau in the Administrative Building, Spencer Street, and is at present re-organizing the Tottenham Marshalling Yard, which involves a big alteration in track layout.

Mr. Chapman served a prize winning apprenticeship as a fitter and turner, at the V.R. Newport Workshops. He rose through the grades of draughtsman, assistant engineer and engineer, being appointed a Class 1 engineer in 1956. Recently, he had been closely associated with the construction of new specialized wagons, such as those for containers, motor cars, and bulk wheat. He is liaison officer between Victoria and New South Wales on the design of the

proposed joint rolling stock to run on the intercapital standard gauge line.

In America, Mr. Rolls will make a brief survey of the operations of several well known U.S. railroads and visit the plant of General Motors, La Grange, Illinois, suppliers of the engines for V.R. diesel-electrics.

The main purpose of his mission, however, is to make a study of diesel-hydraulic locomotives of the V. 60 type that have proved an outstanding success on the German Federal Railways. (See *July '59 N.L.*) While in Germany, Mr. Rolls will visit the works of manufacturers who will supply the locomotive components—engines and transmissions—for the V.R. diesel-hydraulics and will make a detailed study of the German Railways' experience with this class of locomotive.

Mr. Rolls was 15 when he joined the Victorian Railways as a lad labourer at Newport Workshops. Later, he became an apprentice fitter and turner and continued his studies, as a V.R. scholarship winner, at Royal Melbourne Technical College, where he gained the fellowship diplomas for mechanical and electrical engineering.

For the past six years he has been actively associated with the operation and maintenance of the Department's diesel-electric and electric locomotive fleets.

# DECIMAL CURRENCY . . . . . EFFECT ON RAILWAY ACCOUNTING

**P**ROPOSALS to change the present Australian currency to a decimal system have been advanced by the appointment of a Commonwealth Decimal Currency Committee to recommend which of four basic group systems should be adopted. Railwaymen will be interested in this article which deals with some of the ways the change, if it comes, regardless of the decimal system chosen, is expected by Accountancy Branch officers to affect railway accounting methods.

At station booking and parcels offices and in goods sheds—the initial sources of railway revenue—impact of the change would be mainly felt. Fortunately, the prices are not shown on the overwhelming majority of railway tickets. For these, the fares hand-lettered on ticket tubes at all station booking offices would have to be altered by local staffs. With the tickets that show prices, over-printing of the altered fares or printing of new issues would be done.

During the change over period, the sterling and decimal prices would have to be shown in internal records, and displayed for passengers' information. It is expected there would be a term during which both currencies would have to be accepted, and the staff at stations would be fully educated to receive payment and give change in either currency.

For parcels traffic, it would be necessary to have parcels stamps issued in duo-currency, or over-printed. Rates tables would be prepared in both currencies.

The comprehensive Goods Rates Book would need to be practically rewritten, with duo-currency tables and alternative rates. In station accountancy, which includes these items, the returns, etc., would have to be made out in the one currency only as from a fixed change-over date, even though both currencies were legally acceptable. If freight charges were paid in sterling, each item would need to be accounted for in decimal currency. Conversion would have to be made at the time the goods were waybilled; thus only one currency would appear on it. Separate columns for both currencies on waybills are not desirable.

Salaries and wages of railwaymen would be paid in the existing currency up to the date of the change-over—afterwards, in decimal currency.

Most of the Department's stores are bought by contract, the usual type being of two years' duration at fixed prices. Where the contracts provide for upward or downward revision, there should be no difficulty; they would follow the normal pattern of commercial payments. However, with certain materials bought overseas, the change-over in currencies might cause some minor difficulties, that would have to be adjusted.

In an organization as big as the Victorian Railways, office accounting and calculating machines (all of which are

allied to sterling) are extensively used. There are nearly 400 in the Department, ranging from cash registers to adding and calculating machines; each would be affected by a currency change.

A considerable amount of money would be involved in modifying all these machines; however, it is likely that many of them could still be used by disregarding the shillings and pence columns, and operating only on round pounds columns with a consequent reduction in maximum capacity.

Statistical records form an important part of railway administrative control. To preserve comparability, statistical tables would need to be re-cast from sterling to decimal for earlier years.

Numerous tables and financial statements in the Commissioners' Annual Report to Parliament would need to be printed, for comparative purposes, in both forms of currency, at least in the year of conversion.

It could be expected that the initial cost to the Department would be substantial, although there is no reliable basis on which to estimate what it would be. Nevertheless, a great ultimate gain

is anticipated, not so much from the financial viewpoint but rather in easing the pressure at certain points, because of the convenience and facility of calculation which a decimal system offers.

To sum up: these are considered to be some of the advantages that could be gained by changing from sterling to decimal currency:

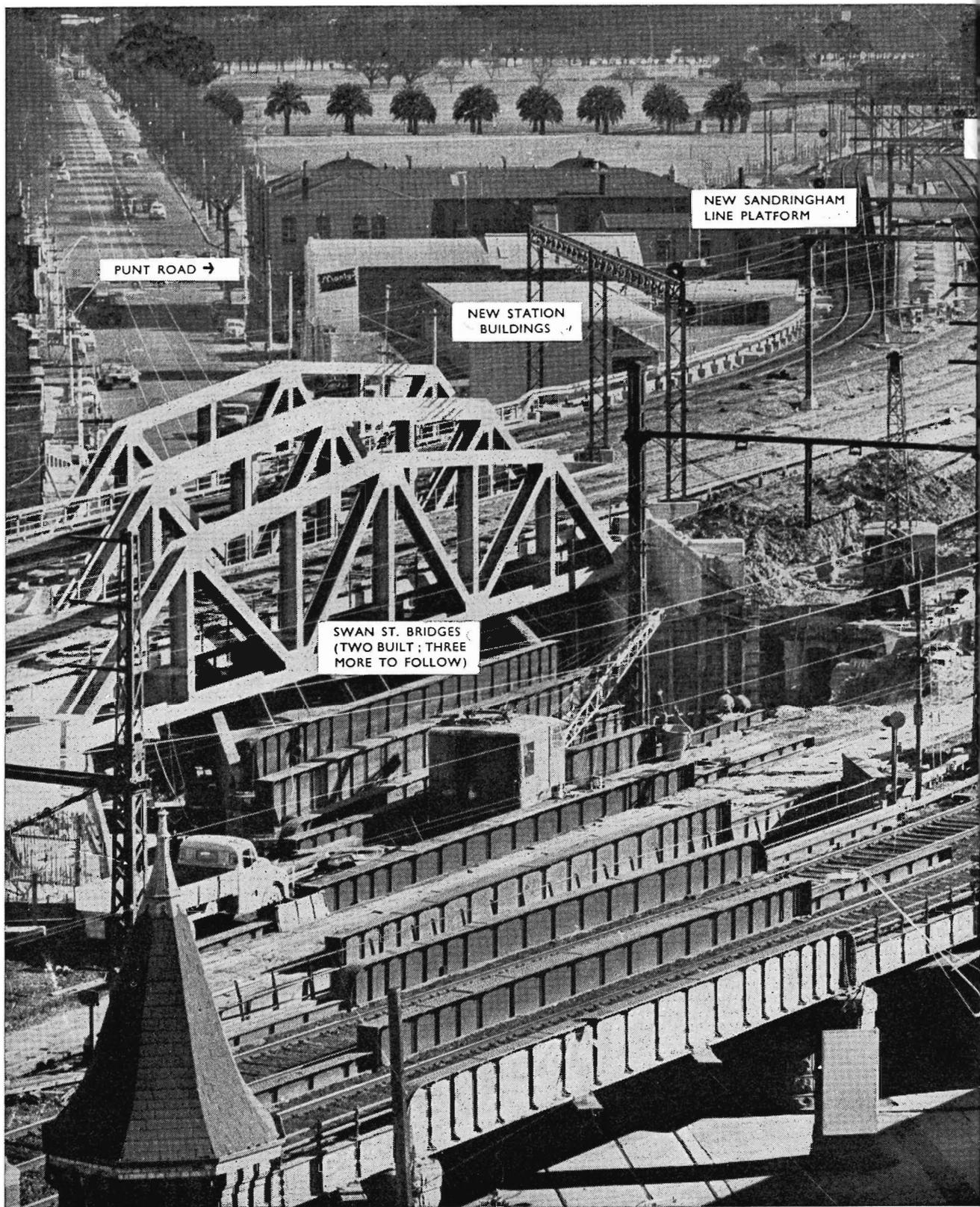
- it would bring more of the world on to a currency basis that is steadily tending to become standard and which would facilitate, to some extent, the making of comparisons;
- a wider field would probably be available from which to select accounting machines (including electronics) without having them specially designed;
- calculation tables would be simplified and the mental calculation for multiple passenger bookings and for freight would be facilitated; and
- all detailed accounting and recording work would be like keeping such records in round pounds.

## BIG RAILWAY GOODS TERMINAL INSPECTED



**T**HE Federal Liberal-Country Party's Committee, whose investigations preceded legislation for rail standardization of gauges between Wodonga and Melbourne, recently inspected the various bridges and earthworks now proceeding along the route of the new standard gauge line, and concluded with an inspection of the Dynon Goods Depot (above). This will be the principal standard gauge goods depot at the Melbourne end. Members were agreeably surprised with the progress being made with this huge project and expressed complete

satisfaction with what they saw. *From left:* Messrs. W. C. Wentworth, M.H.R. (Committee Chairman), D. C. Fairbairn, M.H.R., G. F. Brown (Commissioner), Senator D. C. Hannaford, L. A. Reynolds (Chief Civil Engineer), Senator G. C. McKellar, Messrs. C. R. Kelly, M.H.R., T. R. Collier (Chief Traffic Manager) and N. Quail (Deputy Chairman of Commissioners). When the picture was taken, Mr. E. H. Brownbill (Chairman of Commissioners) was elsewhere at the Depot in discussion with other Committee members.



PUNT ROAD →

NEW SANDRINGHAM  
LINE PLATFORM

NEW STATION  
BUILDINGS

SWAN ST. BRIDGES  
(TWO BUILT; THREE  
MORE TO FOLLOW)

NEW CAULFIELD  
PLATFORM

RAMP TO PLATFORM FOR  
ADDITIONAL CAULFIELD  
LINES

TEMP. BARRIER GATES LEADING TO NEW  
SUBWAY LINKING SWAN & STEWART STS.

PRESENT BOX HILL LINES

STEWART ST.

**RICHMOND**

VIVIDLY pictured here (looking towards Melbourne) is the £2½M work at Richmond, involving major re-construction while maintaining traffic. The project includes the demolition and replacement of the 74-year-old station building by a modern one in a new location fronting Swan Street . . . five island platforms, giving 10 faces, instead of the original six faces . . . and re-construction of railway bridges over Punt Road and Swan Street.

# "CLEVEREST MAN CAN LEARN ABOUT HIS BUSINESS"

**T**HAT truism has long been recognized by the Department by encouraging employees to submit their ideas through the suggestions system, which is controlled by the Public Relations and Betterment Board.

Versed as the Administration and supervising officers are in the operations of the Department, it is true to say that the man on a particular job is some times in a better position to see possible avenues for some improvement or eradication of a wasteful method.

Proof of this is that, since the Board was created in 1921, nearly 60,000 suggestions have come from railway men and women in every grade in the service and that, of this huge total, about one in six has been adopted.

In some instances, there have been very big awards—one as high as £500—paid for accepted suggestions which, naturally, yielded very substantial savings in operating and working expenses.

Naturally enough thousands of others have been of lesser value and have earned awards as low as the humble £1. Nevertheless, relatively minor as many of them might have been, each adopted idea has been responsible in some way for an improvement in either service to the public or internal methods of doing things—and they provide food for thought by any railway man or woman who may feel "it is not worth while sending in such a small suggestion".

There is nothing too small in the way of ideas for the Board to examine. Each is given the same close examination as that accorded a potentially more valuable suggestion. For example, in recent months, the following four suggestions—taken at random from the Board's files—have been adopted and in each case a railway man was rewarded for his thoughtfulness:

- remove blackberries at the foot of railway bridge at Jordanville station that are causing annoyance to passengers;
- size of axle boxes (when hot boxes develop) be shown on Red Card handed to station staff;
- amend details of cash on M 130A form.
- for protection of men repairing workmen's sleeping carriages at workshops, sheet metal disc, instead of flag, be used.

As the Department operates on a State-wide basis and has ramifications extending from tracks to tickets, from publicity to parcels, there is an almost limitless field from which suggested improvements can spring.

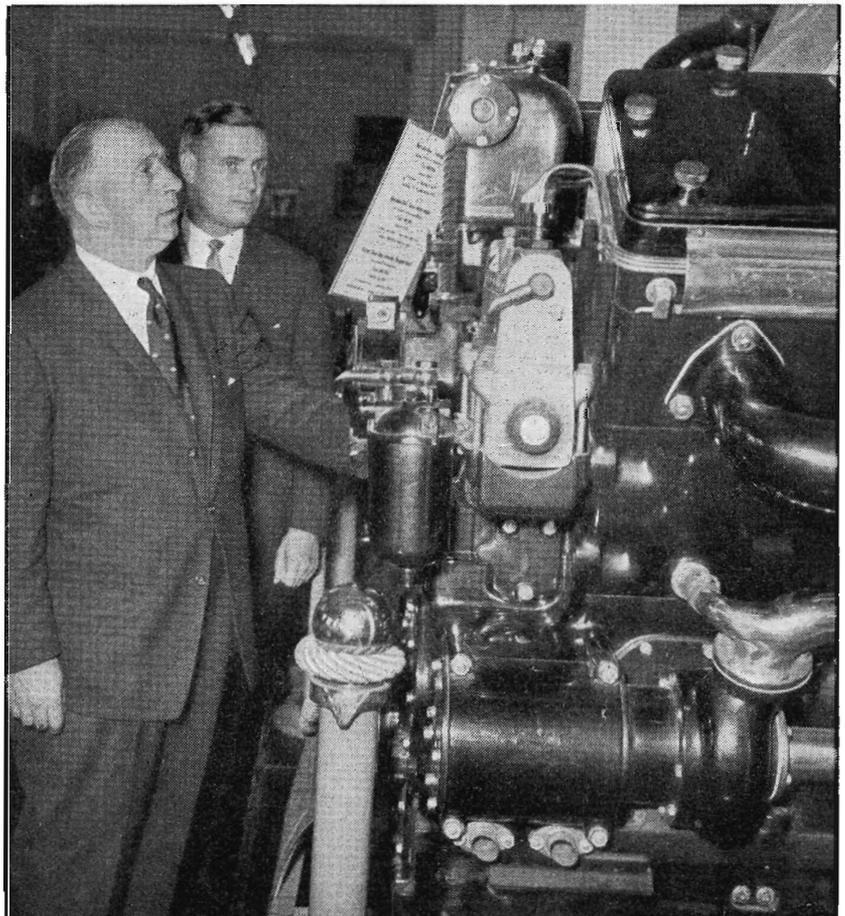
Railway men and women, regardless of age or grade, who think up ideas which are acceptable to the Department,

- can win monetary recognition;
- gain commendatory entries on their history sheets; and above all,

- get the satisfaction of being responsible for bettering the service to the public, or banishing an uneconomic method of operating.

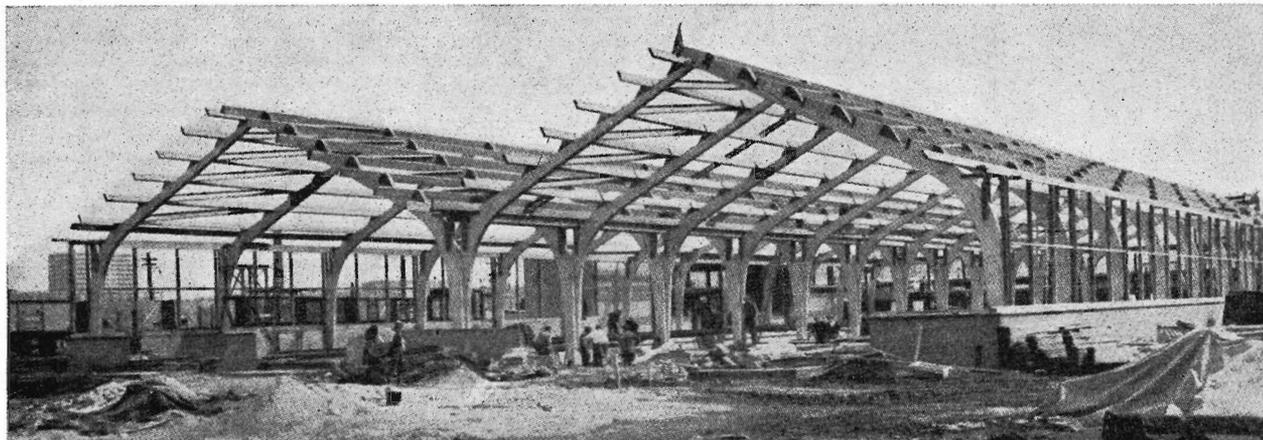
Each suggestion is treated confidentially, and the results of investigation conveyed to the suggestor.

## PREMIER SEES V.R. LOCO ENGINE IN GERMANY



WHEN overseas recently on his "Promote Victoria" Mission, the Premier (Mr. Bolte, M.L.A.) visited the huge Daimler-Benz plant at Stuttgart, West Germany. He is pictured here viewing a Mercedes-Benz engine of a diesel-hydraulic locomotive, 25 of which have been ordered by the V.R. (See *News Letter*, July '59).

# LINES FROM OTHER LINES



New building technique by British Railways.

**T**O reduce weight on soil of poor load-bearing capacity, the British Railways' rail car maintenance shed at Bristol (above) has laminated arches and plywood box beams. Overall length is 243 ft. and the width is broken by two spans, each of 57 ft. wide.

Height at the apex is 30 ft. There are to be four tracks, with inspection bays beneath. A novel form of longitudinal bracing of the arches was given by using plywood box beams inclined at an angle of approximately 60 deg. to the horizontal and supported on mild steel angles

bolted to the arches. These box beams have an overall depth of 4 ft. and are 7½ in. wide, the webs being ¾ in. thick fir plywood glued and pinned to the 3 in. x 7 in. top and bottom chords. The building is designed to withstand a 72 m.p.h. wind velocity as the site is in a relatively exposed position.

## Creating Business by Films

**T**O foster the establishment of development committees in its territory with a view to introducing new industries, the Illinois Central Railroad has made a motion picture, "Gold Mine on Main Street". It is available for television, too.

Running for 26 minutes, the 16mm sound-colour film high lights the factors that industry would consider in creating a new plant, including taxes, manpower, natural resources, markets, schools, and health and recreation facilities. The film concludes with an invitation by the railroad's general industrial agent to communities to call on the services of the railroad's long-established industrial department.

In the last five years the Illinois Central Railroad has assisted in locating a total of 440 new plants along its lines. Approximately 135 industries already situated on the railroad expanded their plants in the same period.

## Battery Rail-cars

**O**N the German Federal Railways 66 new battery motor coaches are now in service and a further 18 are expected to be in running this year. Favourable economic results are being achieved.

They have a maximum speed of 60 m.p.h., with electrical storage sufficient for running an average distance between 150-200 miles each day. Consequently, they are considered to be particularly useful for relatively short hauls.

So far sufficient experience has been obtained only with batteries of the acid and alkaline types. Both are heavy and need considerable space to accommodate them. In spite of the lower life and greater fragility of the acid battery, this type is so much less expensive annually than the alkaline type that the former is preferable.

## Moving Underground Pavement

**A** 180 ft. long moving pavement is to be installed at London's busy underground station. It will connect the British Railways' line to and from the city with the main London tube system.

The 300 ft. tunnel in which the pavement will be laid is now nearing completion. With twin tracks, the "travelator" will cope with 30,000 people who use the route each day. It will move at four miles an hour—a good walking pace. It will save a long drag up and down the slope between the stations.

## City Buys A Loco

**N**O young (or old) train enthusiast has ever failed to be moved by the sight of the huge Canadian Pacific Railway locomotives—type No. 5900 to be exact, 98 feet long and weighing 220 tons—the biggest engine in the British Commonwealth.

Sentimental Calgarians have got together and decided to buy one as a thundering great memento to the railway steam age.

The C.P.R. has agreed to sell the city

one for 5,500 dollars (£2,000). It will cost another 10,000 dollars (£4,444) to move the locomotive to the City Square and build a pedestal and canopy for it.

Calgary's local radio station has launched a public subscription campaign for the monument. Its staff is wearing railway engineer's striped peaked hats for citizens to stop them in the street and hand over donations.

## Illinois Spending Millions

**A** £2 million car repair program in 1959 is in progress on the Illinois Central Railroad. It is also spending £7 million for new equipment this year. The plan includes repairs in its own workshops to 5,680 freight cars.

Work will also be done on 59 passenger cars used in through passenger service and 210 commuter cars used in electric suburban service at Chicago.

Illinois Central freight car ownership was 49,661 cars at the end of 1958. The new equipment coming in 1959 will include 100 fifty-ton boxcars, 50 seventy-ton coal hopper cars, 50 seventy-ton covered hopper cars, 25 airslide cars, 50 seventy-ton flat cars, 100 fifty-ton bulkhead flatcars and 200 fifty-ton automobile cars.

Fifty seventy-ton cars will be fitted for woodchip loading and 150 boxcars will be equipped for specialty loading of various types. All freight cars, except for the 50 covered hoppers and the 25 airslide cars, will be built in the company's workshops.



Messrs. Brownbill and Rayment.

## Half-century Just Missed

VICTORIAN RAILWAYMEN all over the State will, no doubt, recall having seen these two people together: (left) Messrs. E. H. Brownbill (Chairman of Commissioners) and G. L. Rayment (Commissioners' Secretary). The picture was taken on the eve of the latter's retirement in August just three days short of 50 years' service.

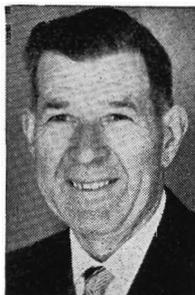
In the past nine years, he had traversed the system about eight times with the Commissioners on their country inspectional tours. In Head Office, Mr Rayment has administered the Commissioners' Secretariat where departmental and public correspondence in great variety, importance and quantity is examined and dealt with. Invaluable to him in directing this work was the comprehensive first-hand knowledge he had gained of stations, workshops, depots, etc., all over the State.

Shorthand had a profound influence on his career. A telegraph messenger at Spencer Street in 1909, Mr. Rayment, was appointed a junior clerk two years later in the Rolling Stock Branch. A few years afterwards, a senior Secretary's Branch officer posed him this question: "Young man, could you read my shorthand?" The young man could, easily, (he later became a Licensed Shorthand Writer) and in 1918 he was in the Branch to become closely associated with the Committee implementing suburban electrification.

In 1925 he began a term of 13 years as a clerk with the Staff Board; subsequently he was promoted to Stores Board Secretary and Tender Board Member. Mr. Rayment had three years' with the 3rd Light Horse Brigade in the First A.I.F.

## Speaks On V.R.

TO have been asked to address members of the Adult Deaf and Dumb Society of Victoria . . . . to have spoken to them for 40 minutes on varying aspects of suburban railway operations and to have been understood . . . . to have come away impressed by the penetrating questions they later put to him . . . . These combined to give Mr. A. E. Arnold (Suburban Train Running Officer) one of his most rewarding experiences in nearly 50 talks on railways to businessmen's clubs, church societies, historical societies, etc. during the past five years.



Mr. Arnold

For his address to the deaf and dumb audience, the Society's Superintendent sat beside him and, with fast-flying hands and fingers conveyed to the members precisely what Mr. Arnold was saying—and he spoke at his normal speed, which is not by any means slow.

Mr. Arnold has developed a liking for public speaking: he has a flair for conveying concisely and interestingly facts and figures about the whole range of V.R. work. In this way, he is doing splendid work in supplementing, on the platform, what the public relations division does in other spheres.

He has been a railwayman since 1918 when he joined as a junior clerk at Inglewood. In the intervening years he has gathered a wide practical knowledge of railroading. He is justifiably proud that the station "Arnold" was named after his grand-parents who were pioneers in the district.

## Suburban V.R.I. Sub-centre

ACTIVE steps are being taken to establish a Victorian Railways Institute Sub-centre at Sunshine—the first ever in the suburban area. It is planned to build five tennis courts, a bowling green, children's playground, cricket-football ground, dance hall and other amenities. The cost may exceed £10,000.

While the scheme is developing to the stage where the status of a Sub-centre may be sought, administration is in the hands of a body of enthusiastic railwaymen.

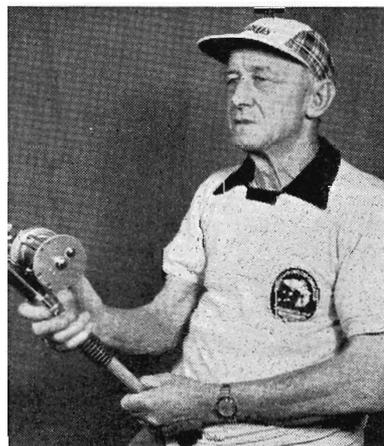
They have formed themselves into the

Sunshine V.R.I. Recreational Club, with an active membership of 250 from railway families in the area. President is Driver C. Garlick (North Melbourne Loco.), Vice-President, Fitter, L. Bennett (North Melbourne Loco.), Secretary, Electric Train Driver J. Dolman and Treasurer, Boilermaker, H. Lowe (Newport Workshops).

By means of a loan from the V.R.I. Central Council, the Club has already built two porous tennis courts and a club house is being erected, some of the work having been done by "working bees".

The area which the new Sub-centre will serve includes Tottenham, Sunshine, Deer Park and St. Albans, and it is confidently expected it will ultimately embrace 1,000 members. Originally part of railway land purchased for the building of homes for migrant railwaymen, the area is bounded by Stewart, Kent and Hotham Streets and Pritchard Avenue, Sunshine.

## Respite For Bay Fish



ON most seasonal Saturdays and Sundays for 40-odd years, Clerk Jim Furnell (Traffic Branch Staff Office) has been annoying fish in Port Phillip Bay. At other times, he is, as an authority, often talking and article-writing or being T.V. and radio interviewed—about fishing. Recently, to the relief of the fish, he forsook the Bay to go by *Spirit of Progress* with 40 other Victorians to represent his State at Coolangatta in the Australian Anglers' Association's Championships.

Secretary of the Victorian Division of the A.A.A., Jim was for 28 years

Secretary of the Elwood Angling Club, which now has a modern boat-house costing £8,500. Several years ago he was Secretary-General for the A.A.A. Championships at Lakes Entrance.

Elwood Angling Club initiated "Hospital Sunday", when members of clubs donate their "catches" to one of the hospitals. On one of those days, Jim and his fellow-anglers depleted the Bay of 1,220 lb of fish.

### Got Any Insects ?

**F**ROM Kiata (240 miles from Melbourne on the Serviceton line) comes an unusual request from Assistant Stationmaster E. Jenz for V.R. men to send him all the insects they can find.

This 38-year-old ex-World War II serviceman is studying entomology as a hobby, and wishes to expand his knowledge of "a fascinating subject". In six years he has collected over 1,000 different species of the various orders of insect life. He is mainly interested in butterflies, moths and beetles, but "will gratefully accept any insects available". He also has flies, dragon flies, praying mantis, locusts, grasshoppers, crickets, cicadas, wasps and lacewings.

Ordinary containers should be used for sending butterflies and moths, but tins are best for beetles and other insects "as they are liable to eat their way out". Date of finding and locality should be shown.

### Badminton's Brady

**A**S player, administrator or referee during the past quarter-century, Clerk Roy Brady (of the Chief Traffic Manager's Office, Room 55), is well known in Badminton circles throughout Australia and other countries including New Zealand, India, U.S.A., Denmark, Singapore and Indonesia.

Last month he flew to New Zealand for the third time as manager of an Australian Badminton Team. In 1955 he went, managerially, to Singapore, where he also refereed for India, America and Denmark in the Badminton equivalent of the Davis Cup.

Roy was appointed President of the Northern Districts Association in 1937: two years later he reached a similar post with the parent Victorian body, which has 7,000 members. Recently, he was referee in the "Uber Cup Tie" played between Australia and Indonesia in Melbourne.

For all his work in promoting Badminton, Roy has been rewarded with a Life Membership of the Victorian Association.



Mr. Brady



MR. MCINTYRE, retiring Safe Working Officer (left) being farewelled by his successor, Mr. G. P. Burgess. (Photo : A. J. Cassar)

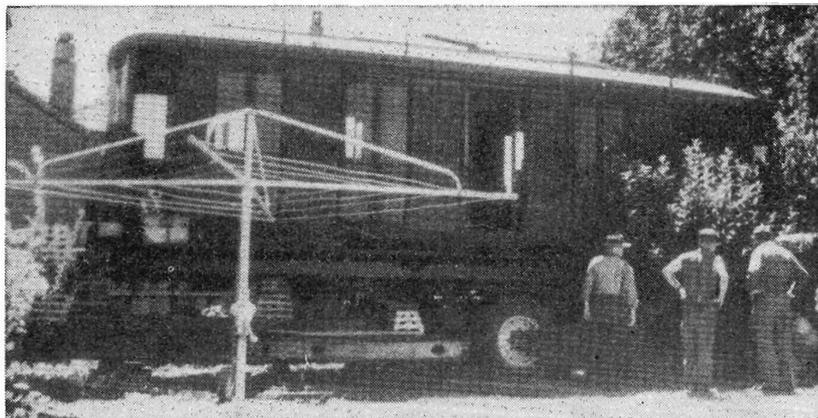
### Always Safe

**F**OR 28 of his near 50 years' V.R. service, Mr. Charles McIntyre, who retired last month, was in the Safe Working Office; 21 as Assistant; seven as Safe Working Officer. During the latter period, the responsibilities and complexities of the position grew considerably as a result of new signalling systems: these included three-position automatic signalling, lever locking and track control, single line automatic, remote control and, more recently, centralized traffic control.

Before coming to Head Office in 1931,

Mr. McIntyre had accumulated extensive country and suburban experience as a signaller and a Block and Signal Inspector. Thus, he was well-equipped for the highly important part he took in the functioning of an office inextricably linked with the safe operation of every train that moves on the Victorian Railways system.

Superimposed upon his practical signalling knowledge was the attribute of complete concentration of mind upon every safe working aspect of train operation.



### Tram Dreams

**M**R. R. H. PRENTICE was thinking of building a sleep-out for his Prahran home. At the same time, even though not a railwayman he was thinking (as almost always) of railway and tramway rolling stock. "I know," he confided to himself, "I'll buy an old railway tram and convert it into sleeping quarters."

That's exactly what he did. There it is (above) about to be unloaded on to rails he had set in his backyard. It was brought three miles by road from Elwood Depot and, following in his car with almost paternal oversight, he took a

furlong-by-furlong colour pictorial record of its progress.

It was tram No. 20 which had been used as a service vehicle. Mr. Prentice will strip and re-fit the interior; repaint the outside in its original bright colours—and then sleep away the hours, mostly on imaginary tram trips . . .

Since childhood, he has been a railway and tramway rolling stock enthusiast; evidence of this is a stock of 1,000 colour slides and 250 black and white pictures, all taken by himself. He is, not surprisingly, a member of the Australian Railway Historical Society and the Electric Traction Society

### Family's Long Service

**N**EARLY 150 years of V.R. service by the Beith family came to an end last month when Clerk Gordon Beith, in charge of Freight Contracts in the Commercial Branch, retired after 49 years in the Department. Other contributors to the family's remarkable record were his father, who had been an Inspector of Works, and a brother, a former Chief Clerk, Dist. Supt's Office, Geelong.

Soldiering and the welfare of servicemen and their dependants have long been Mr. Beith's main interest. He joined the First A.I.F. as a Lieutenant (later becoming a Captain) and lost a leg in action on Gallipoli. Returning to Australia, he was appointed the first Secretary and Adjutant of the Caulfield Military Hospital.

Resuming in the V.R. at Redcliffs in 1924 and later getting leave, Mr. Beith became a pioneer property holder in the local Soldier Settlement Scheme. An active member of Legacy for nearly 25 years, Gordon was recently made Hon. Secretary of a Hampton Community organization, the object being to raise £8,000 for a hall for citizens.

### Relieving Record ?

**W**HAT must be a unique record, from a Traffic Branch viewpoint, was held by Mr. R. M. S. Delahenty, who retired last month. All his 39 years in the Department were spent as a relieving clerk under the Metropolitan Superintendent.

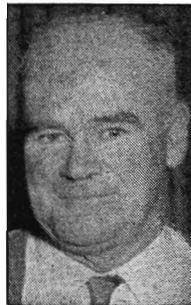
In that long time, there were few, if any, suburban stations upon which he had not left his imprint. Needless to say, he gathered a wide knowledge of passenger, parcels and goods working—a fact that was eloquently stressed at his big farewell.

In 1953 he became a Relieving A.S.M., but continued to work in a clerical capacity. His late father, Pat was a Station-master, having finished at South Yarra many years ago.

### First Aid Enthusiast

**W**ITH Train Examiner Dan McInney at Mildura the first-aid movement will continue to flourish. When he came there four years ago from Hamilton, where he had been first-aid instructor, he brought his enthusiasm and lost no time in reviving practical interest in this important aspect of railroading.

Now Superintendent and Instructor of the Mildura Corps, he has 14 in his class and because of their keenness, coupled with Dan's flair for teaching, it is expected Mildura will soon be a force in the State Competitions. His 11 years in first-aid have taught him this: "You just don't know when you



Dan McInney

can do something to help a work-mate or a passenger," he said. "I've had the satisfaction of giving some urgent attention to injured people until the doctor comes."

For 32 years, Dan has been a V.R. man, principally as a train examiner. He has three brothers in the service: Tom, a clerk in Head Office; Jim, a passenger guard at Spencer Street; and Mick, a goods guard at Seymour.

### One-armed Signalman

**A** one-armed Loco. Signalman who was in charge on a daily eight hour shift at a signal box at the entrance to the busy North Melbourne Loco. Depot retired last month.

He was Bill Sandles—one of the V.R.'s only three Loco. Signalmen—with 49 years' service. Naturally, he did not work in an orthodox signal box; there were no levers controlling any signals, points or gates. His job was to watch and record the comings and goings of engines at the Depot, and to telephone their movements to the appropriate destination points.

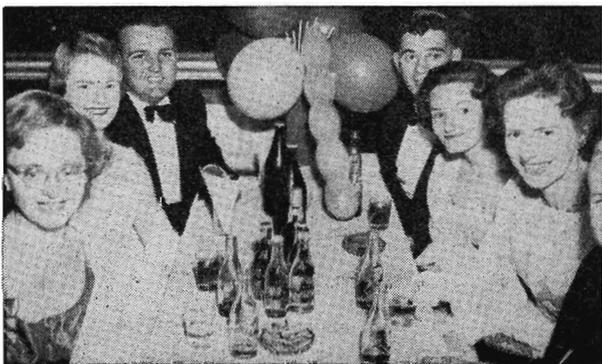
"Wingie," as Bill was affectionately known to an army of colleagues, was a fireman at Seymour before the First World War. He was on active service in France where he lost an arm and suffered other wounds in action.

A wallet of notes was merely one of the tangible expressions of esteem in which he was held by his mates. Said one: "He was always of a happy disposition; he could do astounding things with his one arm."

### Railway Staff Ball Success

**T**HESE two illustrations capture the spirit and gaiety of the Railway Staff Ball at the Palais de Danse, St. Kilda, last month. One of the many topical sketches by Ted Clarke (O-in-C, Commercial Drafting Division) is at right. Originally two feet wide and prominently displayed at the Ball, it humourously pin-points the much-publicized proposed Melbourne underground railway. Caricatured from left are: Sir Arthur Warner (Minister of Transport) and Messrs. E. H. Brownbill (Chairman of Commissioners), G. F. Brown (Commissioner) and N. Quail (Deputy Chairman). Below is a happy group from Seymour.

With their ladies, the Minister, Commissioners, Mr. P. J. Hannaberry (Commonwealth Railway Commissioner) and most Branch Chiefs were present at the Ball.



Nearly 1,200 dancers were there—the highest ever at the four Balls so far held—and it was generally described as being one of the season's social successes. Railwaymen from many sections of the Department made it highly representative of the service.

T.V. and other personalities prominent in the entertainment world, as well as a big working model of a railway, added to the night's features.

Lady Warner, with T.V. representatives (Panda and Bert Newton) adjudged Mrs. Kenneth Barstow, wife of a Railway Investigation Officer, as "Belle of the Ball". A radio set was donated and presented to her by Sir Arthur.

A triumph of long and skilful planning, the Ball was organized by a committee of five girls and four men, headed by President Frank Storan, of the Commercial Branch.



### Good Goods Men

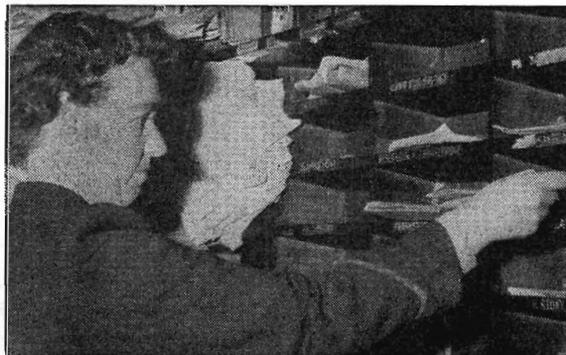
CLERK-IN-CHARGE F. V. Dunn (left) and Clerk A. W. Parker are key men in the administration of the busy Mildura Goods Sheds. They represent a perfect blending of long and not-so-long experience. When this picture was taken, they were analysing the contents of the famous *Fruit Flier*. This finished, they would send a detailed telegram to Head Office setting out the consignments for specified selling agents. The latter would, in turn, receive this information by telephone—valuable advance knowledge of what they would have to sell on behalf of producers.

### That Feminine Touch

TWO female Parcels Assistants at Flinders Street Parcels Office are helping to maintain the fast rail parcels service by receiving, sorting and dispatching consignments at that busy centre. They are Mrs. Dorothy Doherty, for 17 years on the country and suburban counters; and Miss Nessie Garrett, who has brought her rich Irish brogue into the bulk receipt section over the past four years. Working nearby is another Parcels Assistant, Mrs. Eileen O'Dwyer, who sorts and channels a daily stream of departmental correspondence, and is responsible for "values". She has worked in other parts of the station, with a total service of more than a decade. Here they are (below):



Mrs. Doherty



Mrs. O'Dwyer



Miss Garrett

### Service Praised

"WOULD you please accept our thanks for attending to an urgent parcel of ours, which was left at Flinders Street Parcels Office late on Monday evening, June 22.

"The parcel, which was despatched to Nyora, enabled our customer to have an £8,000 machine in operation without any delay. Again, many thanks."

—Ball Bearing Pty. Limited, 373 Queen St., Melbourne.

"WE would like to express to you our sincere appreciation of the co-operation given by the Station Masters and staff at the Box Hill and Burwood Railway Stations to these Homes.

The service they have rendered "Orana" by the notification of parcels arriving at the stations and thereby expediting collection, has been of great assistance in our work of caring for deprived and needy children."

—The Secretary, Methodist Peace Memorial Homes for Children.

## RECENT RETIREMENTS . . .

### ROLLING STOCK BRANCH

Archibald, (Mrs.) E. L., Seamstress, Newport  
 Baker, R. H., Clerk, N.M. Loco.  
 Collins, H. H. J., Watchman, Jolimont  
 Causon, J. V., Driver-in-Chg., Yarram  
 Dunbar, P. A. H., Ftr's Asst., Traralgon  
 Fitzsimmons, P., Upholsterer, Newport  
 Gilmore, N. P., Labr., Newport  
 Gilbert, A., Fitter, Jolimont  
 Hynes, D. T., U.G. Repr., Ballarat  
 Hudson, F. R., Pntr's Labr., N.M. Shops  
 Johnston, A., E.T. Driver, E.R. Depot  
 Kelly, B. V., Ldg., Fnceman, Newport  
 Kelly, J., Elec. Exmnr., T. L. Depot  
 Millman, C. C., Ldg. Car Clnr., Shltr. Shed  
 Praed, F. P., Welder's Asst., N.M. Loco  
 Plymin, G. W., Iron Machst, Newport  
 Terry, J. S., Labr., Jolimont  
 Watson, A. E., Ftr's Asst., Newport  
 Williamson, E. H., E.T. Driver, E.R. Depot

### ELECTRICAL ENGINEERING BRANCH

Jones, D., Clerk, Distn. Engr's Office

### TRAFFIC BRANCH

Delahenty, R. M. S., Relvg. Asst. S.M., c/- Metro. Sup't.  
 Donnelly, P., Goods Ch'kr. Melb. Goods  
 Hodges, F. F., Labr., Melb. Goods  
 Keck, W. A., Goods Gd., Geelong  
 Menhennet, J., S.M., Warrenheip  
 McDonough, H. R., A.S.M., Burwood  
 Maloney, W. P., S.M., Numurkah  
 Prentice, R. A., Goods Gd., Wodonga  
 Stow, G. P., Signalman, Flinders-st.

### WAY AND WORKS BRANCH

Bray, B. J., Repr., Koo Wee Rup  
 Brock, L. W., Sig. Adjustr., Flinders-st.  
 Benton, M., Carptr., N. Melb.  
 Cooper, J., Repr., Bendigo  
 Corkill, L.T.A., Clerk, Staff Office  
 Cox, F. L. F., Labr., N. Melb.  
 Elliman, W. R., Repr., Sale  
 Everson, A. W., Clerk, Flinders-st.  
 Harman, G., Repr., Frankston  
 Jaryie, W. H., B'makers Help, Spotswood  
 Malone, P. J., Repr., Swan Hill  
 McNamara, R., Repr., B'dale  
 Sandlant, R. S. T., Carptr., Flinders-st.

## . . . AND DEATHS

### TRAFFIC BRANCH

Anderson, J. K., Ldg. Pcls. Asst., Flinders-st.  
 Box, K. J., A.S.M., Williamstown  
 Costello, J., S.M., Brim  
 Pitcher, E. W. J., Goods Chk'r., Geelong  
 Ryan, J. L., Ldg. Shunter, Melb. Yard  
 Thomas, A., Sanitary Attd., c/- Room 55

### ROLLING STOCK BRANCH

O'Brien, L. P., Labr., Geelong  
 Schwetje, H. P., Clerk, H. Office  
 Wroughton, A. N. A., Ftr. & Tnr., Newport

### ELECTRICAL ENGINEERING BRANCH

Camillera, J. J., Linemans Asst., Batman Ave.

### STORES BRANCH

Marler, R., Storeman, Spotswood Genl. Storehouse  
 Sweatman, A. D., Storeman, J'mont Wk-shops.

