

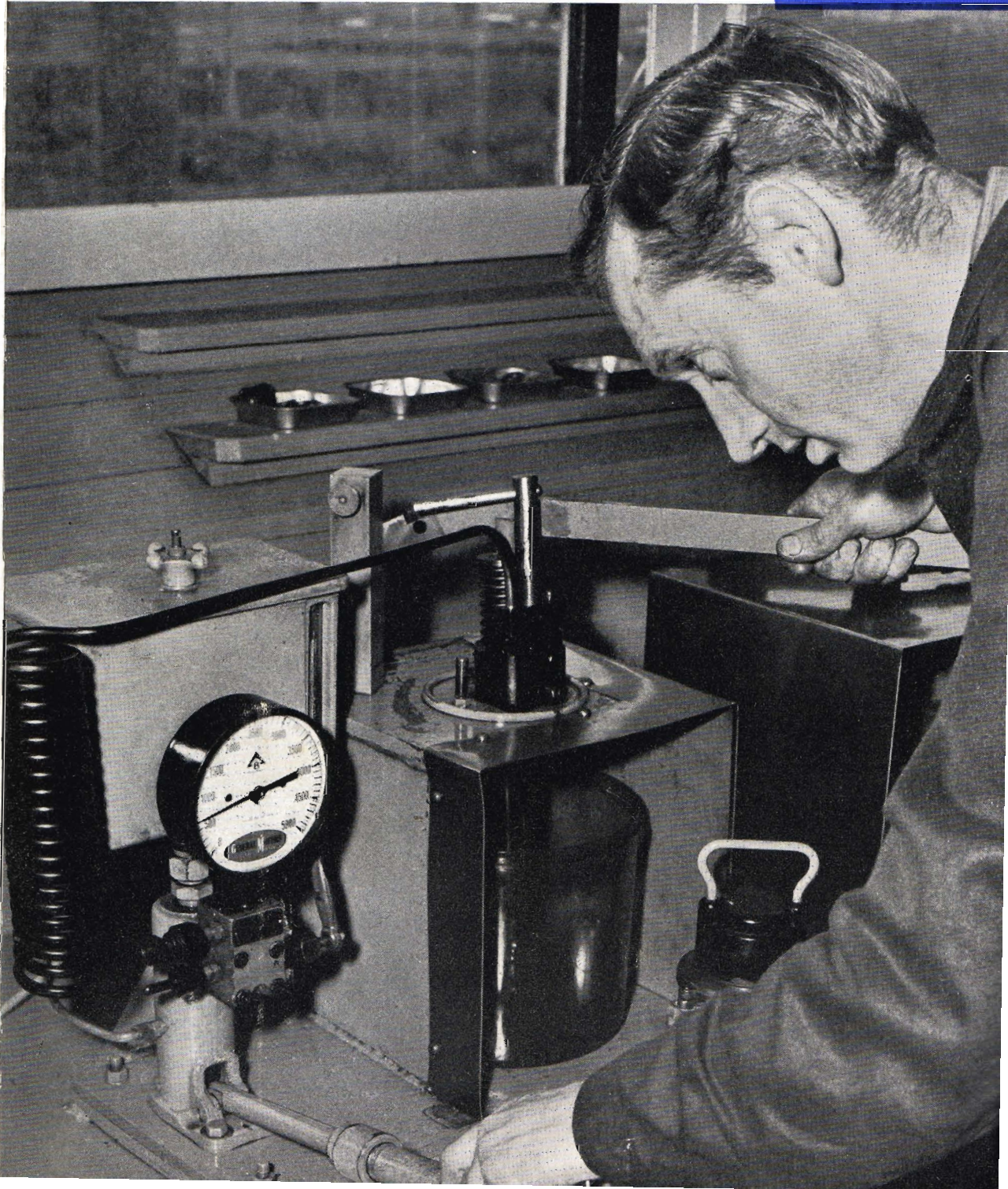
VICTORIAN RAILWAYS

NEWSLETTER

JANUARY



1965



THE MONTH'S REVIEW

Report on derailments

THE basic causes of derailments in Victoria are an inadequate allotment of loan monies coupled with the reducing value of money.

These are the main conclusions of the report of the Committee of Public Accounts, tabled last month in Parliament.

The Commissioners, the report points out, appear to have made the best use of the financial resources available to them, but, because of the shortage of funds, it has been neither possible for them to maintain even the minimum desirable quota of normal conversion to bogie stock nor to bring track, other than suburban and main line, to a reasonable standard.

Derailments on other than running lines are not important and thus were not taken into consideration by the Committee, and, as the number of derailed passenger trains was so relatively small, the Committee concentrated on goods rolling stock.

The crux of the rolling stock position is that a large proportion of goods vehicles are old and unsuited to more frequent use and faster running. Also, replacement of old fixed-wheel stock with modern bogie vehicles is necessary to cope with greater loads at higher speeds.

To convert the 22,000 goods wagons and vans to roller bearings would cost £5 million. Such an expenditure would be unwarranted and beyond the Railways' physical ability to carry out. The Committee recommends a replacement plan providing 750 new bogies wagons a year. (This would involve an estimated £1,200,000 a year more than at present allotted for acquisition of goods vehicles.)

Current Railway replacement and inspection programmes for W guards and axles should be maintained, and continued improvements to rolling stock made.

The Committee also considers that, having regard to the general condition of track, especially light branch lines, the Railways must pursue its proposed programme of relaying at least 211 miles of track per annum.

In its conclusions, the Committee finds :—

- Major causes of goods train derailments are use of old fixed-wheel rolling stock and unsatisfactory track on other than main lines.
- Track must be brought to near perfect condition and fixed-

wheel vehicles replaced by bogie wheel stock.

- Ballast, sleepers and rails on light branch lines should be improved.
- The Victorian Railways have been denied essential finance for many years.

The Committee's recommendation is that increased loan monies be made available over a planned period of five to 10 years for modernization of rolling stock and relaying lines. It stresses that it is vital and important that planning and action be initiated at an early date. Extracts from the Committee's report will be published in future issues of *News Letter*.

Model on display

A one-third scale model of B 60 (*Harold W. Clapp*)—first of the Department's twenty-five 1500 h.p. diesel-electric locomotives to go into service—was placed on permanent display at Spencer Street rail terminal on December 10.

The model—20 ft. long and weighing about 30 cwt.—was made by tradesmen and apprentices in the pattern shop at Newport Workshops in 1954. It was produced in time to be displayed in the floral pageant that was one of the highlights of the Queen's visit to Melbourne in that year. On that occasion, the model won first prize in the floral section.

Since then it has been featured at the railway centenary exhibition, opening of the Melbourne-Albury standard gauge line, Ballarat begonia festival, and at exhibitions and displays at most of Victoria's main provincial centres.

In perspective

THE facts about derailments should be kept in proper perspective. Derailments occur on every railway system and, naturally, are a worry both to staff and executives. But here are a few facts that critics seem to overlook.

- The Victorian Railways run 300 million vehicle miles a year and average only one derailment in every 3 million vehicle miles. Most of the derailments are about the equivalent of a punctured tyre on a motor car. How many motor car owners can boast of a similar performance with their own car?
- Half the derailments occur on light lines that handle only 1/16th of the total traffic.

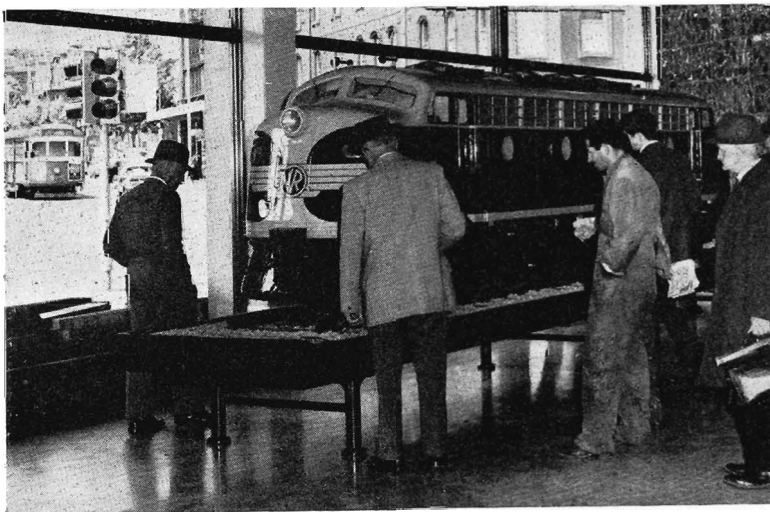
With these figures in mind critics might not, perhaps, be so critical.

2,359 tons

A new weight record for a V.R. train was established on December 21. Loaded with steel, it was hauled by three diesels from Albury to Dynon. The overall weight was 2,359 tons.

FRONT COVER

INJECTOR TEST : At South Dynon Locomotive Depot, Diesel Maintainer F. X. O'Brien tests the spray pressure and pattern of a fuel injection unit from a diesel-electric locomotive. To ensure correct performance from a diesel engine, the fuel injector must deliver into the cylinder the precise quantity of fuel oil required, at exactly the right time.



The B 60 model on display at Spencer Street rail terminal.



Mr. Keane, (second from right) reading his paper at the Eighth Session of the ECAFE Railway Sub-committee in Bangkok. At the right is Australia's other representative, Mr. N. Vogan, Chief Civil Engineer, New South Wales Government Railways

MR. S. F. Keane, V. R. Superintendent of Locomotive Maintenance, and Mr. N. Vogan, Chief Civil Engineer of N.S.W. Railways, represented Australia and presented papers at the Eighth Session of the ECAFE Railway Sub-committee. The ECAFE (Economic Commission for Asia and The Far East) Session was held in Bangkok during October-November last.

Mr. Keane's paper—*Engine Utilization and Running Shed Practices*—aroused considerable interest, and the subject was re-listed for further discussion at the next conference. (Extracts from the paper will be published in future issues of *News Letter*.)

Mr. Vogan presented a paper on *Mechanized Maintenance of Track*. At the inaugural meeting, he was appointed chairman of the Working Party of the Session.



At the opening dinner, Mr. Keane pins a kangaroo symbol on the coat lapel of Mr. W. W. Rajasingam, Chief Traffic Manager, Malayan Railways. In the centre are Messrs. D. V. Reddy, Chief Mechanical Engineer, Indian Railways and Chua Hoonchamlong, Superintending Engineer, Motive Power Division, State Railways of Thailand.