### WAY AND WORKS BRANCH

Banks, W. J., Wks. Ganger, N. Melb.  
 Coffey, C. A., Repr., Shepparton  
 Drew, C. T., Asst. Staff Clerk  
 Monichino, A., Labr., Shepparton  
 Oates, W. H., Plastr., Spencer-st.  
 Robinson, T., Rd. F'mn. Ballarat  
 Withers, M.T., Labr., Shepparton



# RON BAGGOTT'S SPORTS PAGE

## "Brownlow" Winner

**V**OTED by the field-umpires as the best and fairest player in the V.R.I. Football League for 1959 is 22-year-old Loco. ruckman Brian Smith who thus wins the equivalent of the Brownlow Medal. He is a diesel main-tainer at North Melbourne



Brian Smith

Brian is a talented 6'2", 13½-stone player who has twice represented Victoria in Interstate Railway Football Carnivals. When he was 15 he played with Preston Thirds and had a season with the F.V.A. Brian also played cricket with Preston in the Sub-District Grade as an all-rounder several years ago.

His success in football is remarkable because he never trains . . . "I just don't like training, that's all," he said. Football followers will, therefore, be amazed not only because he won the much-sought-after medal, but that he has the stamina to ruck for four quarters—and finish the game without being unduly distressed.

## Premiers, Again

**N**EVER losing a match throughout the 1959 season . . . never even looking like being defeated, Newport Workshops last month won their second successive premiership against Loco. in the grand final of the V.R.I. Football League. They scored 14.21 (105 pts.) to 8.6 (54 pts.).

A burst of six goals to their opponents' one goal in the first-quarter, when they were helped by a wind, seemed to leave no doubt about the ultimate result. It was a popular win by eighteen V.R. men who had played skilful, co-operative football.

Despite their defeat, the Loco. team must be warmly congratulated on a courageous fight back in the second half, when it allowed the powerful Newport side to kick only five goals, equalling its own tally in that period.

Main goal kickers and best players : Newport—Kenny, McPhee (3), Timms, Hall (2). Best : Rutherford (full-back best on the ground), McTaggart, Murphy, Langbourne, Kenny, Mulcahy. Loco—Bennett (4), Schultz (2). Best : Shultz, Bennett, Harley, O'Leary, Gigliotti.

Players and railwaymen at the match as spectators greatly appreciated the interest of the Chairman of Commissioners (Mr. E. H. Brownbill), who was there for most of the game. He visited both dressing rooms and chatted with players and officials.

## Table Tennis

**A** party of Melbourne V.R.I. Table Tennis players visited Benalla on a recent week-end (*News Letter*, June '59). The trip was so successful that a group of 16 players and their friends from Benalla returned the visit, being guests of the city team on July 4 and 5.

Two men's and one Ladies' team were selected to represent each Centre. Although the Melbourne table tennis players were again victors, winning 27 rubbers to six, the games were generally more evenly contested than the scores indicate.

Twenty-two men and 14 ladies took part in a mixed doubles tournament in the final ; Margaret Johnson (Melbourne) and David Crowder (Benalla) defeated two Melbourne players—Elva McTaggart and Wally Laurie.

On the Saturday night a social function, with supper, was thoroughly enjoyed. At afternoon tea the following day, before leaving by train for Benalla, the visitors were officially and cordially welcomed by Messrs. Phillip Coates (President V.R.I. Table Tennis Association) and F. Orchard (General President, V.R.I.).

## Billiards Final

**F**OR the grand final in the V.R.I. Billiards Competition, two teams were due to play for the coveted championship for 1959.

Results of what was expected to be a closely-fought match will be given in the September *News Letter*.



From left : Ted Riley, Phil Johnson, Colin Wilson and Johnnie Lonsdale of the V.R.I. Hockey Team.

## Jolimont Sports Parade

**A** recent quick look around at the Jolimont Workshops was enough to show that some of the staff are sport-minded. For instance Norman Wolf, in charge of the records, is Bowls Secretary of the City Bowling Club. In the Club's No. 1 side, he has been a competent and enthusiastic player for about nine years.

Hockey is well represented by V.R.I. Hockey Club members Asst. Engineer Phil Johnson, Clerks, Johnnie Lonsdale and Colin Wilson, Apprentice Electrical Mechanic Eddie Kreidle and Fitter Ted Riley. Their



Eddie Coe

team finished the 1958 season at the top of the list and are doing well this year.

Sub-Foreman Car and Wagon Builder Eddie Coe was a cricket umpire in District and Sub-District for nine years. He was a goal umpire for the Victorian Football League for 10 years.

Eddie never played cricket or football, but that did not stop him gathering—and retaining—a wide knowledge of the respective rules. He agrees with the old saying : " *Players don't always make the best umpires* ". He has since given up umpiring and is now choir master at the Holy Trinity Church, Williamstown.

*(There must be many more active sportsmen and sporting officials at Jolimont Workshops. What about letting me know ? R.B.)*

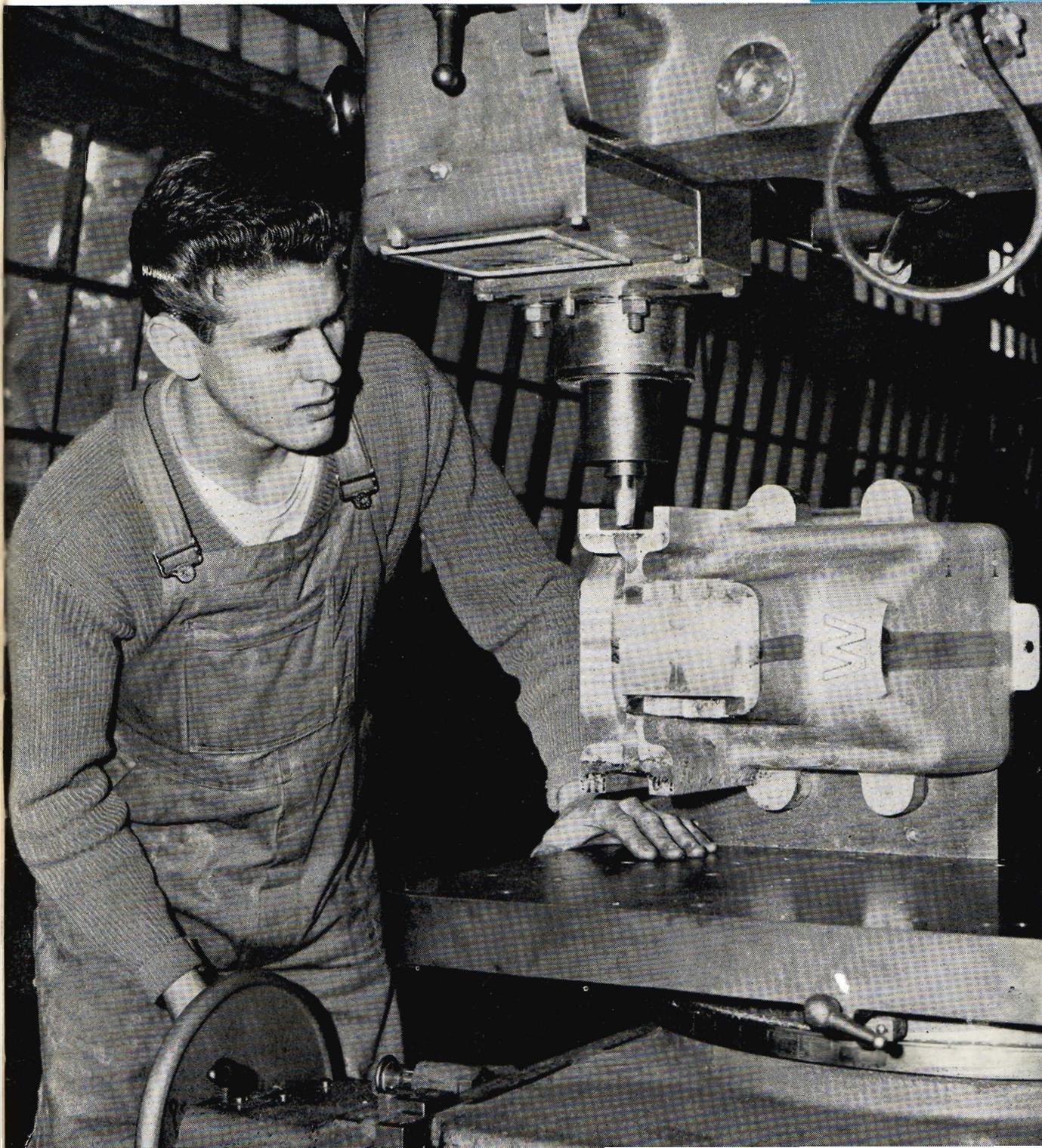
VICTORIAN RAILWAYS

# NEWS LETTER

SEPTEMBER



1959



# THE MONTH'S REVIEW



GIRDERS being swung into position for the standard gauge track over the Seven Creeks, Euroa.

## Standard Gauge In 1961 ?

IF the present rate of progress is maintained, the through standard gauge rail service to Sydney should begin towards the end of 1961.

Completion of bridges and culverts and earthworks is well advanced. One of the major bridges to reach the final stages of construction is that spanning the Seven Creeks at Euroa. Last month, the steel joists for this bridge were placed in position. (A short film of this work taken by the Department was telecast by HSV 7 and GTV 9).

Plate-laying will start as soon as supplies of ballast come to hand. Maximum permissible speeds on the line will be 80 m.p.h. Centralized traffic control will be used to control points and signals for 15 crossing loops on the single line.

## Outstanding Work

I was a passenger on the 6.12 p.m. train to Yarram on August 5 when we were held up at Loch because of a tree blown across the line. I wish to thank very sincerely your Guard on that train and all others concerned for the courtesy and human feeling for passengers.

"We arrived at Yarram at 4.5 a.m. and the Guard, who was soaking wet and cold, lit a beautiful fire for which we were so thankful. When the S.M. arrived at 6 a.m. and heard of our plight, he went to his home and brought the necessary to supply us with a most welcome cup of tea. Do please convey our thanks to all those concerned."

Written by Miss Ruby Lindesay, of

Hedley, this letter appreciatively highlights just one of the numerous ways in which V.R. men helped passengers during the destructive storms that swept a large part of the State last month.

Some train services were dislocated and over a wide and important area telephonic communication was seriously disrupted. In spite of this, railwaymen in many grades rose traditionally to the occasion. Working at top speed to restore normal services, these men performed the job under extremely difficult conditions and won the highest praise for their devotion to duty.

## Vicing for News Letter

"THANKS, Dad, for the latest issues of *News Letter*. As usual, after they are read by the Brothers, I offer them as prizes which are keenly sought by the boys in my class. Interest in trains certainly has an everlasting fascination for boys."

That is an extract from a letter received by Spotswood General Storehouse Manager P. J. McCracken from his son, Brother P. F. McCracken, C.B.C., Sydney.

In letting us know that *News Letter* is competed for by young readers, Mr. McCracken added that "good relations are fostered when we pass on our issues to others, rather than casting them aside."

## In Short . . .

FINES ranging from £6 to £20 have recently been imposed on motorists ignoring railway flashing light signals and bells at level crossings. A fast parcels coach to call at Boronia, on the Upper Fern Tree Gully line, on Mondays to Fridays is running until further notice. It picks up daffodils.

jonquils and other flowers for Melbourne and interstate markets. . . Stud sheep valued at about £13,000 in 24 truck loads were railed last month to various parts of Victoria and also to South Australian destinations. Naturally, the railways appreciated the confidence that owners of the costly stud sheep placed in the Department to arrange safe and comfortable transport. . . Virtue of the six-months-ahead-bookings for interstate rail journeys was highlighted by the announcement that reservations could now be made for a special daylight train to Adelaide—leaving Melbourne on December 26 next. A return daylight train will leave Adelaide the next day, but passengers may come back on *The Overland* within six months. . . Completion of track work at some stations between Dandenong and Warragul now permits *The Gippslander* to be accelerated to and from Bairnsdale and to pick up and set down at Dandenong. This improved service for local residents began on August 31.

## FRONT COVER

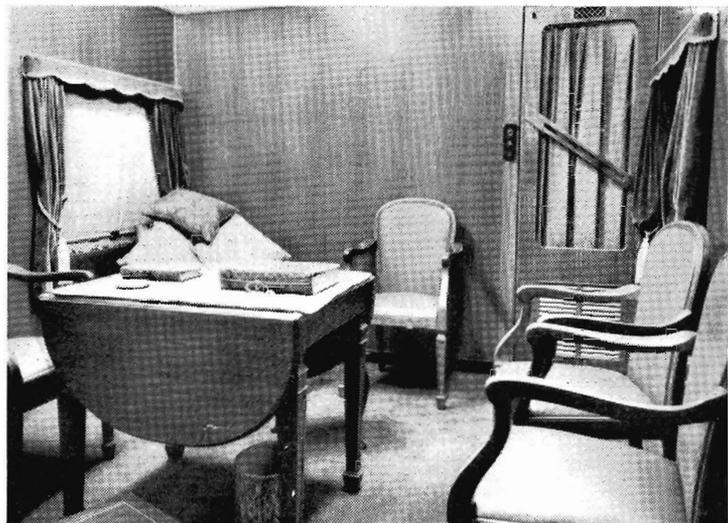
Working on this "Wadkin" pattern miller machine at the Newport Workshops is Apprentice Patternmaker N. McKenna. In January next he will be joined in the V.R. by the 280 new apprentices who are chosen to fill the vacancies now being advertised in 24 different grades in metropolitan and country workshops and other railway activities. (See story in Pages 6 and 7).



V.R. DIESEL-ELECTRIC locomotive B.62 now carries a plaque (left) commemorating its achievement in being the first of its kind in Australia to run a million miles. That total, reached in just over five years to December 1957 had grown to 1,201,346 up to Sept. 3, which emphasizes the availability of these locos for continuous, economic service, with bigger loads and faster speeds than were possible with steam engines.

# ROYAL TRAIN THIS MONTH

LOUNGE and dining room in No. 5 State Carriage... this picture reflects the comfort awaiting Princess Alexandra on the Victorian Royal Train.



IT IS A GREAT HONOUR FOR THE VICTORIAN RAILWAYS TO BE PERMITTED TO CARRY HER ROYAL HIGHNESS PRINCESS ALEXANDRA OF KENT ON THIS ROYAL TOUR. IT ALSO IMPOSES A GREAT RESPONSIBILITY TO ENSURE THE SAFETY AND PUNCTUAL RUNNING OF THE TRAIN. LET US ALL SHOW WE ARE WORTHY OF THE TRUST REPOSED IN US.

That is a message in a special comprehensive time-table to the many hundreds of Victorian Railway men and women who will be associated with the running of the Royal Train. What has been accomplished so successfully with previous Royal Trains was the basis for confidence that the approaching tour would also reflect to the Department's credit.

Detailed instructions have also been issued to Way and Works Branch staff covering every eventuality. They include the manning of level crossings and caretaker and unattended stations; special inspections of the tracks; protection of bridges—and a host of other matters, even if a fog should occur at any location.

*There will be telephone communication throughout the train, and equipment will be carried to establish a telephonic link at any place along the line.*

When this *News Letter* went to press, all arrangements had been completed for the Royal Train which, as on other visits by the Royal Family, will offer Her Royal Highness a standard of rail travelling comfort and service unsurpassed elsewhere.

Princess Alexandra's first contact with the V.R. system will be at Wodonga on September 16, when she will join the Royal Train. It will be hauled by two S class diesel-electric locomotives—300 (*Matthew Flinders*) and 301 (*Sir Thomas Mitchell*). The remainder of the train will consist of two modern saloon-type air-conditioned passenger carriages (AZ

10 and 11), *Spirit of Progress* dining carriage, No. 5 State carriage and No. 4 State carriage, with its glassed-in observation platform, trailing. It should present a magnificent blue and gold spectacle as it speeds through the countryside.

Beside the Royal Crown on the front of the leading locomotive similar Crowns will be mounted on each side of No. 5 State carriage and at the rear of the train.

Except for stops at Wangaratta, Benalla, Euroa and Seymour, the Royal Train will run express for the 187 miles from Wodonga. The same two diesel-electric locomotives will haul the train taking Her Royal Highness to Camperdown on September 19. She will re-join the train on September 21 and, after slowing down to 5 m.p.h. passing through Colac station and stopping at Geelong, will reach Spencer Street at 5.20 p.m.

*Altogether, Princess Alexandra will travel 433½ miles by the Royal Train while in Victoria.*

Mr. T. R. Collier (Chief Traffic Manager), who will be in charge of the Royal Train, will be accompanied by Mr. W. O. Galletly (Chief Mechanical Engineer) who will ride in the cabin of the leading diesel-electric locomotive, and Mr. L. A. Reynolds (Chief Civil Engineer).

Driver will be Mr. C. W. Kettle, with Mr. R. J. Smith as Fireman. Other staff on the Royal Train will be Messrs. A. W. H. Burton (Special Guard),

D. J. Freeland and M. J. Snell (conductors), L. B. Germaine, C. Dunkly-Smith and J. Holt (Cooks), A. Portwood (Steward), and C. B. Avent, J. T. Burns, F. Butterford and T. A. Lovell (waiters).

From the time it was announced that Princess Alexandra would travel by train in Victoria, Mr. Collier has been the V.R. liaison officer with the State Director of the Royal Tour. In turn, he has presided over meetings of senior railway officers charged with the responsibility of devising and promulgating the instructions governing the Royal Train travel by Her Royal Highness.

Besides handling extra suburban traffic expected when Princess Alexandra is in Melbourne, the Department has a big transport job on September 18. At the Melbourne Cricket Ground school children from all over the metropolitan area will give a display for the Royal visitor. Thirty-three special trains, carrying a total of about 27,000 children, will converge on Richmond (17 trains) and Jolimont (16 trains), arriving between 9.55 a.m. and 10.40 a.m.

For the return traffic, these trains will approach Richmond and Jolimont between 12.40 p.m. and 1.30 p.m. For this traffic movement, concentrated into such short periods, special plans have been made by the Department, in co-operation with educational authorities, to minimize interference with normal off-peak traffic.

# OUR RAILWAYS TO-DAY and TO-MORROW

*Third in the series of extracts from the speech by Mr. E. H. Brownbill (Chairman of Commissioners) at Melbourne University Engineering Students' Club.*

**M**ILLIONS of tons of goods and live-stock are rail transported in Victoria every year. In this part of his speech, Mr. Brownbill discusses what the Department is doing in providing special types of wagons for traffic which is particularly vulnerable to road competition.

Recent technological advances in the Way and Works Branch, especially in the highly-important field of track maintenance, will be dealt with in October's *News Letter*.

In recent years emphasis has been placed on the development of special purpose vehicles to suit particular requirements in order to meet increasing road competition. Other vehicles employed for general service have been redesigned to suit modern methods of material handling.

To provide speedy transport of goods, a number of bogie vehicles have also been equipped with special bogies to permit the vehicles to be assembled in train lots and run at passenger train speed or, alternatively, for individual vehicles to be attached to passenger trains.

Typical examples of what has been done are :

### Motor Car Transport Wagons

Bogie wagons have been designed for the transport of motor cars from assembly factories. These wagons allow cars to be driven on and off both top and bottom decks by means of end ramps. Gangways between wagons at both deck levels also make it possible for motor cars to be driven up the loading ramp and along the full length of a train of such vehicles. Special wheel chocking bars effectively lock each car in position and prevent any relative move-

ment whilst in transit. The wagons are 56 ft. long and can accommodate six medium length cars or eight small cars.

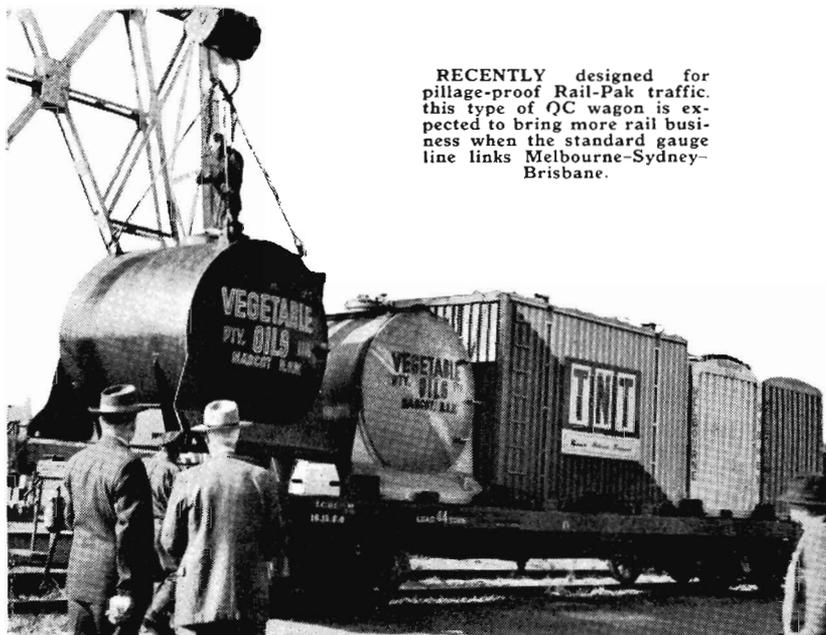
### Bulk Cement Wagons

Two types of totally enclosed wagons are available for the handling of bulk cement from the factory. The first type is a bogie hopper wagon with a load capacity of 43 tons. Fitted with bottom dump discharge, they transport cement in bulk from Geelong to Melbourne depots. The second type is a fixed wheel vehicle with two circular hoppers fitted with bottom pneumatic discharge. The capacity of each hopper is 10 tons, making the total capacity of the vehicle 20 tons. These are used to transport bulk cement from Geelong and deliver by pneumatic discharge into road vehicles or consumers' silos.

### Container Wagons

There has been considerable development in container traffic (*See N.L. June 1959*) in recent years and all Australian railway systems have now standardized on the dimensions of containers that may be carried. The two types of containers wagon in use in Victoria are :

- (a) a fixed wheel flat top wagon with a load capacity of 22 tons, equipped to carry three 7 ft. containers ; or one 14 ft. 5 in. and one 7 ft. container ; or one 21 ft. 10 in. container. Thirty of these wagons are in service and are used for container traffic between Melbourne and Albury.
- (b) whilst these fixed wheel wagons meet the requirements of most commodity loadings, various types of goods now offering call for a transport service practically equal to that provided for passenger carriages. To meet this demand



RECENTLY designed for pillage-proof Rail-Pak traffic, this type of QC wagon is expected to bring more rail business when the standard gauge line links Melbourne-Sydney-Brisbane.

the Department is constructing ten 45 ft. long bogie flat top container wagons and some of these are already in service. This bogie vehicle has a total load capacity of 44 tons and can carry—

- six 7 ft. containers ;
- three 14 ft. 5 in. containers ;
- two 21 ft. 10 in. containers ; or
- any suitable composite loading of these containers.

### Bulk Wheat Wagons

At present, bulk wheat is transported in 22-ton capacity GY wagons with specially wheatproofed doors, and equipped with tarpaulin covers. A prototype fixed wheel base covered hopper type wagon for bulk wheat transport is now being tested in service. (See *N.L. June '59*). This wagon is fitted with bottom centre dump discharge and has a maximum capacity of 25 tons.

Wagons of this nature offer considerable advantages over the standard vehicles now in service, the principal one being a much more rapid discharge ; each wagon can be emptied within two to three minutes.

### Insulated Tank Wagons

These wagons have been specially constructed for the transport of sodium sulphite from Melbourne to Maryvale (in Gippsland) for use in paper manufacturing processes. The tanks are insulated and lagged to ensure an unloading temperature of not less than 86° Fahrenheit. They have a capacity of 2,300 gallons. Five of these wagons are in service and another three are being built.

### Bogie Box Type General Merchandise Wagons

This is a modern version box wagon designed to suit palletized loading. Doorways are approximately 7 ft. 4 in. high and have double sliding doors giving alternative doorway width of 4 ft 6 in. and 10 ft. 6 in. The doorways are located near one end to facilitate both palletized and long length material loading. The heavy duty wooden floor will take fork lift trucks up to one ton wheel load. Inside they are 40 ft. long and 8 ft. 7 in. wide, with a maximum height of 8 ft. 5½ in., and will carry a maximum load of 33 tons. Initially 100 of these wagons will be constructed but this design will now be the standard for future construction of bogie type box wagons.

### Compartmented Insulated Wagons

Two compartmented bogie insulated box wagons have been placed in service



FITTED with passenger-type bogies for service on the Mildura Fruit Flier, as well as passenger trains, this specially adapted insulated van has three independently iced compartments for carrying up to 15 tons of varied perishables.

on the Mildura line for the conveyance of dairy produce and fish. These wagons are ice refrigerated and have a load capacity of 15 tons. They are fitted with passenger type bogies and can run attached to passenger trains.

### Other Special Purpose Wagons

Whilst the idea of providing special purpose wagons has been accelerated somewhat in recent years, it is by no means new as specially designed vehicles have been in use for years for the conveyance of motor spirit, hot bitumen, sulphuric acid, fuel oil, sheep, cattle and explosives.

In general it can be said that the Department will construct special vehicles for special traffic provided regular use can be made of at least five of any group.

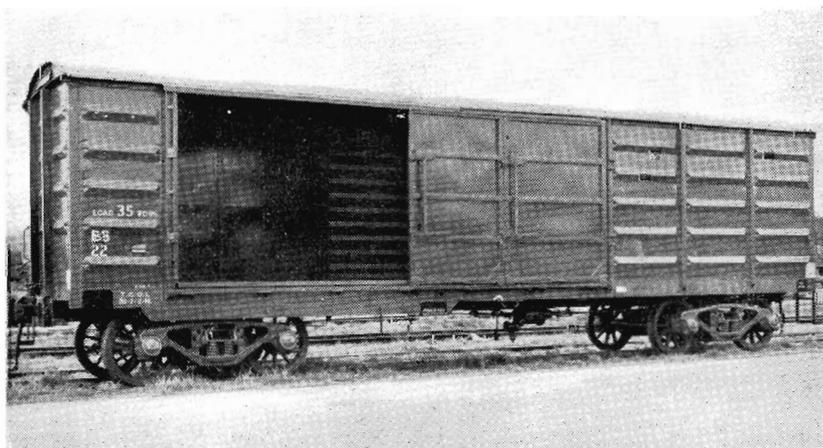
We are also prepared to construct special vehicles to meet abnormal transport requirements. For instance, we already have a special platform type of wagon designed to carry electric transformers and stators. This wagon has a capacity of 115 tons. To meet the demand of transporting heavy electrical machinery for the Morwell and Hazelwood areas we are also constructing a well wagon with a capacity of 150 tons. This wagon will be 95 feet long and will have a tare weight of 90 tons.

### Bogie Goods Brake Vans

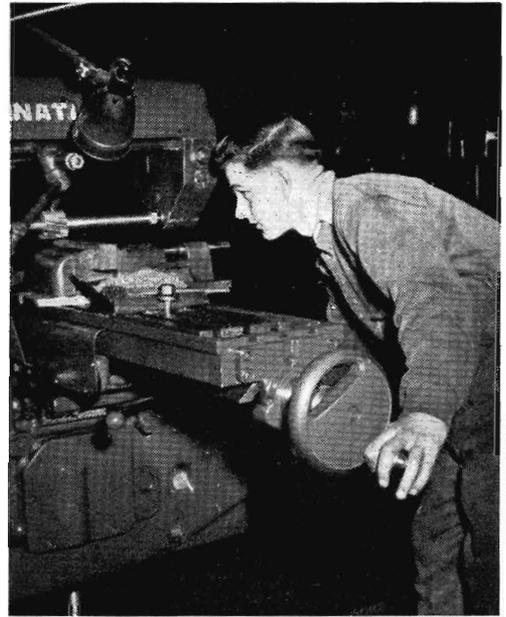
The welfare of staff is not being lost sight of and a bogie goods brake van has been developed. It provides improved riding conditions and amenities for goods guards.

(To be Continued)

WITH double-sliding doorways (giving maximum openings on each side of 10½ft.) near one end to facilitate palletized and long-length loading, this modern van is the first of 100 to be built at the Newport Workshops.



# VACANCIES FOR 280 APPRENTICES



ALERT and concentrating on the job in hand is Apprentice Fitter and Turner N. G. Cheeseman, of Newport Workshops. He will get comprehensive training on all kinds of machinery and equipment.

BY calling for 280 apprentices for the Victorian Railways, the Department is seeking one of the biggest quotas of lads in this field in recent years. There are vacancies in 24 different trades—in no organization, other than the V.R., is there such a wide range of available apprenticeships. This move by the Department for more potential tradesmen gives special significance to what Mr. G. F. Brown (Commissioner) said recently (*News Letter*, June '59):

“With the accelerated introduction of automation artisans should have no fears about losing their jobs; on the contrary, there will be more avenues for employment. *This will apply especially to technicians who had been tradesmen after serving apprenticeships.*”

## THERE ARE VACANCIES IN THESE TRADES

Boilermaker *	...	...	46	Fitter & Turner *	...	...	70
Bricklayer	...	...	4	Gas Fitter	...	...	1
Car & Wagon Builder	...	...	10	Interlocking Fitter *	...	...	5
Car Painter	...	...	4	Locksmith	...	...	1
Carpenter & Joiner	...	...	9	Moulder	...	...	2
Coppersmith	...	...	2	Painter	...	...	8
Electrical Fitter—*				Patternmaker *	...	...	1
{ Power & Lighting	...	...	16	Plumber	...	...	4
{ Signal Workshops	...	...	8	Printing	...	...	8
{ Signalling	...	...	12	Sailmaker (Canvas Worker)	...	...	3
Electrical Mechanic—	...	...		Signwriter	...	...	1
{ Power & Lighting	...	...	20	Springmaker	...	...	2
{ Communications	...	...	10	Tinsmith & Sheet Metal Worker	...	...	3
Electroplater	...	...	1	Upholsterer	...	...	4
Engineering Blacksmith	...	...	5				

\* Apprentices in these trades are eligible for scholarships.

In the first year, the weekly wage rate will be £5.12.6d.; in the 2nd year, £7; in the third year, £8.7.6d.; in the fourth year, £12.4.6d.; and in the fifth year, £14.17.6d. If an apprentice is unable to live with his parents or guardian on account of the location of his work, he will receive a minimum wage of £9.15.0 per week.

As a further incentive to apprentices to do their utmost to become efficient tradesmen, proficiency allowances will be payable after six months. These allowances depend on attendance, proficiency and conduct at technical schools, and on attendance, conduct and general progress at work during the preceding half-year.

Subject to good conduct, regular attendance, zeal and industry in the V.R. service, those apprentices who, in each year of the period of their tuition, are judged the highest in order of merit

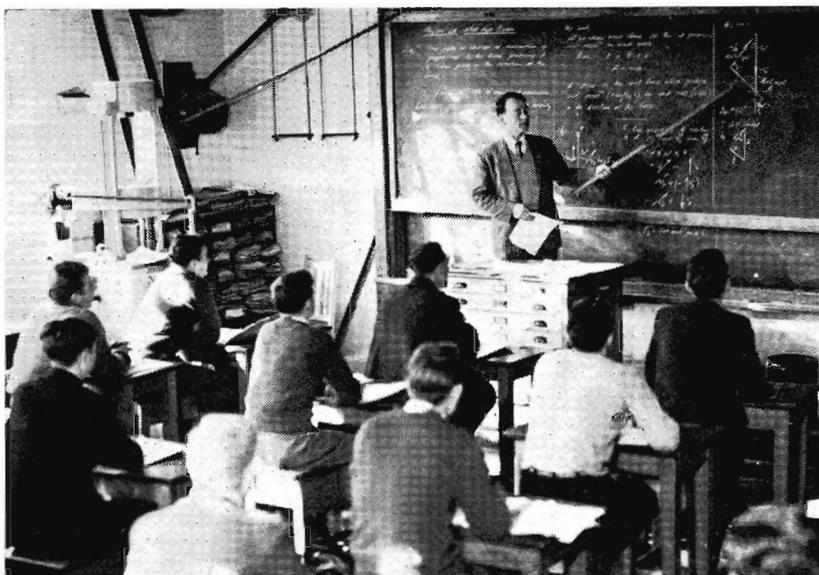
amongst all apprentices in their class, are awarded cash prizes, provided they obtain not less than 75 per cent of the possible marks in the final term examination: first in final year, £10; second in final year, £6; first in other years, £6; second in other years £4.

Under the V.R. apprenticeship training scheme, stress is laid not only on making a lad an efficient employee, but also in ensuring that he becomes a skilled tradesman who takes pride in his work. The thoroughness of this training—it has no superior in the Commonwealth—in the Department's workshops is proved by the number of former apprentices who have risen to the highest positions in various Branches of the V.R. service and in outside industry.

The Department has issued a booklet to accompany application forms. They are available at stations, Commonwealth Employment Offices, technical and high schools. Completed forms have to reach the Secretary for Railways, Room 225, Railway Offices, Spencer Street, Melbourne not later than Monday, October 26 next.

Combined, they give the potential apprentice all the information he wants, including a summary of what each trade involves. Typical of this is the following about fitting and turning:

Study of various subjects associated with mechanical engineering; practical experience on numerous machines in the machine shop and in fitting and assembly work on locomotives and other vehicles, plant and equipment in workshops and at country depots and the maintenance of earth moving and mechanical equipment. In the machine shops, a very full and



(Above) VITALLY important in the career of an apprentice is the part time technical training he receives at the V.R. Technical College, Newport.

complete training is given on practically every type of machine that is used in the engineering world. These machines are too numerous to mention here, but railway workshops have the most modern equipment added to the plant to replace older types, thus keeping abreast of all modern developments.

Fitters are given the widest possible training on all kinds of machinery and equipment met with in general engineering practice and, in addition, are given valuable experience on the other

principal railway plant—locomotives and other rolling stock and associated equipment.

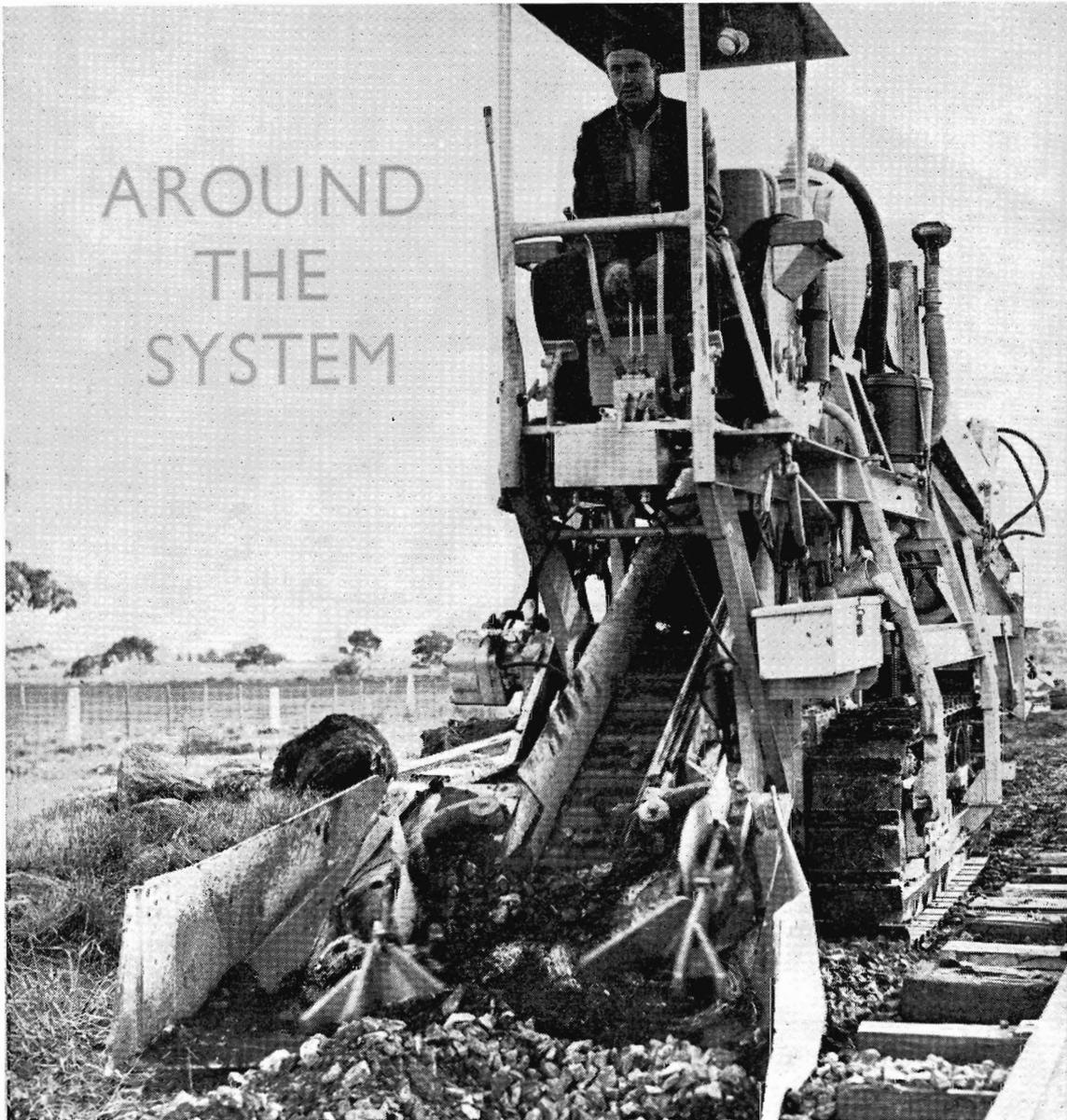
On the application forms are set out some of the benefits that apprentices enjoy, such as superannuation, sick and recreational leave; rail travel concessions, long service leave and facilities at the Victorian Railways Institute in educational, social and sporting spheres. The form also gives details of the qualification for entry as an apprentice and general conditions of employment.



TWO young lads in action at Newport Workshops. (Left) Apprentice Boiler-maker R. L. Garraway and Apprentice Moulder J. Payner, are only two of the youths who, imbued with the spirit to advance in the service, have the opportunity of reaching top positions in the Department.!

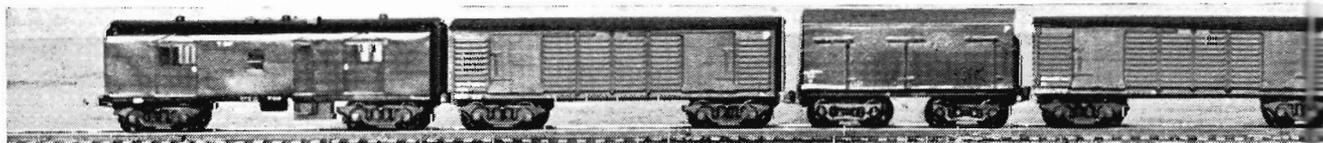


# AROUND THE SYSTEM



**SUBSTANTIAL** savings in the cost of track ballast renewals are now being reaped by the use of this "Super Mole" ballast-cleaning machine (above). At the front ingenious revolving "arms" gather up the dirty and fouled ballast, heaped at the side of the track. This is then channelled through the machine on to a vibrating screen at the rear which gets rid of the dirt and undersized metal leaving only clean ballast to be ejected separately for further use in the track. Previously all of the dirty ballast had to be discarded.

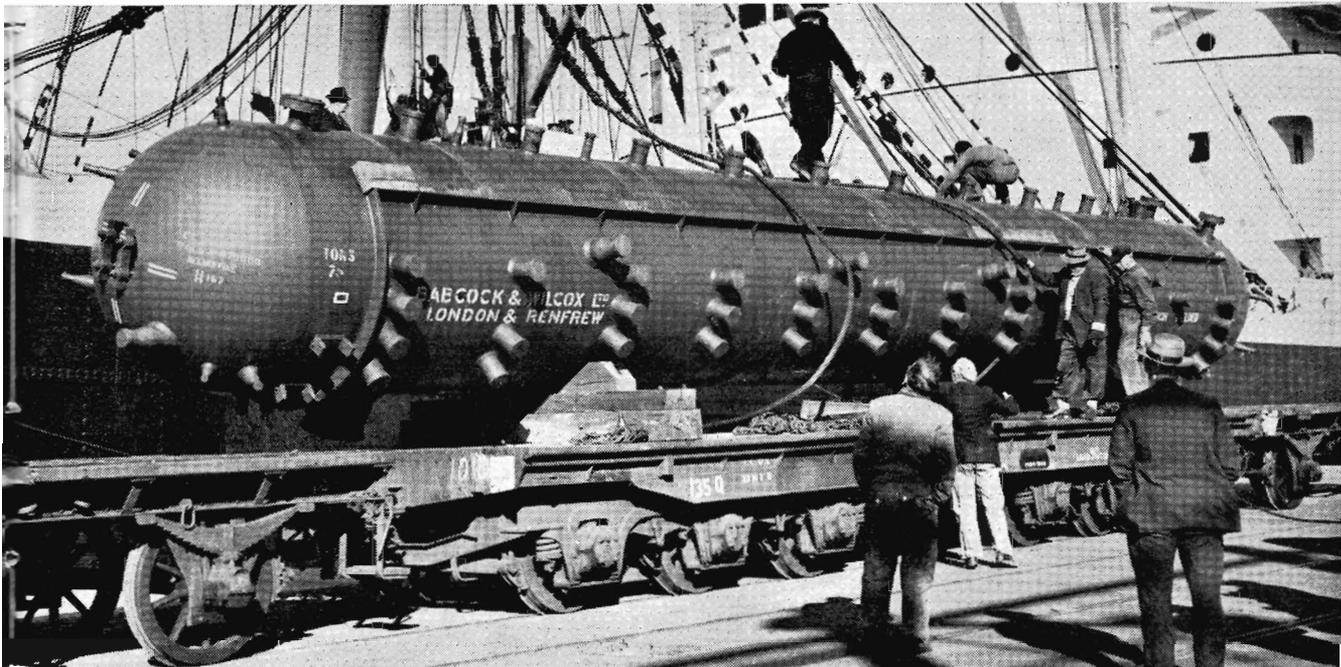
**OUTSTANDING** in the attractions at the V.R. Exhibit at the Melbourne Royal Show between September 17 and 26 will be a working model (below) of the *Fruit Flier* that runs express overnight for practically all the 351 miles from Mildura to Melbourne. It enables fruit and vegetables growers to "Pick Today and Sell Tomorrow". Hauling the model, consisting of refrigerated and louvred vans and a brake-van, is a B class diesel-electric locomotive, six in. long and 1.4 in. high on a TT gauge (.471 in.)—the smallest commercial gauge. Modernly-styled pictorial panels highlighting phases of passengers and goods services and a Freight Advisory Service combine with the working model to make the V.R. Exhibit an interest-packed feature for Royal Show visitors.



"THIS  
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(51 ft. 10



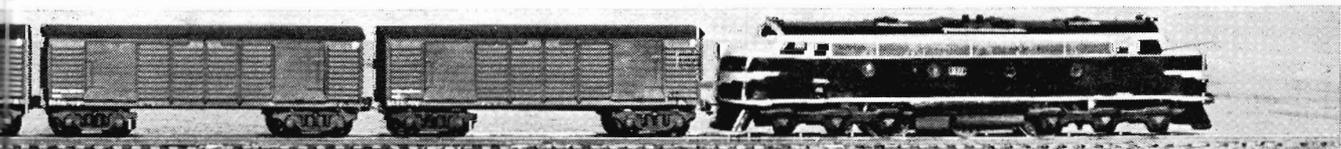
INCLUDE  
expectan



Part of a boiler steam drum, weighing 83 tons, was handled by us as though it were packed with freshly-laid eggs!", said one V.R. man. Reasonable care was the impossibility of repairing it in Australia, if damaged. Unloaded at Appleton Dock on arrival by sea from England, the drum (8 ft. high x 7½ ft. wide) was for the S.E.C.'s power station at Yallourn. One long Q truck and a K safety truck at each end were used for this completely successful rail transport job of nearly 90 miles to Yallourn.



Men in an Amenities Block built this year in the blacksmithing area at Newport Workshops is a modern canteen (above). Picture shows V.R. men queuing up for three-course hot meals (soup, entree and sweets) before moving to a dining room seating up to 120. At the rear window, other employees are buying sandwiches, sweets, cigarettes, etc. The Amenities Block also includes washing, showering and toilet facilities.



# STATION NAMES

(by A. J. Petrie)

QUITE apart from the "why, how and when" of a particular railway station name, there is a wealth of interest to be gained from browsing through time-tables.

The names naturally fall into categories. There are the girls' and boys' names, represented by Agnes, Alexandra, Beulah Elaine, Ruby, Arnold, Donald, Gordon, Laurie and Wallace. Animals are represented by Buffalo and Merino, and birds by Bittern, Eaglehawk, Emu and Galah.

In the list are three royal residences, Balmoral, Windsor and Sandringham.

Scottish names come to the fore with Buchanan, Campbell, Colquhoun, Ferguson and Sutherland, and Scottish titles are reasonably plentiful among the peerages. Dukes are Argyle, Hamilton, Berwick and Gordon; earls are Beaconsfield, Derby, Cardigan, Hopetoun and Strathmore; with other noble names such as Beaufort, Castlemaine, Clyde, Macleod, Lascelles and Lovat.

There are World War II army leaders in Montgomery and Vasey, an admiral in Collingwood, an explorer in Leichardt, poets in Shelley, an essayist in Macaulay, and a novel in Ivanhoe.

By way of contrast, there are Linga and Speed, Bright and Sulky, Blowhard and Wail, and Lilliput and Ampitheatre.

Battles are commemorated in Trafalgar, Hastings and Bannockburn, with Officer and Bowman as participants. There is a choice of headgear in Mitre, Balaclava, and Glengarry.

There is even inspiration for a story for children about the Cannie Hunter who took his Bagshot to the Gunbower and then went to the Ravenswood to Kilmore.

For the tourist to Britain and the Continent there are Antwerp, Ben Nevis, Carlsruhe, Coburg, Epsom, Lubeck, Lyons, Mentone, Paisley, Seville and Stratford; if going to the east there are Bochara and Moulamein.

For descriptive topography there are such places as Happy Valley, Oakvale, Robinvale, and Gardenvale, Hawkesdale, Kangaroo Flat, Hill Plain and Hillside, Millbrook, Fish Creek, Swanwater, a Coldstream and Little River with a Launching Place, a Mystic Park, Deer Park, Royal Park and Noble Park, a Rockbank with Broadford leading to Broadmeadows, a Longwood and a Grassdale and a Prairie, Daisy Hill, Fern Hill, Fernbank, and two Ferntree Gullies

a Loch and a Manor, a Sea Lake and a North Shore.

The goldminer will find a Golden Square and a Goldsborough with a Deep Lead and, Eureka, a Diggers Rest with a suitable Beveridge from the Reservoir. But he must beware of the Bunyip.

Founders of Victoria and Melbourne are there in Henty, Batman and Fawcner, but the original inhabitants are dismissed with a lonely Myall.

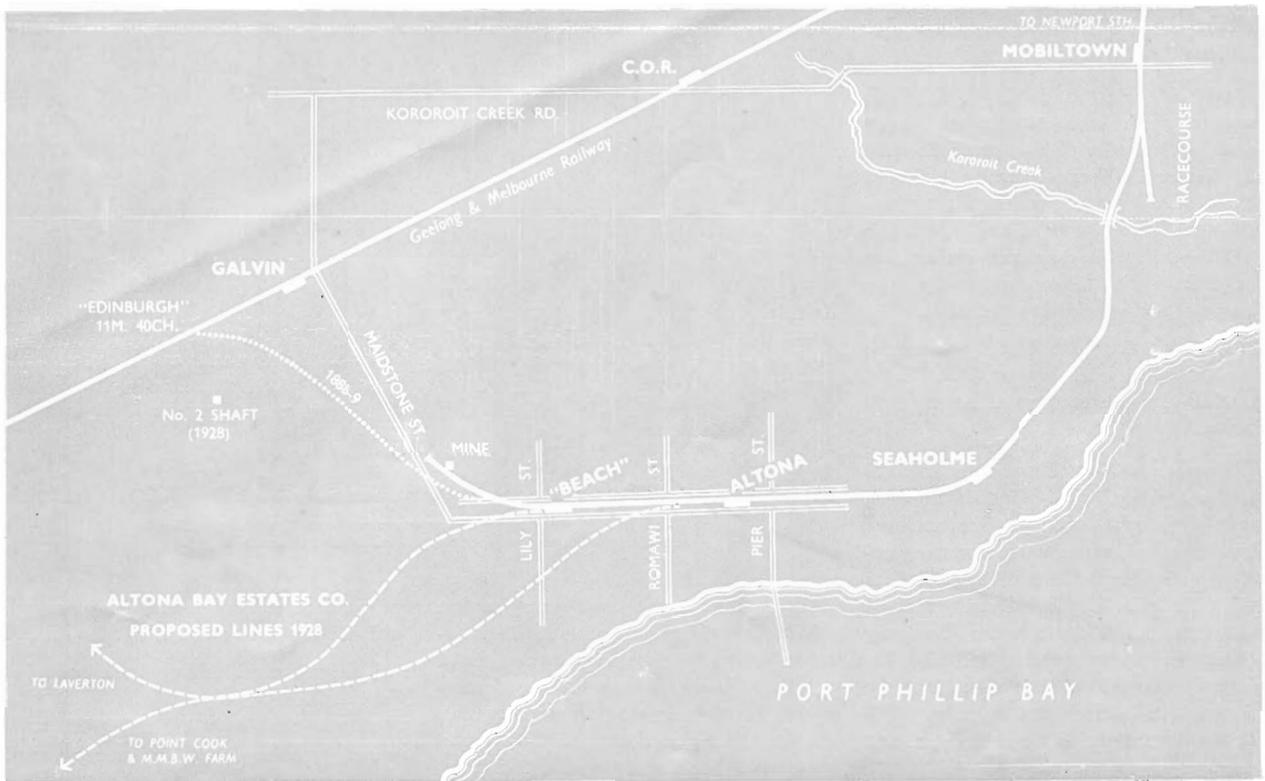
Some of the unusual names are Albacutya, Baddaginnie, Buckrabanyule, Chinkapook and Wunghnu.

For the sports-minded Australian there are cricketers Jackson and Hedley; footballers Baxter, Lethridge and Graham; tennis stars Bolton and Tylden; swimmer Charlton; jockeys Munro, Preston and Sloan, with trainer Telford; and cyclist Nicholson.

And last, but not least, the famous vaudeville star of former days, Moe, with the Mossiface.

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*To forestall any criticism on historical grounds, let us hasten to say that the above is not an explanation of the actual origin of the station names.—Editor.*



SHOWING part of the Altona line curving from Mobiltown, the diagram covers the area dealt with in this historical "flash-back". (Adapted from a Diagram by A. R. Lyell)

## ALTONA LINE WAS PRIVATELY BUILT

- T**HREE little-known facts about the railway line to Altona, which branches off the main line at Newport, are revealed in this article\*:
- contrary to what is generally believed, a private company built the line;
  - in their propaganda, the promoters depicted the area becoming a "fashionable seaside resort"; and
  - black coal-mining was later expected to yield sufficient traffic to justify operating the line.

(By A. R. Lyell)

Recently-announced plans for a £23M petro-chemical plant at Altona inspired me to do some research into the history of the Altona line.

As part of a high-pressure land-selling scheme, The Altona and Laverton Bay Freehold and Investment Co. Ltd. constructed the line, which appears to have been opened on November 9, 1888. Before that, access to the area was by train to Port Melbourne, then by steamer to Altona Pier.

In building the line from Williamstown Racecourse to "Altona Beach", between Lily and James Streets, the Com-

pany used rails bought from the Victorian Railways. A sale plan in the V.R. Estate Officer's Section shows an extension of the line in a north-westerly direction to the Geelong line, with a station named "Edinburgh" at approximately 11m. 40c. A plan of a 1925 survey indicates that some work had been completed on this section. Low-level aerial photographs of the Geelong line show that a double track formation was constructed, with a strong possibility of the track having been laid

up to the site of "Edinburgh".

*Incidentally, in these photographs, a "two-up" school, behind a box-thorn hedge near Paisley, is clearly visible, the highest powered eye-piece of the stereoscope even showing the pennies spinning!*

Promoters of the line envisaged, in their sales-talk, Altona vying with Brighton as a fashionable seaside resort, and some of the land sold in 1888 for up to £8 per foot!

Bursting of the "Land Boom" stopped any further development and the line received very little use, and all

(\* Condensed from Mr. Lyell's article which appeared in *The Australian Railway Historical Society Bulletin*, July 1959.

Altona Bay trains were cancelled after August 14, 1890.

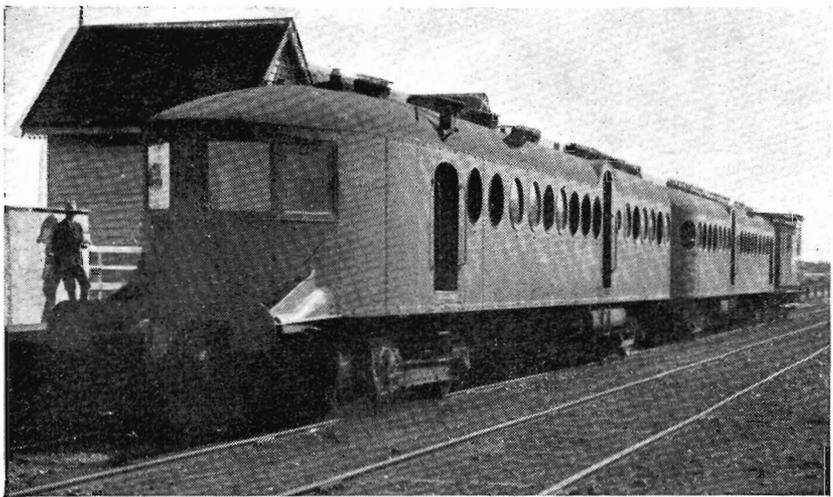
In 1890 or 1891, a Mr. J. S. Hosie sank a shaft and commenced brown coal mining. In 1908, the Melbourne & Altona Colliery Company enlarged Hosie's second shaft and, in eight years, extracted 26,352 tons of coal. Between 1911 and 1919, a spur railway line was built from Lily Street (near the then Altona Beach station) to the mine.

In 1906, the V.R. leased part of the line from the then owner (Mr. W. H. Croker) for the storage of empty race trains.

Another attempt was made in 1917 to develop the land as a residential area, and, on November 28 of that year, the Victorian Railways entered into an agreement with Altona Beach Estates Ltd. to work the line. This agreement ended on October 1, 1924, when the Company owed the Department £7,289.3.7 for losses. Control of the line may be regarded as having been formally vested in the Victorian Railways as from that date.

Under an agreement of March 29, 1926, the Victorian Railways were to operate the line as part of the Melbourne suburban system and "to convert it to electric traction as soon as possible".

The Company also transferred to the Government the surface and three chains of land to a depth of 50 feet on either side of the line, but retained the right to drive tunnels under the line to facilitate its working.



THE two motorless McKeen cars and the Z van standing in Altona Station. (Photo.: W. H. Ellis collection).

The Department took over portion of the line from the junction at Williamstown Racecourse to the east side of Romawi Street, Altona and, in recent years, it has made two further purchases of the old right-of-way to Lily Street to provide for a goods yard and storage facilities.

The original Altona Beach station was situated west of Lily Street, with Altona station at Pier Street. This station was known as Altona Beach until 1938, when it reverted to its original name of Altona.

The companies associated with the line did not own any rolling stock; this was provided by the V.R. During the 1917-1926 period, a varied collection

of venerable locomotives such as W's and old R's ran out their last few miles.

The passenger rolling stock provided the highlight of the line—the two McKeen cars with their power units removed being used for many years. I have a vivid recollection of seeing the Altona train early in 1926 consisting of a W class 4-6-0, two McKeen cars, followed by the ubiquitous Z van.

After electrification, a single ABM carriage, or with a "D" driving trailer attached, worked the line for many years, but with the post-war growth of the district seven carriage electric trains now run at peak periods; four and two carriage trains at other times.



BEFORE electrification many old steam locomotives had their last working days on the Altona line. R-class 0-6-0 No. 285 is seen here hauling the Altona train: a Z van and two motorless McKeen cars. (Photo.: W. H. Ellis collection).

#### MODEL PRAISED

OUR thanks are due to those of your Technical Branch officers who supervised the running of the model of the proposed underground Melbourne railway, during its four weeks display at our bank in 368 Collins Street City.

"Many thousands of people have viewed the display and the public interest has been intense; so much so, that many parties of school children have made special trips to Melbourne to view the model.

"Mr. Chalmers Watt, who installed the model, and Mr. E. Clarke, who finalized details, were most helpful and keenly interested, as were the two young apprentices who took turns in watching the model during the day".

—Inspector and Chief Executive in Victoria, Bank of New South Wales, Melbourne



Mr. Thomas (right) being farewelled by his successor Mr. R. E. Erwin, a clerk in the Way and Works Branch.

### Secretary Par Excellence

DESCRIBED as having "an extraordinary flair for being a successful Secretary," Mr. S. C. Thomas recently retired after 11 years as Hon. Secretary of the V.R. Returned Servicemen's Section. Other (and very different) Secretaryships were with the North Melbourne and Footscray League football clubs. Those posts, however, never diminished his deep interest in returned V.R. men's welfare.

It was a tribute to Mr. Thomas that when at the recent annual meeting, he did not nominate for the Secretaryship, he was immediately elevated to the

Presidency. Country delegates were entertained at a dinner when Messrs. E. H. Brownbill and N. Quail, Chairman and Deputy-Chairman of Commissioners, respectively, with several Branch Chiefs, were amongst the guests.

Mr. Thomas began his association with the Section when it was formed 41 years ago. Since then he has had terms as Assistant Secretary, Vice-President, President and Secretary. He had been in the Railway Unit in World War I, surviving the torpedoing of the *Ballarat* near England. Before he retired from the railways, he was a leading hand interlocking fitter.

### Certificates Galore . . . .

PARCELS Assistant Jack Smith, of Mildura, is a many-sided V.R. man, for he holds the following certificates; Staff and Ticket; Electric Staff; Guard's; Ticket Checker's; First Aid; and (for theory) Double Block Line Working.

In addition he is in charge of the station's fire-fighting equipment. "For that job", he grinned, "I've got no worries about water. I can almost reach into the River Murray without leaving the platform!" His Guard's certificate increases his flexibility at the station, too: it enables him, when required, to take charge of goods train movements outside the 'home' signal—out on to the Yelta line, for instance.

But Mr. Smith's main pre-occupation is with parcels work, a very important segment of the station's revenue—pro-

ducing activities. Even if Mildura is endowed with one of the quickest and most frequent rail parcels services and, consequently, handles a great volume of consignments, it is the friendly and knowledgeable attitude of Mr. Smith that helps to bring about highly satisfactory results.

He began as a porter at Camberwell and had four years there; ever since, country stations (Donald and Mildura) have been his departmental addresses.

### Bairnsdale's Great Achievement

FIVE years of spirited effort by railwaymen at Bairnsdale aimed at forming a V.R.I. Sub-centre had a successful culmination last month when the Council of the V.R.I. approved of what they sought, adding "there is no doubt whatever that it would be a worthy addition to the already established country centres".

In the beginning, these V.R. men formed a Railwaymen's Social Club with the main object, apart from meeting socially, of providing a Christmas Tree and Party for the children, who received gifts and appropriate treats.

By the next two years there were 60 members and the Club felt strong enough to seek the status of a Sub-centre. Conferring with the V.R.I. Council, they were told they would have to raise approximately £250 as a guarantee of their ability to meet any future debt.

This was a challenge—and the members, with the "wonderful" help of their ladies, set about meeting it. Although their "head-quarters" consisted only of a railway portable, 20 ft. x 12 ft., the members organized all manner of special efforts. Result: last month the men's committee produced to the Council a guarantee of £230—and the Ladies Auxiliary did likewise with £230. . . . .

As a postscript: the humble little portable has been painted inside with bright colours and furnished with blinds, curtains, etc., while shrubs and decorative plants have been planted outside. It is now proposed to ask the Department to set aside suitable railway land and to provide plans and estimates for a new Institute hall.

### Balloons, Streamers—And A Pig

AT the recent big farewell at Newport Workshops to veteran Welder Bill O'Rourke, the dominating feature was a life-size figure of the guest-of-honour mounted on a plaster-cast pig. The uninitiated must have thought this was "carrying it a bit too far".

But it was all in the best of fun, for it symbolized one of Mr. O'Rourke's youthful escapades when, hotly pursued by some fellow-pranksters one dark night, he took a flying leap over a fence into a pigs' sty—and landed indecorously on the back of a slumbering pig.

Beside the models of Mr. O'Rourke and the pig was a black-board with accounts of some of his other "misdemeanours". Said one of his pals: "Gosh, he must have been a real character in his younger days". Piped up one who knew him, then: "That's for sure!"

For his last day at Newport, Mr. O'Rourke's pals cheerfully went to a lot of trouble to transform a welding shop bay into a gay party setting. It was colourfully decorated with balloons and streamers.

In the middle of it all stood Mr. O'Rourke, for whom there was real affection from one of the Steel Construction Shop's largest gatherings. A presentation gold wristlet watch will be a reminder of his happy days at the 'Shops. *He won't forget that pig, either . . .*



Mr. Douglas

#### Principal Role

**A**NNOUNCEMENT of the 280 V.R. apprenticeship vacancies focusses attention on the Department's Technical College at Newport—and, above all, on the Principal: Mr. J. A. Douglas. With his staff, he wields a key influence on the most important part of an apprentice's career—the theoretical side.

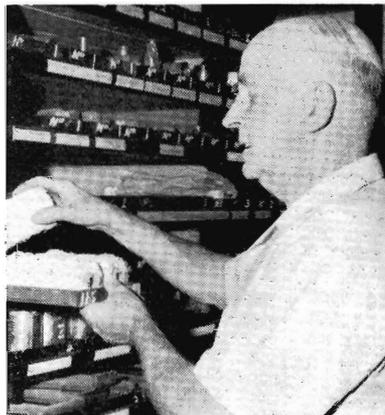
For three years, apprentices attend the College for part-time instruction in technical subjects, to supplement the practical experience being gained in workshops. Currently, 300 of them are under Mr. Douglas's control at the College; about the same number is at "outside" technical training centres appropriate to their trades.

During World War II, Mr. Douglas was at the Air Force training centre

at Melbourne where thousands of young Australians qualified as mechanics. His peacetime experience includes 16 years at the Diploma School, Footscray and four years at the Collingwood Technical school.

#### Nice And Neat

**I**NSIDE and outside, the Mildura Loco. Store reflects the almost paternal care given by veteran Storeman Fred French (*below*). Besides maintaining the Stores Branch State-wide reputation for tidy and orderly storekeeping, Mr. French devotes much voluntary effort to tending the trees and shrubs which make the surroundings a cool and eye-pleasing picture on a hot Mildura day. He has been on stores work throughout his 23 years' service, having been at Newport, North Melbourne and Seymour before "coming to the best place in the State—Mildura".



Mr. French

#### Sermon In Rail Goods Shed

**M**ERBEIN'S first Methodist service was held in the railway goods shed, says the Mildura *Sunwaysia Daily*. Later a tin shed was built on a block owned by Mr. and Mrs. C. C. James, who helped to organize the service. Rev. W. Richards preached at that first railway shed service on April 10, 1910.



Mr. Miller

**T**O country railwaymen throughout the system the V.R. man pictured here will soon become a familiar figure. He is Mr. Clive W. Miller.

Promoted last month to the post of Commissioners' Secretary, he will now be with them on their country tours of inspection. Mr. Miller will be their right-hand man at deputations and at inspections of stations, workshops, depots, etc. This will give him a close-up of the railway system at work and be invaluable to him when dealing with correspondence as the new O-in-C of the Commissioners' Secretariat.

His 26 years in the railways have all been spent in the Secretary's Branch. He was clerk to three Heads of the Branch. During the past decade he has taken a leading part in the preparation and production of the Commissioners' Annual Report to Parliament.

For six years, Mr. Miller was in the R.A.A.F. in World War II, rising to the rank of Flight-Lieutenant and, before getting his commission, had won a Distinguished Flying Medal.

### PROTECT YOUR FEET

**T**HESE safety boots and shoes can be purchased through the Department at less than cost price; and they are available on the instalment plan by having deductions made from fortnightly pays.

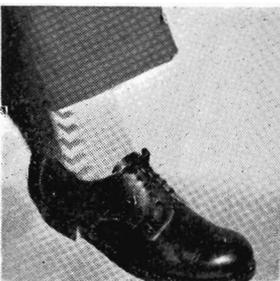
Heavy type boots and box leather shoes cost only 50/- a pair, and calf leather shoes, 53/6. There is a full range of sizes, and shoes can be obtained in either black or tan; boots are black.

In addition to being a bargain, this footwear can prevent serious toe injuries.

Safety boots and shoes have specially reinforced toe-caps to resist a pressure of up to 600 lb. to the sq. inch. Thus they are particularly valuable to railwaymen in occupations where there is a possibility of heavy objects falling on their feet. Men in track gangs, for instance, will find them of tremendous value.

There have been many cases where men have been saved from serious toe injuries—perhaps even involving amputation—because they were wearing safety footwear.

It's so simple for an employee to get this footwear: just apply to his supervising officer indicating the size required.



53/6 a pair



50/- a pair

## RECENT RETIREMENTS . . .

### ROLLING STOCK BRANCH

Auhl, E. J., Labr., Wodonga  
 Batty, P. J. T., Shunt. Eng. Dvr., Newport  
 Barker, H. J., Metal Polisher, Newport  
 Breeze, J. N., Skl. Labr., Newport  
 Cooper, G. H., C. & W. Bldr., Newport  
 Dunstan, T., Train Exmr., Colac  
 Drakeford, E., E. T. Dvr., E.R. Depot  
 Fitzpatrick, D. J., Sub-F'man Train  
 Exmr., N.M. Shops  
 Glasson, J. A., Eng. Metallr., B'rat North  
 Hewitt, L. A., Driver, N.M. Loco  
 Hunter, W. C., C. & W. Bldr., N.M. Shops  
 Letts, H. T., Ganger, Newport  
 Mitchell, R., Labr., Bendigo  
 Matthews, D. J. A., Elec. Mechanic, J'mont  
 Newman, S. E., Ftr's Asst., Geelong  
 O'Rourke, W. J., B'maker, Newport  
 Ryan, P., Ldg. Car Clnr., Shelter Shed  
 Smyth, G. A., Fitter, Newport  
 Swain, T. H., Enginemen's Instr., Ballarat

### TRAFFIC BRANCH

Anquetil, P., Clerk, Head Office  
 Anthony, M. H., Tlgraphist., Head Office  
 Bamford, G., Pcls. Asst., Flinders Street  
 Beyer, J. R., Subn. Guard., Coburg  
 Crowe, R. S., Head Stn. Asst., Flinders St.

Duff, A. McM., Sigm., Dudley St.  
 Emmerson, J. R., Goods Chkr., Bendigo  
 Freston, L. J., M.L. Dvr., Melb. Goods  
 Fuller, L., Goods F'mn., Melb. Goods  
 Foley, W. L., Clerk, Melb. Goods  
 Godden, E. E., Goods Trkr., Melb. Goods  
 Hawking, Mrs. V. I., Ladies W.R. Attdt.,  
 Flinders St.  
 Jeffs, A. R., Clerk, Spencer St.  
 McAleese, H. L., Clerk, Flinders St.  
 Mitchell, A., Gds. Chkr., Melb. Goods  
 Raynes, A., A.S.M., Windsor  
 Richards, H. L., S.M., Bright  
 Snell, W. H., Pcls. Asst., Spencer St.  
 Westbury, E. G., Subn. Gd., St. Kilda

### SECRETARY'S BRANCH

Rayment, G. L., Comms' Secy.  
 Sims, C., Clerk

### WAY AND WORKS BRANCH

Clarke, A. H., Lsnmn., Maryborough  
 Hewitt, C. E., Labr., Dimboola  
 Phelan, J. T., Office Asst., Newport  
 Quick, R., Clerk, Ballarat  
 Summerhayes, A., Skld. Labr., Sptswd.  
 Workshops  
 Svanborg, J., Labr., Bendigo  
 Shierson, J. P., Foreman, Spts. Wkshops.



Mr. Rees

## . . . AND DEATHS

### WAY AND WORKS BRANCH

Bush, A. K., Repr., Dimboola

Jamieson, R. S., Labr., Melton  
 Wickham, N. S., Elec. Ftr., N. Melb.



Mr. Purcell

### Proud Diesel Driver

ALTHOUGH not the most demonstrative of men, it is clear, from the way he talks, that Driver Bill Purcell, of Mildura, is very proud to be one of Victoria's crack trains: *Mildura Sunlight*, the overnight Mildura express and, above all, the *Fruit Flier* the spectacularly fast goods train that is proving such a boon to Mildura's primary producers. Mr. Purcell operates these trains over the 168-mile Mildura—Donald section. He is very conscious

of the advantages of the modern diesel-electrics with their immense pulling power and high availability compared with steam locomotives—some of which during the grim days of intermittent black coal supplies had to be fired with wood fuel. "I'd have two firemen with me on the footplate" he reminisced, "slogging away to keep up steam. Yes, it was the hardest time in my 15 years of driving, especially when one thinks of the relative ease and comfort of driving a spanking diesel-electric".

### Century in Sight

IN 1922, at the age of 58, Mr. Herbert Rees, then Chief Foreman, North Melbourne Car and Wagon Shops, retired "for health reasons". Recently, 37 years later, he celebrated his 95th birthday and, when asked about his health he thundered: "I'm 100 per cent!"

Surprisingly his eye-sight is remarkably good. So much so that he had no trouble in reading a *News Letter* item without the aid of glasses. His hearing is not the best, but he is up-to-date on all current and overseas affairs. Mr. Rees thinks the railways "are tops" and "getting better every day".

Mr. Rees goes about by himself. "Thank goodness", he said earnestly, "I can get around under my own steam. One of my favourite outings is to auction sales in the city. But I must be more careful; I'm buying far too many things I really don't want!"

He was born in Williamstown; is a member of the "Old Williamstown Association"; and claims, with pride, to be the oldest resident still alive. Mr. Rees joined the V.R. on May 26, 1879 as an Apprentice Fitter at an old workshop in the centre of where now stands the Melbourne Yard, and served his time "without the splendid help railway apprentices now have in the class-rooms at the Railway Technical College".

Transferred to Sale in 1888, Mr. Rees was the first fitter ever located there. From there he went to Seymour and in 1901 was promoted Sub-Foreman at the old workshops then adjoining the East Melbourne Cricket Ground at Jolimont. He later had eight years in charge of the North Melbourne Car and Wagon Shops.

Mr. Rees was a cousin of a former Chairman of Commissioners, the late Mr. C. E. Norman.



**RON BAGGOTT'S  
SPORTS PAGE**

**Did Not Win, But—**

**A**LTHOUGH the Victorian team did not win the championship at the Australian Railways Football Carnival at Launceston last month—of the three games played, it won two—there were three highlights from a Victorian viewpoint :

- a Carnival goal-kicking record was created by Jack Prentice, who scored 14 goals against South Australia. (A fireman at Wodonga, Jack is coached by former Collingwood star wingster, Des. Healey).
- on the basis of points scored "for and against", Victoria had the phenomenal percentage of 257.6—the highest for the Carnival ; and
- six of the Victorian were chosen in an "All-Australian Railway side" : A. Boyd, A. Rutherford, J. Prentice, B. Teese, G. Williams and R. Keene.

Best players for Victoria throughout the Carnival were : Boyd (voted the best and fairest Victorian player), Keene, Teese, Prentice, R. Mulcahy and W. Mitchell.

Results of the games in which Victoria played were : defeated Western Australia (17.24 to 6.7) and South Australia (20.23 to 1.1) ; lost to Tasmania (11.9 to 7.11).

For the first time in the history of these Carnivals Tasmania fielded the winning side, gaining the "Glick" trophy and the Commissioners' Shield.

**So Near, And Yet . . .**

**V**.R.I. Billiards Association players and officials were justifiably pleased with the performances of their "A" and "B" teams in the "home and home" matches in the Melbourne Billiards Clubs Association's Competitions for 1959 : they finished on top of Sections 1 and 3.

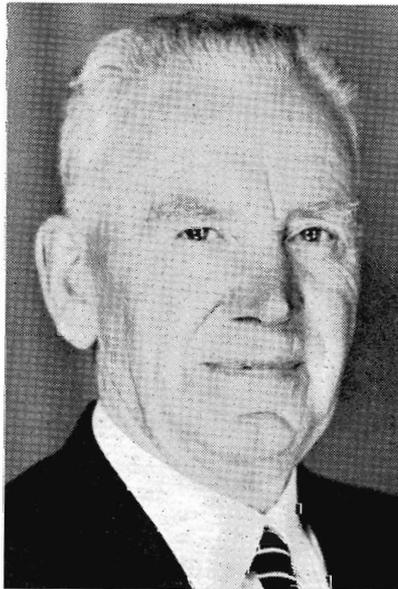
Expectations of winning the grand finals did not materialize, for both teams were defeated in those vital games (each 4-2) by Tattersall's and Brunswick respectively.

When this issue went to press, the 1959 V.R.I. Billiards Championship and a handicap snooker competition were in progress. The October *News Letter* will give results of games which were confidently expected to produce some excellent individual displays.



PICTURED above is the Victorian team (with officials) that competed in the Australian Railways Football Carnival at Launceston last month. From left (back row): D. Smith (reserve player), G. Williams, K. Schickerling, B. Smith, B. Teese, P. Willcocks, J. McPartland, (official), F. Dwyer (First-aid official). (Second back row) : P. R. Sharp (official), W. Mitchell,

J. Prentice, R. Keene, T. Eley, R. Marr, L. Hogarth, R. Goodwin, W. McKentish (official). (Seated) : B. O'Donnell (Manager), D. Dingey, A. Boyd, A. Rutherford (vice-captain), R. Harley (captain), V. Gigliotti, R. Mulcahy, M. Tancredi, F. Moore (official). Front : M. Mathieson and M. O'Leary.



THESE two V.R. men recently reached the top posts in two different spheres of Australian baseball. Mr. J. E. Ellis (Senior Audit Inspector) was appointed Secretary of the Australian Baseball Council ; Mr. W. Hough (O-in-C, Time Checking Section, T & E Accounting Office) was elevated to the Presidency of the Australian Baseball Umpires' Association. Few, if any, people have given so much to baseball as Mr. Ellis since 1923-33 when he played with South Melbourne as a front-rank catcher. His prowess brought him into Victorian (captain four times) and Australian teams. On the administrative side, he has been on the Victorian executive since 1927 ; he still Chairs the Permit and Umpire and Activities Committees, and since 1936 has been an Australian Selector. With the Council Secretaryship goes the title of "Commissioner for Baseball in Australia".

making him this country's direct link with the foremost amateur baseball body in the U.S.A. Mr. Ellis retired early this month from the V.R. after 49 years' service, during which he occupied many responsible positions in the Accountancy Branch.

Mr. Hough's outstanding ability and deep knowledge of baseball umpiring led to his selection in that post at the Olympic Games in Melbourne when Australia played U.S.A. before the world's record crowd of 120,000. Now in his second year as President of the Victorian Baseball Umpires' Association, he took up umpiring after 18 years as a player. Now he officiates at A grade and interstate and international games. Mr. Hough joined the Department in 1923 and has been in the Accountancy Branch ever since. He was a member of the R.A.A.F. for 3½ years, serving in the Islands.

VICTORIAN RAILWAYS

# NEWS LETTER

OCTOBER



1959



ROYAL TRAIN TRIUMPH  
OF PLANNING AND  
TEAMWORK

PRINCESS STARTED  
TOUR BY TRAIN

**F**OR the first time in 78 years a member of the Royal Family had commenced a Victorian tour by train . . . That was the great significance of the arrival at Spencer Street of Her Royal Highness Princess Alexandra on the Royal Train on September 16.

During her speech (which was telecast and broadcast) at the Official opening of the Royal Melbourne Agricultural Show on September 18, the Princess paid the Royal Train this compliment:

*“ONE OF THE MOST ENJOYABLE EXPERIENCES I HAVE HAD DURING THE LAST FEW DAYS IS MY JOURNEY BY TRAIN FROM THE BORDER THROUGH THE COUNTRY DISTRICTS TO MELBOURNE.”*

FRONT COVER

A rested Princess Alexandra, her frock changed, steps from the Royal Train, that brought her to Melbourne, on to the red carpet at Spencer Street Station. At the right is Conductor Jack Freeland.

Other Royal Train colour pictures are on Page 20.

“VERY REAL THANKS”—HER ROYAL HIGHNESS

**D**EAR Mr. Brownbill: Princess Alexandra was most grateful for the excellent arrangements made in connection with Her Royal Highness's journeys by train in Victoria on Wednesday, 16th September, Saturday, 19th September and Monday, 21st September. “ Her Royal Highness is fully aware that a great deal of trouble was taken to ensure her comfort throughout these journeys, and she would be most grateful if you would kindly convey a message of her very real thanks to all the Railway Staff in any way concerned in these arrangements for their kindness and courtesy.” Philip Hay, Private Secretary.

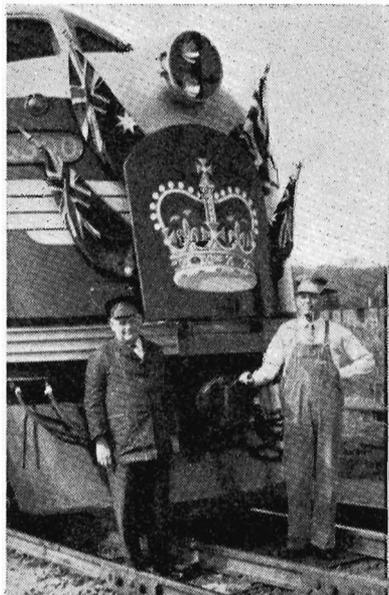
**F**ROM Wodonga, the train hauled by two gleaming diesel-electric locomotives—S300 (*Matthew Flinders*) and S307 (*John Pascoe Fawcner*)—had left on its 187 miles journey at 10.38 a.m. and had stopped at Wangaratta, Benalla, Euroa and Seymour. It had then run express for the remaining 60 miles to Spencer Street, arriving precisely on schedule. The station was decorated with bunting and flowers and shrubs—a delightful and colourful setting for a Royal occasion.

As if eager to emulate the train's punctuality by beginning her visit "on time", the Princess alighted from the rear carriage—No. 4 State—at the instant the train halted. She said to Stationmaster A. G. Johnston: "I did not realize the train had stopped; it came in so smoothly".

As the blue and gold train of two locomotives and five carriages (two A.Z.'s, a diner and Nos. 5 and 4 State) glided gently into the platform there were murmurs of approval of the magnificent train amongst the official party and the crowds of onlookers. On the front of the leading diesel-electric was the Royal Crown, flanked by flags. It was, indeed, a Royal Train.

In the official party on the platform were His Excellency the State Governor (General Sir Dallas Brooks) and Lady Brooks, and Mr. H. E. Bolte (Premier and Treasurer) and Mrs. Bolte. Messrs. N. Quail (Deputy Chairman of Commissioners) and G. F. Brown (Commissioner), with a number of Branch Chiefs and other railway officials, were also on the platform.

At Wodonga that morning, Mr. E. H. Brownbill (Chairman of Commissioners)



THROUGHOUT its 443 miles of running in Victoria, the Royal Train was driven by Commissioners' Tour Train Driver C. W. Kettle (left), assisted by Fireman R. J. Smith.

## TO ALL CONCERNED—"WELL DONE"

**I**N a *Weekly Notice* front page message on September 29, the Commissioners expressed their great appreciation of the high standard of teamwork that laid the foundation for the outstanding success of the Royal Train for Princess Alexandra.

Last month, the Premier (Mr. Bolte) wrote to the Acting Minister of Transport (Mr. Fraser) warmly praising the Royal Train; in a letter to Mr. Brownbill (Chairman of Commissioners), Mr. Fraser echoed those sentiments.

### Wrote Mr. Fraser :

"It is with a feeling of gratitude and pride that I hand you the attached letter from the Honorable the Premier, in which he so aptly expresses his appreciation of the service rendered by the Railways Commissioners, their officers and staff, for the part they played in the Royal Progress of Her Royal Highness Princess Alexandra of Kent from Wodonga to Melbourne on Wednesday of last week.

"I want to join with the Honorable the Premier in the expression of appreciation and say to all concerned—"Well done"."

### Said Mr. Bolte :

"I would be glad if you would convey to the Railways Com-

missioners, and, through the Chairman (Mr. E. H. Brownbill), to the officers and staff, the thanks of the Victorian Government and myself for the excellent way in which the Railways officers conducted their part of the Royal Progress of Her Royal Highness Princess Alexandra of Kent from Wodonga to Melbourne on Wednesday last.

The efficient manner in which all details were arranged and carried out gained for the Railways universal approval and the courtesy and efficiency of all members of the Railway staff and the appointments of the Royal Train itself set a high standard which reflects great credit, not only on the Railways administration but also on the State of Victoria".

Further letters commending railway service associated with the Royal Train have been received by the Commissioners from the Mayor of Camperdown (Cr. F. A. Robertson) and Mr. Colin Bednall (General Manager, GTV-9).

### From The Mayor :

"May I extend to you and all members of your staff associated with the visit to Camperdown of Her Royal Highness Princess Alexandra of Kent, my sincere thanks for your Department's very worthy and efficient contribution to the success of this memorable occasion.

"I shall always remember the gay, spontaneous and good mannered welcome given Her Royal Highness by the children and the young people of this town and district, and I know that you will be just as proud of your Stationmaster, train crew and all members of your staff concerned in this great occasion. Their work was magnificent".

### From GTV-9 :

"I would like to express our appreciation of the wonderful co-operation we received from the Railways Department in our effort to provide a telecast of the arrival of Her Royal Highness which would be worthy of the occasion.

"We would be particularly grateful if a sense of our very genuine appreciation could be conveyed to the Stationmaster, Mr. Johnston.

"The telecast would have been impossible without the ready help and assistance we received from your officers.

"Thank you very much".

and Mrs. Brownbill had been presented to Princess Alexandra. They then travelled on the Royal Train on its triumphal run to Melbourne.

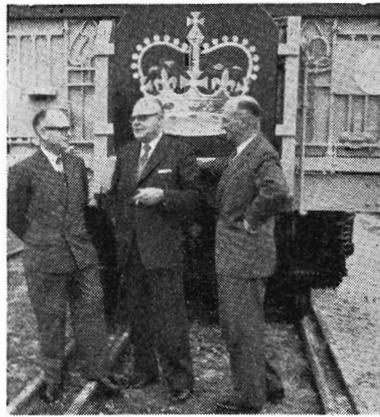
On September 19, Her Royal Highness once more joined the Royal Train for the journey from Melbourne to Camperdown. Before doing so, the Princess asked Stationmaster Johnston: "Do you listen to the football? It was very exciting at the game". On September 21, the Royal Train brought the Princess back to Melbourne, slowing down at Colac where school children gave her a vociferous greeting, and stopping at Geelong for a brief visit.

### Girls Were Speechless

It was here that the girls from the Refreshment Room "had the most exciting time of our lives". Just before boarding the train, the Princess spoke to a group of them. She inquired about their work and how long they were on duty. Said one: "We were that thrilled to have been spoken to by Her Royal Highness that we could scarcely answer!" (See picture, centre page). The Royal Train then finished its historic assignment at Spencer Street at 5.20 p.m.

Mr. T. R. Collier (Chief Traffic Manager) was Officer-in-Charge of the Royal Train. He was accompanied by Mr. W. O. Galletly (Chief Mechanical Engineer), who rode in the cabin of the leading diesel-electric, and Mr. L. A. Reynolds (Chief Civil Engineer). Staff on the train were listed in the September *News Letter*.

After its return from Camperdown, the Royal Train was inspected by State Parliamentarians, their families and



THREE Branch Chiefs concerned with organizing the Royal Train at Bandiana (from left): Messrs. L. A. Reynolds (Chief Civil Engineer), T. R. Collier (Chief Traffic Manager and Officer-in-Charge) and W. O. Galletly (Chief Mechanical Engineer).

other notable guests; notices stressed the fact that the carriages were built at Newport. A large number of people had already inspected the train after the Princess had alighted from it on September 16. The reactions of all who saw through the train and viewed its appointments were a striking tribute to the Victorian Railwaymen responsible for a train unsurpassed elsewhere in the world.

### Presented To Princess

AS Wodonga was the Royal visitor's first point of contact with the Victorian Railways system, the station was specially decorated. All other stations where the Princess alighted from the train carried bunting to mark the special event. Country stationmasters presented to Her Royal Highness were: Messrs. H. G. L. Williams (Wodonga), H. R. Parker (Wangaratta), C. H. Arblaster (Benalla), W. J. Richards (R. S. M. Euroa), W.A. McM. Morrison (Seymour), G. C. Ryan (Camperdown) and H. F. Heath (Geelong).

While the Royal Train was at Camperdown the train crew (Driver C. W. Kettle, Firemen R. J. Smith and Special Guard A. W. H. Burton) were presented to the Princess by Mr. Brownbill.

### Special Trains

EXTRA rail passenger journeys directly attributable to the visit of Her Royal Highness Princess Alexandra approximated 60,000. Of this total, school children accounted for 54,000 passenger journeys to take part in the special display, arranged by the Education authorities, for the Royal visitor at the Melbourne Cricket Ground on September 17.