THEME TUNE FOR V.R.

DEPARTMENTAL radio advertisements on country commercial stations have a new sound for 1965—a theme tune played under its commercial announcements.

Composer Dick Healey, prominent T.V. and film musical director, told *News Letter* that he aimed for "a light, happy, melody with movement, that would not dominate the message".

A diesel whistle and sound of moving train wheels quickly fade into the 20 seconds railway theme tune, that closes on a five-word vocal "use your railways all ways" sung

by Michael Cole and Margaret Becker, well known T.V. vocalists.

For a painstaking 1½ hours, Dick Healey ran through the tune with himself playing clarinet, Billy Hyde on drums, Jack Westmore and Derik Capewell with guitar and bass guitar respectively, John Leslie on xylophone and Peter Jones at the piano; all musicians should be familiar to Melbourne T.V. viewers.

When Dick and the recording engineer at Broadcast Exchange were completely satisfied, the band packed up, but the job was far from complete. With the wide magnetic tape and

three separate recording heads being used, Dick was able to strengthen the melody by playing it again, this time on a piccolo; he listened to the original band recording on one track and put his piccolo on to another.

In similar manner, the vocalists added the slogan—each on a different day, incidentally—so that only perfect results would be used in the final combination of tracks, with each properly balanced.

Finally, a number of regular advertisements were recorded over the tune, and discs pressed for the radio stations.

V.R. STAFF HELP HOSPITAL

WHEN Mr. E. H. BROWN-BILL, Chairman of Commissioners, opened, on November 15, a new school in the grounds of the Royal Children's Orthopaedic Hospital at Frankston, it marked a further instalment of the help given by the Victorian Railways Orthopaedic Hospital Auxiliary.

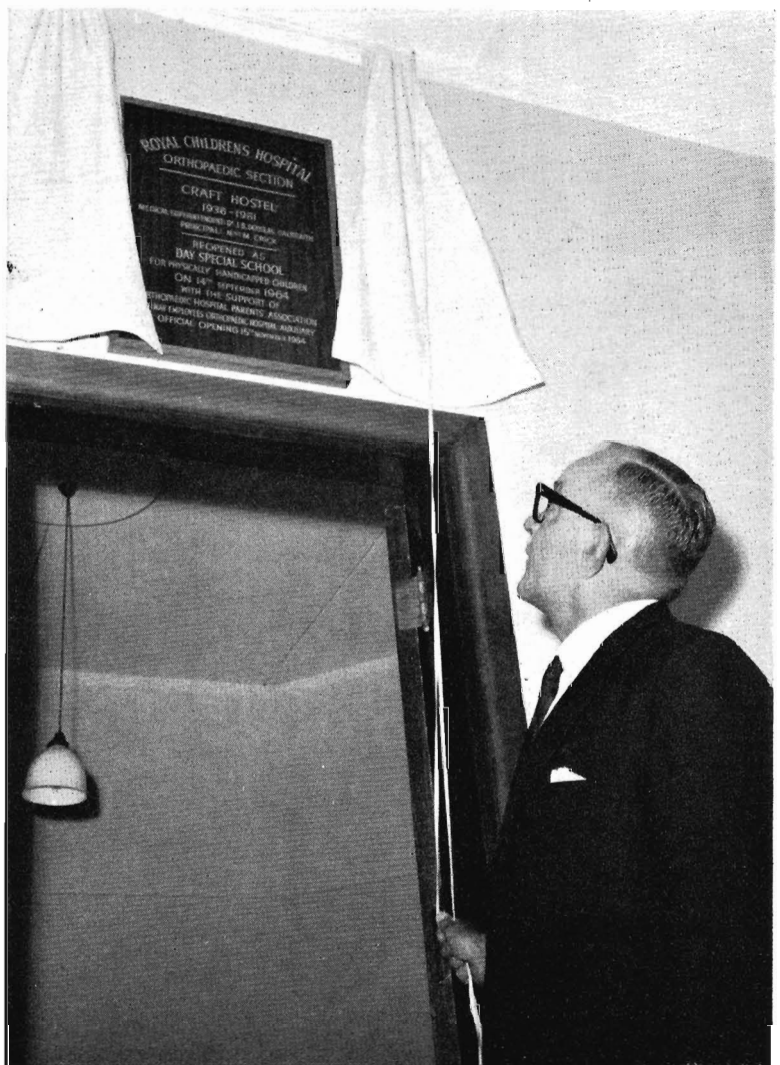
The new day school provides educational and medical facilities for physically handicapped children. Ex-patients of the hospital, some of the children still need medical care. The school, which will serve children throughout the Peninsula area, will initially take 35 pupils, eventually increasing to 80.

Education to matriculation standard will be provided by four Education Department teachers.

The £2,500 cost of converting a building for the school was jointly borne by the V.R. Auxiliary and the Orthopaedic Hospital Parents' Association. The pupils attended the opening and each was presented with a leather school bag.

Since its inception in 1946, the Auxiliary has contributed £32,000 for buildings and equipment at the hospital.

In a short address, Mr. Brownbill stressed the special care needed by physically handicapped children to ensure that their handicap was not increased by lack of education. He recalled that the late President Roosevelt was one of many physically handicapped people who, through endeavour and assistance, had overcome adversity.



Mr. Brownbill unveils a plaque in the school's entrance hall.

NEW STANDARD GAUGE RECORD

WEEKLY standard gauge gross tonnage freight records were broken for the eighth time, in 1964, with 72,515 tons hauled during the week December 6 to 12. This was an increase of nearly 1,000 tons over the previous weekly record created in November and more than 7,000 tons over the first weekly record last year.

In creating the latest record, up to 14 trains a day were run to handle the loading.

For the 12 months to June 30, standard gauge freight traffic jumped 29 per cent. above the previous year, to 1½ million tons of net loading. The continued steady increase indicated not only the success of straight through interstate rail freighting but

also justified the foresight in planning the line to meet Victoria's rapid industrial and population expansion.

There is ample scope on the line to handle far greater tonnages than those carried at present.

BELLS ARE OUT

ON December 31, while city bells rang out the Old Year, suburban train departure bells at Flinders Street and Princes Bridge stations rang out for the last time.

It was decided to discontinue the ringing of electric bells prior to the departure of electric suburban trains from stations equipped with a public address system.

However, the usual public address announcements about destinations and stopping stations will continue to be made at frequent intervals. When a train is ready to depart, the

final announcement is "stand clear".

NEW STATION

A new railway station is being built between Springvale and Noble Park, adjacent to Sandown Park racecourse.

To be called "Sandown Park", the station is expected to open - with minimum facilities for racecourse patrons only - for the first meeting of the V.A.T.C. at the course this year. A subway at the Melbourne end will take race patrons direct to the course.

On completion, the station will be opened for general traffic.

To handle the anticipated heavy race traffic, special sidings will later be built near the station to hold the race specials. The Victorian Amateur Turf Club will contribute £40,000 towards the cost of the station.

PUSH-BUTTON SIGNALLING

PUSH-BUTTON signalling eliminates many of the movements necessary in lever operation and, particularly in busy peak periods, enables more expeditious handling of the traffic. However, it can only be economically justified when the traffic is sufficiently dense, as at Camberwell Box where the Department's first installation came into use in November last. Where reconstruction of signal boxes is required for suburban development and the City Underground, this system will be installed. With it, one man could handle double the present maximum density of traffic. It is expected that this capacity would meet the future needs of the suburban system, including the Underground.

With the push-button type of control panel, point levers are not used for normal operation. Instead, the points for a particular route are set and the signal cleared by the operation of one push-pull button.

On the neat plastic console in the Camberwell Box, the route setting buttons are arranged in signal groups, one button for each route to which the signal can apply. The destination of a route is indicated below each button by an engraving of the next signal number, siding, etc., to which that route leads. Point levers are provided for testing or emergency operation of the points.

Illuminated diagram

Above the route setting control panel is an illuminated track diagram. Where signals have not been operated and the track is unoccupied, the diagram is not lit. But when a route-setting button is pushed, the corresponding section on the diagram appears as a continuous strip of white lights. When a section of track is occupied, the diagram lights change to red.

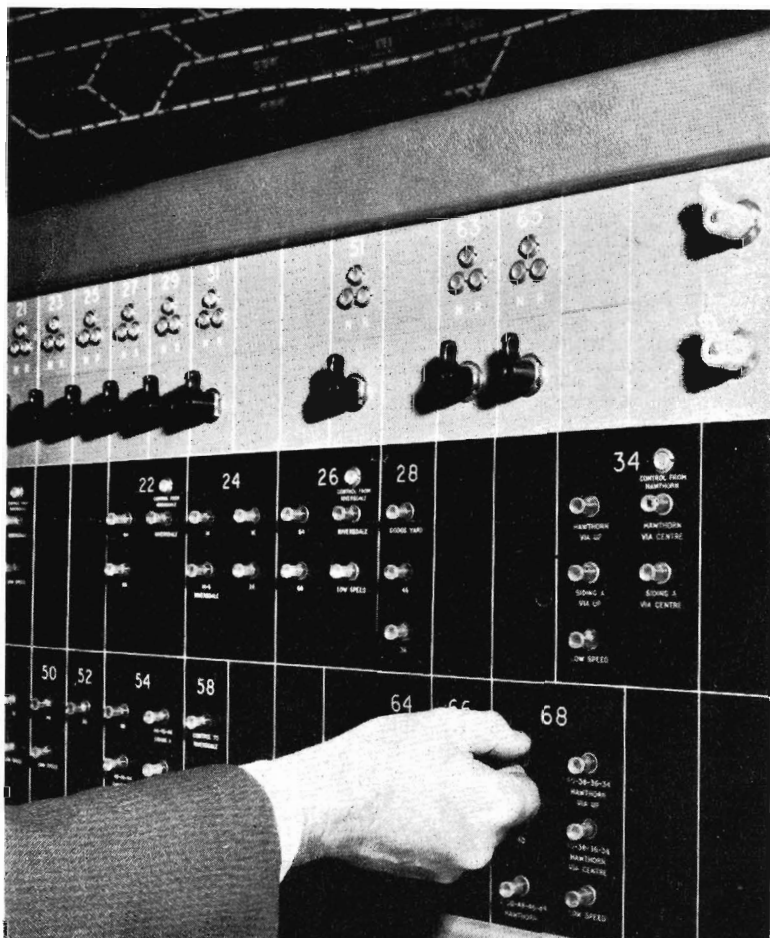
Operation

To set a route and clear the signal for that route it is only necessary to push the appropriate button.