They travelled to and from Richmond and Jolimont stations in 33 special electric trains from all parts of the suburban system. Trains arrived at those stations between 9.55 a.m. and

10.40 a.m. On the return, the trains carried the children from Richmond and Jolimont between 12.40 p.m. and 1.30 p.m.

This huge transport task, which had to be carried out within very limited periods, was successfully accomplished. Every train left on time except one which was held up through some of the children being delayed at the ground.

Co-operation between officials of the Railways and Education Departments was perfect and the whole operation was completed without any interference to normal train timetables.

To enable country people to visit centres where the Royal Train stopped, six special trains were run. Each carried from 250 to 900 passengers at excursion fares. They ran between: Beechworth and Wangaratta; Yea and Seymour; Broadford and Seymour; Timboon and Camperdown; Warrnambool and Camperdown; and Terang and Camperdown. B and T class diesel-electric locomotives were used to haul these special trains.

### Prestige Publicity To V.R.

THROUGHOUT the 443 miles that it ran in Victoria (Wodonga-Melbourne and Melbourne-Camperdown-Melbourne), the Royal Train was seen at stopping stations and along the routes by huge crowds of people.

Through the three Victorian Television Channels countless thousands of viewers had close-ups of the train.

Radio commentators were at vantage points giving "on the spot" impressions and newspapers and periodicals gave columns of space to the progress of the Royal Train.

As a result of these viewing, radio and newspaper-reading audiences, the Royal Train brought a tremendous volume of prestige publicity to the Department.

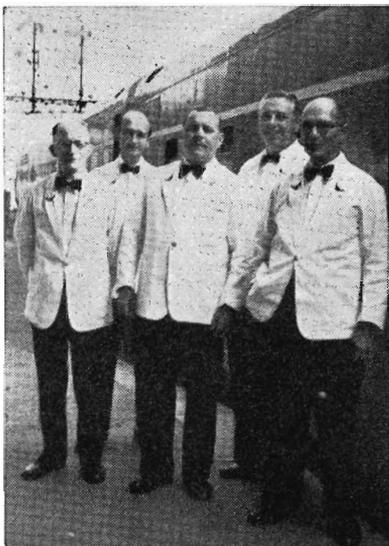
Widely-read Columnists E. W. Tipping and Stuart Sayers of the Melbourne daily newspapers *The Herald* and *The Age* respectively, highly praised the Royal Train provided for Princess Alexandra.

Said Tipping, who was at Spencer Street when the train arrived:

"Well, we've seen all the Royalty that's been to Australia in our generation come and go, but the Princess's arrival this afternoon was the first time we've ever seen Royalty arrive by train. And we must say we are all for more arrivals by train. For one thing the Princess looked much more relaxed when she stepped off the train. Much more opportunity to fix one's hair and arrange one's appearance, on a train, than there is in a plane.

"And, as the Princess confided to the Stationmaster, she had only one problem today—knowing just when the train had stopped.

"No jerks on that Royal Train this afternoon. No jolts with the luggage thrashing all around you when the



WAITERS in the dining carriage served meals to everyone on the train, except Princess Alexandra who, with her Private Secretary and Lady-in-Waiting, dined in No. 5 State Carriage. (From left): Steward Albert Portwood, and Waiters Lister Gowing, Fred Williams, Tom Lowell and Charles Avent.

Royal Train arrived dead-on time at Spencer Street at 3.25 p.m. "Driver even managed to pull up fair and square in the centre of the red carpet.

"Despite the fact that the railways in their wisdom had allowed for at least 20 ft. leeway by putting a bit of extra red carpet along the edge of the platform, just in case.

"Old Spencer Street still looked a bit "tatty," of course, but then Essendon airport, where the Queen and Queen Mother arrived, is inclined to look the same way.

"And at least the Railways Commissioners had a few pot plants in position—even if they were bordered with strips of linoleum, painted to look like crazy paving.

"As we say, there should be more of this Royal travelling by train. We're sure the Princess would be the first to agree.

### Contrast With Road

"From all accounts, she had a perfectly delightful run through the countryside—"seeing Victoria first"—today. She managed to see a bit of the real countryside for a change. Much pleasanter than tearing madly down the Hume Highway by fast car.

"Why, at one stage, when the signals went against the Royal Train at Glenrowan, the Princess even found herself gazing out at the very spot where they captured Ned Kelly. You know—where the old pub was, where they still show you the bullet holes in the trees.

"The Princess, as we've come to expect, did everything right. Even to ignoring the red carpet to cross the car park to have a word with the R.A.A.F. band".

Said Sayers who rode on the train from Wodonga :

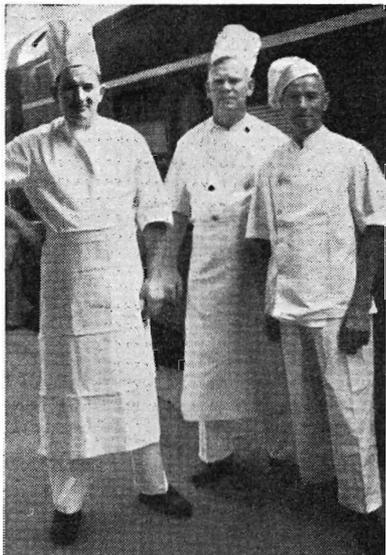
"The red-carpet part of the railways' arrangements for Princess Alexandra's journey through the Victorian countryside to Melbourne was perhaps the least, but certainly the most visible aspect of a remarkably detailed operation.

### Nothing To Chance

"For Royal Trains are special trains, indeed, whose marshalling demands special measures and involves special men—from Mr. Brownbill, the chairman of Railways Commissioners, down through engine driver Kettle to the cleaning staff who spent hours in final polishing and washing of the State cars at Bandiana siding in the morning.

"The kind of thing we mean is found in the booklet of instructions with a crown on the cover issued by Mr. T. R. Collier, chief traffic Manager, for staff to observe when her Royal Highness is being conveyed by rail.

"This, apart from detailed timetables and some technical items about such things as 'engine head signals' and 'platform equipment, water column jibs, crane jibs, etc.' leaves nothing at all to chance.



REFRESHMENT Services Branch employees prepared the meals for everyone on the Royal Train. (From left) : 1st Cook Campbell Dunkley-Smith, Chef Lionel Germaine and 2nd Cook Joe Holt.

"It even orders that 'officers-in-charge must arrange for all animals (except those in stock-trucking yards, which must be properly secured) to be removed from railway premises'.

"And the triumph of Royal-train planning as we saw it yesterday was that not one stray dog managed to gate-crash any of Princess Alexandra's station arrivals."

### Royalty In Colour

BLACK and white pictures of the Royal Train in the newspapers added greatly to the overall publicity which the visit of Princess Alexandra brought to the Department. But it remained for railway cameramen to provide the picture highlights of the tour by taking facets of the Royal Train and the trip to Melbourne with 35 m.m. colour films.

Processed immediately they reached Melbourne on September 16, dried overnight and enlarged in railway photographic darkrooms, colour transparencies were on display at Spencer street station, less than 24 hours after Princess Alexandra's arrival in Melbourne. A set of colour photographs was also featured in the Collins Street window of the Victorian Government Tourist Bureau.

Soon after the display began, inquiries were coming into the Department about the purchase of copies of the colour transparencies, which will be available later at 3/6 for each 35 m.m. slide.

### What Wendy Wanted

GOOD-HUMOUREDLY taunting his colleagues on the Royal Train, Driver C. W. Kettle said to them : "I'm the only one who

has got any fan-mail on this tour"! He was right, too. On reaching Camperdown on September 19, there was a letter addressed to "The Driver, The Royal Train, c/o Stationmaster, Camperdown".

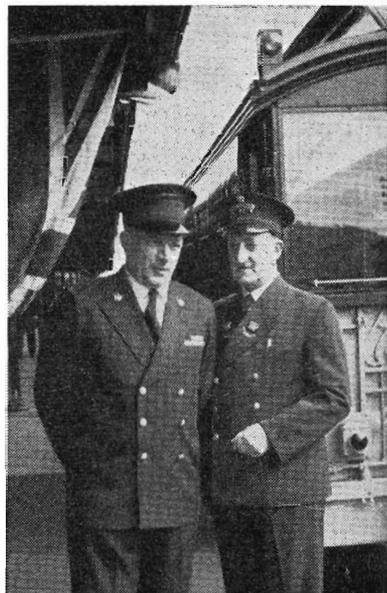
It was from Wendy Blackney of the Geelong East State School. Writing for Grade 4, she said :

"As our Grade will be unable to go to Geelong to see the Princess, we are going to stand on Breakwater Siding. We know you will be in a very great hurry but could you just slow down a little bit so that we can try and see the lovely Princess".

Breakwater Siding is about a quarter-of-a-mile past the Geelong racecourse platform on the 'down' side of Geelong station. When the Royal Train passed the siding, Wendy and her pals were not there. But Mr. Kettle hopes they fulfilled their dreams by being on the racecourse platform, among the hundreds of enthusiastic children clustered there, because the train did have to slow down as it was approaching a sharp curve.

This is the third Royal Train that Mr. Kettle has driven. He says that, though he is conscious always of the added responsibility, there is an unforgettable "something" about driving a train making such spectacular journeys.

Asked what was his very first job after the Royal Train assignment, Mr. Kettle grinned : "I was rostered to drive D3 639, the Commissioners' Tour engine, around the Melbourne Yard, hauling a train of QN's and QR's loaded with ballast !"



COMMISSIONERS' Tour Train Guard Alf. Burton (left) and Conductor Jack Freeland. Widely experienced in the special requirements of Royal Trains, Jack was allotted to Nos. 4 and 5 State Carriages in which the Princess travelled.

# OUR RAILWAYS TODAY and TOMORROW

**H**OW the maintenance of railway tracks in Victoria is being largely transformed from heavy manual to mechanized operation is explained by Mr. Brownbill. One dramatic example of what mechanization is achieving is the saving of the Department of £25,000 a year by reclaiming ballast through the use of a ballast-cleaning machine, which cost £20,000 . . .

One of the most important sections of a railway system is the track maintenance organization.

Track work has always been regarded as heavy manual labour ever since railways began. Wherever possible, mechanization is now being applied on the Victorian Railways. Maintenance of track covers every mile of track. For this work, most of the equipment used is small and is passed from gang to gang. This equipment consists of spot air-compressors for boring sleepers, tightening fishbolts, operating tie tampers, petroflex wood borers, Nordberg track wrenches, power rail saws, drills and grinders, etc.

Instead of hand chipping firebreaks along our boundary fences, rotary hoes

are employed continuously on the work with an autumn hoeing as well as one just before the burning-off season.

Hand weeding of tracks was eliminated many years ago by the use of small motor-operated trolley outfits. The majority of our tracks is now sprayed with a non-poisonous weed-icide from a train consisting of tank trucks for the weed-killer and a spray car which distributes the chemical over a 26 ft. width of formation. The train which has bunk-carriages for the men, can operate for a distance of 300 miles from Melbourne without a refill. It is possible to send to an out-station tank wagons containing concentrated weedicide which can be broken down with water obtained locally.

In trackwork mechanization the most spectacular developments have taken place in the track relaying. Up to 1956, all relaying, averaging about 46 miles per year, was carried out by hand methods. To ensure that the system is capable of carrying the traffic imposed on it, the rate of relaying has been stepped up; in 1958-59 relaying totalled 112.65 miles, of which 74 miles were done by fully mechanized gangs.

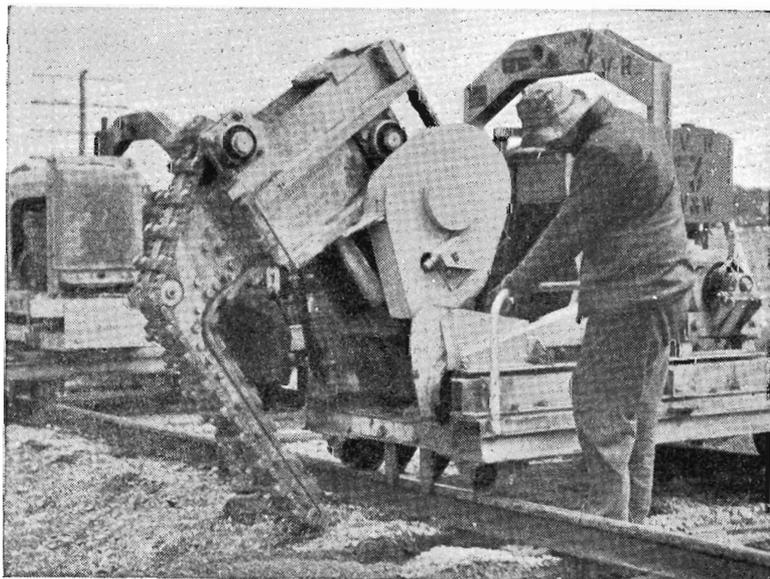
The core of the mechanized gang is in the use of small rail layers which can be lifted on to the track by a small crane that can be easily taken apart like a meccano set.

Mechanized relaying is a production line process in which each man has a particular job to do. In a factory, the material is transported from machine to machine as it moves along the production line and changes from raw material to the finished product. In mechanized relaying, the machines move along the track, working one rail at a time, and the finished product left behind is the new track.

A wrench supported on a three-wheel carriage is used to loosen fishbolts and at the tail end of the relaying, a similar machine is used to tighten the new bolts to a predetermined tension at which an overload release will cut off power. Dogspikes are lifted by a mechanical spike puller with two tongs operated by a six h.p. engine; capacity is 1,300 dogspikes per hour.

Where the old rail seat adzed in the sleeper must be removed, two adzing machines cut off the old seat to give a level surface for new sleeper plates. The adzing machine with a 25 h.p. petrol engine operates a vertically mounted cutter head fitted with six flat steel bits, protected by a rubber apron.

The new sleeper plates are then gauged to exact position by a plate gauger designed by our own staff. Gauge is measured from a bevel wheel running on the opposite rail of the track



**DIRTY** ballast from the cribs is excavated with Nordberg 'Cribex' machines.

and a plate on the gauger exactly positions the new sleeper plate. Dog-spike holes are bored by a wood borer powered from a spot air-compressor mounted on the gauger.

The rail layer is a fixed jib crane mounted in a frame, one side of which (the side being relaid) runs on a crawler track over the sleeper, the other side on track wheels. The capacity of the layer is a 3,000 lb. lift.

The rail layers work in pairs to lift in the new rail and lower it exactly onto the new rail set. (If the old rail should be of the same head and base width of the new rail, the layer can be used to lift out the old rail).

#### Mile of Rail a Day

Instead of hand driving the dogspikes required to hold the rail, they are now entered into the holes by hand and a Nordberg spiking hammer drives the spikes home. A Nordberg wrench then tightens the fishbolts. The maximum output reached with this machine has been a mile of rail in a working day, with a maximum of 1,350 feet of rail in the hour.

I might say the Victorian Railways were one of the pioneers in rail welding. We do not believe in long lengths, but have now adopted a medium or compromise length of 90 feet. Welding is carried out at the flash-butt welding depot at Spotswood railway workshops where a new A.E.G. type UMA. 25A automatic flash-butt welding machine incorporating improvements in weld quality control was installed last year.

The welding cycle commences with the clamping into position of the two rails to be welded. The ends are then brought into contact and preheating occurs by repeated contact and separation of the ends. When the ends of the rail reach the required welding temperature, the flashing portion of the cycle occurs, and finally the ends are upset by driving them together under a pressure of 14 tons.

Since the new machine was brought into operation the original A.E.G. machine bought in 1936 has been workshops-overhauled and is now being re-installed in order to cope with our demand for welded rail.

All 94 lb. rails leaving the depot have their free ends end-hardened by an oxy-acetylene self-quench process to reduce rail batter at the joints.

Not all the rails issued from the flash-butt welding depot is new rail. Being returned every week is a quantity of 80 lb. rail which is in fair condition, except for deterioration at the joints. The old ends of these rails are being cropped off and the cut middles are straightened in the new 130-ton hydraulic press and welded up to give a 90 ft. length of what we call "cut and shut" rail: this rail, in turn, is being relaid in our secondary lines to replace lightweight rail.

Concurrent with the rerailing operations, steps are taken to ensure that the earthworks are satisfactory.

High banks obstructing free drainage are being lowered by dozers.

#### Machine Excavator

In the 'pick and shovel' days of railway construction, our cuttings were built very narrow and in the course of time drainage became completely blocked. Cleaning out has in the past been a difficult and costly job but it is essential if we are to get the best results from our new rail. We have found a Gradall multi-purpose excavator the most suitable machine for this job. This machine has a triangular section telescopic boom which can slew, tilt, elevate or extend; the attachment has a 116° arc of operation. The wristlike action enables excellent cleaning out to be done, and so successful have we found it that we now have equipped each of our six maintenance districts with a machine.

This Gradall machine has been found extremely useful in cleaning debris from yard tracks. In this operation, we use a special bucket designed by our own staff. The cleaning must be done at the week-end, and we have reduced the cost from £225 per day to £53, after allowing for all ownership and maintenance costs of the machine.

We consider that the ballast supporting the sleepers must be reconditioned at the same time as the relaying.

Much of our ballast is gravel (often straight from the pit) fouled with dirt and clay, and otherwise of round pebbles, totally incapable of supporting the track for present day loading or of allowing free drainage.

Dirty ballast is being removed from the cribs or the spaces between the sleepers by a Nordberg cribex machine. The cribex has an endless chain of digging flights mounted on an L-shaped boom pivoted horizontally. The chain enters the crib on the outside of the track and the assembly is then turned and traversed to carry the digging chain to the centre line of the track. The crib is thus cleaned half at a time, giving an effective drain to the track and the dirty ballast is deposited on the shoulder of the track.

In many places this material is of no value and is spread clear of the track. In other places, there is good ballast worth recovering. A Super Mole machine collects the dirty ballast lying on the shoulder, feeds it to a conveyor which elevates it to a vibrating screen. The dirt from the ballast is cast to one side and the cleaned ballast is returned via a chute back to the track. This machine which cost £20,000 saves us £25,000 a year by reclaiming the ballast.

Following the ballast-cleaning operation, fresh ballast is dropped in the centre of the track from hopper trucks to make up the deficiency. The new ballast is spread by means of a skid plough to our own design, which is dragged behind the ballast train. This simple plough distributes the ballast evenly over the cross-section.

#### NEW RAIL RELAYING COST CUT BY 50%

**C**OMPACTION of the ballast under the sleepers is done with a Matisa automatic tie tamper, a machine which, although weighing 10 tons, can be removed from the track in two minutes. It packs the ballast by 16 tamping tools which are operated mechanically with a vibratory as well as a squeezing action. Five of these machines are in use on our system.

The result of the mechanization and a review of our procedure show that we have reduced the cost of relaying with new rail by 50%. We have three of these mechanized relaying gangs in operation now.

—Mr. Brownbill

Relaid tracks are given a lift following relaying to re-surface the track and leave a good running top. A Nordberg power jack is used to lift the track, sighting being by sighting boards and a target attached to a machine.

Smoothness of riding depends to a large extent on the quality of the surface or "top" maintained on the track. In the past, this has been a matter of judgment of the ganger and has been affected by the variation in packing the ballast achieved by the individual men working in the gang. We have now introduced equipment which enables us to determine the exact amount of packing needed to be placed under the sleepers to level the top.

The depression of the track under trains is measured by small voidmeters which, placed adjacent to the rail, will record the depth of the void space under the sleeper. The visible variations in the surface of the track are noted by the use of special boning rods, and the depth of slack between the high points on the rail is measured at the intermediate sighting board. The unit in which these depressions are measured is "canisters of screenings".

The required number of canisters are then laid out on the respective sleepers and spread with a goose-neck shovel on the bed whilst the track is given a light upward spring.

Before I leave the permanent way side, I might mention that we have recently set up a depot for reconditioning points and crossings at a cost of one-quarter of the cost of new crossings.

(To be Continued)

# THIS IS OUR LINE

**H**ALF an hour was all that grazier John Sharp, of "Arrandoovong", Braxholme, needed to discuss freighting his wool, wheat and linseed when he called at the Advisory Bureau in the Railway's exhibit at this year's Melbourne Royal Show.

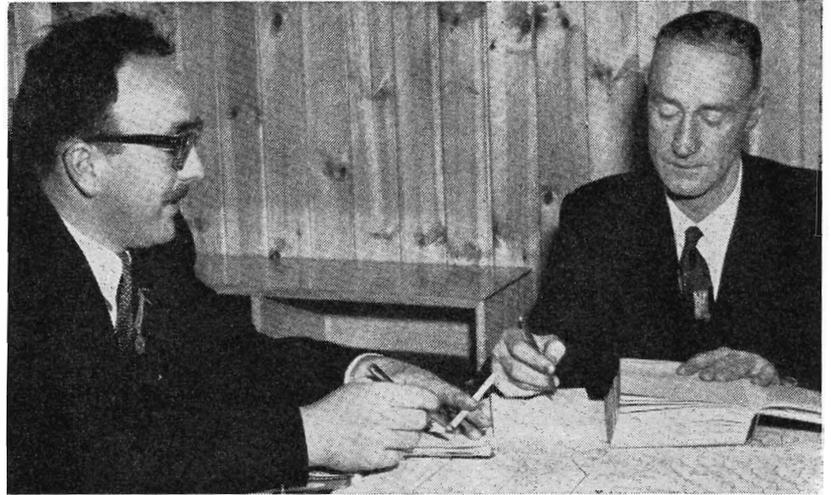
You can see Mr. Sharp at the right, talking over with Commercial Agent Charlie Williams rates and transport arrangements that otherwise would have taken a fortnight to resolve by usual correspondence.

He was one of a growing number who appreciate the convenience of the Advisory Bureau in such a central location as the Show where so many country persons gather. It is a valuable contact point with Commercial Agents who earlier have been touring country districts on their regular canvas for business.

Theme of this year's exhibit, that carried the title "This Is Our Line", was heavily on freight although the Commercial Agents found they were answering many inquiries about passenger services and parcels.

Display Artist K. Hutchison had completely re-designed the exhibit from the neutral grey tiles on the floor, up.

The friendly warmth of varnished wood was chosen for the Commercial Agents' section, which was built on



the site by Spotswood Workshops tradesmen. To give more privacy to inquirers, the section was separated from the rest of the exhibit by slats so that the division was, in fact, not obvious as visitors could still see through it. Flush ceiling lights gave a modern touch.

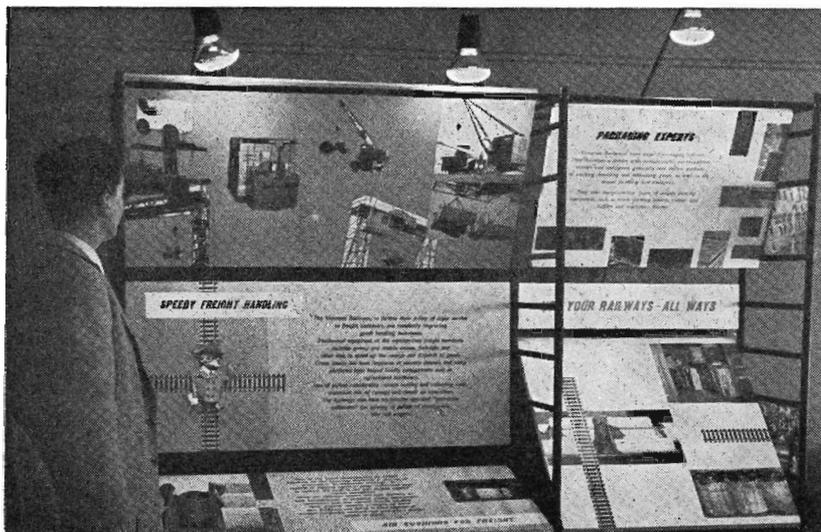
Table-top working models of the *Fruit Flier* (see News Letter September, '59) and a suburban parcels van were used not only to attract the crowds but to focus attention on two important railway services—fast freighting and parcels. Tarped 'GY' wagons stood in sidings. The tiny track was laid on a base prefabricated at Newport Workshops in numbered sections, with tubular steel legs each adjustable in height to enable the track to be levelled.

By pre-recorded tape, broadcast through loudspeakers outside and within the exhibit, assembled watchers were told about the model trains, the services their real counterparts provided for Victoria and the value of the Railways in moving such important commodities as the wheat crop; a verbal invitation to use the Advisory Bureau and pick up various pamphlets that were available, was included in the message. Inside viewers were kept back from the models by a bracketed rail, made from parts of *Harris Train* baggage racks.

New display units (pictured at left and designed for ease of packing, storage and erection) developed, by photographs and text, the theme of the exhibit. They told how we are transport experts with such aids as packaging officers and pneumatic dunnage, how we are providing special wagons, fast freight services, how we are handling bulk loading, containers, live-stock and perishables. These units can be assembled later, in an endless variety of combinations, particularly to fit in to future country exhibits.

To carry our sales messages into the homes and offices, a large variety of pamphlets were available, including a newspaper-style *Victorian Railways News* of eight pages specially written for the occasion. A number of other publications were rushed through by the Railways Printing Works to meet the Show deadline—pamphlets on parcels rates, railing live-stock, and careers. V.R. maps proved most popular with members of the public.

Projected from the Railway exhibit into the interior of the Administrative Building itself was a series of 24 colour transparencies with synchronized visual titles, showing our trains, carriages wagons and services.



## MR. COLLIER'S FINE CAREER ENDS

**H**AVING risen from the humblest to the highest post in the Branch, Mr. T.R. Collier (Chief Traffic Manager) retired on October 15 after nearly 50 years' service. Almost on the verge of retiring, he was, for the third time, in the responsible position of Officer-in-Charge of a Royal Train—on this occasion the one which ran for Her Royal Highness Princess Alexandra.

His successful career in a variety of positions, each giving him a wide, practical knowledge of railroading and culminating in his elevation to Head of the Branch, should be an inspiration to every railwayman.



Mr. Collier

**L**IKE so many boys, Mr. Collier, who was born and educated in Warragul, wanted to be an engine driver. But the possibility of losing 6d. a day in wages made him make a decision that had a profound effect upon his life. Aged 15, he joined the V.R. as a lad porter at Glenhuntly; his idea was to transfer as an engine cleaner when 18. "I got 2/- a day at the start" he recalls and three years later, 4/- a day. But an engine cleaner was only getting 3/6 a day—and I just could not afford a reduction in pay, even though it was a mere sixpence; I stayed 'put'."

He remained in the Transportation Branch (as it was then known), imbued with another ambition: to become a stationmaster, and eventually reached that grade and served at country and suburban stations. He quickly accumulated a general knowledge that foreshadowed further progress.

In 1926 he became a Train Controller at Ballarat which was a step in the fulfilment of a fine career which his friends had predicted. From then on, he occupied an impressive list of important positions: he was, in turn, Traffic Inspector (Ballarat), Assistant District Superintendent (Ararat), District Superintendent (Ballarat and Geelong), Metropolitan Superintendent (Flinders Street), Superintendent of Train Services, Traffic Branch Staff Superintendent, Outdoor Assistant to the Chief Traffic Manager

and, in 1951, Assistant Chief Traffic Manager. Five years later he reached the summit of the Branch to preside over a State-wide operating organization with nearly 8,000 employees.

That catalogue of practical and administrative positions underlines the wealth of experience he brought to his post as Branch Chief; incidentally, no former Chief Traffic Manager has held so many executive positions in the Branch as Mr. Collier.

### Committee Representative

He has represented the Department on many different committees, the most important being for the proposed Melbourne Underground Railway (see *News Letter*, July 1959); the Latrobe Valley Development; and the Institute of Transport.

For five years he was President of the Victorian Railways Institute. On vacating that position he wondered why so many V.R. men did not take advantage of the educational and recreational facilities of the Institute. On the other hand, he was full of admiration for the enthusiasm and voluntary effort by members of country centres.

Mr. Collier had a distinguished record in both World Wars. For four years he served in the First A.I.F. becoming Lieutenant and winning the Military Cross and Bar and being twice mentioned in dispatches. In

the last war, he was Director of Rail and Road Transport in Australia, with the rank of Colonel.

Before he retired, Mr. Collier was asked to pin-point three of the most important changes he had seen in the V.R. "I would answer that question", he said "in this way:

- the progressive loss of the land transport monopoly enjoyed by the railways before World War I, following development of the motor vehicle and arterial roads;
- the introduction of modern methods of train control, with all their beneficial reactions upon train operating efficiency; and
- the advent of diesel-electric locomotives. These power units have had a remarkable influence on the economical working of our country trains, with an enhanced service for passengers and for freight customers."

Having had such an outstanding career in the Victorian Railways, Mr. Collier was well equipped to give some sound advice to the young men of his Branch. "I leave the V.R." he said, "advising them to qualify in safeworking and station operating subjects. They should never decline promotion even if it means transfer to a less favourable location. There will always be ample avenues to advance to important positions for those who are qualified, have shown their suitability and, above all, have the ambition to forge ahead. The chances to do so in the Department today have never been surpassed".

# ROYAL TRAIN FACETS

Photo : Sun Pictorial. Melbourne



AS the Royal Train children, many



(Left) JUST before the Refreshment section of the



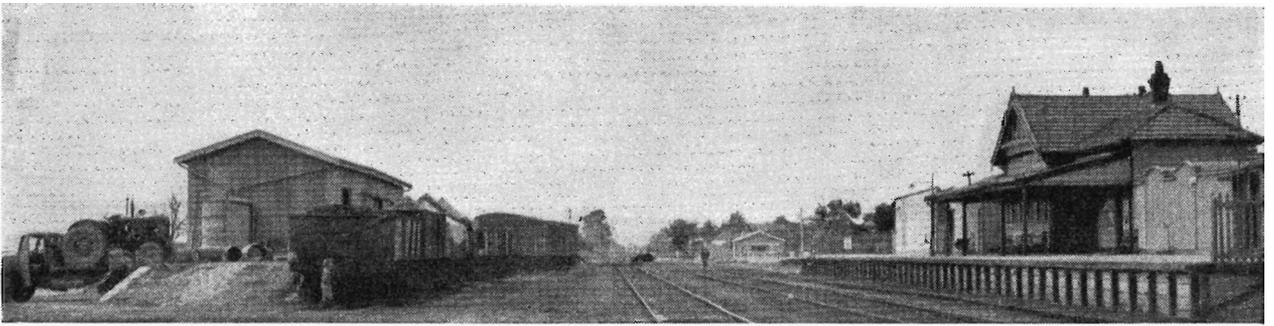
Train moved very slowly through Colac station on its triumphal way to Melbourne, school of whom held improvised flags, gave Her Royal Highness a long, enthusiastic cheer as she stood on the observation platform of No. 4 State Carriage.



Princess Alexandra spoke to some of the Hotel Rooms staff. (Above) Waiting at Spencer Street station as the Royal Train arrived, this crowd, eagerly looking towards the platform, symbolized the interest and warmth of feeling of everyone in the vicinity of the station.



LAYING the red carpet at each place where the Royal Train stopped was planned by Upholsterer Monte Buckley. Here he is laying the red carpet at No. 1 Platform Spencer Street.

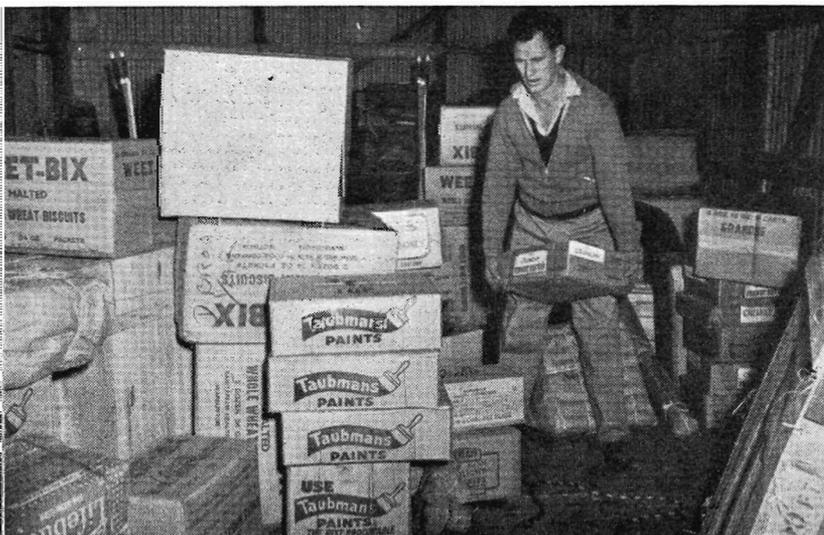


YARRAM, 136 miles from Melbourne, is at the end of the main south-eastern Gippsland line.

# YARRAM: A REAL RAILWAY TOWN

**A**FTER being served by steam-hauled trains for 67 years, Yarram will soon have the benefit of modern, powerful diesel-electric locomotives. Relaying and strengthening of a section of the track with 80 lb. welded rails has just been completed by a mechanized gang. So, the stage is now set for greater speeds of local trains, with a reduction in travelling times for passengers.

Their morale already high because of the present buoyancy of rail business they handle at Yarram, V.R. men confidently expect the improved service to yield greater revenue.



A corner of the busy goods shed at Yarram. Shedman Ray Moore handles a great variety of consignments—from T.V. sets to farm-machine spare parts.

**W**ITH a population of nearly 2,000, Yarram is 136 miles from Melbourne, at the terminus of the main south-eastern Gippsland line. It is the centre of a rich agricultural and pastoral area and—what is of some considerable importance—it is the gateway to a great variety of scenic and holiday features.

To the north and parallel with the line for many miles are the Strzelecki Ranges. Their significance is not understood until Yarram is visited. Along the road that winds and clings, sometimes dizzily, to the ranges, there are magnificent panoramas of hill and sea.

It is from a purely railway viewpoint, however, that those ranges become of immense importance. Because of the road's grades and twists, competing transport by trucks to Yarram is virtually non-existent. So, the town is in all respects a railway town. Nevertheless, Yarram railwaymen give a brand of service to customers that one would expect where the conditions were entirely different. No one knows

and appreciates this better than Stationmaster G. E. Llewellyn; he warmly praises the cheerful and efficient work of his staff.

Goods trains are the life-blood of railway revenue at Yarram. On the 'down' journey to Yarram, there are nine—sometimes 10—goods trains a week, bringing in about 2,000 tons of varied merchandise a month. On the 'up' journey, nearly 200 tons of goods, mainly butter and by-products of the dairying industry, go out of Yarram on each of five goods trains every week. These trains, averaging about 20 wagons, work at intermediate stations to Melbourne.

A six-ton electric crane that recently replaced an old manually-operated one in the Yarram goods yard, is proving a boon to customers and staff. It is facilitating the handling of heavy consignments, speeding-up the placing of wagons and, importantly, bringing about a quicker turn-round of wagons for further revenue-earning.

Extensive saleyards are near the station. Weekly sales, mostly of cattle, are held and the great bulk of the traffic goes by rail. Last year nearly 750 trucks of cattle were dispatched from these sales. Wool, too, is a good revenue-getter, nearly 4,000 bales having been railed last year.

There is a day-return passenger train service on Mondays to Saturdays, leaving Yarram at 6.50 a.m. and reaching the city at noon. From Flinders Street the train departs at 6.12 p.m. and is due at Yarram at 11.30 p.m. People from Yarram and intermediate stations, therefore, have ample time in the city for shopping and attending matinees.

Yarram is a very sport-minded town and the present service is obviously ideal for those wanting to see city football, races and other sports on a Saturday afternoon. Refreshment Rooms on the Korumburra station are a pleasant interlude for passengers travelling in both directions.

Parcel traffic, yielding about £200 a month, is a fruitful and growing source of departmental revenue: the south-eastern Gippsland line, incidentally, is one of the heaviest for parcels business in the State.

Total yearly revenue at Yarram according to the latest figures, was £31,574, making it the second highest on the line. (Leongatha leads with £32,551; Korumburra's is £26,331). To cope with the business at Yarram, there is a stationmaster, assistant

stationmaster, signal assistant, station assistant, two guards and a shedman.

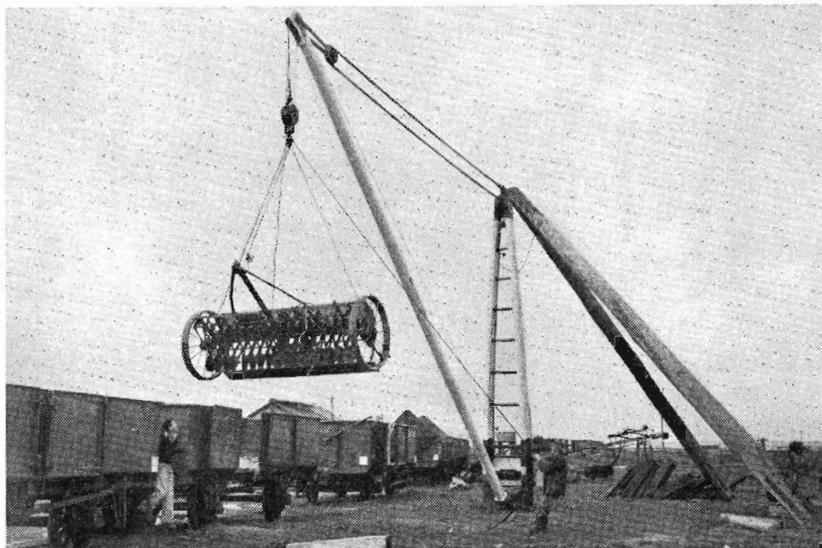
There are two engine crews and a lighter-up, the engines mainly used being of the J class. The track force, working outwards from Yarram, consists of five men. Yarram also supervises Alberton and Gelliondale caretaker stations.

From a tourist standpoint, Yarram has a few, if any, rivals as the railroad to some of the State's best tourist features. Bulga Park and Tarra Valley—noted for their majestic trees and fern-glades—the Ninety-Mile Beach, Wilson's Promontory and, of course, the Strzelecki Ranges, are amongst

the scenic wonderlands within reach of Yarram.

Having seen the holiday highlights surrounding Yarram and again travelling by train to the city (by the 6.50 a.m. 'up'), the holidaymaker is rewarded with one of the most scenic train journeys in the State. For sheer rural beauty, the country, especially between Leongatha and Korumburra on both sides of the line, is unsurpassed elsewhere in the state.

*That train journey offers a succession of really lovely pictures—and all of them so easily and pleasantly viewed through a carriage window. . . .*



(Above) Until recently, a hand-operated crane was used at Yarram for heavy loading. Now, this six-ton capacity electric crane is doing the work much more efficiently and helping to obtain a better turn-round of railway wagons. (Below) From within and far beyond Yarram, road motor trucks come to the railway goods shed to take delivery of a great range of merchandise, upon which the district is dependant.





COMPETITIONS are held in this bushland setting at Mt. Evelyn. In the cubicles (right), now concentrated in one section, competitors can be viewed by visitors.

## V.R.'s BEST FIRST AIDERS SHOW THEIR SKILL

**B**Y registering 431 and 186 points in the Senior Teams' and Senior Individual Events respectively, Bendigo North Workshops No. 1 and Mr. H. A. Barker (Accountancy No. 1) won the principal events at the V.R.'s State First-aid Competitions at Mt. Evelyn last month. They will now represent Victoria in the Australian Railways Competitions to be held in November next in Victoria. Success of the day was heightened by the weather conditions which, in the bushland setting, were ideal for competitors and onlookers alike.

Apart from the skill, enthusiasm and concentration of all competitors and the co-operation of the "patients," the outstanding feature was the dramatic realism of the situations set for the various events.

Chief among these were the settings for the Novice Improvized Materials and Senior Supplied Materials Events. For the first, the competing teams, while walking along a bush track, meet a man whose companion has been injured. Led by the man to the scene, the teams discover a shaft, dug six feet deep, with staging and windlass for raising and lowering a mullock bucket. The team is told that a loaded bucket fell on the man, who suffered a lacerated scalp and a fracture of the right arm.

In the Senior Supplied Materials Event, the setting was a chemist's shop. Carrying a crate of bottles and jars, the assistant chemist slips over behind the counter; the crate and glass fall across his right hand. Overwrought the chemist swallows hydrochloric acid instead of sal volatile.

The assistant has the tops of three fingers severed; the chemist, hydrochloric poisoning and shock.

To create situations for these and other events the Ambulance Officer (Mr. K. W. Mackenzie) and his staff have many discussions, being careful to avoid any resemblance to those used in past years. Accidents reported in newspapers are sometimes adopted, the aim being maximum realism and, above all, situations that the competitors may encounter at any

time, where their skill may save a life or ease suffering until the arrival of medical aid.

Preparations for the competitions begin about a month beforehand—after the preliminary competitions disclose the teams and individuals eligible to compete for State titles. Assembly of the "props" and the staff to assist in running the Competitions are major parts of the organizing work.

Leaders of defeated teams in the Preliminary Competitions are used as Stewards. In this way they get an invaluable close-up of the higher elements of first-aid work to pass on to their team members.

Timekeepers and Marshals are chosen, wherever possible, from among First-aiders with long experience and who are not connected with any of the competing

teams. The 'patients' in the different events are First-aiders who can be confidently expected to 'act' their parts, in accord with the tests set for the competitors.

For many years, Mt. Evelyn has been the venue for the competitions. This year, the adjudicating doctors, competitors and visitors all favourably commented upon the improved, re-planned area, the work on which, under the direction of the Ambulance Officer, was carried out by the Way and Works Branch.

As a result, competitors are completely segregated from onlookers: they do not cross through the "public area" as in past years. Cubicles for the various events now adjoin one another, instead of being distributed in different parts of the area. A new 8 ft. roadway fronts the cubicles where there are seats for onlookers in front and around the sides.

The altered layout has led to greater security in conducting the competitions and a smoother running, all round, of the day's events. One of the adjudicators, Dr. E. R. G. Sheil, said that the new area was unsurpassed by any other comparable first-aid competition location in Australia.