Set into each push button are two indicating lights, white and amber. The white light is a *route available* light and is displayed when a route is *free*. The amber light flashes when a *free* route setting button has been pressed. When the route becomes completely set, the flashing amber light then becomes steady.

The lights that indicate signal aspects are shown on the illuminated track diagram near each signal.

In an emergency, a signal may be restored to *stop* by pulling the route-setting button that cleared it. Normally, the passage of a train automatically cancels the route.



A close-up of the control panel showing the operation of the button for Signal No. 68.

Through-route setting

The speed and efficiency of this modern system in the Camberwell Box is especially evident in *through-route setting*. This enables all the points and signals for a through run of a train to be set by simply pressing one button instead of operating a

number of buttons for the several signals on the route.

If an earlier train is moving through the area controlled by a through-route button, then the button will be effective only up to the train. But it will store the remainder of the signal controls and clear them as they become available.

WHO PAYS FOR THE ROADS?

Is the private motorist paying too much for the use he makes of the roads? Does he, in fact, subsidize heavy transports? These questions—of importance to the taxpayer as well as the motorist—are discussed in the following article.

WHAT KIND OF ROAD?

If there were no heavy road transport vehicles, all we would need would be “basic roads”—i.e., roads capable of carrying motor cars, utilities, and light pick-up and delivery trucks.

As it is, roads have to be constructed and maintained to meet the requirements of heavy-duty vehicles. *The extra strength built into the roads for this purpose confers no benefit whatever on the light traffic.*

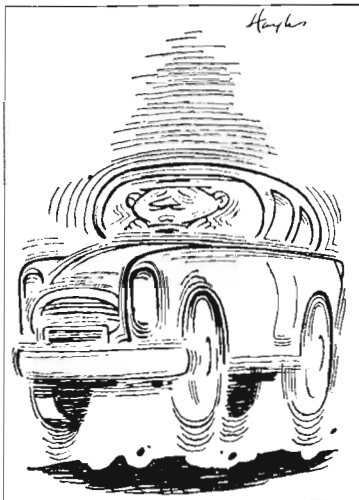
The basic road is a community necessity; without it the community could not exist. Its cost can be regarded as a reasonable charge on municipal rates and/or general taxation (some of which will be derived from petrol, etc., taxes), together with motor registration and licence fees paid by the operators of all vehicles, light or heavy.

A heavy-duty road, on the other hand, is not a community necessity, but is provided only because one section of the community desires to operate heavy transports. If the freight charges levied by the operators of these transports are to reflect their full community costs, they should therefore be high enough to enable the operators to meet, in addition to their share of the cost of the basic roads, the **whole** of the difference in cost between basic roads and heavy-duty roads.

If any portion of these “incremental” costs are charged to general tax revenue, the operators of heavy road transports will be to that extent able to unfairly compete with the railways, whose charges reflect the full cost of providing, maintaining and signalling their tracks.

WHERE THE MONEY GOES

A heavy-duty road vehicle has many special requirements which result in it demanding a road that is very much more costly to provide than a basic road. These are:



Because of their size, heavy trucks demand greater widths and vertical clearances than would be necessary on a basic road; because of their operating characteristics they occupy a disproportionate amount of road capacity, particularly in undulating country.

For a two-lane highway, it has been calculated that one truck is equivalent to two passenger cars and a half, on flat country, and to five passenger cars on undulating country.

Special passing lanes for trucks are necessary on rising gradients if they are not to unduly interrupt the flow of other road traffic.

Stronger roads

American tests have established that a basic road is capable of carrying axle loads up to 6,000 lb. (2.7 tons) without suffering damage. Such a road can be made up of a surface slab of concrete not more than 3½ in. thick, or of asphalt not more than 2 in. thick, laid on a base of not more than 6 in. and with no sub-base or special sub-soil stabilization.

On the other hand, a road designed to carry a 32,000 lb. (nearly 14-ton) tandem-axle load—approximately the limit laid down in Victoria—should have a minimum

total pavement thickness, with a 2 in. surface, of 17 ins., i.e., the base course should be more than twice as thick as for a basic road. Moreover, according to local soil conditions the addition of a rock sub-base course, or alternatively some form of soil stabilization treatment, will normally be necessary.

Stronger bridges

Bridges also have to be made much stronger to carry heavy motor transports. Where long bridge spans are involved, the total weight of a loaded transport, as well as its axle loading, becomes a dominating factor.

Costly grading

A modern high-powered motor car can be operated over quite severe gradients without difficulty, but in order to make for economical truck transportation it is necessary to reduce grades to approximately 3% (1 in 33), so that the trucks can get the advantage of maximum horsepower output from their engines without going into low gear. Obtaining such gentle gradients is often extremely costly because of the large amount of cutting and filling required.

“HEAVIES” WEAR ROADS

Even more startling than the proportion of the original cost of roads attributable to the needs of heavy trucks are the figures revealed by American studies of the effect of these vehicles on road life.

Existing Victorian regulations permit maximum loads of 8 tons (17,920 lb.) on a single axle and 14 tons (33,360 lb.) on a pair of tandem (bogie) axles.

Results of a test carried out by the American Association of State Highway Officials at Ottawa (Illinois) have shown that **one** passage of a truck with an 18,000 lb. single axle load has the same effect on a road as the passage of 5,000 motor cars. **One** passage of a truck with a 32,000 lb. tandem axle load has the same effect as 7,450 cars!

Even more serious is the effect of overloading. A truck with a single axle load of 22,000 lb., i.e., 4,080 lb. (or 23%) over the Victorian permissible limit, in one passage wears the road as much as 11,750 cars. In other words, exceeding the permissible limit by less than a quarter more than doubles the damage caused.

WEIGHT LIMITS

In an article entitled "Axle Weight Limits Should Be Reviewed . . . Upwards" in the October 1964 issue of *Truck and Bus Transportation*, Mr. Allan Hibble, General Manager, Highway Haulage Pty. Ltd., argues that tandem axle loads should be raised throughout Australia to double the single axle limit. (At present the only State permitting a 16-ton tandem axle load is South Australia.)

Mr. Hibble's contention that "there is no justification for any limit on bogie or tandem loads other than individual axle weight limits" is directly contrary to the facts as established by tests carried out in America.

The following is an extract from a summary of the findings established from a U. S. study of two test sections of road, one in Maryland and one in Idaho :

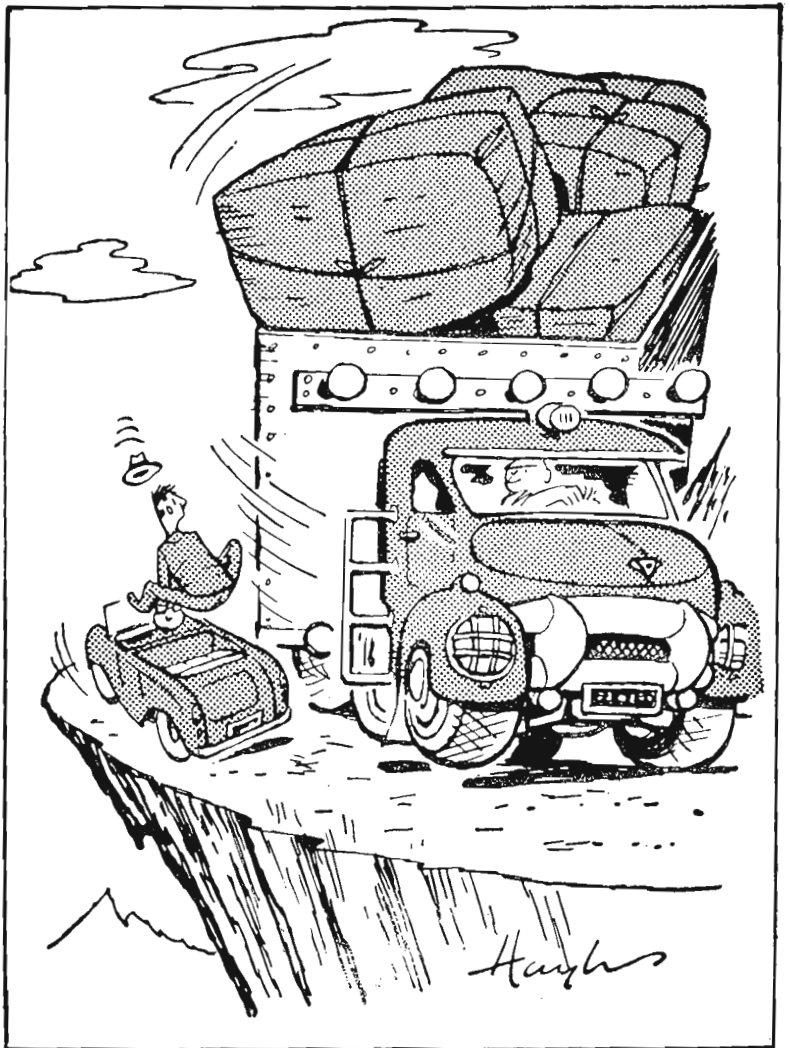
"32,000 lb. and greater tandem-axle loads are much too heavy for a pavement designed for 18,000 lb. single-axle loads. The tandem loading should be not more than one and one-half times the single-axle load. Under some conditions a tandem-axle load of 20,000 lb. may cause as much distress as an 18,000 lb. single-axle load."

(From *Highway Costs . . . and Who Should Pay Them*, published by the Association of American Railroads.)

Mr. Hibble in his article goes on to say :

"Yet constant pressure is being brought to bear on the S.A. Road Authority to reduce its limits to those practised in Victoria, New South Wales and Queensland. Obviously a case of uniformity merely for the sake of uniformity rather than for any real or actual need."

Not so obvious ! In this case the facts support the majority. The pressure on South Australia to come into line should be kept up, and the pressure from the heavy transport industry to relax the Victorian limit on tandem axles—which is, on the facts, already too high—sternly resisted.



WHAT SHOULD "HEAVIES" PAY?

Only highway engineers can convert the foregoing facts to figures, but there seems little doubt that the tendency of the various studies being made in America is to assign a smaller proportion of road costs to motor cars and light trucks, and a larger proportion to heavy trucks than was previously considered to be the case.

Some years ago the Victorian Country Roads Board calculated that 62% of all expenditure on roads is due to heavy vehicles, defined as buses and goods vehicles of more than 3 tons carrying capacity. (This would line up quite closely with the 6,000 lb. axle limit for a basic road referred to previously.)

The facts established in the American tests, and particularly the startling difference between heavy

and light vehicles in their wear and tear on the roads (one heavy truck—5,000-7,500 motor cars), indicate that this figure is too low.

In a report summarizing the result of the Ottawa tests, Mr. J. H. Hays, General Counsel of the Association of Western Railways, says :

"The basic road, the kind of road needed by the average U. S. motorist, proved to be much less expensive than had heretofore been supposed . . . Highway cost studies to be made in the future will likely assign to automobiles and light trucks a much lower proportion of the total cost. In all probability, the operators of the heavier and bigger trucks have promoted a system of highways so expensive that it will be difficult, if not impossible, to use them if they are compelled to pay their proper share of the highway cost."

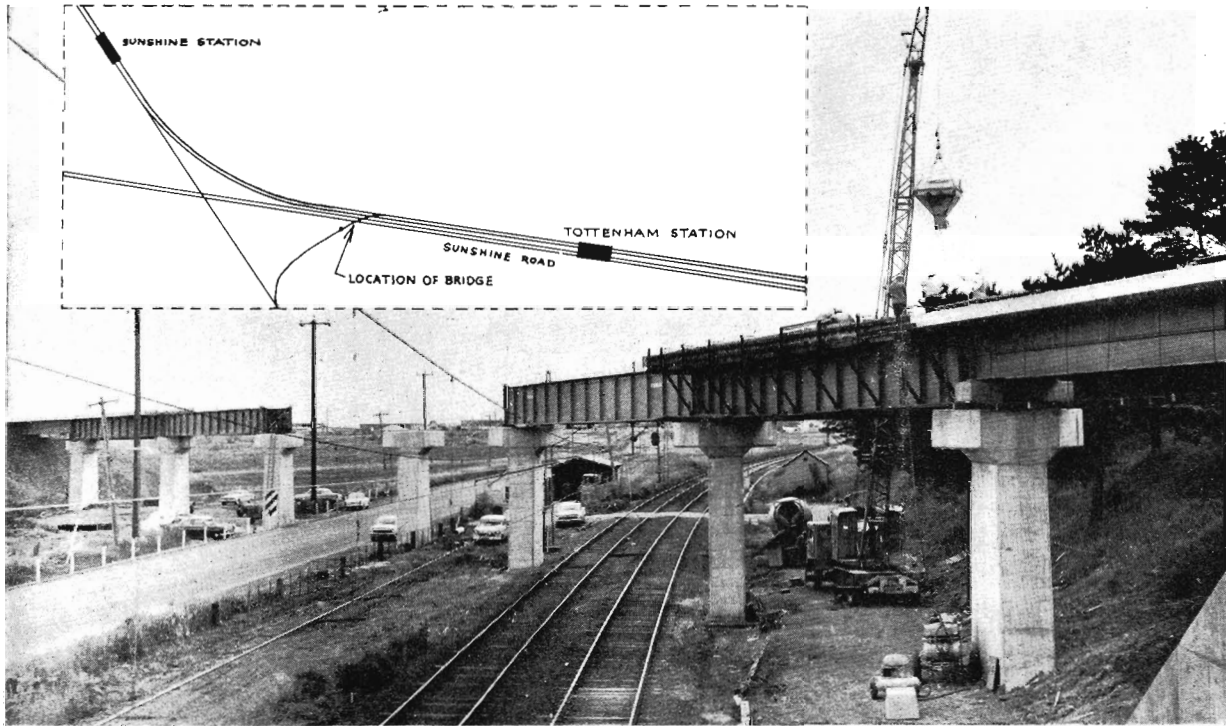
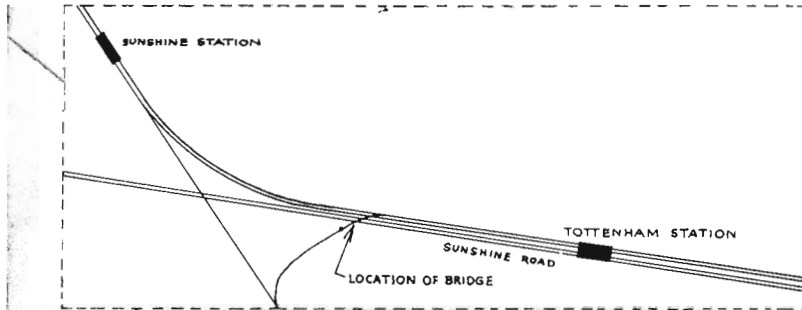
(To be concluded in February issue.)



POSTAL CARNIVAL : These three smiling girls from Western Australia were among the 400 Post Office workers who went by special train from Spencer Street to Sydney for the Australian Postal Institute Sports Carnival. At the Carnival, which is held every four years, there are contests in 18 different sports.

AROUND THE SYSTEM

TROLLEYS FOR TRAVELLERS : A new service for train travellers—push-it-yourself luggage trolleys—began at Spencer Street on December 2. Of tubular steel construction, with two rear wheels, the trolleys rest stationary when they are at rest. Red-cap porters will continue to provide the personalized service that so many travellers appreciate.

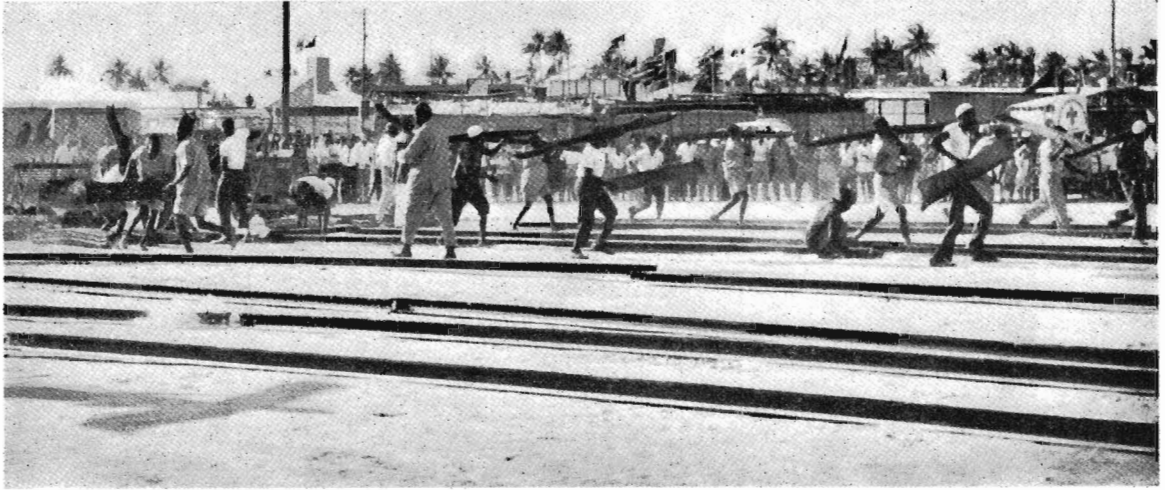


TOTTENHAM—BROOKLYN LOOP : Work on the 1,540 ft. flyover on the loop between the Tottenham and Brooklyn yards. This short loop line will give a direct connexion between the Tottenham marshalling yard and the Sunshine—Newport line at Brooklynton. It will enable traffic at the many private sidings on this line to be handled more expeditiously, and will also provide for the direct routing of goods traffic between Tottenham and Newport, thus obviating much interference to passenger trains on the South Kensington—Newport section.

AT FLINDERS STREET : So many millions of hurrying feet have worn the metal treads of steps to platforms from the Deagon Street subway that replacement is necessary. Way and Works Branch men are replacing them with treads of the same design as those used for suburban carriage doorways.



HAVE FUN . . . LAY TRACK



Away they go in a track laying competition at a national festival in Tanganyika.

NOW that the picnic season is with us, and social clubs are planning their day out in the bush with the blowflies, picnic secretaries are organizing the egg-and-spoon race, the sack race, and other thirst developers. Well, railwaymen in Tanganyika can give them an idea. Over there, the last annual celebration of a national festival—known as the Saba Saba festival—included a track laying competition.

As reported in *Spear*, the journal of the East African Railways and Harbours, four teams of 15 men each, took part in the competition. They had to lay two lengths of rail—66 linear feet of track. The rails weighed 56 lb. per yard, and the entire track laid by each team, complete with all fittings, weighed about 2½ tons. As the track was laid, an inspector in charge of each team checked it for alignment and, after it was passed as fit for traffic, the men

in his team pushed him along the track on a trolley. The winning team's time was 11 minutes 50 seconds.

The name "Saba Saba" is Swahili for "seven seven". It commemorates the founding of a political party—the Tanganyika African National Union—which was formed in 1954, on the seventh day of the seventh month. It is also interesting to note that the Saba Saba festival lasted seven days.



A saloon of Yarra as it was shortly after construction in 1906.

CARRIAGES RESTORED FOR RAIL FANS

LOCAL rail enthusiast organizations have contributed the cost of restoring two "vintage" V.R. carriages.

The Australian Railway Historical Society paid for the reconditioning of Yarra — the former parlour car attached to the *Sydney Limited*. Yarra, which has an observation platform, two saloons and two compartments, has not been in regular service since the advent of *Spirit of Progress*.

Cost of restoring another carriage — *Pioneer* No. 13 BL — has been met by the Association of Railway Enthusiasts, with contributions from the A.R.H.S. and the Australian Railway Exploration Association. Two *Pioneer* carriages (one first class and the other second class) were built at Newport Workshops, in 1893. With end platforms and 6-wheel bogies they were regarded in those days as an advanced design.

The restored carriages will be used on excursions sponsored by the organizations.