### RESULTS OF TESTS

	Marks
1 Bendigo Nth. W. S. No. 1	431
2 Ouyen No. 1 ...	430
3 Accountancy No. 1 ...	417
4 Nth. Melbourne Loco. No. 3	389½
5 Ballarat Nth. W. S. No. 1	362½

### NOVICE TEAMS

1 Jolimont W. S. No. 1 ...	406
2 Nth. Melbourne Loco. No. 1	357
3 Sale No. 1 ...	342
4 Bendigo Nth. W. S. No. 4	329
5 Jolimont W. S. No. 2 ...	319
6 Newport W. S. No. 5 ...	309
7 Dimboola ...	294½

### SENIOR INDIVIDUAL

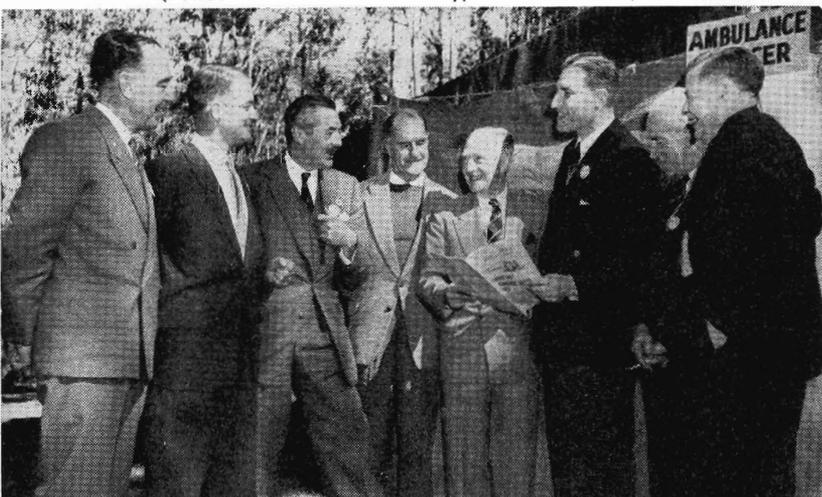
1 Barker, H. A. Accountancy	186
2 Wensor, E. W. "	177
3 Sawyer, A. R. Nth. Melb. Loco.	166
4 Griffiths, J. R. B'digo. Loco.	161
5 Healey, G. W. & W. Brch.	157
6 Isaac, H. P. Ararat ...	149½

### NOVICE INDIVIDUAL

1 Sawyer, A. R. Nth. Melb. Loco.	100
2 Phillips, R. J. Bal'rat. Nth. W. S.	89
2 Latimer, H. B'digo. Nth. W. S.	89
4 Swift, A. J. B'digo. Nth. W. S.	86
5 Baxter, G. L. Ballarat Nth.	78
6 Cox, W. E. Jolimont W.S.	69
6 Wain, R. R. Elect. Depot Spen. St.	69



STRUCK on the head by a falling travelling case, an employee is knocked unconscious. (Nth. Melb. No 1 Team : Novice Supplied Materials Event).



ADJUDICATORS confer with Ambulance Officer. (From left): Dr. J. H. Gowland, Douglas Donald, Drs. Hugh Johnston and E. R. G. Sheil, Mr. K. W. Mackenzie (Ambulance Officer), Major-General W. D. Refshauge, Drs. J. J. Searby and V. C. Dyring



RUN over by a truck, an unconscious man has to be removed from underneath, lifted into the vehicle and taken to hospital. (Dimboola Team : Novice Transport Event.)

## 70 Miles Of Good Wishes

IN less than a month after returning in 1917 from active service overseas in World War I, young Dick Causon was an engine cleaner at Ballarat. He stayed with engines throughout his 42 years' service, and recently retired as Driver-in-Charge at Yarram.

News of his approaching retirement brought forth a "train-load" of good wishes from his mates strung along the 69 miles between Yarram and Korumburra. Result: from them all a memorable farewell party and a handsomely inscribed gold wristlet watch. Guard Bill Eklund, of Yarram, who rather fancies himself as a poet, recited some of his own wittily-worded verses touching lightly on the departing veteran's career.

Mr. Causon, who first became a driver at Ballarat, was also located at Waubra and Dimboola before going to Yarram in 1948.

## Ouyen's Pride

AT Ouyen the V.R. Institute building is a striking example of what can be achieved by the co-operative effort of a railway community.

From a humble social hall and other ancillary structures, consisting

of surplus departmental portables erected in 1937 entirely by "working bees" at a cost of £700, there has now risen a brand new extension to the hall, combined with a 35 ft. x 18 ft. supper room and a 20 ft. x 12 ft. kitchen.

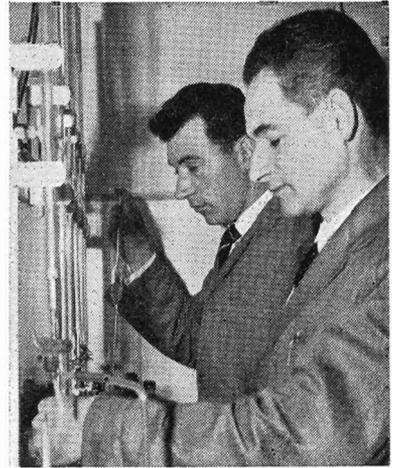
Completed recently and now the pride of members, the new work cost approximately £1,000—for materials only. Voluntary workers again cheerfully provided the labour under the supervision of Works Foreman Gordon Clarke, who is Honorary Secretary of the Sub-centre.

V.R.I. Central Council officials estimate the value of the present Ouyen buildings at between £10,000 and £12,000.

To celebrate fittingly the attainment of long-cherished expectations by members, a Gala Ball was held last month. As no local band was available, one came from Swan Hill—80 miles away. The "superlative" supper was enthusiastically provided by local members' wives.

Highlights of the Ball were the contests to decide the "Ballerina" and the "Matron of the Ball"; winners were Miss Joan Manley and Mrs. Valmae Cheeseman, respectively.

## Met at V.R. Laboratory



Messrs. Kovacs and Lojanica

LITTLE did Assistant Metallurgist Frank Kovacs and Assistant Chemist Alex Lojanica know that, when studying science in their respective homelands of Hungary and Jugoslavia, their work would bring them together 12,000 miles away on the other side of the world. But it did happen—and they are on the staff of the Newport Workshops Laboratory.

Mr. Kovacs, who has been in Australia for about four years, obtained his experience at the Technical University at Sopron, Hungary, and later was in the Hungarian Air Force as a metallurgist in the technical section. He obtained further valuable experience in metallurgical work in a big Victorian engineering works before finally joining the V.R. this year.

Younger of the two, Mr. Lojanica attended the Belgrade Technical School and worked in an explosives factory before coming to Australia. He has seen the real Australian bush in Gippsland as a timber worker and worked as a railwayman at North Melbourne before eagerly grasping the chance to go back to laboratory work with the V.R.

## Aptly Nick-Named

SELDOM, if ever, has Ashburton station had such a tribute-laden farewell as was given to Electric Train Driver Jim Payne—the senior in the service—when he recently retired after 42 years' service.

He left the V.R. with an enviable reputation amongst his colleagues "as a wonderful mate". In official circles he was most favourably known for his co-operation and willingness to under-

## RECENT RETIREMENTS . . .

### ROLLING STOCK BRANCH

Abbott, S. J., F'mn., Geelong  
Busija, M., Car Pntr., Jolimont  
Cook, J., Oil F'nccm., Newport  
Foster, J., B'smith., Newport  
Green, S. W., Car Gas Ftr., T.L. Depot  
Gibson, S. H., Hostler, Benalla  
Hand, A. P., Clerk, Head Office  
Jones, W. L., Ftr.s Asst., Newport  
Kilgour, W., B'smith., Ballarat North  
Lalor, T. J., Iron Mach., Newport  
Lancashire, H. C. L., L.H. Ftr., Newport  
Murphy, J. T., Hostler, Geelong  
Muhlhan, H. C. H., Ftr.s Asst., N. M. Loco.  
Payne, J., Elec. Tr. Dvr., E.R. Depot  
Rhodes, J. S., Casting Dresser, Newport  
Roberts, A. K., Ldg. Shunter, Newport  
Taylor, G. A., Eng. Dvr., N.M. Loco.  
Watson, J., T.S. & S.M. Wkr., Newport

### WAY AND WORKS BRANCH

Browning, N., Carptr., Bendigo  
Gaywood, C. M. C., Trav. Crane Att., Spotswood  
George, W. E., G'keeper, Northcote  
Hall-Bentick, A., Ganger, Laverton  
Murphy, M., Labr., Seymour  
O'Brien, E. J., Labr., Spencer-st.  
Pedler, J. Z., Repr., Flinders-St.

Wright, S. F., Iron Machinist, Spotswood  
Wilson, J. H., Repr., Colac

### STORES BRANCH

Bennetts, C. H., Stmn., Newport W'shops  
Dalton, R., Stmn., Spotswood Genl. Storehouse  
Ewin, P. J., Skld. Labr., Reclamation Depot

### SECRETARY'S BRANCH

Warden, S. H., Caretaker, Spencer-St.

### ELECTRICAL ENGINEERING BRANCH

Lewis, G., Shift Elcn., Jolimont

### TRAFFIC BRANCH

Brennan, R. F., Clerk, Spencer-St.  
Croft, G., Tkt. Exmr., Spencer-St.  
Coleman, F. R., R.S.M., C/- Room 54  
Diment, F. J., Yard F'mn., Tottenham Yd.  
Feehan, F., Shedman, Yarrowonga  
Johnson, T. G., A.S.M., Moreland  
Jackson, G. A., Putter-On, Melb. Goods  
McInerney, J., M.L. Dvr., Batman Av.  
McFadyen, D. C., S.M., Mont Albert  
Pera, Mrs. D. H., Tkt. Chkr., Flinders-St.  
Parker, H. R., S.M., Wangaratta  
Pearce, A. E., Goods Guard, Ballarat

## . . . AND DEATHS

### ROLLING STOCK BRANCH

Colbert, S. G., Fork Lift Dvr., N.M. Shops  
Dombzalski, S., Labr., Newport  
Hayes, G. J., B.M. Help, Newport  
Innis, F., Labr., Jolimont  
Kinnane, J. T., Welder's Asst., N.M. Loco.  
Ricard, P. C., Ldg. Car Clnr., Jolimont

### WAY AND WORKS BRANCH

Bath, C. L., Ganger, Cohuna  
Fussell, A. D., F'man Stand, Gauge

McCormick, W. A., Labr., Stand. Gauge  
Russell, W. T., Light Patrolman, N. Melb.  
Searle, D. N., Repr., Leongatha

### TRAFFIC BRANCH

Dwyer, T. J. E., Gds. Tkr., Melb. Goods  
Footo, L. T., Gds. Chkr., Melb. Goods  
Hevey, L. J., Gds. Chkr., Melb. Goods  
Lavin, J., Passgr. Guard, Spencer-St.  
Wiltshire, H., A.S.M., Moe  
Waterston, A. D., Gds. Chkr., Bendigo

## SOME WARRAGUL PERSONALITIES PICTURED BUSILY AT WORK

take emergency assignments, as well as for the clarity of his running reports.

For 22 years he was located at Ashburton, running mainly between there and Alamein and Camberwell although occasionally he ran trains all over the Suburban system. He joined the V.R. as a cleaner and was an engine driver at Seymour, Yea and Warragul.

Mr. Payne was affectionately—and appropriately—known as “Tiger Payne”. “He was a ‘tiger’ for work”, a colleague said. “He seemed to be always available for any driving job; at home he was a ‘tiger’, too. Gardening, house-repairing and all the chores were his hobbies; you’d rarely see him sitting down reading!” Mr. Payne enlisted in the First A.I.F. a bare three weeks after the outbreak of war, and served overseas for two years.

### Floats Through The Air

**L**IKE to join Suburban Passenger Guard Tom Darlington next weekend at his favourite sporting pastime? Don’t be too hasty about accepting, otherwise you’ll find yourself a parachutist . . . “I took up the sport,” he said, “out of curiosity. After a couple of air trips to Tasmania I wanted to know if I had the intestinal fortitude to jump from an aeroplane”.



Mr. Darlington

Mr. Darlington’s chance came when he joined the 2nd Commando Corps of the C.M.F. at Williamtown, N. S. W. Training to become a qualified parachutist meant much intensive work and proof that you have the nerve to fling yourself out of a fast-moving plane at 1,000 ft. up.

He has made 10 jumps. Soon he will join a newly-formed Victorian Parachute School at Pakenham. Mr. Darlington says there are about half-a-dozen other V.R. men who have succumbed to the thrill and exhilaration of tossing themselves out of aeroplanes—with a precious parachute clinging to their backs.

Now located at Sunshine, he joined the V.R. 13 years ago. For a time he was at Bendigo as an engine cleaner and fireman, and later as a shunter and goods guard.

### Sick Person Aided

**W**HEN about to reach Hawthorn station, I felt very ill. However, the Stationmaster and his staff gave me all the assistance possible and saw that I entered a train to Blackburn. I wish you to accept and convey to your staff my sincere thanks for their very kind willingness to assist me”.

—A. F. B. Long, 22 Blackburn Rd., Blackburn



“IT is strange” said Stationmaster H. J. Wightman (above) “that the names of most of the stations I’ve served at have the initial letter well down the alphabet, the same as my own surname: Wahgunyah, Wycheproof, Warracknabeal and, now, Warragul”. In the V.R. since 1911 and a First A.I.F. man Mr. Wightman was recently transferred from Horsham. As an enthusiastic—and competent—bowler



he is eagerly awaiting the chance to join a local club. Boxing as a middleweight, Labourer Ron Attwell (above) has been the victor in all but one of his 33 fights. In the contest he lost he gave away 18 lb. to his opponent . . . He is a pretty good footballer and cricketer, too. Four years ago, he won Bunyip’s medal for the best and fairest footballer.



**BESIDES** their abiding interest in steam locomotives these two enginemen (left) Fireman Bob Bethune and Driver Bob Harris have something else in common: their railway family associations reach back for three generations. The father and grand-father of each were proud Victorian Railwaymen.



Rolling Stock Branch Clerk John Parsons (left) is captain of the local V.R.I. table tennis team, premierships winners in 1957 and 1958. He was V.R.I. Singles and Doubles Champion in 1949. For 20 of his 42 years’ service, Mr. Malloy (right) was at Bendigo. He is an ex District Grand Master of the Manchester Unity Lodge.

## Modernizing Spencer St. Station

To be considered by the State Government, in conjunction with other proposals for new buildings to relieve overcrowding in existing Government offices, is a plan (artists' conception right) recently submitted by the Commissioners for a new Spencer Street station building, incorporating a modern multi-storey office block. The project coincides with the Departments' own proposals to provide a suitable terminal for the standard gauge line between Sydney and Melbourne.

Ample room exists, the Commissioners said, to construct the building, complete with station facilities at basement, ground and first floor levels, with offices above. One-third of the basement could be made available for car-parking for occupants of the offices.

In the view of the Commissioners, the site is ideal for State Government Offices, because :

- the land available is free;
- public transport is close at hand ; and
- completion of the proposed Melbourne underground railway will not only make the site one of the most attractive in the city, but it will also provide direct and fast rail travel facilities with the Public Offices in the Treasury Gardens.

## "Incentive To Travel"

STRIKING endorsement of the Department's efforts to stimulate off-peak suburban concession fare travel to the city came last month from the City Development Association. Said the Association's Secretary (Mr. R. A. Gardner) in a press statement:

"Melbourne has one of the finest electric railway systems in the world. But it does virtually nothing to promote it.

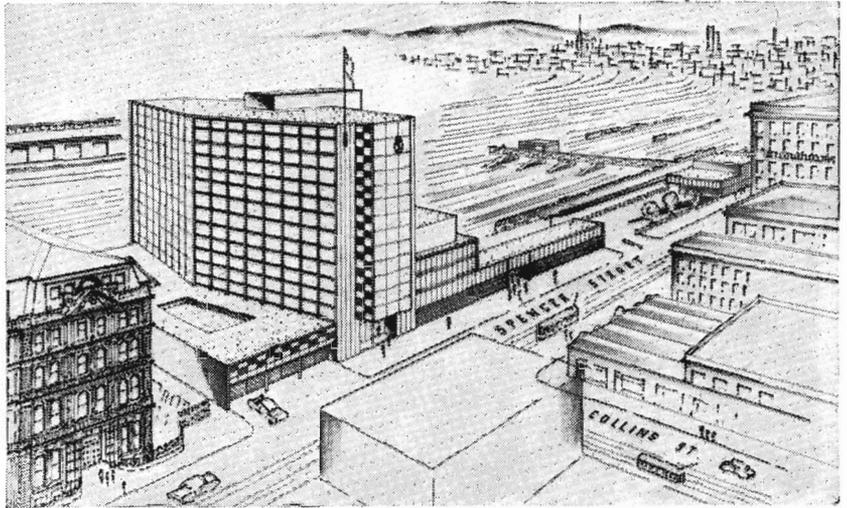
"Any number of overseas cities would give anything for a similar system, yet city business interests almost completely ignore its great business pulling potential.

"Suburban off-peak fares to the city offer a remarkable incentive to travel in maximum comfort, but no city firm that we know of does anything to encourage customers to use the service.

"What is needed is a carefully planned and sustained campaign in the city to convince people that the off-peak trains could bring them cheaply and speedily to the State's greatest merchandizing centre".

Off-peak tickets are certainly very attractively-priced—they cost approximately 30 per cent less than an ordinary return ticket.

Available for travel to Melbourne from outer-suburban stations on Mondays to Fridays (public holidays excepted), these tickets can be used throughout the daytime off-peak period.



## Gift For Princess

FOR Victorian Railwaymen in particular, there is special significance in the State Government's gift to Her Royal Highness Princess Alexandra. It is a magnificent painting of Mount Buffalo—where the guesthouse, *The Chalet*, is under the control of the Department.

Painted by well-known artist George R. Corville, of Melbourne, the gift portrays some of the towering majesty of an all-the-year resort which is unmatched elsewhere in Australia.

For many years Mr. Corville has had paintings of the local scene adding colour and charm to *The Chalet* interior.

## Carriage Window Scenes

FEW, if any people, make country train journeys in Victoria without seeing many eye-pleasing views through the carriage window. It might be a lovely sunlit rural scene of cattle grazing in lush pastures . . . a river quietly meandering past tree-fringed banks . . . a tree-clad mountain range against a cloud-free sky . . .

For publicity purposes, the Public Relations and Betterment Board wants to photograph, in colour, the State's really attractive countryside as viewed from a carriage window.

Seasonal changes tend to enhance the natural beauties of many alluring places, and the Board would be glad if any V.R. man would let its Chairman know when and where he sees subjects with possibilities of being converted into colour photographs that will grace a travel-window display, magazine or pamphlet.

## Triple-Header

A further example of the outstanding qualities of diesel-electric locomotives was the recent use of three of the T class to haul a long and heavy goods train from Seymour to Melbourne. It was the first time in V.R. history that three power units of any sort had been used for such a purpose.

One T class had brought a train of about 1,600 tons, consisting of perishables, grain and live-stock, from Shepparton to Seymour, en route to Melbourne. It was very much in excess of the ruling grade load (520 tons) between Seymour and Wallan. Therefore, it looked as though the surplus loading would have to be detached and put on other trains, with inevitable delays.

However, the availability at Seymour of two other T class diesel-electrics led to the decision to triple-head the 1,600 ton train. Little time was absorbed in attaching the three locomotives and the train was soon off to Melbourne. But for the fact that it ran through darkness, the triple-headed, elongated train, with more than 70 wagons, would have been a photographer's dream.

What happened on this occasion opens up avenues for important operating economies whenever an abnormally heavy goods train, destined for Melbourne, reaches Seymour.



## RON BAGGOTT'S SPORTS PAGE

### Another Peter Thomson ?

**E**ASILY the most outstanding performance at the V.R.I. Country Golf Week at Rosedale between September 7—10 was put up by 17-year-old diminutive Alan Clohesy, of Geelong. Playing off a handicap of 3 and with a score of 123 off the stick for 27 holes he captured three of the main scratch events :

- State Open Railways Singles Championship (open to country and metropolitan railwaymen) ;
- Country Open Singles Championship (open to all country V.R.I. members) ; and
- Country Railway Singles Championship (open to all country railway employees only).

Another youthful golfer (W. Dawson, 18, of Bendigo) won the Country Minor Singles Championship and W. Morgan, of Clarkefield, the 27 Holes handicap.

A further popular victory was gained by Korumburra (J. Butler—Captain, S. Cuttriss, H. Quanchi, R. Beecroft, N. Griggs and B. Beecroft) in the Teams' Championship. This win was particularly pleasing because, since the Championship was started about 10 years ago, teams either from Ballarat, Bendigo or Benalla have won it. In gaining victory, Korumburra defeated Benalla by three matches to two.

In the Metropolitan Minor Championship (Handicap 14 and over) and the 27 Holes handicap, J. Dickman won both events, registering 128 off the stick and 105 respectively.

At the welcome luncheon, presided over by Mr. W. E. Elliott (General Secretary, V.R.I.), the speakers were Messrs. N. Quail (Deputy Chairman of Commissioners), F. Orchard (General President, V.R.I.) and A. W. Cobham (Senior Vice-President, V.R.I.).

### Golf In Wimmera

**H**ELPING to keep the game of golf flourishing in the western part of the State is the Wimmera V.R.I. Golf Club which recently conducted its 9th annual tournament at the Dimboola Golf Links.

Players came from Melbourne, Ararat, Jung, Horsham, Warracknabeal, Jeparit, Diapur and Dimboola. Winners of the various events were :

Wimmera Railway Championship (F. Townsing, Dimboola) ; A Grade Net (G. F. Tolliday, Dimboola) ; B Grade Net (V. King) ; Secret Nine (J. Pianta, Ararat) ; Least Number of Putts (M. Gundry, Warracknabeal) ; Teams (F. Townsing, E. Mills, and H. Quick) ; Secret Score (W. McComb).

Associates' trophy winners were : Championship (Mrs. T. Herlihy) ; Net (Mrs. G. F. Tolliday) ; Secret Nine (Mrs. A. Pianta) ; Least number of Putts (Mrs. V. King) ; Teams (Mesdames Tolliday, A. Pianta and J. Nicholson) ; Secret Score (Mrs. King).

Central Council of the V.R.I. was represented by Messrs T. R. Collier and R. Jones ; both presented the men's trophies. Mr. B. Feery (President, Dimboola Golf Club) did likewise with the Associates' trophies.

### Football Season Ends

**I**N the words of one of the speakers, the 1959 season of the V.R.I. Football League was "neatly folded up and carefully tucked away until 1960" at the annual presentation dinner held last month under the chairmanship of Mr. F. J. Moore, President of the League.

It was a night of great enthusiasm that was enjoyed by all, especially for Mr. J. McTaggart who, as captain of the Newport Workshops team, accepted the Commissioners' Cup. Equally significant for the Loco team was the presentation of trophies to two of their players : Brian Smith received the "Best and Fairest" trophy and Ken Batt the award for being the leading goal-kicker for the season.

In recognition of his sterling work for the League, Mr. J. McPartland (Past President) was presented with a Life Membership.

All the presentations were made by Mr. Orchard.

### Won The Medal

Victorian railwaymen continue to shine in many sports, especially at football. The latest is Ian Gordon, of Ballarat, who won the "Henderson Medal" as the best and fairest player

in the Ballarat Football League for 1959. He is a Linesman's Assistant in the Signal and Telegraph Division, and plays with Golden Point.

He registered 19 points—five more than his nearest rival. This very popular win compensates him for his near-miss in 1957, when he was placed second.

Ian gained most of his votes playing in the centre, but also starred at centre-half-back and on the half-back flank.

He has had more than his share of injuries during his football career and it says much for his determination that he has overcome them to win the equivalent of the "Brownlow" medal. A broken hand in 1953 cost him his place in a combined Ballarat team. The next season he fractured his ankle, while ice skating.

For most of the 1955 season he was out of the team because of a gashed leg. His misfortune continued in 1956 when he dislocated his shoulder when training, by invitation, with St. Kilda, in the Victorian Football League.

Since then he has produced form which made him the most sought after recruit of the year.

### Keen Carpet Bowlers

From nine country centres of the V.R.I. nearly 200 players competed in the 1959 tournament held recently in Melbourne. Centres represented were Ararat, Benalla, Bendigo, Maryborough, Dimboola, Traralgon, Korumburra, Seymour and Geelong. In addition there was a team from the Geelong Retired Railwaymen's Club.

Results : Men's Teams Championship, Ararat No. 3 ; Runners-up, Benalla Red ; Ladies Championship, Bendigo No. 2 ; Runners-up, Bendigo No. 1 ; Men's Consolation Event, Bendigo No. 1 ; and Ladies Consolation Event, Benalla Blue.

Trophies were presented by Mr. Orchard.

### Billiards

In the V.R.I. Billiards Championship for 1959, Mr. L. C. Williams, with a total of 500, defeated Mr. J. Maher 438.

Main breaks by the contestants were : Williams—45, 30, 28, 26, 23, 22 (twice) and 21 (twice) ; Maher—41, 27, 25 and 24.



AS it sped through the countryside between Wodonga and Melbourne on September 16, the blue and gold Royal Train presented a memorable spectacle to thousands of people. Two S class diesel-electric locomotives brought the train to Spencer Street exactly on time—3.25 p.m. See full story and other pictures starting on page 2.

# ROYAL PROGRESS



AT all stopping places, the Stationmasters were presented to Her Royal Highness Princess Alexandra. Here Benalla's Stationmaster (Mr. C. H. Arblaster) shakes hands with the Princess.



PRINCESS ALEXANDRA with Acting Minister of Transport (Mr. Fraser) meets Wodonga's Stationmaster (Mr. H. G. L. Williams).



BEING presented to her Royal Highness on arrival of the Royal Train at Euroa is Relieving Stationmaster (Mr. W. J. Richards).



SCHOOL children at Seymour had a wonderful close-up of Princess Alexandra as she walked along the railway platform.



THE Royal Train had moved out, but crowds on Wodonga station strained forward for that last glimpse of the Princess.

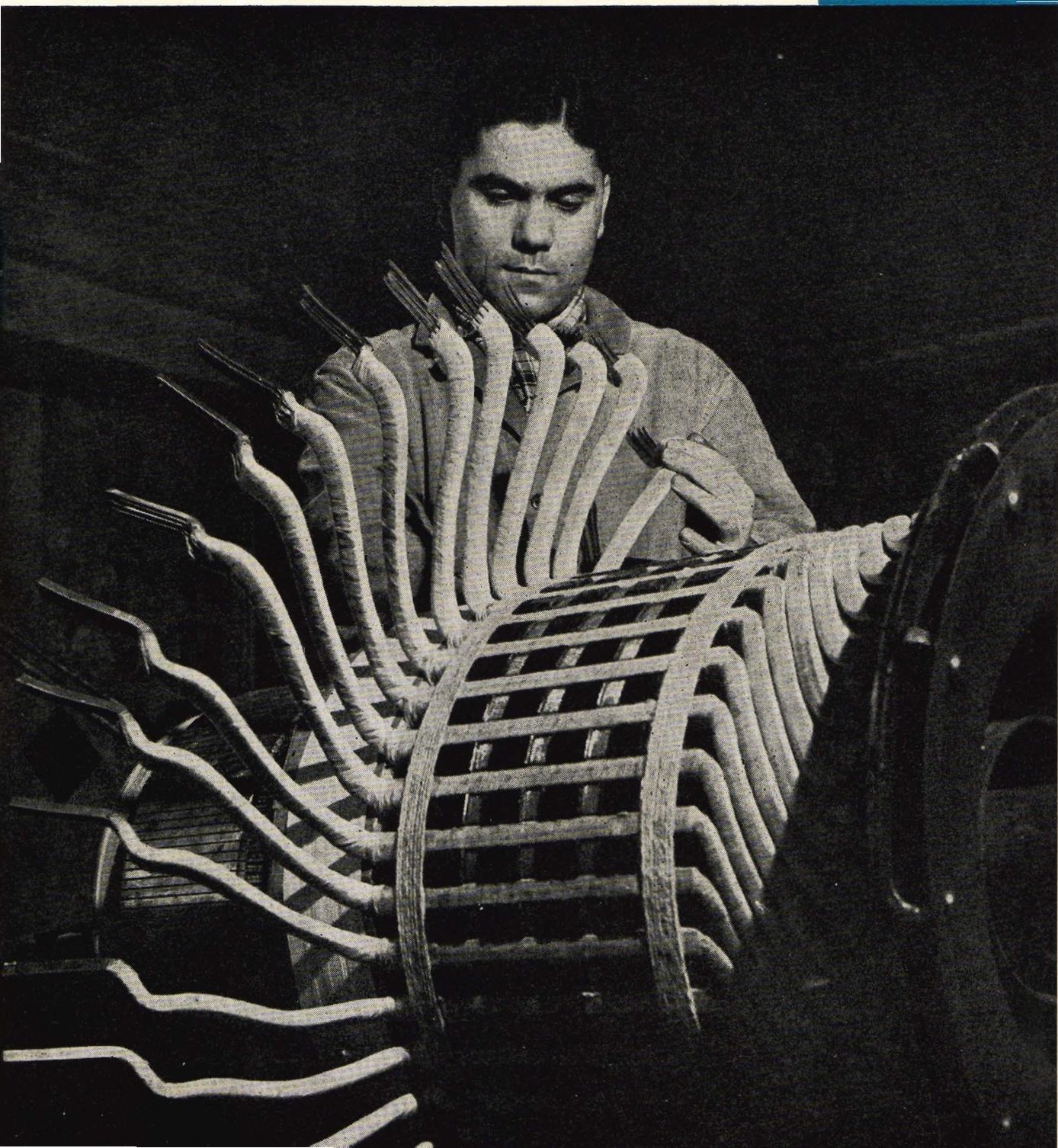
VICTORIAN RAILWAYS

# NEWS LETTER

NOVEMBER

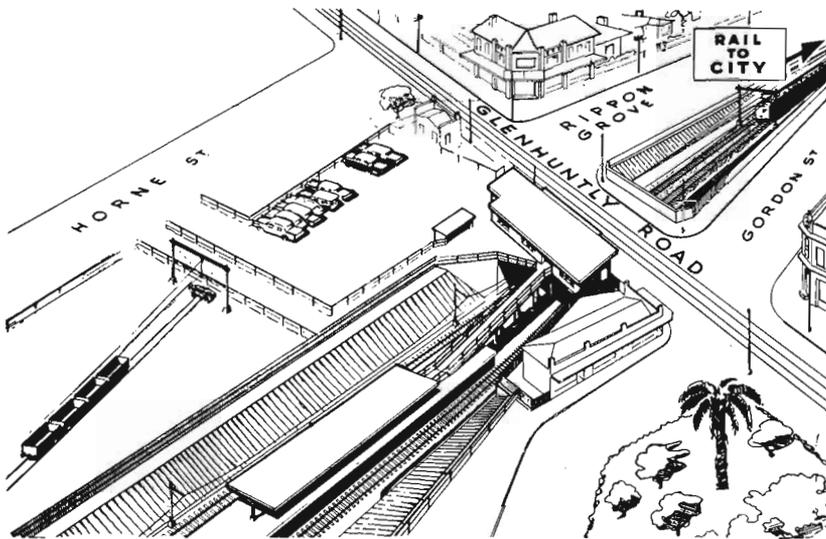


1959



# THE MONTH'S REVIEW

## Level Crossing To Go



GRADE separation work now in progress at Glenhantly Road, Elsternwick, is estimated to cost £375,000, to be shared by the Level Crossing Fund, the Department and the Country Roads and Tramways Boards. When completed the area will be completely transformed, as shown in this artist's conception (above). A modern station and build-

ings will be 20 feet below the present track level; the new bridge will carry tram and road traffic. To maintain train services while the old tracks are being lowered, temporary tracks and a station have been built at the back of the existing station building which is sited near the new low-level island platform (left foreground).

## Model Stolen

A miniature suburban parcels van was stolen from the V.R. Exhibit at the Melbourne Royal Show in September. Hand-made to T.T. gauge and constructed from brass sheet, the coach was powered by a "Triang" motor fitted with a fly wheel driving a modified "Hamo" power bogie through a tubular shaft. Motor and power bogie were mounted on a base plate and could be detached from the body as one unit. The model, painted red and grey, was lettered 4CM.

Apart from its value of £50, the model was needed to compare with that of the B class diesel-electric locomotive that hauled the tiny *Fruit Flier* in the Exhibit and so determine the best type of drive for future working railway models.

Any person with information likely to lead to the recovery of the model should telephone MY 210, extension 1038, or write to the Secretary for Railways, Spencer Street, Melbourne, C.1.

## Standard Gauge Trains

TENDERS, returnable in December, have been called throughout the world for the building of two air-conditioned trains to operate on the

standard gauge line between Melbourne and Sydney. (See *News Letter*, July 1959).

This is a highly significant advance in a project destined to be a rail-traffic builder.

Cost of the new trains will be shared by the Victorian and New South Wales Railway Departments. Being provided mainly for overnight passengers, the new trains will include roomettes and twinettes, also family suites accommodating four people.

## Education By Train

KATAMATITE'S rich farming lands were invaded recently by more than 350 students and teachers of the Reservoir High School. The tour, on a regular school day, formed part of the students' geography studies on various Australian industries.

Travelling by special train—one of the few passenger services on the Shepparton-Katamatite branch line in recent years—they spent 3½ hours inspecting 12 district properties, one of 2,700 acres.

Demonstrations of shearing, methods of handling wool in the wool sheds, modern dairy farming, wheat farming,

dairying and stud sheep raising combined to make this visit by train a highly educational one. As the students returned to the train, they passed a guard of honour formed by local school children and were loudly farewelled as the train steamed off.

"Another example of perfect railway co-operation", was the summing up by the teachers just before arrival of the train in Melbourne.

## Boom Barriers Booming

INSTALLATION of boom barriers is gradually extending in the suburban and country areas. Coinciding with the interlocked gates ending their economic life at the Balcombe Road level crossing, Mentone, boom barriers, with flashing light signals, came into use there last month.

Ten others were already successfully operating: three at crossings near Ballarat and the balance in various parts of the suburban area. All these are automatically controlled by track circuits.

At Balcombe Road the boom barriers are being manually controlled by signalmen in a nearby signal box. This method was decided upon as being the most economical and practical—without any loss in efficient operation. The normal open wicket gates will be replaced by a crib crossing.

## Tribute To Train

PRESS advertising for the Renault Dauphine cars used as a catch line:

**TAKES THE TOUGHEST ROAD . . .  
THE TIGHTEST CORNERS  
AS SAFELY AS IF ON RAILS**

It is quite evident that others, as well as ourselves, are convinced that "The Railway is the safe way".

## FRONT COVER

THIS unusual looking picture takes you behind the scenes at the Jolimont Workshops, where Armature Winder Emanuel Anastasi is fitting formed coils in the armature of the motor of an electric train.

# THREE V.R. MEN NOW CIVIC HEADS

A suburban assistant stationmaster, a country engine driver and a Medical Division clerk are Mayors of their cities : they are Messrs. C. Sambell (Mordialloc), R. A. Blachford (Ararat) and L. Morgan (Oakleigh).

Recently elected by fellow-councillors to the chief civic positions, these Victorian Railwaymen give further emphasis to the splendid work that so many of their colleagues have done in municipal affairs.

Each is very conscious of the responsibilities imposed upon him and cheerfully gives much leisure time to a great variety of community efforts designed to advance the welfare of local citizens.

When Mr. Sambell was recently installed in the Mayoral Chair at Mordialloc for 1959-60 it was the third time that his colleagues had accorded him that honour : he was Mayor in 1950-51 and 1953-54.

Now in his 16th year as a local councillor, he was elected at his first attempt and, except in 1956, has been unopposed ever since.

"Yes", he said "it is a busy life in Council and especially as Mayor. My wife revels in the many duties she has as Mayoress. We share a deep interest in all local affairs, and we find it very rewarding."

For nine years, Mr. Sambell has been a Commissioner of the Melbourne and

Metropolitan Board of Works. In addition, he is actively associated with local bodies : as a Director of Mordialloc District Co-operative Housing Society ; on the finance and general committees of the Mordialloc-Cheltenham District Hospital ; one of the trustees of the Parkdale Central Life Saving Club ; a past-president of the Parkdale football club ; and an Honorary Life Member of the local Sailing Club.

A V.R. man since 1916, he has been located at many country stations ; for the last 27 years he has served for terms at Parkdale, Edithvale and Highett stations.

So extensive are Mr. Blachford's municipal, sporting, and departmental activities that he must rank as one of Ararat's busiest citizens. Six years ago he was elected to the City Council and became Mayor in September last. He is President of the Ararat Elderly Citizens Welfare Club, Member of the Chamber of Commerce and the Y.M.C.A., and Liaison Officer to the Ararat-Stawell Trotting Club.

In addition he is a member of the Ararat Highland Sports Society (including two years secretaryship of its Boxing Day sports meetings) and Chairman of the Ararat Football Association's Independent Tribunal and of the Ararat Racecourse Trustees.

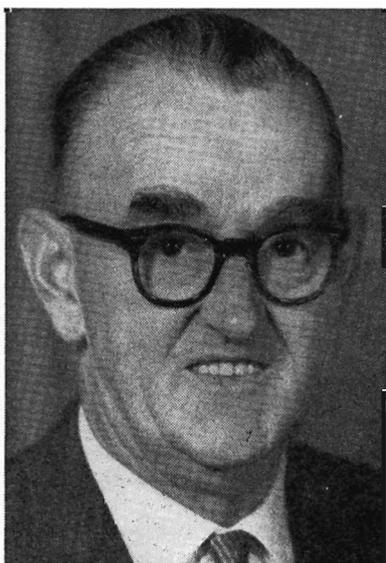
Thirty five years ago he joined the V.R. at Stawell as an engine cleaner, becoming a driver after service at many country sub-depots. He is a past-President of the local V.R.I. ; Instructor in engine working and Westinghouse Brake for the past 18 years, and he even finds time to take theory classes in diesel-electric driving. Mr. Blachford is a gold medallist and life member of the V.R. Ambulance, and is a past Chairman of the A.F.U.L.E.



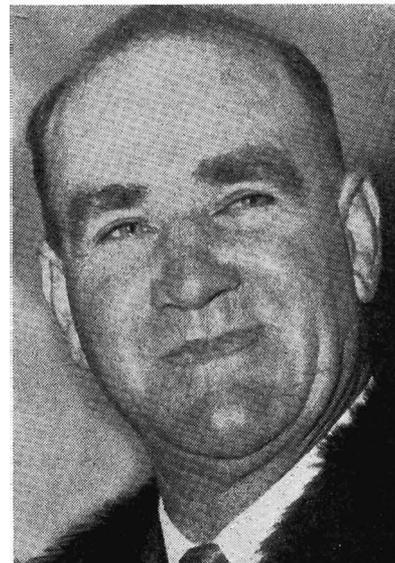
Mr. Sambell

Mr. Morgan was elected Mayor after only three years in the Oakleigh Council. It is no sinecure, he says, to be Mayor of a flourishing city like Oakleigh, where extensive industrial development is taking place. There is a population of 40,000, the annual income is £600,000 and the staff totals 150.

A local resident for 20 years, Mr. Morgan has served on the Council's Finance, Traffic Regulations, Town Planning, and Works Committees. His interest in public affairs sprang from his experiences as President of the Hughesdale Progress Association in 1939 ; he also founded the Oakleigh Horticultural Society, the second largest of its kind in Victoria.



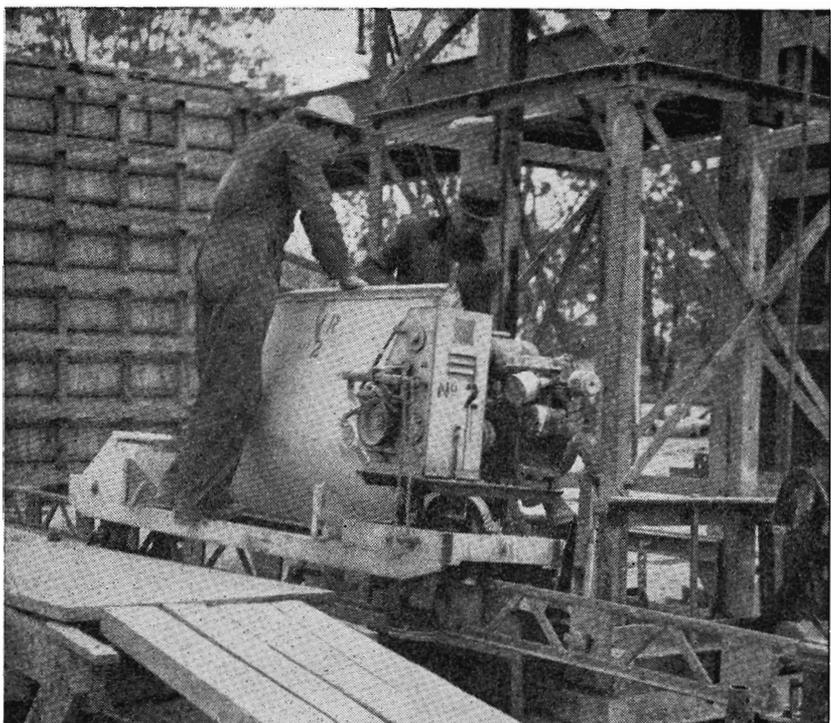
Mr Morgan



Mr. Blachford

**F**OURTH in the series of extracts from the address by Mr. E. H. Brownbill, (Chairman of Commissioners) delivered at the Melbourne University Engineering Students' Club earlier this year.

**F**URTHER striking technological advances in the Way and Works Branch are covered in this instalment of the speech by Mr. Brownbill. Transporting concrete from a mixer by means of a "Mono-rail" and the problems of heavy standard gauge bridge building are dealt with in this article. Touching on signalling, Mr. Brownbill describes the high degree of safety provided by the electrical control of signalling apparatus.



POURING concrete from "Mono-rail" self-propelling transporter to elevator hopper on standard gauge work on the north-eastern line.

# OUR RAILWAYS TODAY and TOMORROW

**I**N our construction work, we are using modern methods and equipment; employees engaged on such work in the country are housed under good conditions with hot water service to showers, basin, and washing facilities.

Wherever possible, 'ready-mixed concrete to Australian Standard specification is purchased. In locations where ready-mixed concrete is not available, the concrete mixer is set up at a central mixing point on a job, and concrete is transported to all points by means of a "Mono-rail". It is a self-propelled hopper of 11 cub. ft. capacity powered by a 3 h.p. engine, and can travel unattended at a speed of 300 feet per minute. The single rail track in 6 ft. lengths is easily laid and enables the

transporter to negotiate curves of 12 ft. radius and climb a 1 in 12 grade.

For heavy bridge construction work for the new standard gauge Melbourne—Sydney railway on the North-eastern line, we have been using a hired Lorain Model MC 4 Crane. This crane has a 50 ft. jib and a maximum capacity of 12½ tons.

It can be fitted with false leaders for pile driving and can operate a 30 cwt. pile monkey at 30 ft. radius, enabling coffer dams and pile foundations to be carried out in a fast and economical manner.

Timber piles in general are still favoured for railway work, but we have used pre-cast reinforced concrete piles.

However, these create serious difficulties when used for maintenance purposes adjacent to running tracks. Cast-in-situ piling appears preferable for our work, and both "Frankpile" and "West Shell" piling have been used.

Crane power for construction work is mainly provided by rail-mounted cranes. For work independent of rail tracks, a Harman Excavator Crane mounted in a 6 x 6 crane carrier chassis with a capacity of 5 tons at 12 ft. radius is used. Such a crane has been used on the erection of new bridges over Swan Street, Richmond. These bridges are 143 ft. span with a skew of 29°. The trusses are of high tensile steel to British Standard Specification. These bridges are the first use of high tensile steel

for trusses in Victoria and the second in Australia. The bridges have fully bolted connexions, all of which have been tightened to specified tension with torque-controlled impact wrenches.

Similar advances in bridge design are in the new bridges carrying Nepean Highway over the tracks at Moorabbin station. The superstructure of rolled steel joists and concrete deck has been designed as a composite beam with shear connectors welded to the top flange of the joist to ensure satisfactory transference of shear load between concrete and steel.

We are not only doing grade separations between road and rail, but at North Geelong, we have recently completed a grade separation between the main line to Geelong and the connexion from the railway yards to the wheat terminal and the new Corio Quay.

Structural design of our masts to carry overhead wiring for electric traction has been rationalized, and our newer, simpler type contrasts very much with the older style. It enables us to make a saving of £2,000 per mile. Attached to the top of the mast side is a stainless steel sheath cable housing 14 pairs of telephone conductors by which supervisory control is provided from the electrical control centre to the unattended substations.

Our new station buildings are being designed with regard to the present trend in architecture.

At Richmond, the two-storey building is a light steel portal frame with a masonry infill. There is extensive use of glazed tiled dados and glazed terracotta facings for permanent colour and low maintenance. The roof is of light weight folded steel roofing over open web joists.

Railway signalling has made big technical advances since the days of two-position mechanically-operated signals. Modern signals and signalling techniques are being adopted to the full extent of finance and man-power available. Automatic signals were first introduced in Victoria in 1917. Modern signals are of the searchlight type, which can be seen from half to three-quarters of a mile away in daytime.

By the electrical control of signal apparatus a high degree of safety is provided; the presence of a train is electrically detected by track circuits and this prevents manipulation of the apparatus to set up unsafe conditions.

Intermediate signals can be provided to reduce the length of sections without requiring the manning of an intermediate signal box or block post to manually accept trains into and clear them out of a section. This has permitted increased track capacity, and the safety assured by the system has permitted longer trains to be operated at higher speeds.

Electric point operation is done by means of point motors, and the closing

of the blade against its mating rail is electrically detected before the appropriate signal can be cleared.

The presence of trains on the track is no longer determined by actual sighting of the track. Above the controls a track indication diagram is provided that shows, by the illuminated portions, those sections of track occupied by a train. In our later installations, such miniature levers with their associated interlocking have been superseded by a combined diagram and control panel.

During hours when it is not necessary to keep the station open for public business the staff at many places are kept on duty for safeworking of trains. In this case, by restoring all points to their normal main line position, and operating the "switching out" switch, the main line signals are put on full automatic operation without any attendance of staff. Safety is achieved by control of signals in the rear of any train through track circuits. This system is known as Relay Interlocking, and operation is controlled and carried out by means of relays neatly racked in an adjacent room.

It is possible for a signalman by relay interlocking to control points and signals and thereby control train movements at long distances from his control panel. However, a straight application would require a large number of wire connexions.

(To be concluded in next *News Letter*)



STRADDLING this fine stretch of the Gippsland electrified line are some of the "newer, simpler type of overhead masts enabling us to make a saving of £2,000 per mile".

# AIR-CONDITIONING COLLECTS CUSTOMERS

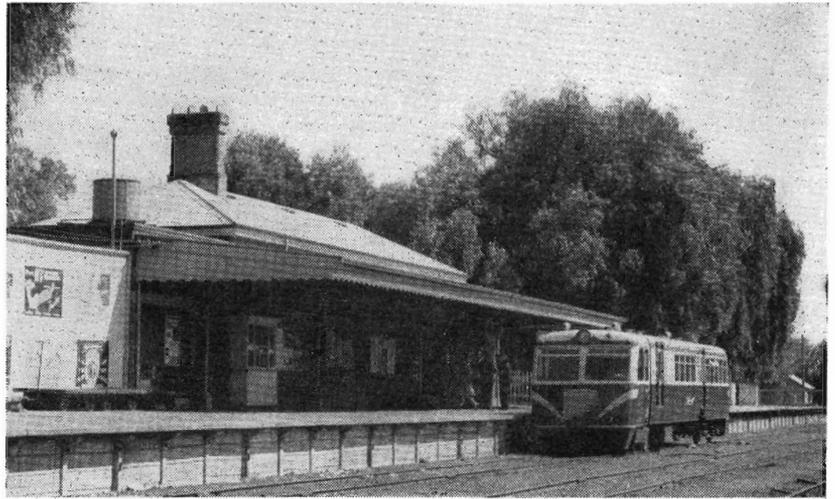
**P**ASSENGER revenue at Swan Hill is nearly double what it was last year. This underlines the increasing public appreciation of the travelling comfort assured in the modern, saloon-type air-conditioned carriages running to and from Melbourne. A further boost in railway traffic is expected when diesel-electrics, soon to replace steam, shorten the time on the Swan Hill-Bendigo part of the trip. Live-stock, goods, and parcels receipts are "holding their own", despite fierce competition for the latter two.

These, then, are the conditions responsible for local V.R. men having a refreshingly optimistic outlook, backed by a determination to give customers an ever-increasing standard of service, overall.

**O**NE train trip to Swan Hill is enough to cause renewed wonderment why some people will submit themselves to the strain, hazards and discomforts of road travel. Stepping into the air-conditioned AZ or BZ carriage, the passenger (feeling the agreeably warm or cool air—according to the season—and taking one of the individual, adjustable chairs) relaxes and eagerly looks forward to the 214-mile journey.

Once the suburban area has been passed, cultivated fields, hedge-enclosed farmhouses, sheep and cattle grazing and soaring, tree-clad mountain ranges capture appreciative interest through the wide carriage windows. Drawn by a diesel-electric locomotive, the train speedily climbs over the Great Dividing Range to Bendigo where the mid-day meal is taken at the Railway Refreshment Rooms.

From Bendigo (and without passengers changing into other carriages)

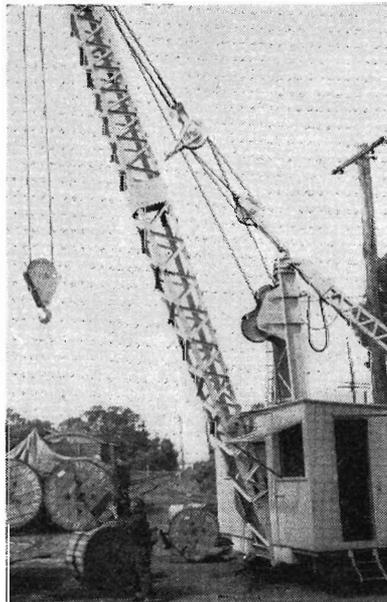


AT Swan Hill the 102 h.p. diesel rail-motor from Piangil occupies No. 1 road before the morning train from Melbourne arrives.

a steam engine—most likely a D3—then takes the train to Swan Hill, due at 3.10 p.m. after a Spencer Street departure of 8.20 a.m.

In the reverse direction, the comfort of the trip is increased from Ben-

digo by the addition of an air-conditioned buffet carriage with its wide range of tempting meals, light refreshments, sweets, etc., for passengers' enjoyment as the train speeds through the green, ever-changing countryside to Melbourne.



UNLOADING and loading of rail wagons in the Swan Hill goods yard is greatly facilitated by this 8-ton electric crane.

In goods traffic, easily the biggest rail customer at Swan Hill is Howard Jackett & Co. Pty. Ltd., owners of the huge flour mill that dominates the surroundings. Linked with the main line by a private siding, the Company railed nearly 17,000 tons (or about 190,000 bags) of bakers' flour to all parts of the State last year. This represented a rail revenue of £30,781. Inwards, the Company gets about 100,000 bags of wheat mainly from stations between Kooloonong and Pira, north of Swan Hill on the same line.

Mr. Colin Jackett, Branch Manager, is completely satisfied with the rail service he is receiving and speaks appreciatively of the friendly relationship established with local V.R. men.

Barley (20,000 bags last year), wool and fruits are also big factors in the outwards traffic while, inwards to Swan Hill, general produce, groceries, machinery parts, oil, diesel fuel and general merchandise predominate.

To cater for this traffic, a five-days-a-week goods train, averaging between 20 and 30 trucks, runs in each direction between Swan Hill and Melbourne. J and K steam locomotives are usually allotted to these trains. Wheat trains, from Kooloonong and other stations are "broken-up" and marshalled at Swan Hill. For these and other wagon and carriage movements at Swan Hill, there is a Fordson diesel shunting tractor, colloquially known as "The Pride of the Mallee". It is proving very versatile and is cutting down engine time. An eight-ton electric crane handles a wide range of heavy loading, and helps in the efficient working of the yard—not overlooking its importance in "keeping the wagons moving". A weighbridge is located in the yard.

Live-stock traffic is also an important source of revenue. There are big, frequent cattle and sheep sales within two miles of the station; the saleyards are linked to the main line by a long, gravitational siding.

At a spectacular sheep sale held last month 20,000 sheep—from local and New South Wales properties—were auctioned in half-a-day. From this sale, the Department got lucrative business: 103 van loads of sheep for long hauls to Gippsland and the Western District. Careful organization was behind this big transport job; the empty sheep vans arrived to enable loading to proceed as planned.

Parcels traffic, with the advantage of quick transport in roomy CE vans attached to the daily passenger train each way, yields a revenue of about £1,000 a month; inwards consignments account for three-quarters of that sum.

Under the supervision of Swan Hill are Woorinen and Pira stations, in charge of which are an assistant station-master and caretaker respectively. From Woorinen about 1,500 tons of dried fruit were railed last year.

Swan Hill is virtually a terminal station, except that some goods trains operate beyond to Kooloonong and a 102 h.p. Diesel rail-motor to Piangil. Cleaning of the AZ and BZ passenger carriages off the train from Melbourne is done by Swan Hill staff; the condition of the vehicles on leaving for Melbourne emphasizes the pride the men have in this work.

Based at Swan Hill are four loco. drivers and two firemen, one of the drivers being in charge. There are engine watering and coal stage facilities, as well as a turntable, and an



CONSIGNMENTS taken into Swan Hill's goods shed after arrival from Melbourne are soon loaded into motor trucks for delivery around the town.

engine shed, capable of housing two locomotives. Experienced V.R. men say the shed "could not be beaten any where on the system for cleanliness".

A track force, consisting of one ganger and four repairers, operates from Swan Hill. Between Kerang and Swan Hill a mechanized gang is reconditioning and relaying the track with heavier welded rails. Ending of this work will enable B class diesel-electric locomotives to haul passenger trains and cut the present travelling time.

ON May 30, 1890, the line to Swan Hill was opened for traffic; construction cost from Kerang was £224,266. Swan Hill derives its name from the swans which disturbed Major Sir Thomas Mitchell's sleep when he camped in the area in 1836. The ill-fated Burke and Wills expedition crossed the River Murray into New South Wales where Swan Hill now stands.

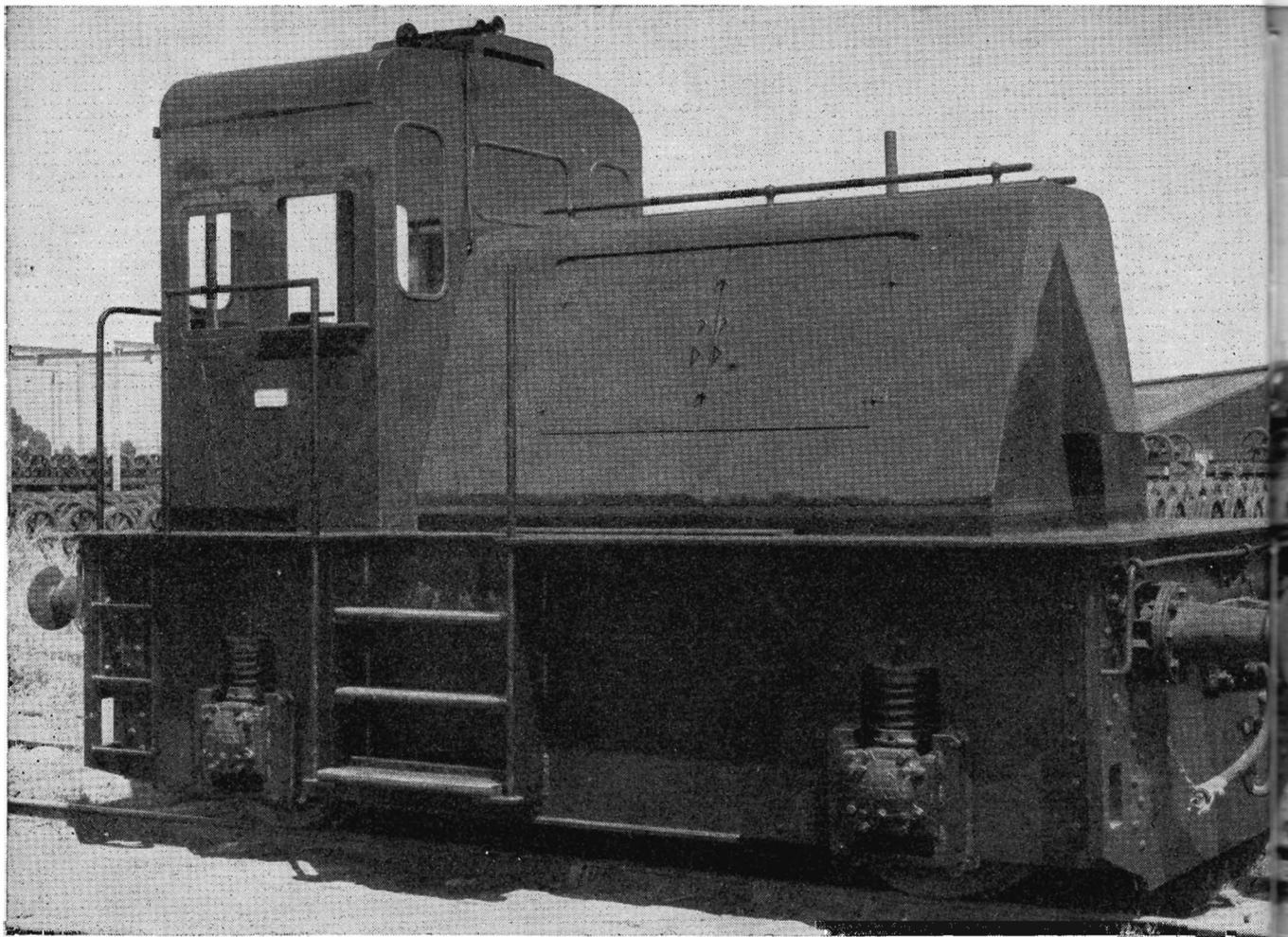
Behind a well-tended recreational park and a belt of tall trees is the gently flowing River Murray, less than 30 yards from the station; on the town side, the spacious approach to the station is shaded by trees. In short, it is a perfect setting for a clean, well-kept station that is an appropriate introduction to a district—the centre of big pastoral, agricultural and dairying activities—that has so much to offer the holidaymaker. Swan Hill has a splendid climate, which is particularly mild in the winter months.

Golf, tennis, bowls, and croquet are among the recreations for visitors. Fishing in the Murray, Murrumbidgee, Wakool and Edwards rivers is rewarding. Duck and snipe are along the river frontage in season, while quail also provides good sport.

Swan Hill has clean wide streets, flanked by fine, modern shops, banks and hotels, and is only one of the many Victorian tourist resorts that can be reached so effortlessly by train.



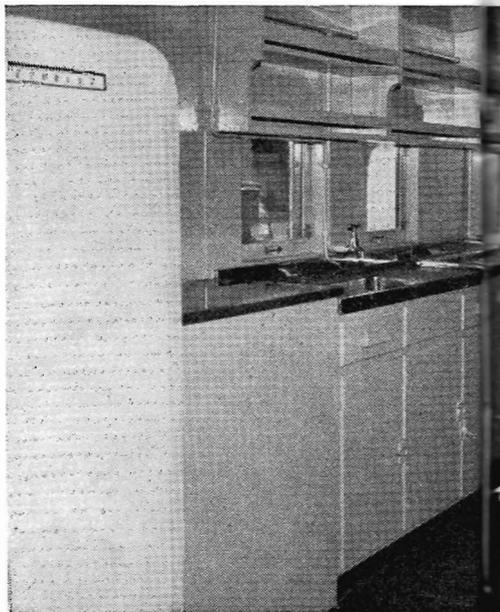
BEHIND this J-hauled goods train arriving at Swan Hill are some of the empty sheep vans used for loading after a sale of 20,000 sheep.

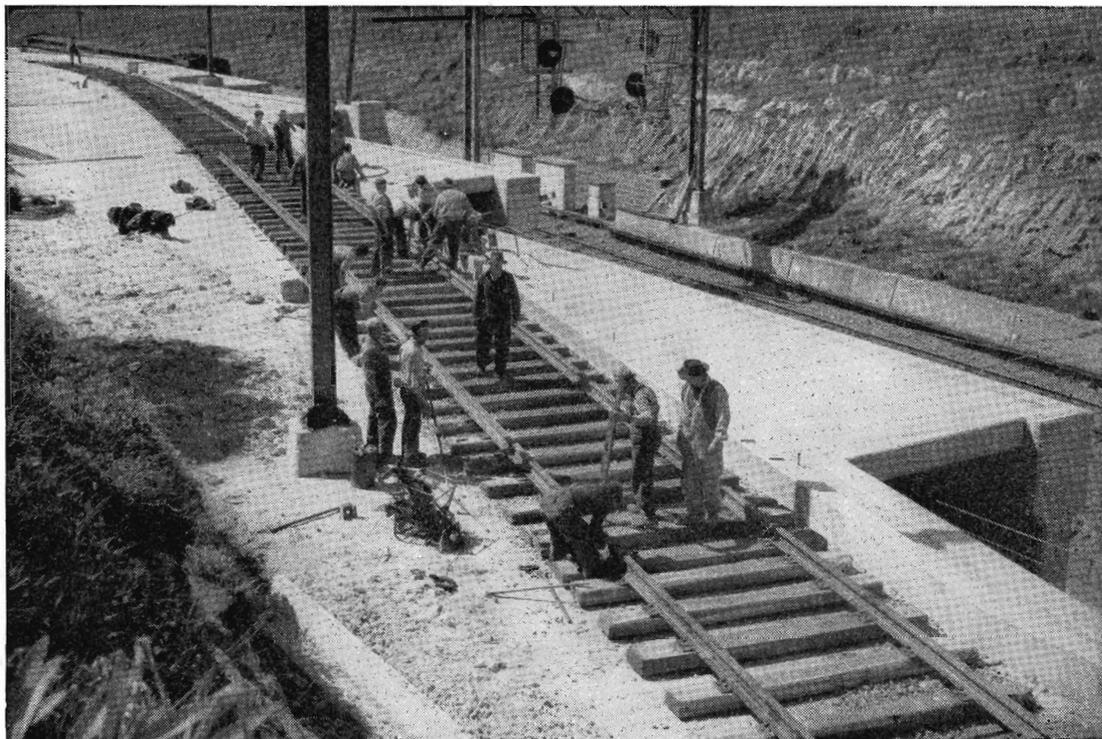
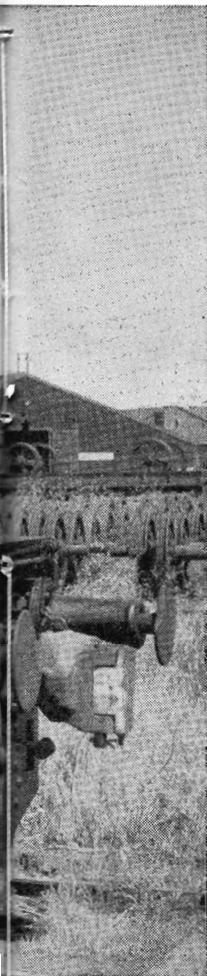


DESIGNED by Rolling Stock Branch Engineers and built at Newport Workshops for pushing electric trains through the carriage washing machine at Jolimont, this 40 h.p. diesel-hydraulic carriage shunter is about to go into service. Main feature of the shunter is that it can sustain an essential low speed—one mile per hour—to permit trains being completely washed, externally, while being edged through the machine. The slow speed is achieved by a Raymond hydraulic pump supplying oil under pressure to four hydraulic motors with chain drives to the axle.

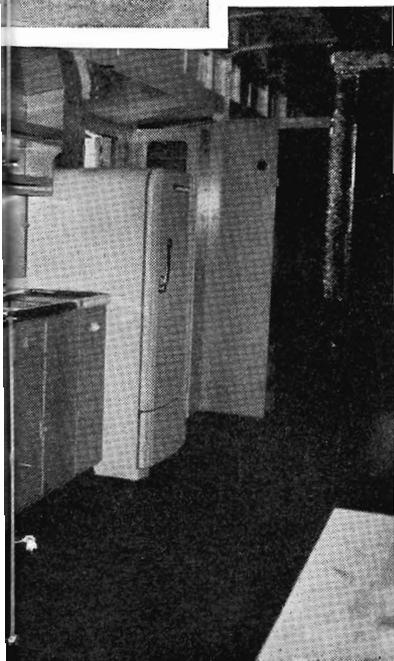
## AROUND THE SYSTEM

(Right) AN old AB swing-door passenger carriage has been converted into a kitchen carriage (WKI) for Way and Works Branch employees in the break-down gang. This picture shows two petroleum-gas refrigerators and one of four food cabinets. There are two cooking stoves; a saloon at each end provides for 25 men at one sitting. (Far right) Successfully developed by Frigmobile of Australia Ltd., this diesel-operated refrigerated container is of 500 cubic feet capacity for the temperature-controlled transport of deep frozen food between Melbourne and Brisbane. First of its kind used on the V.R., more are under construction by the Company.





PICTURED here is part of the fly-over project between Camberwell and East Camberwell, showing the new 'down' Ashburton line being laid crossing over the existing and projected 'through' Box Hill lines. To the right can be seen the entrances to the under-passes for the existing Box Hill tracks; in the background is the single line to Ashburton which will be the 'up' Ashburton line when the fly-over is operating. Completion of the work will eliminate delays to Box Hill trains and improve timekeeping. The scheme provides for three lines to East Camberwell—one for traffic from Melbourne; one to carry trains in either direction (according to peak periods), and one for Melbourne-bound traffic.



# Relentless

# FIGHT FOR RAIL TRAFFIC

**A**N important aspect of the unceasing fight for rail traffic deserves to be more widely known. It is waged at hearings of the Transport Regulation Board by Mr. J. L. Hawkins, Commissioners' Representative, Transport Regulation. This article reveals his work and some of the Department's successes in retaining traffic threatened by road transport interests.

**U**NDER current transport legislation, authority must be obtained before goods and passengers can be carried on roads. In many cases this authority is granted automatically; in others, anyone interested can support or object to the granting of a licence.

Briefly, what happens is that applications for licences are listed by the Board and circulated to interested parties. If the Commissioners notify an objection to the granting of the authority, it is the responsibility of Mr. Hawkins to prepare the Department's case and appear as the Commissioner's advocate.

Preparation of the "brief" necessitates conferences with Heads and senior officers of all Branches, the gathering of statistical data; examining, in some cases, station goods and passenger handling facilities to demonstrate the capacity of the Department to handle the traffic in question. In the more important cases, full-scale conferences are held with the Commissioners.

Armed with the facts, Mr. Hawkins then submits the Commissioners' objections to the application at public hearings of the Transport Regulation Board. Road transport interests often engage counsel to represent them. Witnesses give evidence on oath and are subjected to cross-examination before final addresses are made to the Board.

Besides being fully seized of all the facts from the Department's stand-



Mr. Hawkins

point, Mr. Hawkins has to put before the Board the much broader, more important economic issues. He rightly places great stress on the effects of diverting traffic from rail to road, having in mind *the interests of the community as a whole*—the only basis on which a licence application can properly be determined.

**T**HE large number of heavy road vehicles now tending to congest main highways emphasizes the need for action to conserve and promote rail traffic. There has been progress in this direction. That it has not been more rapid is attributed by Mr. Hawkins to the large number of road licences granted automatically; illegal movement of traffic by road; pro-road propaganda; unrestricted interstate traffic; the large number of intrastate movements under the guise of interstate operations; and the volume of bulk traffic ideally suitable for rail carriage moving by road with the approval of the Transport Regulation Board.

In speaking of some aspects of his Division's work, Mr. Hawkins said that requests are constantly being made for the diversion to road of traffic being carried by rail.

Some typical applications of this kind relate to the road movement of beer, cement, sugar, biscuits, egg pulp, steel work and chicory, and for regular road passenger services between Horsham, Portland, Hamilton, Bendigo and Melbourne. All were refused after, at times, lengthy argument at public hearings.

The co-operation of station staff contributed in no small degree to the retention of the valuable and substantial biscuit traffic.

The Commissioners' policy of providing specially constructed wagons and improved handling facilities for particular classes of goods has materially assisted in the retention of existing business and in obtaining new business.

Constant efforts are being made to regain traffic such as firewood, cement sheets, poultry foods, potatoes, onions, industrial gas cylinders, petroleum products in drums, most of which formerly moved on rail and which, in the Commissioners' opinion, is moving by road contrary to the provisions of existing transport legislation.

There have been worthwhile gains. For instance, approximately £100,000 a year is being obtained in additional timber traffic from the Gippsland area, much of which was moving by road without proper authority.

Another substantial revenue gain followed a successful approach to the Transport Regulation Board to bring superphosphate traffic under its regulatory control. Hitherto road movement of this traffic was authorized automatically; now, movements beyond 100 miles are not permitted. Last year, this represented a gain of about 31,000 tons or £44,000 in revenue.

#### Rail Tests Triumph

A food company claimed emphatically that a semiprocessed product could not be carried on rail and asserted that the new processing scheme would not proceed unless road rights were granted. The Department's request to handle a test load was rejected. After further protest, however, a trial load was arranged which, thanks to the ingenuity of the Commercial and Traffic Branches, entirely disproved the Company's contention. The traffic is now returning about £12,000 a year.

Domestic gas cylinder movement was another gain. The producers of this fast developing traffic applied for the right to carry it by road throughout Victoria, claiming that it could not be carried efficiently or economically on rail.

This was a challenge to the Department. An adjournment of the application was sought so that the efficacy of rail transport could be demonstrated. The following extract from a letter from one of the main Companies speaks for itself; it reflects credit on all concerned:

"It is with satisfaction we inform you that the service extended to us by your Department has been most efficient and reliable; in fact our urgent requests, from time to time, have been met with the utmost understanding.

"On the few occasions we have made claims against your Department for goods damaged in transit

## NEED FOR GREATER USE OF V.R.

—Mr. Hawkins

THE average rail rate is less than that which road operators would need to charge to earn a living, if they complied with industrial awards and conditions.

The cost of rendering railway service is immensely influenced by volume of traffic. Approximately two-thirds of total costs are incurred whether traffic is hauled or not. The railways have much unused capacity and additional traffic could therefore be hauled at relatively low "out of pocket" cost.

Road operators do not pay a proper charge for their use of public roads.

Road vehicles carrying traffic create hazards and increase the heavy costs of road policing and hospital maintenance.

Railways are essential to the State economy by providing a comprehensive state-wide service in the interests of the whole community, and by charging low rates for primary products to help the disposal of goods on world markets. They are indispensable in times of national emergency. They cannot be maintained efficiently if expenditure continues to be disproportionate to revenue.

the adjustments have been made to the complete satisfaction of both parties. This is a service which is not extended so promptly by any other transport organization.

"With the type of business we conduct it is most essential that we keep a continuous supply of gas to our customers, at all times, and because of the service extended by you, this has been achieved.

"We wish to thank you for the assistance you have extended to us, in helping us to establish our important industry".

Revenue from domestic gas suppliers approximates £20,000 a year, and is increasing.

Apart from the need for this revenue, the successful handling of the traffic will be an invaluable argument in the Department's current approach to the Transport Regulation Board for the diversion to rail of the extensive industrial gas cylinder traffic.

Government instrumentalities and their contractors are now using rail to a much greater extent than formerly for both goods and passenger movements. One contractor alone is giving new business to the extent of £6,000 a year.

There has been a noticeable increase in group travel, by special and ordinary trains, particularly for school children and in travel by small parties. The

Department has been successful in gaining from road many movements of school children making inspections at Morewell and Yallourn—7,508 children travelled by train in the past year.

There have been other traffic gains. For instance, many classes of goods presenting handling difficulties, including pre-stressed concrete beams, cement-lined steel pipes and pre-fabricated steel, are now railed. Until recently they were regarded as road traffic.

"Needless to say, there will be no relaxation in our efforts," said Mr. Hawkins. "Progress has been possible by the co-operation I have been given by all railwaymen. I am deeply grateful and am happy to have this opportunity of thanking everybody for their assistance in regaining or retaining quite a substantial volume of traffic.

"My close association with the problems of transportation has increased my confidence in the future of our Railways. Thanks to the leadership of the Commissioners, we have the 'ball at our feet'; we are now able to offer service of a standard which has never before been possible.

"So long as the 29,000 of us carry out our allotted tasks honestly and work together as a team, our success will be assured and the people of Victoria will be proud of our contribution in their service".

## V.R. Man Gets Fan Mail



Mr. Halson

VERY few, if any, V.R. men can say they get real, honest-to-goodness fan-mail. But short, stockily-built and laughing John Halson, a repairer at Ruby on the south-eastern Gippsland line, has been getting it for some time, and it looks like continuing.

Reason: he is a guitarist and a country-western type of entertainer with many appearances at city and country radio stations, to say nothing of plenty of stage experience in country towns. Although he has made no recordings, he has been extensively tape-recorded for relay to other States.

Self-taught, Mr. Halson, from a "very nervous beginning" has developed into a real trouper. Friends say that, with his recent transfer from Wycheproof to Ruby, Gippsland radio listeners will soon be hearing him, including the four songs he has composed.

Married with eight children and with his wife now caretaker at Ruby, Mr. Halson has been in the V.R. for five years. He enlisted in the Second A.I.F. in 1940, and had three years in the Middle East.

## Geranium Lover

A Victorian Railwayman is one of Australia's leading authorities on the geranium. He is Harold Thomas, O-in-C of the Typewriter Maintenance Depot. As Secretary of the Australian and Victorian Divisions of the Geranium Society, he talks, writes and projects films about the

flower that has become such a "completely satisfying" part of his life.

He revealed the astonishing fact that, in Australia, there are 500 different varieties of geraniums. At present, he is propagating 250 types, new to Australia, recently imported as seed from England and the United States.

Mr. Thomas lives in Essendon and it will cause no surprise to know that in the garden of his 76-ft. frontage house, the geranium predominates and casts a sea of color that people come from near and far to admire.

Last year the Society had a one-day show in the city. This year it will be a two-day event (November 24 and 25)—and, for 1960, it has arranged a three-day show. The geranium is certainly going places. . .

## Bulls-eye Man

Country Passenger Guard Tom McCafferty, of Shepparton, is very much at home with a gun in his hand . . . for sporting purposes.



Mr. McCafferty

An enthusiastic and skilful member of the local rifle club, he has won a number of trophies, and has completed in other parts of the State. While stationed at Kerang he was captain of the local rifle club for two years.

## Interstate Pass Restrictions

IN addition to normal pass restrictions, leave pass and privilege tickets will *not be available* by interstate express trains or divisions at Christmas, as follow:

**SYDNEY—ALBURY and ALBURY—SYDNEY:**

Leaving starting points on December 23, 24, 26 or January 1.

**MELBOURNE—ALBURY and ALBURY—MELBOURNE:**

On December 24, also Albury Express on December 26, 27 and January 1, 2 and 3; also *The Daylight* on December 18 to January 11.

**MELBOURNE—ADELAIDE and ADELAIDE—MELBOURNE:**

By *The Overland* or divisions on December 23, 24, or by *The Overland* from December 26 to January 1 inclusive, or by the 7.45 a.m. daylight on December 26.

## IN QUEENSLAND:

First-class passes *available only* for second-class travel on December 24, 25, 26 and January 1.

## TRANSCONTINENTAL:

Westbound from Port Pirie Junction and eastbound from Kalgoorlie from December 7—30 inclusive.

## IN WESTERN AUSTRALIA:

No restrictions.



Mr. Moore

## North To South

FROM Mildura (351 miles far north-west of Melbourne) to Yarram (at the end of the south-eastern Gippsland line 137 miles from the city)—a total of 488 miles—is one of the longest train journeys in Victoria.

That's the trip Shedman Ray Moore made when he was transferred from the banks of the River Murray to the nearby Ninety Mile Beach of the Southern Ocean.

With Yarram so dependent upon the railway for its existence, Ray is one of the station's busy and important men on the goods side. He revels in the job knowing that the community expects a high standard of service. And that's what they are getting.

Very happy to be in Yarram, Ray nevertheless misses the Murray, not for sightseeing and fishing, but for rowing which he says is "the greatest of all sports". He adds: "You meet such great fellows and the sport is so clean".

He was in the eights and fours of the Mildura Rowing Club and competed, with success, in Adelaide and at towns along the Murray. Altogether he rowed for 10 years, and wishes the Ninety Mile Beach was as calm and serene as the Murray—for rowing.

### In Trio Of Navies.

**S**ERVICE in three navies—the Royal, Royal Canadian and Royal Australian—was only part of a full and diversified life led by recently-retired Shift Electrician George Lewis, of the Newmarket sub-station. Born in India—his Welsh father was there in the British Army—he was taken back to Wales. At the age of 12, he worked a 12 hour shift in the coal mines for a daily wage of 2/6d.

Four years afterwards, young Lewis ran away from home and joined the Royal Navy being on a sailing ship patrolling a huge sweep of ocean off the coast of South America. Transferring to the Royal Canadian Navy just before World War 1 began, he came back to the Royal Navy in 1916, when he soon qualified as a Leading Torpedoman.

A year later, he joined the Royal Australian Navy on H.M.A.S. *Australia*, which operated in the war mostly in the English Channel. "One of the proudest moments of my life" Mr. Lewis said "was at the end of World War I when I was on the *Australia* that stood at the head of the combined navies when the German Navy surrendered at Heligoland".

Mr. Lewis was in the Electrical Engineering Branch throughout his V.R. career, which included 16 years at Newport Power Station up to the time the S.E.C. took it over.

### Sleeps With One Eye Open ?

**A**L F Proud, who used to get the steam locomotive ready for Yarram crews, was on this job for the last 10 years, or let's say, 2,900 working days—and he has never been late for work. Perhaps not a really unique performance; not a bad one, though. It does become a little more noteworthy because, he started work at 2.45 a.m.



Mr. Proud

But as Mr. Proud wakes up every morning at the same time—to the second—without using an alarm clock, then his decade of "on time" is really astonishing. He attributes his awakening with such remarkable consistency to the years he spent as a seaman, "setting himself" to be ready for the different watch bells. His days at sea were in sail, mostly on schooners, braving the storms of Bass Strait, while taking supplies to light-houses. Mr. Proud loved the strenuous life on these small craft, because he was born of a seafaring family in Williamstown, in sight of ships.

### New Traffic Branch Head



Mr. Rewell

**I**N the news together in 1953 when the Commissioners sent them overseas to investigate a wide range of railway developments, Messrs. J. R. Rewell and L. A. Reynolds were again prominent in railway affairs last month when Mr. Rewell (Assistant Chief Traffic Manager) was appointed Head of the Traffic Branch, while Mr. Reynolds (Chief Civil Engineer) left on his second trip abroad to study, this time, latest trends in track mechanization in the United States of America and Great Britain.

Besides acquiring a first-hand overseas railroading knowledge, Mr. Rewell has had a long and close connexion with top-level V.R. administration.

This was especially so when he was clerk to the late Mr. R. G. Wishart (then Assistant General Superintendent of Transportation) and in a similar capacity when Mr. Wishart was a Commissioner before becoming Chairman.

Appointment as Outdoor Superintendent in 1950 brought Mr. Rewell into close contact with Traffic Branch problems all over the system. Three years ago, he became Assistant Chief Traffic Manager.

In his new post, Mr. Rewell will also be a member of the Grain Elevators Board and the departmental Operating Improvement Committee.

Mr. A. C. Brown (Outdoor Superintendent) is the new Assistant Chief Traffic Manager; Mr. H. Levey (Superintendent of Train Services) is now Outdoor Superintendent, while Mr. T. A. James (District Superintendent, Seymour) takes Mr. Levey's former position.

### Chief Civil Engineer Abroad



Mr. Reynolds

### Senior Guard

**M**EET Reg Henderson, who is the senior passenger guard in the Victorian Railways. Here he is on one of his many regular trips on *The Mildura Sunlight*.



Mr. Henderson

When he was rostered to be "on" the first 'up' journey of the *Sunlight*, Mr. Henderson confesses it gave him one of his most satisfying jobs in 33 years as a guard, trailing trains all around the system. He began as a porter at Donald in 1916 and before going to Mildura had relieved on another celebrated train—*Spirit of Progress*.

### Cressy People Happy Now

**R**AILWAYMEN and their women-folk at Cressy, which is almost mid-way on the curving, wind-swept Gheringhap-Maroon line, are now very happy following the help they got from Mr. W. E. Elliott (General Secretary, V.R.I.) in reviving the local railway tennis club.

Their spokesman was Engine Driver Norman De Pomeroy. Writing to the Institute, he said that a "good band of workers" had got the tennis court into first-class order once more. But there was a desperate need for a net.

Could the Institute assist? Did it have an old, yet serviceable, net

surplus from the V.R.I. Courts at Royal Park? As he remarked: "A game of tennis is not really tennis without a net".

By return, Mr. Elliott sent four old tennis nets, and for good measure, a dozen secondhand tennis balls. This response brought an appreciative letter from Mr. De Pomeroy: "Your gesture makes us feel proud to belong to the V.R.I. which, in many ways as I myself have found out, helps us to better ourselves in the service of the Department."

#### "Volks" and Fish

**R**EPAIRER Colin McCarthy, of Katamatite, is a regular competitor in the newly formed Volkswagen club at Cobram. Although so far unsuccessful in the car trials—last time only by a bumper bar—Colin is not worried for he feels that he is helping local charities to which all car-trial proceeds go.

"Up here a man hasn't much to do, so I reckoned I'd better try and show the club that V.R. men don't always need steel roads" said Colin, busily cleaning his car. But in the back seat was fishing gear; perhaps he was meditating about the fish he'd land in the nearby Boosey Creek and reservoir.

Colin's wife is caretaker at Katamatite's neat weather-board station, beside which are the towering 160 ft. wheat silos.



Mr. McCarthy

#### Very Much Alive . . . .

**I**N last month's *News Letter*, the list of "Deaths" included Mr. H. Wiltshire, Assistant Stationmaster, Moe. His name should have appeared under "Retirements".

#### Yarram's Sporting S.M.

**V**ERY conscious of the part his station plays in the prosperity of Yarram is tall, well-built and active Stationmaster G. E. (Ted) Llewellyn, whose name denotes his Welsh ancestors. Although only in Yarram for the past 12 months, he has already closely identified himself with local business and social affairs—and is proud of the V.R. men who help him to handle a great variety of goods, parcels and live-stock business.



Mr. Llewellyn

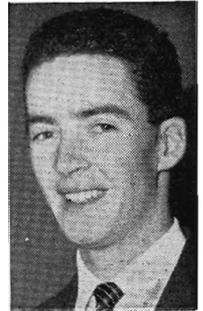
People in Geelong and North Melbourne will be on the right track if they think that Mr. Llewellyn once wore a footballer's guernsey. He played with Geelong for two years as a ruckman, reaching the summit of every footballer's ambition in 1931: he played with a V.F.L. premiership side. Later he had four or five years with North Melbourne, rising to captain in 1935 and showing a flair for leadership so apparent now as Yarram station's chief.

Mr. Llewellyn has had 34 years in the V.R., beginning as a lad porter at South Brunswick. He was appointed Night Officer at Benalla in 1950 and S.M. at Cohuna a year ago.

#### T.V. Man Began as V.R. Fan

**B**EHIND the production and telecast of two recent GTV 9 features about the Victorian Railways was a young man named Geoff Grant, then a producer for that Channel. That he had inspired those telecasts was really not surprising.

As a not-so-long-ago student at the Oakleigh Technical School he had haunted the V.R. buying hundreds of photographs of engines and other rolling stock. This so stimulated his interest in photography that he took it up as a hobby. His aptitude and skill soon made him a *News Letter* contributor; he also had much success with leading overseas railway journals.



Mr. Grant

Geoff secured a photographic cadetship with the Melbourne *Herald* and, later, switched to television. For GTV 9 he directed two weekly shows and produced his own series for the Children's session. Now he is studio producer for one of Adelaide's T.V. channels.

Before he left Melbourne (accompanied, of course, by his "priceless" collection of railway pictures), he said he was eagerly looking forward to making telecasts of S.A. railway operations.

## RECENT RETIREMENTS . . . .

#### ROLLING STOCK BRANCH

Archer, E. H. L., Labr., N.M. Loco.  
Brew, W., C'smith's Asst., B'rat Nth.  
Canny, P., Labr., B'rat Nth.  
Craig, C. G., E.T. Dvr., E.R. Depot  
Dilworth, E. P., Toolmaker, Newport  
Gurney, R. R., Eng. Dvr., N.M. Loco.  
Hibbs, S. C., Car. Bldr., Newport  
Jamieson, E. J., B.M. Help, N.M. Loco.  
Jones, H. W., Car. Gas Ftr., T.L. Depot  
Kincade, T. J., Pntr's Labr., B'rat Nth.  
McCarthy, J. P., R.G. Repr., B'rat Nth.  
Peck, R. J., Eng. Dvr., Ouyen  
Prest, W. T. H., R.G. Repr., N.M. Shops  
Stafford, J. J., Eng. Dvr., Geelong  
Sayers, T. C., Iron Mach., Bdgo. Nth.  
Spiers, S. C., Clerk, Ballarat  
Southcombe, S. G., B'mkr., Bdgo. Nth.  
Stoddart, H. J., Pntr's Labr., B'rat Nth.  
Tulloch, R. A. N., Ftr., Newport  
Tweedale, A., Eng. Dvr., Ballarat  
Watson, J., T.S. & S.M. Wkr., Newport

#### ELECTRICAL ENGINEERING BRANCH

Jones, A. H., O'hd. Inspr., Batman Av.  
Wilson, A. A., O'hd. Inspr., Batman Av.