APPRECIATION

Tottenham

WE have just completed our 1964 Header Season in what has been the biggest year ever for Massey Ferguson in Australia. Throughout the year, and especially during September/October, we made ever increasing demands for rolling stock through our local station on Tottenham Yard, and the unstinting co-operation we received from the Stationmasters, Yard Foreman, Shunters and Clerks, contributed in a significant way towards the successful completion of what to us was a capacity effort.

In these times when the Press and others tend to give Railways a bad time re derailments and other aspects of service, I wish to record our deep appreciation of the assistance we continue to get from Railways Staff generally.

—M. McLean, *Traffic Manager, Massey-Ferguson (Australia) Ltd.*

Bush fire prevention

DURING the recent annual meeting of the Wakool Shire Bush Fire Brigades, several brigade members made mention of the co-operation received from your permanent way men during the extremely bad fire season of 1963/64. In fact all members who addressed the meeting on this subject had nought but praise for, and appreciation of the methods used by your employees to minimise the fire risk during the burning off period.

This meeting recommended to the Council of the Shire of Wakool that a record of appreciation be passed in recognition of the efforts of these men in particular and the Victorian Railways generally in their approach to an extremely hazardous situation.

Council has no hesitation in supporting this recommendation.....

—(Extract from letter to Secretary from Acting Shire Clerk, Wakool).

Echuca line centenary

IN a letter to the Commissioners, Mr. D. G. Potts, organizer of the Australian Railway Historical Society's special train for the Echuca line centenary, expressed the Society's appreciation of the services rendered by Messrs. G. Smith (Superintendent of Train Services Office), C. Lyster (Ticket Supply Office) and the Stationmasters at Spencer Street, Bendigo, Cohuna, Balranald, Wakool and Moulamein. He added "special thanks are due to S. M. Carey of Echuca who handled arrangements smoothly, including the unenviable task of shunting and

re-marshalling 18 vehicles in a short period of time under adverse weather conditions.

"The arrival of two special trains plus two rail motors at a small country station might be cause for concern. To the staff at Elmore we can say no more than that their handling of this situation was one of the best peices of railway operation we have encountered in 40,000 miles of rail travel. Our thanks are also due to Bendigo District Superintendent Seddon for his personal assistance. The co-operation of the crews throughout the tours was outstanding".

Parcel to Bayswater

I would like to express my appreciation of the way members of the railway staff handled a parcel sent to me at Bayswater from Elsternwick.....A unique carving from New Guinea, it had insufficient wrapping for a heavy parcel, and could easily have been lost or smashed in transit but it was delivered safely.....

—W. Archer, 189 *Mountain Highway, Bayswater.*

Geelong

ALLOW me to express my appreciation of the excellent service offered by the staff of the Booking Office at the Geelong Railway station in connexion with a party of 40 people, which I recently took to Alice Springs. From the time of my first inquiry I received nothing but courtesy and always knew that the clerks in charge of booking were making every effort to ensure that our trip was a happy and trouble-free one. In particular, I would mention the efforts of Mr. Gugger, but his colleague, too, was always ready to assist.....

—Ewen C. McLean, *Chaplain, The Geelong College*

Spencer Street

WHEN buying a ticket at Spencer Street Booking Office recently, I mislaid some most important papers in the vicinity of the office. The loss caused me some concern.

You can imagine my surprise when these papers were duly received, by mail, with a note from, I presume, one of your booking clerks, who, no doubt, found them and kindly sent them on.

Please convey to Mr. Dunn, who signed the note, my personal appreciation of his kind and thoughtful act. J. N. Minogue, 48 *Brockley Street, Wodonga.*

Boronia

The Committee of the Boronia and District Advancement Association has asked me to compliment your Department on the transformation of the Boronia Station buildings over the past weeks

As our aim is for the improvement and beautification of our town and district we feel this effort on your part should not pass without a word of congratulations.—M. Dyason

Flinders Street

ON the evening of 7.10.64 my daughter, while waiting for a train, was suddenly taken ill. She received great kindness from the First Aid Attendant at Flinders Street, and so, incidentally, did I I thank you for this wonderful service and commend the great kindness of your capable employee . . . —(Mrs.) A. N. Goodier, 70 *Leila Road, Carnegie*

Maryborough

I 'phoned your station yesterday afternoon to inquire about train times and was greeted and informed by one of the most courteous and pleasant voices that I have heard. Small things mean so much. A traveller — (Note received by Stationmaster Maryborough. The voice was that of Miss L. Hovey, Maryborough telephoniste).

Moonee Ponds

MY sincere thanks are offered to the officer-in-charge of the Moonee Ponds station at 5.45 p.m. on October 20 for the recovery of my brief case left on a train.

At an inconvenient time to himself, he made a valiant attempt to recover the case immediately and, when this was not possible, ensured both the tracing and the return of the lost article to me by the next morning. The case contained complete notes for two Accountancy subjects—a full year's study—and their value to me could not be measured.....

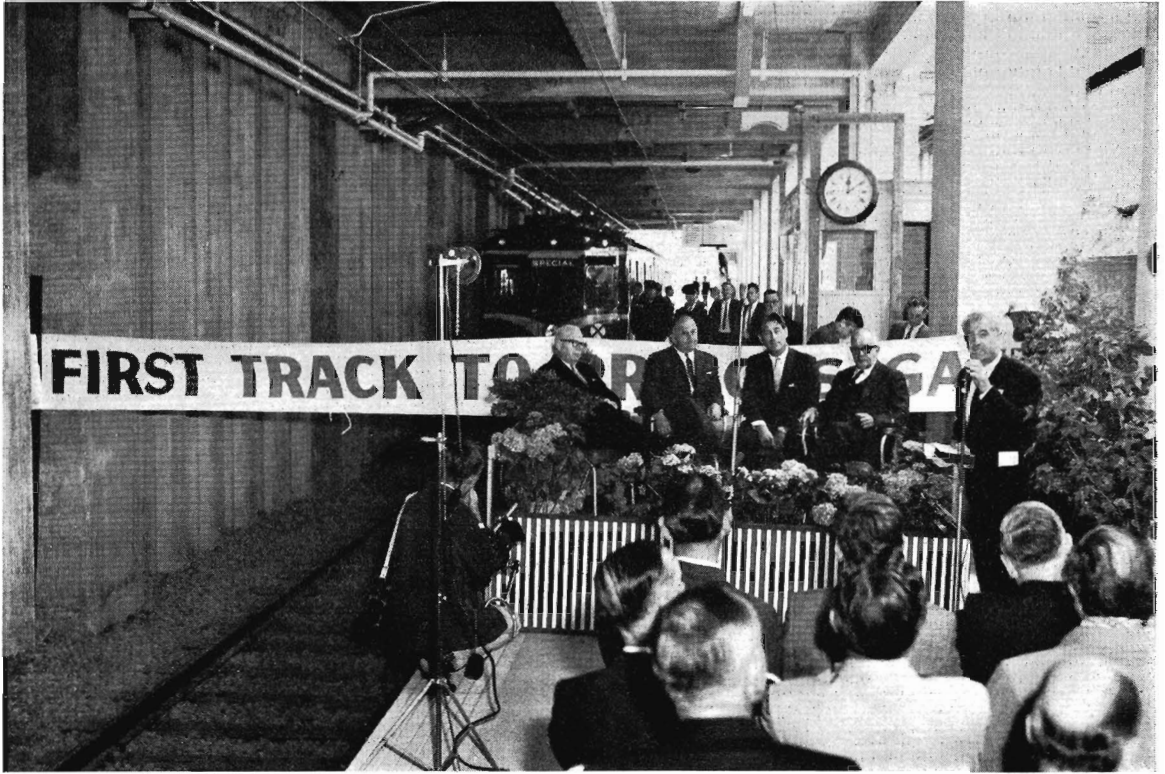
—G. Dalzell, 13 *Grandview St., Moonee Ponds.*

Wildflowers

ON behalf of the Society for Growing Australian Plants I thank you and your staff for your help towards the success of our recent Wildflower Show. We very much appreciated the efficiency of your freight officers in handling flower consignments that arrived from all States. It made our task much easier

—Erid R. Bowman, *Hon. Secretary, S.G.A.P. South-east Region, writing to the Superintendent of Freight Operations*

FIRST TRACK TO PRINCES GATE



Opening of the new platform and first track at Princes Gate.

ON December 15, the new platform and track for the Princes Gate project were officially opened by the Premier, Mr. Henry E. Bolte. The event marked the completion of a vital early stage of the £5 million Princes Gate development project.

The new track and platform – number 13 – are approximately 10 ft below the original track, next to Flinders Street.

As well as the Premier, guests of honour at the official opening were the Lord Mayor of Melbourne, Cr. E. Leo Curtis; and Mr. E. H. Brownbill, Chairman of Commissioners. They were welcomed by Mr. G. J. Dusseldorp, Chairman of Lend Lease Corporation Ltd. and Princes Gate Pty. Ltd.

Work on the project began on May 5 last year, and the new track was completed on time for the heavy Christmas traffic. Plans provide for a second platform to be opened by Easter.

As well as the new track and platform, extensive excavation and concrete work, retaining walls and decking have been completed on schedule.

By October this year, Melbourne will have a new station in place of the present Princes Bridge station. There will be a 1½-acre concrete deck over the station, providing a public plaza and a base for two 18-storey tower buildings. (See *News Letter* June 1964.)

The entire Princes Gate project – rail tracks, arcade of shops, tower buildings, etc. – will be completed by March 1968.

Nearly a wool store

Princes Bridge station owes its origin to the Melbourne and Suburban Railway Co., formed in June 1857, to build lines from Melbourne to Hawthorn and to Brighton. An Act of Parliament, assented to on November 23, 1857, provided for six acres to be set aside for Princes Bridge station. Despite this, the site was, later, nearly used for a wool and general store.

There were wild scenes at the cutting of the first turf for the new line, which was initially to run to Richmond. The ceremony was performed at a spot near Punt Road on July 1, 1857, by the Governor, Sir Henry Barkly. Numerous guests assembled for the banquet that was to follow. Unhappily, those who

had not received invitations to the banquet, shouted and yelled during the Governor's speech, rendering his remarks almost inaudible. When His Excellency, glad to escape, made an early departure, the crowd rushed the tables, and those wild, colonial boys consumed or carried away everything edible and drinkable, leaving behind only broken furnishings and smashed crockery.

The line grew, of course, but its ownership changed and eventually became the Melbourne and Hobson's Bay United Railway Co., in 1865.