#### TRAFFIC BRANCH

Ashworth, W. N., T.T. Offcr., Head Office  
Beddoe, J. S., S.M., Lilydale

Carter, S. B., Subn. Gd., Reservoir  
Collier, T. R., C.T.M., Head Office  
Downing, P.H., Stn. Asst., Euroa  
De'Araugo, A. M., Subn. Gd., Croydon  
Donovan, L. V., Gds. Chkr., Melb. Gds.  
Hughes, W. E., Gds. Tkr., Melb. Gds.  
McNulty, W. C., Ldg. Shunter, Melb. Yd.  
Nash, R. G., Gds. Gd., Geelong  
Porter, R., Putter-On, Melb. Gds.  
Quirk, G. J., Disp. Ofcr., Head Office  
Rhodes, W. J., Motorman, Spencer-st.  
Swan, H. E., A.S.M., Avenel  
Wall, A. V. L., Pcls. Asst., Spencer-st.

#### WAY AND WORKS BRANCH

Clemens, R., Skld. Labr., Bendigo  
Gibson, J. P., Ganger, Seaford  
Jobson, G. E., Carprtn., N. Melb.  
Kelson, J. B., Labr., W'bool  
Kennedy, R. N., G'kpr., N. Brighton  
Lambden, G. A., Repr., Flinders-st.  
McGarth, L. N., Repr., Spencer-st.  
McLean, E. F. E., Ganger, Clayton  
Robinson, W. W., Sub-F'mn., Spotswood Workshops  
Shaw, H. L., Ganger, Charlton  
True, A. T., Skld. Labr., Stand. Gauge, Wodonga

## . . . . AND DEATHS

#### ROLLING STOCK BRANCH

Bambridge, F. R. J., Fireman, N.M., Loco.  
Brown, A. I., Sub-Foreman, Newport  
Jackson, T. J., T.C. Att. (F'man), Newport  
Scott, R., Clerk, Head Office

#### TRAFFIC BRANCH

Bunning, F. R., Gds. Chkr., Newmarket

#### WAY AND WORKS BRANCH

Burdon, R. L., Labr., Melton  
Fletcher, G., Labr., Maryborough  
Hopper, S. H., Repr., Ararat  
Rampalski, F., Ch'mn., Head Office

# GOOD SERVICE WINS APPLAUSE FROM V.R. CLIENTS

## Perfect Teamwork

**I**N the Commissioners' mail recently was one of the longest letters, commending railway service, ever received by them; yes, a long letter, but a very heart-warming one.

It told how V.R. men, in several branches, between Swan Hill and Melbourne had cheerfully co-operated to make a train journey "a marvellous experience" for a party of 42 children—Wolf Cubs and Boy Scouts. The letter underlined what has long been axiomatic with group travel: the railway has no superior in this field—or, for that matter, in any other transport sphere.

Written by Mrs. M. Mannix, of Swan Hill, who was in charge of the party, the letter, because of its length, would normally be summarized in *News Letter*; but it is felt that Victorian Railwaymen generally should have the opportunity of reading all of it and sharing the pleasure it gave the Commissioners:

"I don't know to which Department I should address this letter, but I trust it will be delivered to the person concerned. Last month I took a party of boys (Wolf Cubs and Boy Scouts) to a Scout Show in Melbourne. I would like to pay a tribute to the many people who contributed so much to make the trip the great success it was.

## Salesmanship

"First of all would be the staff at the Swan Hill station, especially Mr. Hay, who first sold us the idea of taking the children by train. The entire staff at Swan Hill were most co-operative and patient.

"Words could not express how grateful I was for the help given us by the Manager of the Refreshment Rooms at Bendigo. I did warn him of our coming, but he contacted Mr. Hay, and told him of the arrangements which he considered necessary for providing our party with a hot dinner in the short time available.

"We were thus warned to be ready to take the children to the other platform, where their dinners were set out for them, each with a cover to keep it steaming hot. Even knives and forks were in place, and the children were saved the waste of time of forming a queue to be served. As there were 42 of us, this was no mean effort. It meant, too, that the children got a good hot meal, lessened the strain on the buffet car, and enabled me to keep the boys together.

"Again, as we returned on Monday, he had a nice hot dinner waiting for them, away from other travellers, where they were served with the minimum of fuss.

"The Conductor who was on the train from Bendigo was marvellous with the boys, and showed them how to use the seats and card-tables to the best advantage, which meant they sat quietly playing draughts, and not getting in the way of the other passengers. I think his number was 48, but I know the boys thought he was 'tops.' I certainly appreciated his co-operation.

## "In V.R. Tradition"

"When we arrived in Melbourne, one of the boys had lost his reading glasses in their case. We had been unable to find them, as they had slipped down underneath the seat. The ticket checker helped, and a cleaner also came to our aid, and had to dismantle something to get them. It was all done so quietly, and in the best Victorian Railway tradition of helpfulness and all the members of our party were impressed.

"We went to Melbourne on a week-end. We were able to do this because of the holiday. We would have these trips more often if we were able to continue on from Bendigo on one of the later and more convenient trains. For most of the boys this was the first time they had travelled by train, and it was a marvellous experience for them."

*It was nice of Mrs. Mannix to write so glowingly but her readiness to co-operate with the railway staff and the excellent behavior of the boys helped make the rail trip the success it was.*

## Fixed All Transport

"**W**E would like to express our appreciation and grateful thanks to the Railways Department for its service to this School on Wednesday, 21st October, in providing rail and bus transport for 230 girls and staff, to and from the South Melbourne Cricket Ground on the occasion of the Annual Girls' Secondary School's Athletic Sports.

"We would particularly commend Mr. F. J. Henderson, Traffic Inspector of the Ballarat staff for his kindness, courtesy and interest. To him we feel we owe the success of the whole undertaking."

—Head Mistress, Girls' Secondary School Ballarat

## Made Holiday

"**H**AVING just come back from a holiday in Sydney, and being most impressed with the service I received on the Daylight Express, I could not help but write and express my thanks to the railways. It really is a wonderful train, as everything is made available to ensure the comfort of the passengers. Through this train it helped to make it a most enjoyable trip. I hope this service continues so as others like myself can enjoy the comfort as I did. It will always be 'The Daylight' for me.

—Mrs. E. McKeown, via Woodend.

## Council's Appreciation

"**A**T the last meeting of my Council reference was made to discussions held recently between Councillors and Mr. Reynolds, Chief Civil Engineer of the Victorian Railways, concerning planning for the construction of the Newport Station Overpass.

"I have been directed by Council to ask that you kindly convey to the Victorian Railways Commissioners, the appreciation of Council at the co-operation and courtesy shown by Mr. Reynolds, at the recent Conference with Councillors.

"The Newport Overpass Project is of course of great importance to this city and Council feels that it has been of considerable advantage to have had the opportunity of discussing with Mr. Reynolds plans for this work, prior to the actual work being commenced."

—Town Clerk and Manager, City of Williamstown.

## Luggage Handling Helped

"**W**E would like to take the opportunity of thanking members of your Luggage Hall Staff for their co-operation in handling baggage belonging to fifty passengers enroute Melbourne/Sydney to join "John van Oldenbarnevelt" in Sydney on *Spirit of Progress* recently.

We would like to pass on to Mr. J. O'Connor, who is charge of this luggage section our thanks for personally assisting one of the passengers who arrived extremely late for this train."

—John Sanderson & Co. (Shipping) Pty. Ltd., 144 William Street, Melbourne



# RON BAGGOTT'S SPORTS PAGE

## Cricket Begins

FIVE teams—Stores, Accounts, Flinders Street, North Melbourne Loco and Melbourne Yard—will be competing in the V.R.I. Cricket Association's two-day matches this season at Royal Park on Tuesdays and Thursdays.

For the third successive year, Mr. Bill Crowe (Electric Suburban Guard) is Honorary Secretary. A real cricketing enthusiast, Mr. Crowe is hopeful that 1959-60 will be one of the best seasons ever. He invites off-duty V.R. men "to come out to Royal Park and enjoy seeing their colleagues in action in ideal surroundings".

There is an unusual aspect about the Presidency of the Association this year: its occupant, Mr. Jack Williamson (Engine Driver), is also a cricketer. He plays with the Flinders Street side. Earlier he played with Loco. As the Association's Head, he follows in his father's footsteps, a Past President and Life Member.

## Golfing In The Rain

"LET it rain, if it wants to!" said one of the golfers at last month's North Eastern V.R.I. Golf Tournament at Benalla. It did, too, but not even the deluge could disturb the organizers' careful planning or the enthusiasm of local V.R. men and others from Maryborough, Wodonga and Seymour—30 in all.

Results: North Eastern Championship (V.R.I. Perpetual Cup and J. H. Jupp Memorial Trophy)—H. Fletcher (S.M. Tallarook), with a score of 77. "A" Grade Handicap—W. Tavendale (Benalla). "B" Grade Handicap—R. Evans (Maryborough).

## Source Of Trophy

BEHIND the winning by Mr. Fletcher of the J. H. Jupp Trophy lies a story. Mr. Jupp, who had been District Rolling Stock Superintendent, Seymour, had apparently bought the trophy some time before his death. However, it was not found by his widow until some months after he died.

It was fitting that Mr. Fletcher should win that trophy. He had been one of the oldest golfing friends of Mr. Jupp from whom he had received tuition and who persuaded Mr. Fletcher to take part in V.R.I. Country Golf Week, in which he has since been very successful for some years.

To commemorate the memory of Mr. Jupp, Seymour golfers (and Mr.



Messrs. Brownbill and Orchard with Cr. Oliver.

IMPORTANCE of Ballarat V.R.I.'s new, spacious £5,500 gymnasium was underlined when the official opening on October 9 was performed by the Chairman of Commissioners (Mr. E. H. Brownbill). Accompanied by Messrs. G. F. Brown (Commissioner) and F. Orchard (General President, V.R.I., and Comptroller of Stores), he carried out the ceremony in the presence of the Mayor of Ballarat (Cr. F. Oliver),

President, Ballarat V.R.I. (Mr. R. Sullivan), parliamentary representatives and local V.R. men. Fittingly named "Messenger Hall", the establishment of the gymnasium was the culmination of long and enthusiastic work by the late Mr. H. Messenger, who was Subcentre Honorary Secretary for 29 years. His widow, two sisters and a brother-in-law were among the guests.

Fletcher) are providing an annual J. H. Jupp Trophy for the North Eastern Tournament.

## Versatile

AMONGST those at Newport Workshops who have starred in sport is Wood Machinist Leo Hicks. In 1948, he ran the fastest mile (4.9) of the year in Australia. He also won mile races at Leongatha, Dandenong, Maribyrnong and Heidelberg. In addition he was first in two important two-mile races—at the Bendigo Easter Fair and the Stawell Gift Meeting.

Earlier he was a prominent footballer with Yarrowonga in the Ovens and Murray Valley League. As full-forward he kicked, one year, nearly 100 goals, being runner-up to the late Doug Strang (famous Richmond player), who was then with Albury. One of his brothers (six of the Hicks played with Yarrowonga) is now Shire President.



Mr. Hicks

In Melbourne, football and umpiring kept Leo in the public eye. For three years he was on Fitzroy's senior list, and one year on Collingwood's. He had three seasons umpiring in the Footscray League and in a Sunday Competition.

## Second In Sun Tour

AMONGST the near-3,000 Newport Workshops employees who started work at 7.35 a.m. on Monday, October 12, was a fitter and turner named Vin Beasley. Nothing unusual in that—apparently. Not until it is known that at 4 p.m. the previous day he had just finished in the toughest cycling event in the Southern Hemisphere: the nine-day Sun Tour of 1,100 miles around Victoria. This included the ascent of Mt. Hotham (6,100 ft.) and the dash down the other side to Ormeo.

Vin finished second, only 3 min. 55 sec. less in time than the winner's aggregate. It was a remarkable performance as he rarely rides in road events. (see News Letter April 1959).

He had shown the three essentials for such a gruelling race—stamina, speed and hill-climbing ability. He richly deserved the enthusiastic greetings and congratulations he got, especially from his work-mates.

VICTORIAN RAILWAYS

# NEWS LETTER

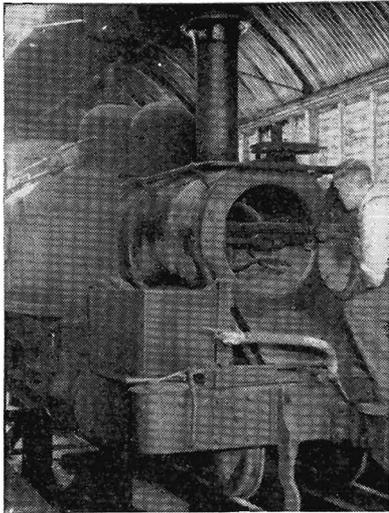
DECEMBER



1959



## Colac Smiles Again



AT Colac station last month there were anxious faces among the staff. Reason : narrow gauge engine 14NA (above), that works so valiantly on the Beech Forest line was ill. So sick, it had to be helped into the engine shed and put to bed. Never was there such a forlorn-looking patient. It was little comfort to the men to get typically hospital-worded bulletins : "She's comfortable, and doing as well as can be expected".

There was consternation when the veteran broke down for she had enjoyed almost perfect health for a decade. 14NA had "tummy" trouble or, to give the result of the diagnosis, "a leaky stay in the boiler". Obviously it was a job for a surgeon. Out from Colac went an S.O.S. to Geelong—and down to Colac hurried a boiler inspector, boilermaker and boilermaker's assistant.

When, in the afternoon, the surgeon emerged from the engine shed, he was smiling, confidently. "Yes" it was announced triumphantly, "the operation was a complete success ; just look at that smoke from her funnel !"

*And Colac smiled again . . .*

## Rail Way Money-saving Way

WORTH emphasising at every opportunity is the fact that a return rail journey to Sydney costs very much less than the lowest—tourist class—air fare. (It is not so long, incidentally, since the tourist fare rose by 10 per cent).

To go by aeroplane, the return fare is £17.10.0, including bus transport. Contrast that with the more attractive rail fares : by overnight train, only £12.4.0 (with a sleeper), or £7.7.0, second class, with reserved seats.

By *The Daylight* the return fare is £10 (1st) and £7.9.0 (2nd), both including reserved seats.

At the time of going to press, a new "economy" air fare was under consideration at £6.10.0 for a single journey to Sydney. As most people want to come back, the true comparison is return fares. Including bus from airport to city, the round trip will cost the air passenger £14 or 36/- more than the overnight train trip, and £4 above *The Daylight* first-class return fare.

By selecting *The Overland*—one of the world's foremost trains—for a return trip to Adelaide, a passenger finds he is £4.15.0 better off, than if he paid the prevailing air tourist fare.

TO ALL  
NEWS LETTER  
READERS,  
CORDIAL SEASONAL  
GREETINGS,  
COUPLED WITH THE  
HOPE THAT THE  
APPROACHING YEAR  
WILL BE CROWNED  
BY HEALTH AND  
HAPPINESS.

## Phosphate Handling Praised

COMPLIMENTARY reference to the service rendered by the Department was made at the recent annual meeting of the Phosphate Co-operative Company of Australia Limited. Said the Chairman (Mr. W. N. C. Ellis) :

"The Railways Commissioners and their staff again merit our thanks for the expeditious handling of the phosphate traffic. As anticipated, the private siding proved a great help in the handling of a large number of railway wagons during the busy dispatching season".

## Mildura Rates Conflict

LAST month the Department announced the introduction of a road-carrying service to link with the fast *Fruit Flier* goods train from Mildura, with the combined road-and-rail freight charge to Melbourne below the through road rate to Melbourne. Immediate reaction was a cut in the through road rate for half-case lots of produce. The railways' carrier countered with a drop in his charge—and at the time of going to press, the rail-and-road rate to Melbourne was still the most attractive.

Genesis of this local Sunraysia district transport conflict was the move by the Department to assist fruit and vegetable growers to use the *Fruit Flier*. This road facility would ensure the dispatch of produce by the goods train and (importantly from the growers' viewpoint) that it would reach Melbourne at 3.50 in the morning on the day after it had been picked.

Produce is taken by the road-carrying service direct from the grower's property to the nearest railway station. Charges for this beneficial service are extremely reasonable : citrus or other fresh fruit, 7d. per bushel or dump case ; beans, peas, carrots and other vegetables, 8d. per 50 lb. bag.

## Workshops Entrenched

F EARS that the removal of the obsolete, 60-year-old wheel lathe from the Bendigo Workshops would result in staff reductions have no factual basis. Withdrawal of the lathe was necessary because it had passed its economic and useful life.

Installation of a new wheel lathe and journal lathe to replace it would cost £36,000. This could not be justified when there are sufficient lathes elsewhere that are capable of handling the work offering and would be contrary to the present policy of centralizing various types of work at a minimum number of the main workshops, rather than equipping each of them to perform the same tasks.

For example, at Bendigo the principal jobs are construction of cars and wagons and production of spare parts for them. At Ballarat the emphasis is on truck repairs and related spare parts while both shops do different jobs in connexion with the maintenance of suburban cars.

It is the Department's intention to put in additional machines at Bendigo, as work demands and as funds become available. Instructions are that any artisan staff and complementary assistants offering be engaged at both centres in accordance with the Department's policy of decentralization.

The effect of this has been that since 1953 staff at the Bendigo Workshops has increased from 445 to 680 and at Ballarat from 495 to 628.

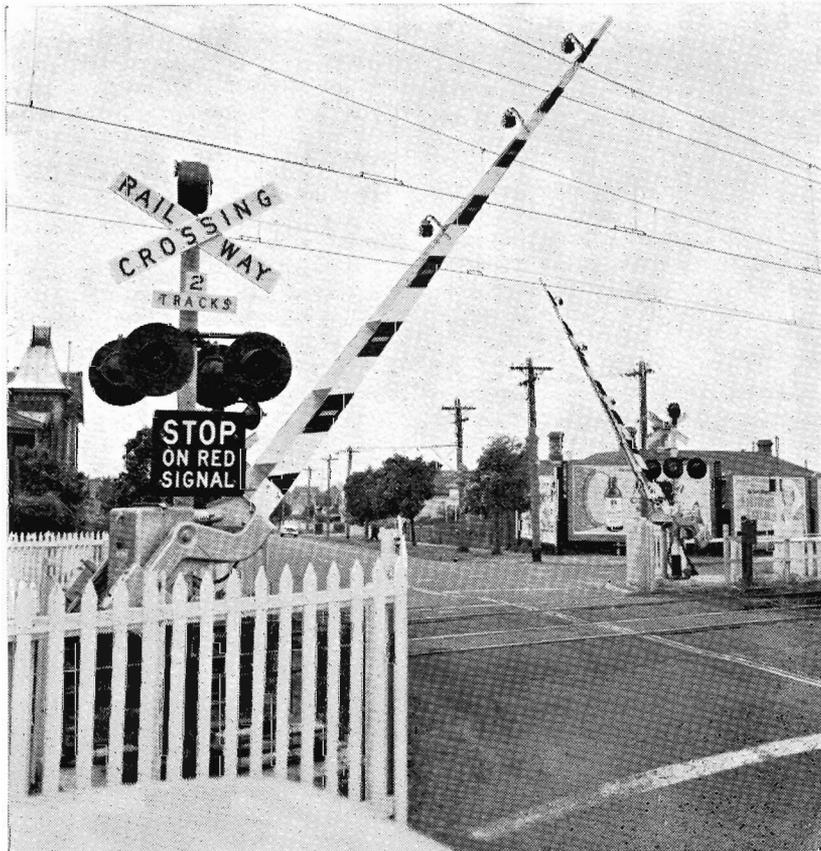
## FRONT COVER

A diesel-electric locomotive, not reindeer, brought Father Christmas to Geelong this year. After arriving at the station in the driver's cab, Santa transferred to the departmental model "B" for his progress to Myers' store.

# OUR RAILWAYS TODAY and TOMORROW

**T**HIS issue brings the final extract from an address by Mr. E. H. Brownbill (Chairman of Commissioners) at the Melbourne University Engineering Students' Club. It covers Centralized Traffic Control, level crossing protection, communications and the supply of electric power to trains.

Featured each month in *News Letter* since the July edition, the Chairman's address has been of great importance in presenting a picture of what the Victorian Railways has done and is planning to do to meet the ever-changing conditions and problems of modern rail-roading.



**ACTION** to provide level crossing protection is symbolized in this picture of automatic boom barriers at Park Street Moonee Ponds. Altogether there are 11 boom barrier installations at suburban and country locations.

**T**HE next development of relay interlocking is Centralized Traffic Control, generally known as C.T.C., which is a centralized control of a number of relay interlockings with the outstanding feature that only one pair of line wires is required throughout the whole section to control the apparatus and return the necessary indications to the operator.

This year we installed C.T.C. equipment on the Eastmalvern to Glen Waverley section with the control panel placed in the Eastmalvern signal bay. On this section there is one crossing loop extending from Mount Waverley to Syndal and also a connection to storage sidings at Glen Waverley.

The system operates by the transmission of codes and the rear part of the control panel houses the coding apparatus.

The coding system selects the station to come under control; the apparatus at that station to be operated; and the condition to which it is to be operated e.g., points to Normal or Reverse and signals to Stop or Proceed.

When the conditions of the field apparatus is altered either by control panel or the passage of a train, indications are automatically coded back over the same pair of wires and continuously indicated on the control panel. Thus the operator always knows the condition of all apparatus and the location of trains. At each field location, a small hut is erected to house the relay units for the interlocking of that location.

We propose to install C.T.C. on our new standard gauge track between Melbourne and Albury to operate fifteen crossing loops, and also on a long single line between Bacchus Marsh and Ballan to operate a midway crossing loop in the rugged country near Ironbark Gully.

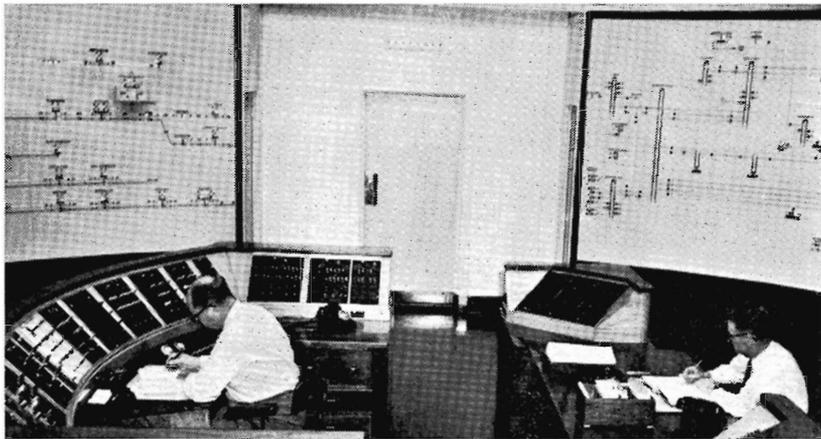
Our latest section of duplication of a country line was completed this year between Corio and North Geelong. Signalling provides for both way running on both tracks, thereby permitting greater flexibility of train operation than the usual method of double track operation.

On this section, when a train is shunting at industrial sidings on one track, the other track can be used for trains in either direction. Alternatively a fast train can be signalled past a slow train travelling on the other track. We intend to install this type of signalling on further sections of duplication of the Geelong line shortly to be carried out.

Level crossing protection is an aspect which is being kept constantly in mind. Flashing lights are being erected at level crossings to the extent of manpower available to design and construct. The old standard crossing signs are being replaced by reflectorized signs and notices in accordance with the Standards Association of Australia Road Signs Code for railway level crossing signs.

Automatic boom barriers are being provided at crossings both in the suburban areas and the country. These are the most modern form of protection. Upon the approach of a train, flashing light signals and bells commence operating. Seven seconds later, the barriers start to descend, taking approximately 12 seconds to do so. It is assured that the barriers will be in a horizontal position for at least five seconds before a train reaches the crossing. When the train clears the crossing and, provided no other train is approaching on an adjacent track, the barriers ascend the crossing will be clear for road traffic in eight seconds.

Controls are arranged to circumvent the possibility of the barriers commencing to rise after the passage of one train and then being caused to descend by the approach of a second train. In this case, the barriers will remain down until the second train has passed over the crossing unless there is time for them to assume the vertical position indicating "all clear" for road traffic, and remain thus for 25 seconds. The boom barriers are operated by relays housed in a relay box adjacent to the crossing. The relays in turn are actuated through track circuits



**POWER** Operations Room at Batman Avenue, Melbourne. On the walls are indicated the operational points in the suburban electrified area. The Power Operation Engineer (left) controls the distribution of electric power throughout the suburban system. A clerk (right) keeps a complete daily record of operations carried out in the room.

which are run out to such distance corresponding to the speed of the train as is necessary to give the required warning time.

The Victorian Railways Department has communication to all stations in the State in the form of telegraph lines, party line station to station telephone services, trunk lines and selector train control lines. All these services are on aerial lines in country districts which can be seen from the train, whilst in the Metropolitan area a comprehensive cable system has been installed.

Poles for new aerial lines or renewals are now made from unserviceable rails. Erection is carried out with a Cromac earth borer and pole derrick mounted on a Fordson tractor, capable of digging holes up to 18" diameter and 7 ft. depth. The pole derrick is then used for lifting the pole into position.

We have our own automatic telephone exchanges at all major cities in the state, the largest one being of 1,500-line capacity at Spencer Street Head Office. One hundred line exchanges are also located at Geelong, Bendigo and Ballarat. In order to obtain greater use of the existing line facilities, use is made of Multi-channel carrier telephone systems which enable many conversations and telegrams to be sent simultaneously over the one pair of wires.

Besides automatic exchanges, there are numerous manual switchboards to fulfil specific functions, and these are completely designed and constructed in the Department's workshops. In addition to our telephone network, we have our telegraphic communication throughout the State, but the old-fashioned Morse system is being rapidly replaced by

modern printing telegraph machines (Teleprinters) which now operate to all key stations.

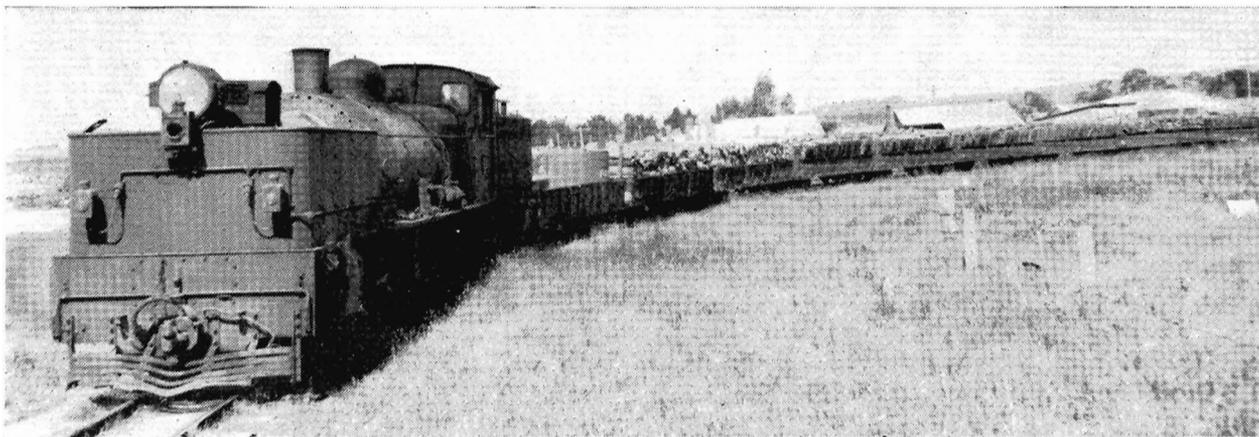
The main function of our electrical Engineering Branch is the supply of electric power to Multiple unit trains and locomotives operating over 600 miles of electrified track. Power is purchased from the State Electricity Commission in the form of alternating current at 22,000 volts and converted in substations to direct current at 1,500 volts in which form it is fed to the overhead contact lines.

Until recent years, rotary converters were used for the conversion process. Steel tank mercury arc rectifiers are now mostly used, these being far more efficient and about a twentieth of the weight of the rotary converter. Another great advantage is that they can operate from 50 cycle supply, which is the standard frequency of the State, whereas the 1500 volt rotary converter requires a 25 cycle supply and thus a separate power station and transmission system to give it such supply.

Replacement by rectifiers of rotary converters that are nearing the end of their useful life is now taking place in the suburban area, about one third of the project having been completed.

There are fifty-one traction substations on the electrified system, having a total installed capacity of 127,000 k.w. (170,000 H.P.). Of these, only seven are manned. The converting equipment and associated switchgear in the remainder are operated by means of supervisory control equipment located in two Control Rooms, one in Melbourne and the other at Warragul.

(Concluded)



HAULED by a Garratt locomotive, yet another pulpwood-loaded narrow gauge train from the Beech Forest line winds its way into Colac.

THE Department's 70,000,000 card tickets that are printed each year actually can be seen "in the raw" at Colac. Two to three times a week the narrow gauge goods train from Beech Forest winds its steep, tortuous way into the Colac goods yard. It is laden with pulpwood destined for Maryvale, in Gippsland, where it is transformed into ticket board and brown paper by Australian Paper Manufacturers' Limited.

This is merely one of the interesting things seen at the busy and efficiently-run Colac station. There are many others: for example, the locomotive enthusiast *may* in one day see a variety of railway power units — B and T diesel-electrics, and R, K and D3 steam locomotives. But, *assuredly*, he will see the more ancient, yet still gallant and service-giving Garratt and NA types of narrow gauge engines.

LAST of the narrow gauge lines in active use on the V.R. system is the one between Colac and Weeaprounah. From it was railed last year about 13,000 tons of pulpwood, with a revenue of more than £40,000. Potatoes and other goods totalled over 3,000 tons. The narrow and broad gauge tracks parallel in the Colac yard where transfer loading is done by a contractor. What happens here because of the mixture of gauges is a reminder of a similar situation that has been endured at Albury for so long. There the transfer of passenger and goods between the V.R. and New South Wales trains is a costly and time-absorbing business. However, it will be

eliminated in 1961 when the standard gauge links Melbourne—Sydney—Brisbane.

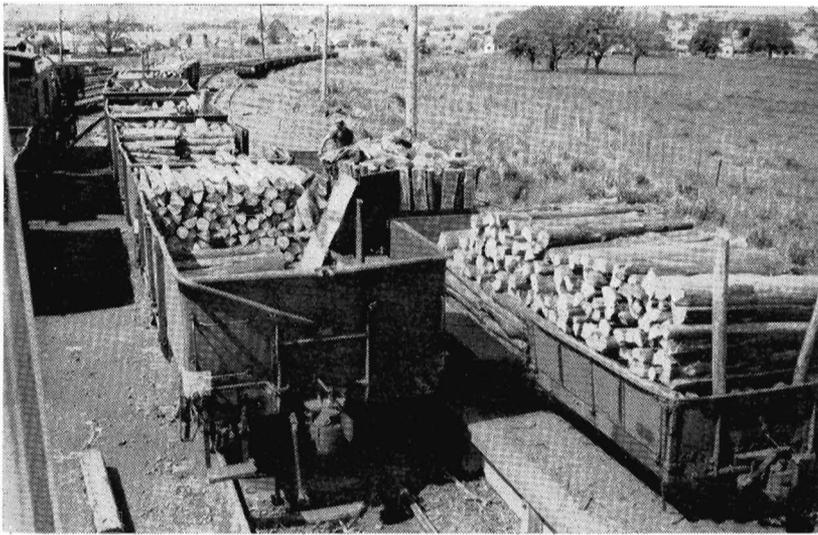
Goods business is big business at Colac itself. On Mondays to Fridays it is served by three daily goods trains in each direction; on Saturdays there are two on the 'up' journey.

Being primarily a dairying region, the products of the Colac Dairying Company Limited — one of the biggest and most modern concerns of its kind in Victoria — account for the biggest outward flow of traffic. It totalled almost 7,000 tons last year. This was made up of butter, skim milk powder and casein. From the

transport of this tonnage there was a revenue of nearly £17,000. Locally-grown onions sent by rail amounted to close on 3,000 tons, while over 1,000,000 super feet of sawn timber were handled.

General merchandise (12,000 tons), oats barley and bran, black coal for the local gas company, and motor spirit swell the total inwards traffic to 22,000 tons.

For handling the goods traffic there is a big yard with an extensive network of tracks. Three electric cranes, including a gantry for the heavier pulpwood logs at the narrow gauge transfer point expedite movements of consignments — and, importantly, wagons.



WITH broad and narrow gauge wagons side by side, pulpwood is quickly transferred at Colac for transport to Maryvale in Gippsland.

Colac boasts a type of weighbridge unique on the V.R. system: it has a dial indicator that clearly and quickly shows the correct vehicle weight. It resembles but is bigger than the kind commonly seen on shop counters.

Near the station are live-stock selling and yarding facilities, catering for cattle and sheep. Livestock trains for pigs run every second Monday; for cattle and sheep, every Thursday. Last year more than 400 livestock vans were loaded, and over 100 received at Colac.

Inwards and outwards parcels revenue totalled £11,320 last year, which is not surprising in view of the ample and speedy rail services for an infinite variety of consignments. Fully conscious of the importance of building up parcels traffic, the Colac staff concerned lose no time in promptly and carefully sorting all manner of packages for delivery. Biggest of the parcels customers are Foy and Bilson Ltd., and Industrial Sales and Service Limited.

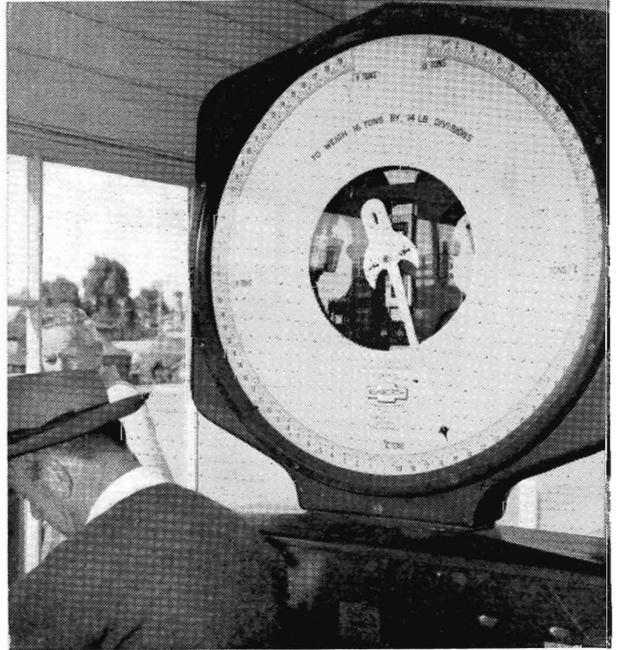
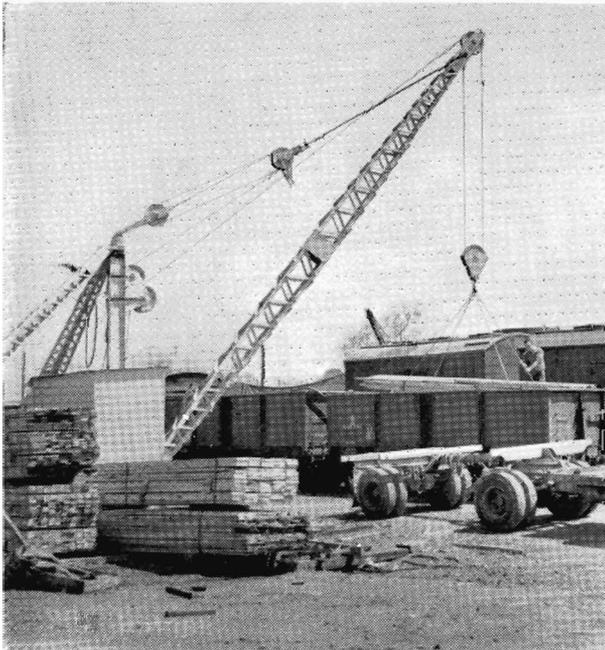
Besides getting parcels by passenger trains consignments come to Colac

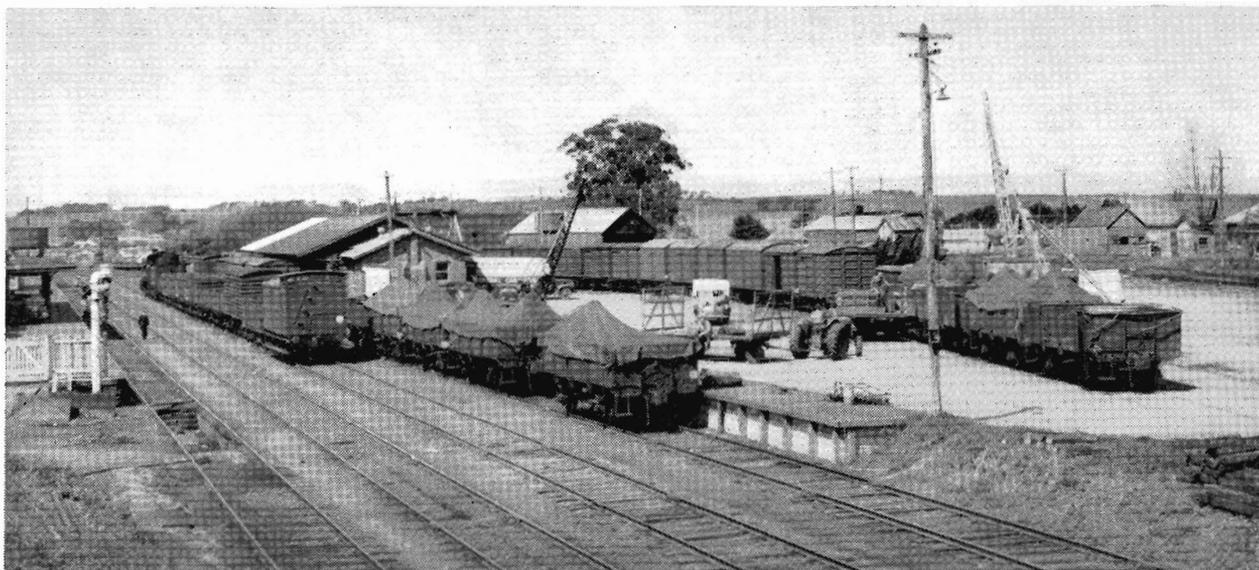
from Melbourne on the six-days-a-week fast newspaper train, due at Colac at 4.20 a.m. Local residents thus get their newspapers just as soon as city folk under this much-appreciated arrangement.

As elsewhere on the system, air-conditioned passenger trains are proving a great boon to Colac people—and are stimulating traffic. Leaving Melbourne after breakfast (8.25 a.m.) Colac is reached well before lunch (10.59 a.m.) on six days a week after a fast, smooth journey of 95 miles. Another train leaves the city at 5.10 p.m. and arrives at Colac at 7.29 p.m. On Saturdays the 'down' evening train leaves at 6.10. In the reverse direction trains leave Colac on Mondays to Saturdays at 9.15 a.m., at 5.47 p.m. on Mondays to Fridays and on Saturdays at 5.35 p.m. In addition the recently-introduced train from Warrnambool to Melbourne on Sundays, leaving Colac at 7.3 p.m., is winning the approval of an increasing number of passengers returning from week-ends in the Western district.

Colac is served by air-conditioned passenger carriages of the original *Spirit of Progress* corridor type. Through the carriage windows, in these quiet, virtually sound-proof vehicles, the Western district unfolds, in all its beauty, to reveal the typical Australian rural scene. One arrives at Colac clean and refreshed and gratefully remembering the comfort of modern rail travel.

TWO important factors in the overall efficiency of the Colac goods yard: (left) Heavy sawn timber is being expeditiously crane-handled. (Right) Only one of its kind on the V.R. system, this dial indicator gives a prompt and clear reading for road vehicles standing on the weighbridge.





AN outside platform, goods shed, cranes and ample tracks seen in this picture combine to facilitate a quick turn round of wagons at Colac.

The stop for refreshments at the Geelong station is a pleasant interlude in the journey. The service, carefully planned in advance, assures courteous and quick attention. On the evening 'down' and morning 'up' trains to and from Colac there is a trolley service for food, soft drinks and sweets.

Mention must be made, too, that Colac station is renowned for the excellence of the meals and service provided at the refreshment room. Always spic and span, the room epitomizes the standard of cleanliness and orderliness that is a byword of the Department's refreshment services.

Some idea of the general railway business transacted at the station can be gauged from its staff of 65, in many different grades. Of this total, Relieving Stationmaster A. P. Rasmussen was last month in command of 24 Traffic Branch employees. (Pirron Yallock station and the operation of the Beech Forest line are also under his control). The Rolling Stock Branch has nine employees, including a driver-in-charge; the Way and Works Branch 28 (including track forces, works and signals and telegraph sections), and Refreshment Services Branch, 3.

All these railway men and women recognize that service to customers is the fundamental feature on which rests the successful response by the public to the many improvements the Department is constantly introducing.

Making a contribution to the morale of the staff is the Colac Sub-centre of the Victorian Railways Institute. Situated close to the station and thus always capturing the railway atmos-

phere, the Institute building has a delightful interior, including a spacious room where 200 can dance. The room is often hired for wedding receptions, conferences and other functions; in fact it is the most sought-after social setting in the town. Two tennis courts with lights for night playing—the only place where such a facility exists in the town—and space for table tennis, quoits and so on, all add up to an Institute country centre that is doing so much to weld together railwaymen

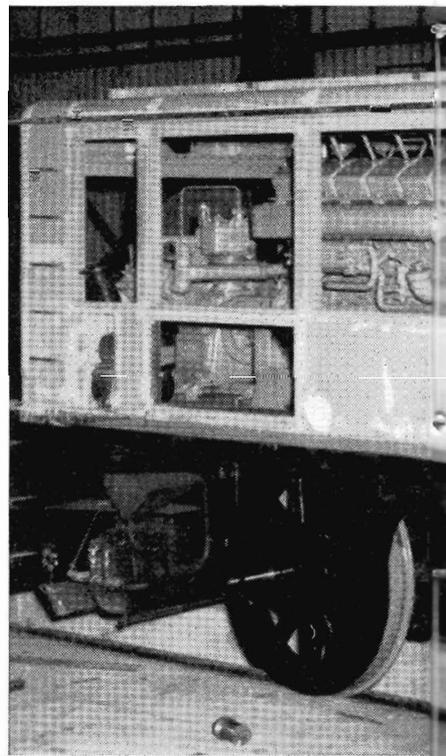
and their families and the rest of the community.

Colac has a population of nearly 10,000, and modern shops and other facilities reflect the prosperity of the surrounding district. It has tourist attractions, including the expensive Lake Colac and the glorious panoramas from Red Rock. These combine with primary and secondary features to make Colac a place well worth seeing after a fast, comfortable journey by train. . .