One of the first projects of the new management was to link Melbourne's railway lines through two culverts under Swanston Street – from Flinders Street station to Princes Bridge station. Under this plan, all passenger traffic was to be worked at Flinders Street while Princes Bridge station was to be used as a wool and general store.

The two culverts were completed on December 16, 1865, and Princes Bridge was officially retired.

But the new arrangement lasted only three days. So great was the confusion and congestion that arose from concentrating the traffic into one platform that Princes Bridge was quickly brought back into service.

LINES FROM OTHER LINES

Israel's Railways

IN area, Israel is a small country. But its population, its industry and its mining are all expanding so rapidly that freight traffic has increased fourfold, and passenger traffic fivefold, in less than 10 years.

Its railways have accepted the challenge of proving that they—and they alone—can provide the smooth, uncongested and disciplined mass transportation service necessary to handle that growing transport load with maximum speed and certainty, but at minimum overall cost to the public. "One cannot adapt a country to transportation. Therefore, transportation must adapt itself to the dimensions and needs of the country" says the General Manager of Israel Railways, Mr. M. Savidor. That adaptation, in Israel, is directed towards development of new lines where needed, high capacity goods wagons and passenger coaches, and modern signalling and communications.

Since 1953 Israel has modernized its small railway, and expanded its network.

Dieselization was completed in 1959. The system's 40 diesel locomotives and five rail-car sets have replaced the 105 steam locomotives which were operating previously. At the same time, 170 miles of new lines have been built, while the goods traffic has increased from 830,000 tons in 1953-54 to 3 million tons in 1962-63, and the annual number of passengers from 1,100,000 to 5,200,000.

Despite this traffic growth the staff has been reduced from 2190 to 1860. Average wagon capacity has been increased from 13 to 22 tons, and, by 1965-66 it is planned to have a modern wagon fleet that will give an average capacity of 30 to 32 tons.

There is only one class on the passenger trains. By 1965-66 a fleet of 130 modern rail cars, seating 96 passengers each, will be able to carry the 6½ million passengers forecast.

One line alone—from Haifa to Tel Aviv—accounts for 65% of the passenger traffic. Maximum speed on this line is approx. 60 m.p.h. Express trains cover the distance between the two cities in 65 minutes.

Israel Railways, for 1962-63, earned an operating profit, but showed an overall deficit of approx. £1 million when pensions, depreciation and interest are charged.

Fares and freights, fixed by Governmental authority, are low. Rail fares are about 20% below bus fares, and freights 35% under motor truck rates.

Looking at the financial results from a broad national viewpoint, instead of a narrow commercial one, some interesting conclusions are reached.

The railway authorities have calculated that, on the basis of existing charges made by road transport, the public would have to pay an extra £2¼ million if the goods and passengers, now carried by the railways, were transported by road.

—(*International Railway Journal*)

Public transport in America

AS American cities grow bigger it is becoming more obvious to the authorities that the only answer to the traffic problems that arise is a return to public transport.

More motor cars, says *Time*, are not the answer. In some big cities cars are slowed to walking pace. At least 18 cities are considering the development of public transport systems. And, recently, the President ordered the Commerce Department to study plans for a high-speed (150 m.p.h.) rail service between Boston and Washington. The new service would cut the present rail time from 8½ hours to four.

The cities of Atlanta, Washington, Philadelphia and Los Angeles are considering the introduction of rail transit systems. San Francisco, of course, has planned its huge new £450 million system—the nation's biggest for over 50 years. It is now testing methods of computer-controlled train operation.

Builders of rolling stock for city rail systems expect to build 700 cars this year as against the average of 425 cars for each of the past seven years.

Not coupled

FRENCH National Railways are planning the operation of heavy freight trains, over electrified lines, with up to three locomotives—not coupled together. The locomotives will be spaced along the length of the train in order to reduce strain on the drawgear. They will be controlled electronically.

—(*International Railway Journal*)



Jerusalem railway station, which was built in 1892, is now served by modern diesel-powered trains.

AMONG OURSELVES . . .

Institute of Transport Chairman

MR. G. F. BROWN, Deputy Chairman of Commissioners, has been elected Chairman of the Victorian Section of the Institute of Transport. Prior to that, Mr. Brown had been Vice-Chairman.

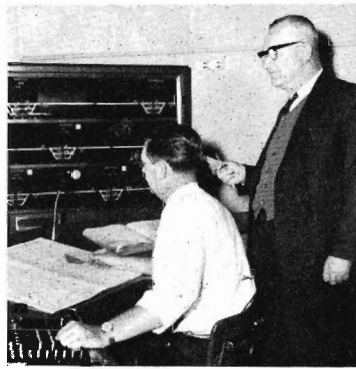
Best fireman



Clerk R. E. Goudy of the Traffic Branch Head Office staff, who was recently awarded the trophy for the best first-year fireman in the Belgrave Urban and Rural Fire Brigade. Mr. Goudy has been living at Belgrave for nine years, and started work in the Department at Upper Ferntree Gully.

30 years in Train Control

WHEN Mr. H. C. Thomas retired as Senior Train Controller at Head Office, he ended a career of over 50 years service, with 30 of them in Train Control. Starting as a messenger at the Telegraph Office, Spencer Street, on November 10, 1914, he was transferred to the then Transportation Branch, as a junior clerk, in 1917. After experience at several country locations, Mr. Thomas joined the train control staff at Ballarat in 1934. He had been Senior Train Controller at Head Office since 1955.



Mr. Thomas (right) discusses traffic conditions on the standard gauge line with Train Controller Dave Davidson.

Cricketer



Goods Clerk Ron. Mann of Leongatha, since coming to the town six years ago, has played with the local team in the District Association cricket. A batsman and slow bowler, he took 10 wickets in a match against Korumburra last season. Has also been at Newport Goods—where he started in 1944—and Spotswood Goods.

Interstate Ambulance Competitions

IN the 1964 Australian Railways First Aid Competitions, a V.R. competitor, Mr. H. P. Isaac, won the individual championship. Mr. Isaac, a guard at Ararat, is a well known first aid man with 27 years experience. This was his fourth attempt at the Australian championship.

Although the Victorian team received top marks in the oral section, it finished fifth. The teams championship went to Queensland, with South Australia and Western Australia filling second and third places.

Spotswood first aid

UNTIL a few years ago there were no trained first aid men at the Spotswood Permanent Way Materials Depot. In 1961, classes began under the enthusiastic instruction of Mr. E. W. Peckitt, a crane driver at the Depot. As a result, 27 men have since qualified in first aid. This year's presentations included eight bronze medals, two fourth-year certificates and a fifth-year silver medal.

Spotswood presentations



Members of the Spotswood Permanent Way Materials Depot ambulance team were presented with their awards last month, by Mr. L. A. Reynolds, Chief Civil Engineer (right). (From left) Messrs. T. L. Mobbs (leader), A. A. Farrugia, W. Whelan, H. R. Simpson and C. Farrisicello. Others at the Depot who received awards at the same time were Messrs. E. W. Peckitt, G. Comelli, E. C. Pietzsch, E. Papageorgiou, A. Parisotto, N. Hadzidimitriou, N. A. W. Matthews and M. A. Greenwood. It was the first team from the Depot to compete in the Ambulance Competitions and it reached the State Finals.



Selected to represent Benalla in the *Miss Sun Showgirl* contest at the next Royal Show, Miss Bev. Croucher is a telephonist at Benalla railway station. She joined the Department 18 months ago, and is keen on tennis, swimming and music.

Well, the name was there

A recent telephone inquirer asked the Lost Property Store if it had received a book that had been left on a train. The book was the autobiography of Frank Harris. The Lost Property Assistant, after making a search, regretfully told the client that the book had not been received. . . But who do you think answered the 'phone? It was none other than Lost Property Assistant *Frank Harris*.

(The author of the book, Frank Harris, died in 1931. Ed.)

Station posters sell

Posters displayed at stations have great selling power, as was clearly shown by a recent Wednesday Headlines poster about Walhalla tour. When the poster went up, bookings stood at 40; when it came down, seven days later, they had risen to 193 and the train eventually carried 215.

Mobile's movements

"THE Victorian Railways Mobile Exhibition was fascinating for young and old . . ." said the *Camperdown Chronicle* when the Department's Mobile Advisory Unit was on display at Camperdown during December. This was one of the eleven country centres that the unit visited last year. The others were: Portland, Morwell, Swan Hill, Shepparton, Benalla, Bendigo, Castlemaine, Bairnsdale, Koroit, and Noorat. The Unit is controlled by the Public Relations and Betterment Board, and a Commercial Agent is available to provide information. With its miniature railway and free literature, the unit is popular with organizers of country shows etc.

TALKS ABOUT BOOKS

A middle-aged businessman whose marriage has failed realizes the emptiness of his life, and in an effort to find himself goes back to the Western Australian wheat country where he had once been happy. It sounds simple enough, and indeed *Summer*, by Peter Cowan, is essentially a simple story. But into this smallish book the author packs such a wealth of human insight and feeling for the country that it makes a memorable impact on the reader. Acclaimed by some as the best Australian novel of 1964 - well, 1964 was a poor year for Australian novels, but this one is certainly one of the best to appear in recent years.

Of interest to science-fiction readers is a new series called *New Writings in SF*, the first edition of which is now available. Edited by John Carnell (formerly editor of *New Worlds SF*), these collections will contain only previously unpublished stories. This first issue includes stories by Brian Aldiss, Edward Machin, young Melbourne writer Damien Broderick, and others.

Science fiction is very much alive here: other Australian writers we may see in this series include Lee

Harding, Bertram Chandler and John Baxter.

Why are most readers so easily influenced by a book's title? I had always absently thought of Gogol's *Dead Souls* as a pretty dreary sort of novel until I read somewhere of Gogol being one of the greatest humorous writers. And it's true! Not, of course, humorous like Wodehouse or Leacock or Spike Milligan, but perhaps like Dickens or Hardy at their best. Strangely, someone else has called Gogol "one of the great English humourists." The library has *Dead Souls*, *Evenings Near Dikanka*, *Mirgorod*, *The Inspector General*, and of course *Taras Bulba*.

While on the subject . . . A Melbourne man of letters has described Russian literature as the greatest yet produced by any nation. I'm not quite sure that I agree with him, but it's certainly true that for the adventurous reader the Russian masters provide an inexhaustible store of stimulating and pleasurable reading. The Library has recently acquired quite a number of Russian classics, including works by Tolstoy, Turgenev, Dostoevsky, Chekhov and Gorky.

RECENT RETIREMENTS . . .

TRAFFIC BRANCH

Griffin, L. V. Melbourne Goods
Barratt, R. M., Hampton
Bourke, R. E., Cobram
McKay, S. J., Berwick
Dart, F. R., Glenroy
Jackson, E. G., Rochester
Stronach, R. F., Melbourne Goods
Sellick, W., Melbourne Goods
Frederick, A., Melbourne Goods
Edwards, A. L., Flinders Street
Nicholls, W., North Geelong
Scott, R. E., Flinders Street

WAY AND WORKS BRANCH

Walker, R., C/o Bonding Supervisor
Gibson, P., Seymour
Leister, F., Ararat
Pollock, W. A., Spotswood
McNamara, J. F., C/o Foreman Painter
Holt, J. W., Bridgewater
Thatcher, G. S. C., Ironworks
Cross, F. R., Camperdown
Hughes, M. J. (Mrs.), Croxton
Corbett, M. V., Ballarat
Hocking, W. M., Beaufort
Delmenico, P. G., Geelong

STORES BRANCH

Williams, C. B., Spotswood General Storehouse
Gilbert, A., Reclamation Depot

ROLLING STOCK BRANCH

Harper, S. H., Newport
Chubko, S., Benalla
Eddy, D. L., Bendigo North
McKenna, J., South Dynon
Lodington, S., Newport
Ghent, A. K., Newport
Jenkins, D. J., Newport
Donaldson, J., Newport
Shearer, H., Ararat
Truman, V., Newport
Ficken, R. J., South Dynon
Kelly, G. A., North Melbourne
Wallis, H. M., Ballarat North
Courtney, A. E., Head Office
Sampson, D., Ballarat North
Tainish, M. J., Ballarat
Tiley, E. L., Ballarat North
Joy, J., Newport
Puracchio, A., North Melbourne
Vasermanis, J., Ballarat North
Wallace, L. V., South Dynon
Vernon, L., Bendigo North

REFRESHMENT SERVICES BRANCH

Kennedy, H. L., Head Office
Jennings, L. (Miss), Mt. Buffalo Chalet
Egan, A. (Mrs.), Footscray
Luttick, M. (Mrs.), Spencer Street Cafe
Oakman, K. (Mrs.), Princes Bridge

. . . . AND DEATHS

TRAFFIC BRANCH

Froelich, J. A., Highett
Waters, N. J., Spencer Street
Thompson, W. C., Bairnsdale

ROLLING STOCK BRANCH

Bates, I. L., Ararat
Edgar, N. E. C., Newport
Wells, H. S., Newport
Harris, A., Newport

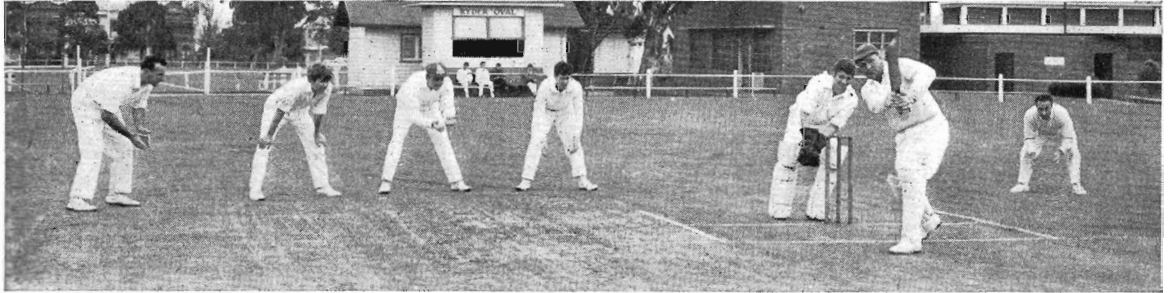
WAY AND WORKS BRANCH

Douglas, F. J., Ballarat
Maher, J. P., Spotswood
Sparks, E. F., Special Works
Hough, R., Cavendish

STORES BRANCH

Marion, D., Reclamation Depot

Sport *by Ess. Keating*



In Spotswood v Stores Match. G. Lees—opening batsman for Spotswood—lofts a ball into the outfield. Other players (left to right): J. Cooney, J. Patterson, P. Gurrie, C. Short, R. Devonport and N. Colling.

MAY I take this opportunity to wish all sporting clubs affiliated with the Institute a successful year in 1965. In particular, I would like to say how much I appreciate the efforts of clubs like Codon that field teams in all branches of Institute sport, that usually manage to have the socks beaten off them but—week after week—come up smiling and seem to thoroughly enjoy themselves. This is the spirit that at all times should be evident in Institute sport. I think that the Codon boys deserve every encouragement and I sincerely hope that in '65 they continue to play their games in this same spirit and that a few more wins will come their way.

Rifle Club

AT a meeting held in the V.R. Institute last November, a small but enthusiastic group of Riflemen decided to form a V.R.I. Social Rifle Club. Any shooters interested in joining this club should contact me at Room 97, Flinders Street (auto. 1109) for further information.

Shooters are also reminded that the Triggs Shield will be competed for in Melbourne this year during the currency of the Queen's Shoot (March 5 to 12) and any rifleman wishing to be in the Victorian team should submit an application immediately to the General Secretary, Victorian Railways Institute, Flinders Street, Melbourne, giving details of his latest scores (certified by his Club captain) over the 500-yard, 600-yard and 700-yard ranges.

Social Bowling Club

ON Sunday, December 13, members of the V.R.I. Social Bowling Club and their ladies, were guests of the Ballarat City Oval Bowling Club. Luncheon was provided at the Clubhouse and, in

the afternoon, games were played against local players. A pleasing feature of the day was the inclusion—for the first time—of the ladies in the match. They were most appreciative of the Ballarat Club's action. After the match, trophies were presented to the winners by Messrs. A. Brown (President Ballarat City Oval) and A. Cowling (President V.R.I. Social Bowls). There was a good muster of members—57 metropolitan, 6 from Bendigo and 4 from Seymour. It is expected that an equally large number will go on the next country trip—to the Seymour V.R.I. Bowling Club this month.

Table tennis

THE 1964 season concluded with the annual presentation night at the Tivoli theatre on December 16. The guest of honour, Mr. L. A. Reynolds, General President of the V.R.I., presented the trophies to various winners.

In the internal winter competition, Stores Branch won the A grade, Newport Apprentices won the B grade and were also successful in a short summer competition just completed. Both teams that competed in the V.T.T.A. Summer Pennant Competition made the grand finals of their respective grades. In B5 we had to be content with the title of runner-up but in C1 we completed the season without a defeat and so took out this pennant.

Prospects look bright for 1965, and four teams have been entered in the Northern Table Tennis Association pennant competition.

Cricket

RESULTS of fourth round matches: Loco 4/106, declared (Chapman 30, Sharp 20) beat Codon 58 (Schickerling 4/8) and 19 (Schickerling 5/8) outright. Stores 0 for 76, declared (Gurrie

47 n.o., Short 29 n.o.) and 2/53 (Gurrie 25 n.o.) beat Spotswood 69 (Cook 20 n.o., Patterson 5/26, Figgis 2/10) and 93 (Lees 27, Patterson 6/17) on the first innings.

Position of teams after four rounds:

Stores	12 points
Suburban Lines	11 "
Spotswood	10 "
Loco	8 "
Codon	1 "

Thirteen players will represent Victoria in the Interstate Carnival next month, four from the country and nine from the metropolitan area. They are: E. Barnes (capt.), R. Dyson (v. capt.), K. Carmody, R. Chapman, K. Schickerling, R. Figgis, P. Gurrie and L. Hill (from the metropolitan area); R. Janson, S. Wallis, L. Balcombe and R. Chaplain (country). Our congratulations go to these players, who should prove worthy representatives of this State. I feel special mention should be made of Kevin Carmody's gesture in declining the position of captain as he felt it was time some of the younger players had a chance to lead the side. It's typical of his attitude to the game.

Women's amateur athletic club

IT looks as though reports we heard about our V.R.I. Club were right on the beam. The three senior teams are all leading in their respective sections (A, F and K) and the junior team (in B grade) holds second position. All the girls seem to be in excellent form, and the secret of the club's success would be the strong support the stars are receiving from the other members of their team. The record they recently broke in the F grade 440 yards relay is ample proof of this. Keep it up girls; it's time we added a few more pennants to those we have already.

VICTORIAN RAILWAYS

NEWS LETTER

FEBRUARY



1965



Traffic Report

A preliminary report of the Metropolitan Transport Committee last month indicates the important part that public transport must play in meeting Melbourne's future transport needs.

When releasing details, the Committee's Chairman (Mr. E. R. Meagher, Minister of Transport) said that the forecast had been six months in preparation; and was based on careful analyses by various transport and planning authorities, but was by no means final.

A preliminary analysis of present day journeys to work show that 75% of workers travelling to Central Melbourne used public transport; and the rest came by car. To other parts of the metropolitan area, 44% used cars, 38% public transport, and 18% either walked, or worked at home.

"For the preliminary plans the Committee has assumed that these percentages will not substantially alter by 1985", Mr. Meagher said.

"This means that, if public transport is to retain its dominant role in bringing workers to the concentrated heart of the city, it must increase its capacity by one-third. At the same time, there could be a trebling of workers travelling by car to other parts of the suburban area.

"It is essential to get an extra 20% of travellers on to public transport by making it faster, more comfortable, and more attractive than driving. If we don't get the percentage on to public transport, there will be insufficient room in the city for the necessary roads and parking areas."

Consequently, the Committee predicts that:

- Melbourne will have its underground railway.
- trains will be longer, have more tracks and better signalling to carry more passengers faster.
- some trains will run underground in Melbourne, and on more of their own rights-of-way in the suburbs; rolling stock will be modern and speeds higher.
- freeways and ring roads will reduce traffic delays.
- express buses will travel on freeways radiating from the central business area and would, with increased frequency, be as attractive as private car travel.