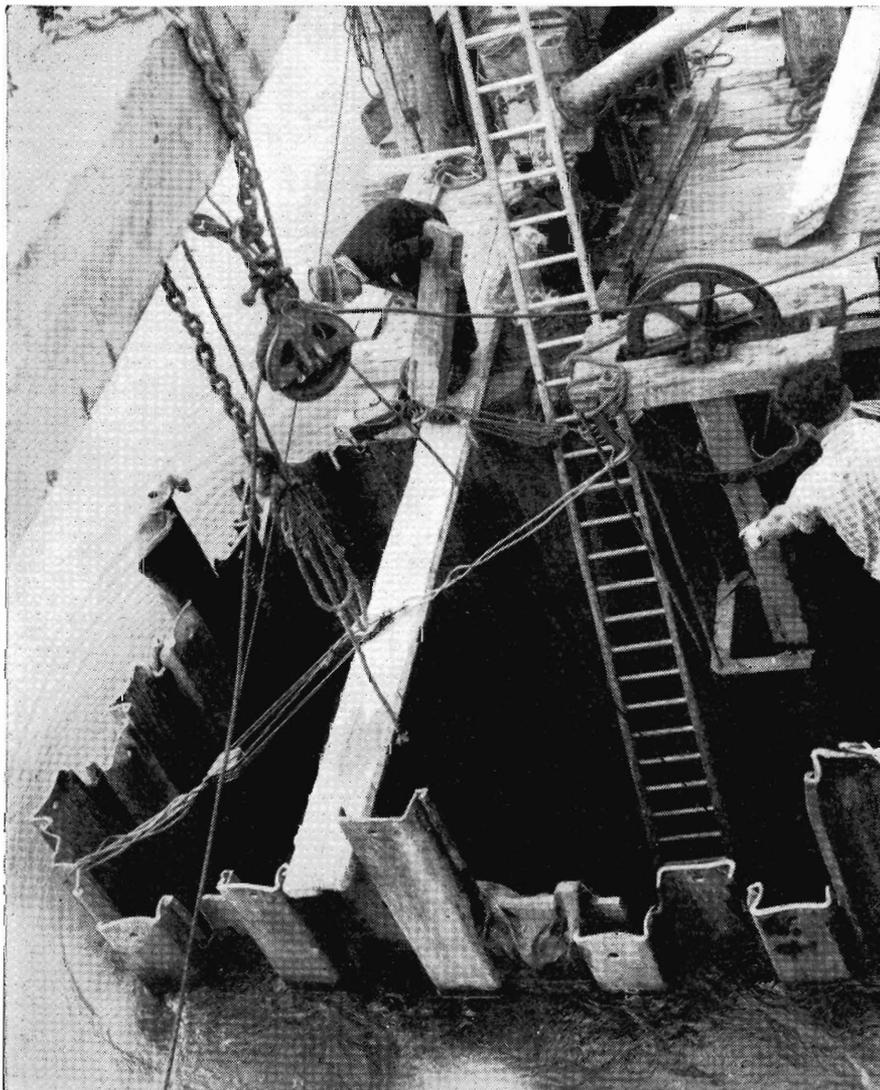
These three employees at Colac give a standard of refreshment room service not excelled elsewhere on the system.



(Right) NEARING completion is the first of 25 new W class diesel-hydraulic locomotives on order for the V.R. (see *News Letter*, July 1959). Revealed in this picture (taken at Tulloch's Works, N.S.W.) are the air-compressor at the front (far end), and then the Mercedes Benz engine; the fuel tank appears in the gap between the front and rear hood structures and in the rear (near end) are the transmission oil cooler and Behr radiator unit. Near the headstock are the main air reservoirs; at the rear end also can be seen one of the brake cylinders with the brake shaft just ahead of it. Delivery of the first locomotive is expected before Christmas. (Photo: Bradford Pty. Ltd. Sydney).



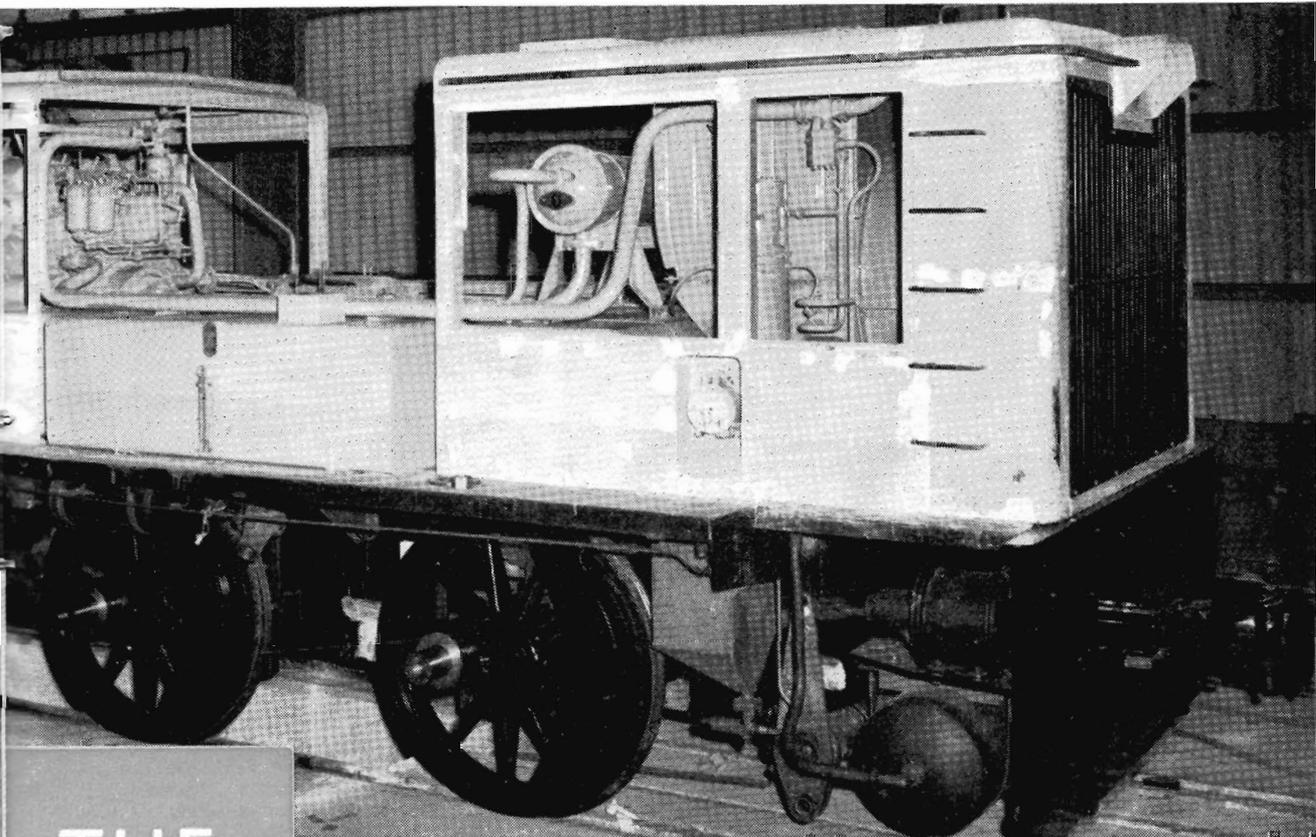
(Below) CONSTRUCTION of the standard gauge line to link Melbourne—Sydney—Brisbane is progressing according to plan, in readiness for its opening on 1961. To take the new 4 ft. 8 in. track, 195 bridges are being built along side the existing structures over which the 5 ft. 3 in. gauge track runs. Eighty per cent of this huge bridge project has been completed. Picture shows a coffer dam into which concrete will be poured to form one of the supports of the bridge over the Wodonga Creek.



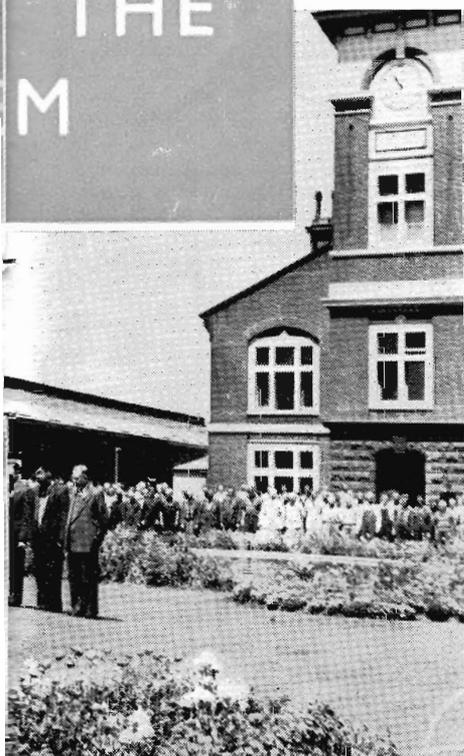
## AROUND SYSTEM



(Right) IN a colorful and appropriately quiet garden setting fronting the Administrative Offices at Newport Workshops, Armistice Day was impressively observed on November 11. A wreath was placed on the memorial by Mr. W. Smith, Newport Sub-section President of the V.R. Returned Servicemen's Section; standing at his left is Mr. J. Williams, Sub-section Secretary, and then Mr. R. H. Y. Roach, Workshops Manager. Similar ceremonies were performed at Head Office by the Commissioners, and at North Melbourne and Jolimont Workshops and elsewhere on the system.



THE  
M



PURA PURA, 121½ miles west of Melbourne on the Gheringhap-Marooona line, was the starting point of a special train that took 700 children on an exciting day's visit to the Melbourne Zoo last month. The party is seen alighting at Royal Park to spend more than four hours discovering the Zoo's wonders. Also picking up at Vite Vite, Derrinallum, Lismore, Berrybank and Cressy on a line where no passenger train had run for seven years, the B class hauled train consisted of 10 carriages and two brake-vans. The train left Pura Pura at 7 a.m. and departing from Royal Park at 3.45 p.m., it ended the round 250-mile trip at 8.18 p.m.

# SOUTH AUST. WINS FIRST-AID

SAYING "This is their hour of glory!", Mr. G. F. Brown (Commissioner) aptly summed up the jubilant feelings of the South Australian team after the announcement that it had won the Australian Railways Ambulance Championship at Mt. Evelyn on November 12—a superb springtime day. He made that remark at the Official Dinner and Presentation of Awards when handling the toast to the "Winning Team and Individual"; the latter event was won by a Western Australian railwayman.



A PLATFORM truck, laden with milk bottles, overturns. Broken glass becomes embedded in an employee's chest, his forehead is lacerated and his ankle swells. An "Individual" Competitor is attending to him.

WHEN, earlier in the evening, Mr. E. H. Brownbill (Chairman of Commissioners) rose to his feet to announce the results, the faces of all competitors—and their managers—betrayed their anxiety. That day had been full of drama and tenseness for them all. It had been the end of a year of concentrated endeavour that brought them the honour of representing their States.

Admirably interpreting the atmosphere of the occasion, Mr. Brownbill

said he was not going to "tease" everyone by withholding the much-wanted information until the end of a long speech. After a brief opening, he announced the winning team and then the order in which the others finished. A great roar greeted the announcement that South Australia had won, and there were immediate and genuine hand-clasps by all competitors across the tables. It was sportmanship of the highest quality.

Before giving the results of the Individual Championship event, Mr. Brownbill happily departed from tradition by "giving away" the fate of one of the competitors. Smiling, he said: "That Victorian chap of ours *won't* be getting the half-day holiday he wanted, if he won!" This good-natured allusion to what Mr. H. A. Barker (Accountancy Branch) had facetiously sought earlier in the night caused loud laughter, in which a red-faced Mr. Barker joined as heartily as everyone else.

Later, when presenting the awards, Mr. Brownbill warmly congratulated not only the winners, but also the losers who, after all, had been champions in their respective States, as a prelude to competing for Australia-wide honours. Mr. Brownbill caused great amusement when the Victorian team came up to receive their awards, and were introduced by their Manager, Mr. K. W. MacKenzie (Ambulance Officer). Mr. Brownbill "commiserated" with the team, adding (within Mr. MacKenzie's hearing): "you chaps would have done a lot better if you'd had a different manager!"

In his speech, Mr. Brown said one of the most gratifying tasks of a Commissioner was to propose the toast of the "Winning Team and Individual". Over the years in workshops and running sheds, both Mr. Brownbill and himself had admired the men who had devoted themselves to first-aid. "It has been very comforting to us, in supervisory positions" he said "to know that we had men on the job who could



BENDIGO North Workshops No. 1 Team represented Victoria. (From left): Messrs. T. Chafer, H. Latimer, J. Smith (Leader), J. Coughlan (patient) and N. Henderson.

give immediate and effective first-aid to others injured at work". He praised the skill and efficiency of all the men who had competed that day. "It was really something to see", he concluded.

In toasting the Adjudicators, Mr. W. O. Galletly (Chief Mechanical Engineer) described them as "umpires". He humorously contrasted the noisy, abusive reception given to football umpires in Melbourne with the warm-hearted and quickly-accepted one accorded the adjudicators by competitors and visitors. He said that any criticism by the doctors would be of a friendly, constructive nature. It would be helpful to them all in the future. Mr. Galletly also commented favourably on the new streamlined setting at Mt. Evelyn for the efficient conduct of the competitions.

Responses were made by Drs. H. H. Hurst (South Australia) and J. R. Thompson (Commonwealth), and Drs. R. C. Geeves (New South Wales) and E.R.G. Sheil (Victoria.) As in the past, the speeches of these professional men, so obviously dedicated to promoting a practical interest in first-aid, were heard with rapt attention. Briefly reviewing the day's work in which they were examiners, they gently pointed out a few of the mistakes that competitors had made (whose reactions reflected the experience of us all *after* examinations!). The doctor went on to give some sound advice that, as Mr. Galletly had predicted, could not fail to benefit and increase the knowledge and skill of all competitors.

Like the men competing, the doctors were unanimous in their praise of the skill with which the whole of the arrangements for the competitions had been carried out. It was the first time that Mr. MacKenzie had been General Manager of an Interstate Competition. Acknowledging what had been said, Mr. MacKenzie stressed that the success of the job had been due entirely to team-work and the loyal assistance he had received from his own staff, combined with the work of the marshals, stewards, timekeepers and other officials.

Chairman of the function was Mr. F. Orchard (Comptroller of Stores and General President, Victorian Railways Institute), who briskly steered the various items to a successful ending. Among a number of Branch Chiefs at the Dinner was Mr. W. J. Dandie, then within a week of retiring as Comptroller of Accounts. He made his last appearance at a departmental function by proposing the toast of "The Visitors".

The competitions were covered by ABV2 for itself, GTV9, and TV stations in Sydney and Brisbane.



KNOCKED by a "hit-and-run" motorist at a crossing, a cyclist suffers leg and chest fractures. A motorist-racegoer (*foreground*) is arrogantly urging the first-aiders "to get on with the job "so's I can see the first race". In action is the South Australian team.

### COMPETITION RESULTS

Teams	Pts.	Individuals	Pts.
1. South Australia	419	Stephen, J. M., (W.A.)	145
2. Queensland	413	Quinn, R. J. (S.A.)	137
3. Victoria	397½	Barker, H. A. (Vic.)	136
4. West Australia	385½	Middleton, R. J. (C)	133
5. New South Wales	378	Hobbins, J. G. (Q)	131
6. Tasmania	376½	Guthrie, T. D. (N.S.W.)	126
7. Commonwealth	323½	Casnell, L. L. (T)	108



HIS car having stalled, the driver crawls underneath to examine the differential. He then asks his passenger to press the starter button. The car is in gear, and it runs over the prostrate motorist. Dr. E. R. G. Sheil (*foreground*) is crouching to adjudicate on the Queensland team's work.

## Here From Eire

**T**OM Moran is assistant Stationmaster at Yarram and when he starts speaking there's no possible, probable, shadow of doubt as to where he came from: Eire. That brogue, embellished with the famous humour of his country-men illuminates all his conversation.

Arriving in Australia nine years ago, Mr. Moran joined the V.R. in 1952 as a station assistant at Williamstown. Ambitious ("Sure, I'm not lettin' the sham-rocks grow under me feet") he quickly started an intensive study for promotion. His reward: in two years he had all the certificates needed to don an A.S.M.'s uniform.



Mr. Moran

Now he is all out studying to become an S.M., and with his enthusiasm and rapidly accumulating practical knowledge, the higher post should be just around the corner.

On the trip to Australia, Mr. Moran met and married (not altogether surprisingly) an Irish colleen and now they have two daughters—Bernadette and Maureen. "I'll bet you're amazed at us pickin' such 'Oirish' names!", Tom chuckled.

## Institute's Jubilee Year

**O**N January 22 next the Victorian Railways Institute will have been in existence for 50 years. Its varied services have had a profound influence on the careers of many thousands of past and present V. R. men and women.

To celebrate this historic occasion, the Council of the Institute will hold a series of events throughout the year. It will start with an official dinner on January 22, the invitees being State Parliamentary leaders, the Commissioners, Branch Chiefs and representatives of sections of Institute life.

One of the outstanding events will be a "Queen of Country Centres and Sub-Centres" Competition. Also the country centre or sub-centre which makes the greatest improvements in the Jubilee year—on the basis of maintenance, membership and general activity—will be awarded a special prize. All metropolitan clubs affiliated with the V. R. I. will be asked to arrange special events, with prizes for the most outstanding performance in each club.

During the year there will be a vigorous drive to increase the present

16,000-odd membership to 20,000. Collectors who now get 1/- for introducing a new member will be paid 5/- provided membership lasts for six months. More Institute representatives will also be sought, and each sporting club will be given an inducement to augment its membership.

## Legacy Assisted

**A**N appeal throughout the service on behalf of Melbourne Junior Legacy—conducted by the Central Committee of the Victorian Railways Returned Servicemen's Section—raised £490 to help the widows and children of deceased servicemen. The Committee sincerely thanks all contributors.

## Scootered



Miss Woodward

**O**F the recently-completed 40,000-mile overseas trip by petite, 22-year-old Barbara Woodward (Power Machinist, Accountancy Branch) 10,000 of them were made on a scooter. She rode it in England, Scotland and Wales and in most of the European countries this side of the Iron Curtain.

She planned the trip on the basis of seeing the world alone. But to her surprise she found, on boarding the ship at Port Melbourne, that her cabin mate was a girl who had formerly lived next door to her at Mitcham.

Barbara bought the scooter in Hamburg, and says she had little trouble in getting about, despite language variations—and alps, sometimes 7,000 ft. up.

Of all the countries she visited, Monaco won her heart. "A perfect dream of a place overlooking the lovely Mediterranean", she enthused. To the one, natural and inevitable

question, there was a regretful: "No, I did not see the Princess".

A couple of hundred photographs will be her "life-long reminder of the trip of a life-time".

## Wangaratta's S. M. Retires

**W**ANGARATTA'S Stationmaster Horrie Parker won't easily forget the last eight days of his 46 years' service. On September 16 the blue and gold Royal Train for Her Royal Highness Princess Alexandra stopped at his station. The Royal visitor alighted, and Mr. Parker was among those who had the honour of being presented to her. "It was a proud moment in my life", he said.

Eight days later he wore his S.M.'s uniform for the last time. At his capacity farewell, nearly a dozen V. R. men, representing different grades, had some brief but nice things to say about the veteran. For the railway staff, Clerk Jack Stewart presented Mr. Parker with a table and a bathroom stool; from the local Associated Stock Agents there was a set of silver tea pots—and further words of praise.

In the first A.I.F. for more than four years, Mr. Parker began his V.R. career as a lad porter at Mordialloc. He had been S.M. at Wangaratta for the past 6½ years.

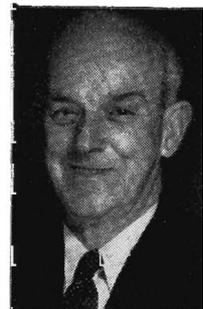
## Link With Operation Phoenix

**F**OR all but six of his 48 years' service, Mr. E. H. Poulton was in the Secretary's Branch. At the time of his retirement last month, he was Stores Board Secretary, Commissioners' representative on the Stores Standardization Committee and Tender Board Member.

He retired on November 23 and, as he proudly says, "I share my birthday with that famous train, *Spirit of Progress*, for on that day it began running, in 1937."

For the past nine years, Mr. Poulton handled a comprehensive range of railway contracts for the progressive implementation of the £80 million plan, *Operation Phoenix*.

Over a period of nearly 30 years, Mr. Poulton occupied a number of important positions on the staff of the Public Relations and Betterment Board. His son—Dr. H. W. Poulton—is Assistant Director-General of Civil Aviation, and a recognized world authority on the legal side of airline operation.



Mr. Poulton

## Speaks Six Languages

**I**F a German, Pole, Russian, Czech or Yugoslav comes to the Yarram station on business, there is no trouble whatever in understanding what he wants. Signal Assistant Jaraslov (Jerry, to his mates) Zazulynec speaks all those languages . . . excellent Australian, too. He can garnish an interview with a lot of slang, popped in at the right moments.

Aged 30, Mr. Zazulynec is from the Ukraine. He migrated as a displaced person after two years in German camps. He joined the V.R. as a station assistant at Flinders Street and later, after qualifying to work in signal boxes, was a relieving group man at Royal Park, Moreland, Moonee Ponds and Macaulay. Eighteen months ago he was promoted to his present post.



Mr Zazulynec

Mr. Zazulynec's wife is from Austria and her astonishing command and clarity of English is such that "she is taken for an Australian", her husband says, with obvious pride. Born in Australia, their two children, Dagmar and Garry, speak English, the only language allowed to be used in the Zazulynec household. "That's the way to become a real Australian, I reckon", he says.

## Poster Pride

**S**WAN HILL station's neat, always-up-to-the-minute poster displays reflect the pride of Junior Station Assistant Mickey Carty in that important work.

Aged 16 and in the V.R. for only six months, his poster-displaying preciseness, under the S.M.'s direction, vies with the zest he puts into keeping the platform clean and tidy.

This is Mickey's first job; he likes it very much and hopes to carve out a successful railway career.

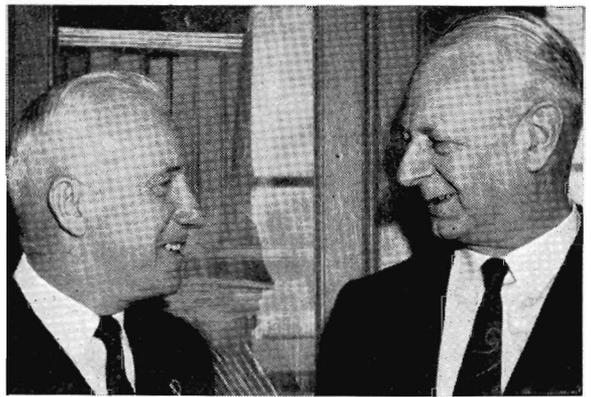
## Free Travel To Lectures

**S**UBJECT to their hours of duty permitting, country Victorian Railwaymen are now being granted free rail travel, if they apply for admission tickets and attend any of the series of lectures at V.R. Institute headquarters in Melbourne. This decision came about following representations from Mr. J. Rice, Stationmaster at Corio, that the Commissioners make available special privilege tickets for the purpose.

These illustrated lectures are given by leading railway officers describing their trips overseas for the Department while inquiring into many different phases of railway operation.

Details of the lectures are advertised in the *Weekly Notice* from time to time.

## NEW ACCOUNTS CHIEF IS MR. GEUER



Messrs. Dandie and Geuer

**H**AVING reached the retiring age, Mr. W. J. Dandie, A.A.S.A., (Comptroller of Accounts) last month handed over control of the Branch to his successor, Mr. A. W. Geuer, A.A.S.A., who had been assistant Comptroller of Accounts since March of this year.

Joining the V.R. as a supernumerary junior clerk on August 3, 1914 (the day before World War 1 began), Mr. Geuer was appointed to the permanent staff on March 7, 1918. Four days later he enlisted. He resumed in the Department in September 1919 and six years afterwards took an active part in the introduction of District Accounting.

Assistant Inspector in 1934, Mr. Geuer was appointed Internal Auditor a year later. Between 1941 and 1946 he was on loan to the Defence Department as Accountant in charge of the Overseas Recovery Section that was responsible for the collection of £250 million from overseas countries.

On resuming with the V.R., he was appointed Statistical Officer in charge of the Powers Machines Division. Later he was Chairman of a committee planning the replacement of Power Machines, which resulted in the Department buying about £200,000 worth of new equipment.

While on a nine-months' private overseas trip in 1956, he carried out an important assignment for the Auditor-General and, at the request of the Commissioners, investigated modern Powers Machines practices.

Mr. L. M. Williams, B. Com., A.S.S.A., (Auditor of Expenditure) is the new Assistant Comptroller of Accounts.

## Imparts His Knowledge

**C**ONSPICUOUS among the many V.R. men qualified in first-aid, who pass that invaluable knowledge on to others, is John Symons, Seymour Loco. Depot's Senior Clerk. For his grand work in the cause of first-aid, he was recently elected as Honorary Life Member of the St. John Ambulance Association.

For 21 years, Mr. Symons has been intimately associated with the V.R. ambulance movement. Besides winning two score of certificates, he has the silver and gold medals. Leader of the Seymour Corps for a number of years, he also conducted classes for nearly a decade.

Mr. Symons has also instructed and trained first-aiders outside the Department. Among these were the S.E.C. Corps, which reached the final series one year. He has been examiner for the Puckapunyal, Junior Male, Seymour and Seymour Girl Guides classes for first-aid certificates.

## Gleaming

**P**ATRONS entering the Colac Refreshment Room very often comment on its clean, sparkling appearance. If they went "behind the scenes" into the kitchen their already high confidence would mount. It glistens, literally.

For this satisfying position, three ladies are responsible: Mrs. E. Bolton (Manageress) and Mrs. M. Tibbits and Miss B. McNaughton (Waitresses).

On the 'up' daily train from Warrnambool, a trolley food service is provided from Colac, and it is Mrs. Bolton's responsibility to equip it for the journey. The trolley is also available as far as Colac on the 'down' evening train to Warrnambool.

Mrs. Bolton has had an exceptionally rapid rise to the position of manageress. Joining at the Hamilton in 1944, she was appointed Manageress at Nyora only three years later. A few years on the relieving staff in the country preceded her appointment at Colac in 1952.

## Hospital Helped

**G**UESTS and staff at The Chalet, Mt. Buffalo, raised £300 during the past 12 months for the Bright Bush Nursing Hospital. A cheque for that amount was presented recently by Mr. K. J. Feltscheer, The Chalet, Manager, to Mr. John Walker, President of the Hospital. As an appreciative gesture to everyone who contributed, Mr. Feltscheer was made a Life Governor of the Hospital.

# News Letter:

## INDEX FOR 1959

AS a service to readers who often want a ready reference to past items, we have compiled this index, covering main topics of lasting interest that appeared in *News Letter* between January and December 1959 inclusive. It is planned to include an index in each future December issue.

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Accounts-Exservicemens Assn.	Mch.	13	Burgess, G. P., Safe Working Officer	Aug.	13	Everson, A., 50 years' service Exhibit, Melb. Royal Show	Jan.	5
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Agent-General, Victoria, coloured photos	May	1	Carbon dioxide moulding, Newport	May	2	Fares		
Altona line, building of	Sept.	11	Carriages			Aged-persons	March	11
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" "	Dec.	10, 11	New country	June	2	Fencing Club	Jan.	15
Annual Report V.R. (No. 1)	Jan.	13	Standard gauge	July	12	Fertilizer traffic	June	2
Apprentices			Workmen's kitchen	Nov.	9	Films and Railways	Aug.	11
Automation, and	June	4	" showers	June	8	Fishing—Furnell, J. F.	Aug.	12
Begin duty	Feb.	10	Chapman, H. V., overseas trip	Aug.	6	" Fluffers", British Railways	April	12
Campaign for 280	Sept.	6	Cheese drum jackets	June	11	Football		
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Gathercole, D., outstanding	June	14	Reynolds, L. A.	Nov.	13	Interstate	July	16
McKenna, N.,	Sept.	1	Chief Traffic Manager			Interstate side	Sept.	16
Years' best	June	2	Collier, T. R.	Oct.	19	Jun. stmn.	July	16
Aust. Rly. Explan. Soc.	{ Mch.	13	Rewell, J. R.	Nov.	13	Local finals	Aug.	16
	July	2	Clarke, J., 50 years' service	July	14	McKenzie, N.	June	16
Automation—effect on apprentices	June	4	Colac	Dec.	5, 6, 7	O'Donnell, D.	July	16
			Comptroller of Accounts			Presentation dinner	Oct.	19
			Geuer, A. W.	Dec.	13	Freight rates		
			Dandie, W. J.	April	13	Decentralization	Feb.	2
Badminton—R. Brady	Aug.	13	Williamson, L. J.	April	13	Mildura "war"	Dec.	2
Ball, V.R.	Apl.	15	Corkill, L., 50 years' service	Jan.	5			
Ballast cleaner ("Super-Mole")	Sept.	8	Country Week—sports	Jan.	15	Gangers, trainee	July	3
Batman, John, home site	June	10	Cricketer			Geranium Lover	Nov.	12
Beck, C. and R., junior drivers	Feb.	14	Commissioners' Cup	May	16	Gobelney, E., naturalist	March	15
Bendigo 'Shops—civic leaders' visit	Feb.	6	Country Week	April	16	Golf		
Best, G., Walt Disney Productions	June	12	Fixtures, 1959-60	Dec.	16	Ballarat	Jan.	15
Baseball			Interstate	March	16	Clohesy, A.	Oct.	19
Ellis, J. L.	Sept.	16	"	April	16	Country Week	Oct.	19
Hough, W.	Sept.	16	Cron, A. G., rail motor driver (rescued passenger)	June	13	Fletcher, H.	Nov.	16
Billiards			Cycling			Interstate	March	16
Interstate	May	16	Beasley, V.	April	15	"	May	16
Local C'ships	Sept.	16	"	Nov.	16	In the rain	Nov.	16
Biscuit traffic	Feb.	6	Darbyshire, G. C., surveyor	Jan.	12	Wimmera	Oct.	19
Blachford, R. A., Mayor of Ararat	Nov.	3	Darlington, T., parachutist	Oct.	17	Govt. Rlys. opening	Jan.	10
Black Book (Historical)	Feb.	12	Decentralization and Freight rates	Feb.	2	Gurd, S. J., S.M., Mildura	July	14
Boots, safety	Sept.	14	Decimal currency	Aug.	7	Halson, J., Repairer-Guitarist	Nov.	12
Boom barriers			De Pomeroy, N., Eng. Driver	Nov.	13	Hand lamp, historic	June	15
Moonee Ponds	March	2	Devitt, E., (99 years) retired	Feb.	7	Harrison, L., University degree	April	13
Booming	Nov.	2	Dog—Seeing Eye	July	6	Hawkins, J. L., Comms' Rep.	Nov.	10 11
Bowls			East Camberwell station Electrification	Feb.	9	Transport Regulation.		
Carpet	Oct.	19	Belgrave	May	4, 5	Helsly, H. and S., Enginemen	June	13
Country week	May	16	Extends	Apl.	2	Henderson, R., Senr., Pass. Guard	Nov.	13
Interstate, 1960	Dec.	16	Poland	April	12	Hockey Team, Jolimont reps.	Aug.	16
Seymour	May	16	Electronic flaw detector	Aug.	1	Indian Railway engineers	May	14
Wimmera	April	16	Elliot, Sir John	April	2	Insulation tester	April	12
Brown, A. C., overseas trip	Aug.	6	England, W., (guard) circus life	Feb.	14	Insurance risk—rail	Feb.	2
Brown, G. F., talks to A.F.U.L.E.	Jan.	4	Erwin, R. E., V.R. Retired Servicemens Association	Sept.	13	Jacana station	March	8
Brownbill, E. H., lecture "Our Railways Today and Tomorrow"	July to Dec.		Estate Office, vacancies	June	2	Jolimont 'shops picnic	March	13
Building technique, British Railways	Aug.	11				Jolimont 'shops sports parade	Aug.	16
						Judo experts—Edwards, K. & M.	Feb.	16
						Junior clerical staff	April	14

	Month	Page		Month	Page		Month	Page
King Street bridge test	May	9	Xavier College Exc.	May	9	Transfer to T.D.A.	April	2
Linesmen at school	March	6	Rail-pak	Feb.	2	Traffic Dispatch Division	March	10
Llewellyn, G. E., S.M. Yarram	Nov.	14	Traffic	June	3	Trains	April	9
Locomotives			Wagons	March	2	Adelaide Goods	March	4
B.62, plaque 1m. miles	Sept.	3	Railway capacity	Aug.	12	Daylight	June	12
E. 367	April	2	Rayment, G. L., retired	Sept.	15	First electric	April	2
M, diesel-hydraulic	April	9	Rees, H., 95 years old			Graham, Dr. Billy	June	8
Memorial	Aug.	11	Reso train	Feb.	2	Brake Block "Harris Trains"	June	9
M, No. 1	Jan.	1, 3	N.E. Victoria	April	2	Doors	March	2
N.242	Aug.	3	Locos. used	March	3	Kanyana special	April	6
N.14	Dec.	2	Menu				Nov.	2
S.A.	Feb.	8	Richmond station	Aug.	8, 9	Katamatite Excursion	Feb.	15
U.S.A. Diesels	Aug.	12	General picture	Jan.	6, 8, 9	Moe-Thorpdale	Aug.	2
W. Diesel-hydraulic	July	13	Works progress	Dec.	16	"My Fair Lady"	April	2
" "	Dec.	8	Rifle shooting	May	2	Reso—Locos. used	Sept.	3
			Road transport effect on rail costs	Aug.	6	Royal	July	12
			Rolls, L.C., overseas trip	Oct.	8	Standard gauge	Nov.	2
			Royal Show exhibit				Dec.	8
			Royal Train	Sept.	3	Zoo, Spl. from Pura Pura	Oct.	18
Mahoney, Will, prefers rail	May	15	For Princess Alexandra	Oct.	2	Triple header	Aug.	13
McInney, D., first-aider	Aug.	14	Description of Tour	Nov.	3	Tram body as sleep-out	Feb.	10
McIntyre, C. A., retired	Sept.	14		May	13	Transport Regulation Board	March	3
Merbein's first religious service	July	10				Travel fatalities statistics		
Mildura			Sambell, C., Mayor of Mord.	April	12	Trucks, (see wagons)		
Miller, C. W., Commsr's.	Sept.	14	Sedgman, B., law degree	June	8, 9	T.V.		
Secretary			Sleepers	Oct.	18	Cameramen on S.O.P.	Feb.	1
Models			Boring machine	April	8	Standard gauge	April	2
Cave, N.	June	9	Sale of	June	2			
Fruit Flier	Sept.	8	Smith J., Parcels Asst.	Sept.	13			
Stolen	Nov.	2	Snooker-Williams, L., champ.	Feb.	16			
Underground	July	8	South African Railways rolling stock	April	12			
Moorabbin station	Feb.	8	South Dynon Goods Shed	June	8, 9	Underground pavements London	Aug.	11
Morgan, L., Mayor of Oakleigh	Nov.	3	Spencer Street station	Oct.	18	Underground railway, model of	July	8
Morris, G., quiz expert	April	14	Spotswood Workshops, milling machine	April	8	U.S. railway, big programme	Aug.	11
Murphy, L., overseas trip	Jan.	14	Standard gauge					
Mystery Hike—Whittlesea	March	2	Coffer Dam, Wodonga	Dec.	8			
			Completion 1961	Sept.	2	Vans (see wagons)		
			Earthworks	Aug.	2	V.R. College, principal	Sept.	14
Newport Workshops			New trains, tenders	July	12	V.R. Institute		
Canteen	Sept.	9	Ovens River bridge	March	1	Bairnsdale	Sept.	13
Garden	May	15	Progress	March	2	Colac	Dec.	7
Internal grinder	April	8	Trains	Nov.	2	Country Week Sports	Jan.	15
Moulding	Aug.	2	Station names	Sept.	10	Hamilton	June	13
			Steam drum, S.E.C. Victoria dock	Sept.	9	Jubilee	Dec.	12
Off-peak travel	Oct.	18	Suggestions	Aug.	10	Lectures—free travel	Dec.	13
"Our Railways Today and Tomorrow"	July to Dec.		Swan Hill	Nov.	6, 7	Ouyen	Oct.	16
Overland to Adelaide—1886	Feb.	11				Sunshine	Aug.	12
Parcels			Table Tennis					
Handling, O.P.O., Spencer St.	April	4	Championships	July	16	Wagons		
Trip on 6.40 p.m. Frankston	May	10	Results	June	16	Car-carrying	April	10
Parry, R., cook-guitarist	April	14	Tanner's old Melb. Directory	April	11	New designations	June	2
Party travel	March	12	Tennis			Rail-pak	Feb.	2
			Country Week	April	16	Warragul personalities	Oct.	17
Patroni, D., 50 years' service	Jan.	5	Finals	June	16	Welding, automatic	April	12
Penmanship	May	13, 14	Thomas, S. C., retired	Sept.	13	Wheat, bulk	May	8
Pole-erecting machine	March	9	Ticket, Boer War	March	15	Writing, example of	March	14
Posters			Time-clock mechanics	March	5	Workshops, Bendigo and Ballarat staff	Dec.	2
"Bumpers" (cricket)	Feb.	14	Timetable					
Footrot	July	2	Country	May	2			
Japanese version "Be a Brain"	Aug.	2	Eltham	Feb.	2			
South-west Vic.	May	13	Tipping, E. W. prefers train travel	May	2			
Princes Bridge, New Australian clerks	June	15	Tottenham yard additions	Aug.	2	Yarram	Oct.	12
Public Relations, V.R.	June	6	Tourist Bureau					
			Booking office	May	6, 7			
Radio, V.R.	July	2	N.S.W. activities	Feb.	5			
Rail-cars			Rail booking facilities	May	7	Zelesco, E., brave act	Jan.	14
Electric	Aug.	11						



## Target Men

**I**N the recent Interstate Railway Rifle Shooting Competitions, the Victorians, with a total of 380 points, finished 20 points behind the winner, New South Wales (400 points). Two other states competed, with Queensland (381 points) in second place. The Victorian team comprised : P. W. Allen (Ballarat), 99 pts ; R. Gracie (Rutherglen), 96, L. Duffus (Sea Lake) 94 and R. Sullock (Melbourne), 91. The events were held at Anzac Rifle Ranges at Liverpool, New South Wales, in conjunction with the Queen's Shoot.

Some years ago, a rifle Club was affiliated with the Institute, but for various reasons it lapsed. Now that four Victorians have shown a determination to win rifle shooting laurels for this State, the Institute hopes that this will lead to a revival of the former club.

I would be glad to hear from anyone who would like to talk the matter over, with a view to adding yet another pastime to the many different field and indoor sporting spheres catered for by the Institute.

## Good Batting and Bowling

**F**OUR matches in the V.R.I. cricket Association's 1959-60 season had been completed, at the time of going to press. Flinders Street won two games and Stores and Loco one each ; Accounts have yet to register a win.

Batting highlights, so far, had been : D. Dingey (Loco), 70 ; J. McCalman (Flinders Street), 65 not out ; K. Carmody (Flinders Street), 63 not out and G. McLean (Stores) 59 not out.

In bowling, R. Robinson (Loco) 3 for 5 and 2 for 8 and N. Snow (Stores) 4 for 10 have each obtained the hat-trick. Other good performances were also registered by K. Carmody, 2 for 1 ; G. Southern (Flinders Street) 2 for 9 and 3 for 15 ; J. Pitcher (Stores) 3 for 7 and B. Whelan (Flinders Street) 3 for 15.

V.R.I. Cricket Association's matches are always worth watching and railwaymen should lose no opportunity of seeing their colleagues in action. As indicated, there are some fine batsmen, eager to 'get the runs on the board'. The bowlers, too, comprise all types from slow to 'express', and, in general, they make the batsmen fight for runs. Each game is keenly contested, but in a sportsmanlike manner.

Fixtures for the remainder of the season are :

Dec. 20	Yard	v.	Stores
Jan. 10	Loco	v.	Yard
" 17	Yard	v.	Flinders St.
" 19, 26	Accounts	v.	Stores
" 21, 28	Loco	v.	Flinders St.
" 31	Yard	v.	Accounts
Feb. 2, 9	Accounts	v.	Loco
" 4, 11	Flinders St.	v.	Stores
" 14	Stores	v.	Yard
" 16, 23	Flinders St.	v.	Accounts
" 18, 25	Stores	v.	Loco
Mar. 1	Prelim. final		
Mar. 15	Final		

On week days, play at Royal Park is between 2.30 p.m. and 5 p.m., on Sundays (one-day games) at Survey Park, Burnley, from 11.30 a.m. to 5 p.m.

## Bowls Manager



Mr. Bennett

**I**N this, his first year as Honorary Secretary of the V.R.I. Bowling Club, Mr. G. H. Bennett (Accounts Branch) has had much of the responsibility of arranging for the Victorians' forthcoming visit to Adelaide for the Australasian championships. For three years he has been Secretary of the Albert Park-V.R.I. Bowling Club. For a time he was Treasurer of the Association, of which he has been a member for 13 years. Mr. Bennett has been on the V.R.I. Council for 25 years,

the last decade being as a Commissioners' representative. In 1935, he was President of the Victorian Branch of the Australian Railways Union. He was the Union's representative on the Clerical Classification Committee for about 15 years.

## Big Time Bowls

**B**IGGEST news from the V.R.I. Bowls 'front' last month was the announcement of the players selected to wear a Victorian blazer in the 13th Australasian Railways Bowling Carnival, to be held in Adelaide between February 15 and 26.

Also competing will be New South Wales, New Zealand, Queensland, South Australia, Tasmania, Commonwealth and Western Australia.

V.R.I. Bowling Club officials believe that they have chosen a very strong combination. It comprises : From Melbourne : H. G. Watts, G. H. Bennett, A. G. Cowling, W. K. Jarvie, L. Lehman, K. McElhinney, A. G. McGillivray, G. G. Sargeant, C. C. Summers, J. Wilcock and E. C. Woolcock. Ballarat : A. C. Black, C. Hauser, A. G. Polson and H. M. Wallis. Bendigo : T. L. Hindson, T. Jenkins and R. R. Quail. Shepparton : J. Hewitt. Seymour : M. T. Berry. Sea Lake : L. Onslow.

Mr. Watts is president of the Association, and Mr. Bennett (Manager of the team) is Honorary Secretary.

In Mr. Lehman, Victoria has one of the outstanding bowlers in Australia. In the Royal Victorian Bowling Association competitions, he has been runner-up in the celebrated 'Champion of Champions' event on a number of occasions. He has been captain of the Seymour, Albert Park and Melbourne clubs many times.

Mr. Hindson is another very skilful bowler. He is the holder of the singles championship of the Australian railways. He won it in 1958, when the last of these Carnivals was held in New Zealand, with the home side winning. Victoria was runner-up.

## Interstate Tennis Ahead

**B**ESIDES striving for railway State championships, "A" and "B" grade tennis players in the V.R.I. Association have an added incentive. They can increase the value of their performances with a view to being selected to represent Victoria in the Australian Railways Tennis Championship in Sydney between March 6 and 18.