"The 1985 forecast having been given to the study consultants, their findings will provide my committee with the opportunity to get close to

reality. We can then confidently predict an overall plan of transportation adequate for 1985, and to progressively improve after that with our own team trained by the consultants.

"The benefit to the community of this balanced approach will be immense", concluded Mr. Meagher.

Help in disaster

LAST month the railways brought swift help in a serious fire disaster.

As soon as news was received of the £750,000 fire that destroyed the greater part of a Portland meatworks on Friday, January 22, Mr. Arnold Lunn, of the Superintendent of Freight Operations Division, arranged for the assembly of 14 refrigerated vans in Melbourne and their dispatch to Portland that afternoon. Six other vans were already at Portland.

The following day, another 40 vans were sent to Portland. Three special trains left there over the weekend and normal goods trains also had vans of meat attached. A trainload of butter was sent to Ballarat, and other vans were used at Portland to shuttle meat from the works to the wharf for overseas export.

Priority was given to traffic from Portland. The refrigerated vans were made available at short notice despite the heavy demand on them for normal export traffic in butter and meat.

Pig lead goes ahead

PIG lead, nobody can deny, is weighty stuff. But that's just the sort of goods that railways can handle with ease. So it's not surprising that pig lead is among traffic that the Department has recently captured.

The speed and regularity of the rail service, together with the facility of bogie exchange, will result in 22½ thousand tons of pig lead being carried this financial year from Port Pirie in South Australia to users of lead in the Sydney metropolitan area. Three loadings each week are made at Port Pirie.

Over the next four years, the pig lead traffic will bring in nearly a quarter of a million pounds of revenue to the Department.

Railway Museum booklet

THE 24-page booklet produced by the Australian Railway Historical Society, on the railway museum operated by it at North

Williamstown, has recently been reprinted. With a full colour cover and 35 illustrations on good quality art paper, it gives the history and technical details of the locomotives and other equipment at the museum. An excellent souvenir and guide, it is definitely a booklet every railfan will want. Copies are on sale at the Museum or may be obtained for 3/6d. (posted) from Mr. R. Dower, 22 Montague Street, Moonee Ponds.

Diesel success

THE Department's fleet of main-line diesel-electric locomotives is out-performing steam locomotives threefold. Not only are the diesels hauling greater loads, but they are moving them more quickly than steam.

The diesels have also been responsible for a quicker turn-round of wagons, particularly during vital freight traffic operations, such as the big seasonal wheat movement.

The average mileage run by goods trains per train-hour has risen steadily from less than 11 miles-per-train-hour in 1950 to 14½ miles-per-train-hour in the last financial year. The marked reduction in locomotive standing time - an important factor in efficient railroading - underlines one of the diesel-electric locomotive's biggest advantages over steam.

During the past five years the average number of ton-miles per wagon per day has risen by 44.53 per cent (from 228.0 to 329.5) while the average net-ton-miles per goods train hour has increased by 9.75 per cent (from 3,077 to 3,377).

Diesel-electric locomotives have assisted in the progressive improvement in the Department's operating efficiency, and this will become more marked the further the dieselization programme is advanced.

V. R. models

AMONG additional models received last year by the Institute of Applied Science of Victoria were those of T and W class locomotives, as well as four wheel and bogie type sheep wagons.

FRONT COVER

AT POWER SIGNALLING SCHOOL, Caulfield, Instructor R. Cox indicates features of an electric point mechanism to trainees (see story on page 26).

DEATH OF A DEPOT



K 188 brings down the front wall of North Melbourne Locomotive Depot.

THE old North Loco Depot died in a blaze of glory. Demolition was not ignobly started by a nibble from some wrecker's pick. Instead, a steam locomotive pulled the front wall down with a crash of truly Wagnerian proportions—a *Twilight of Steam*, as it were. And to many a steam lover it was indeed a *Twilight of the Gods*. For the panting monsters that the depot housed for generations had godlike attributes. In their Valhalla of steam and oil they had both the power and the glory—unless, of course, you were a diesel man.

Steam locomotive K 188 was brought from Lilydale for the job. On Wednesday morning, January 20, before a good muster of T.V.

cameras and pressmen, K. 188 (Driver W. O'Sullivan and Fireman W. Rule) moved into the deserted depot. It was driven out again—the last loco to leave the depot—by retired Driver Bill Banner, secretary of the Retired Railwaymen's Association, who, at 77, is one year older than the depot. After Driver O'Sullivan took over, a steel hawser was attached to K 188 and the high front wall pulled down in sections. The demolition contractors, Myska and Liebrez, then began demolition in a more conventional way.

A number of retired drivers and firemen were among the crowd that arrived for the historic occasion. They could recall the time when 160 engines a day would leave the

depot and the working lives of nearly 1,000 railwaymen centred around it.

The depot was built in 1888 by A. P. Tozer and Co. The workshop building, which will also be demolished, was erected during World War Two and, later, converted for the maintenance and servicing of diesel-electric locomotives before the establishment of the modern locomotive depot at South Dymon.

The progressive dieselization of the V.R. motive power made the depot unnecessary for steam locomotives in the metropolitan district. A steam locomotive has already become a relatively rare sight in that area. Servicing and maintenance of the remaining ones will be carried out at country depots.



Among the retired railwaymen who turned up at North Melbourne to see the end of the depot were (left to right) Messrs. J. Birtle, R. Matheson, J. Mangan, W. L. Wolstencroft, A. J. Collins and C. Aspinall, shown having a chat with Driver Bill O'Sullivan (second from right).

HANDLING

VICTORIA'S BIGGEST HARVEST



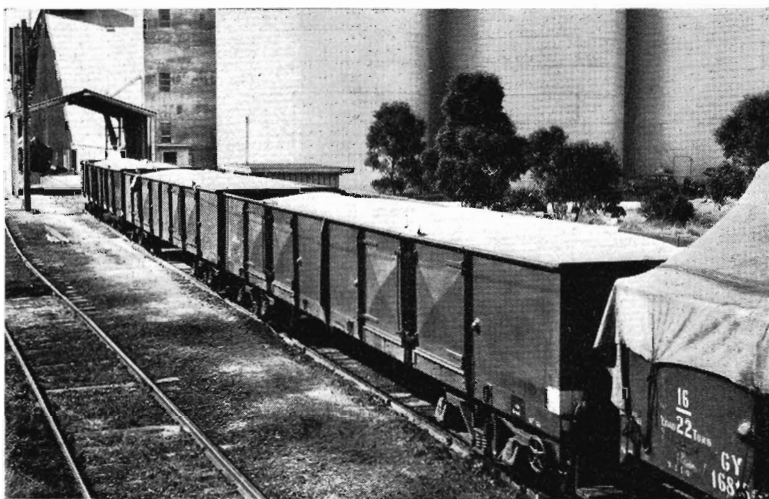
Wheat train from Warracknabeal

IN handling this season's wheat harvest, the railways were faced with practically every difficulty that could arise in this—the biggest transport job of the year.

- The crop was huge—estimated at 79 million bushels it could well prove to be Victoria's biggest.
- The wheat ripened late, and almost simultaneously in all districts, thus adding to the peak loadings.
- Bulk barley, a new factor in the grain traffic—added well over a million bushels to the demand for bulk wagons.
- The oat harvest—20 million bushels—ripened late, further increasing the requests for wagons.
- Movement of superphosphate has greatly increased and this season was expected to reach $1\frac{1}{4}$ million tons.

To overcome this accumulation of problems, the Department strained every resource. It made available 5,904 grain proofed four-wheel wagons—84 more than last season. To supplement the fleet of diesel electric locomotives, R, J, K, and N class steam engines were prepared and pressed into service.

In addition, 40 and 50-ton capacity bogie exchange open wagons were swung into the grain traffic. Twenty-four of these wagons were able to move as much as 60 of the four wheel grain wagons. Their use, however, was confined to districts serving the Marmalake intermediate wheat terminal and was only possible because of the annual close down of industry over the Christmas period. As the wagons could not be covered, they could not be used on wet days or when rain was impending, and had to be loaded and discharged the same day.



Some of the E class bogie wagons that were swung into the wheat lift are ready for unloading at Marmalake.

When industry resumed after the Christmas break, the bogie exchange wagons had to be returned for use in the steel traffic. And, of course, some of the open four-wheel grain wagons were also needed for industry.

It was a mammoth job. To cope with the huge harvest, local storage capacities had increased by about three million bushels. It was vitally necessary for the railways to haul away the wheat that could not be stored locally. This was estimated at 38,000 wagon loads—30 million bushels.

Consultations were held between Unions and the Department to ensure that, in the event of any staff difficulties arising, they could be promptly overcome.

Stationmasters and train controllers kept a ceaseless watch on the wagon

position to get the utmost use from every one. Along the steel arteries throughout the wheat districts, wagons were shuttled day and night to where they were needed. Like ships of the land, the long wheat trains moved continually over the country—to the huge storages at Marmalake, to Dunolly, and to Geelong for export.

By the middle of January half of the 38,000 wagon loads had been carried.

By the target date—February 6—the job was finished. Over three-quarters of a million tons of Victoria's biggest harvest had been carried.

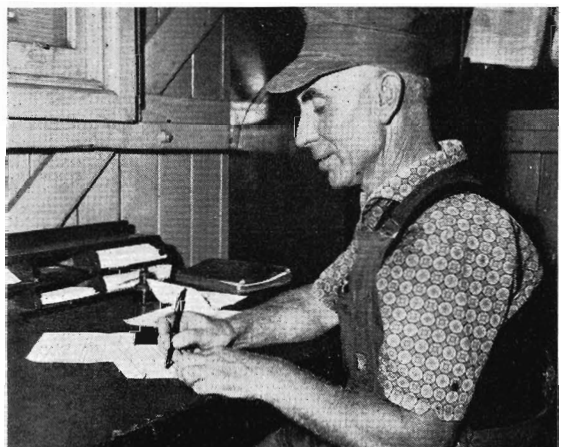
That it was done on time, despite all the difficulties that had to be overcome, was due to the magnificent response and teamwork of railwaymen of all grades.



Stationmaster C. Hynes (left) and Assistant Stationmaster K. Tannock, at Murtoa, check Grain Elevators Board receipt sheet.



Signalman W. S. Aicken swings on his levers to control movement of wheat trains at Murtoa.



Driver-in-Charge R. S. Eldridge prepares drivers' rosters at Murtoa.

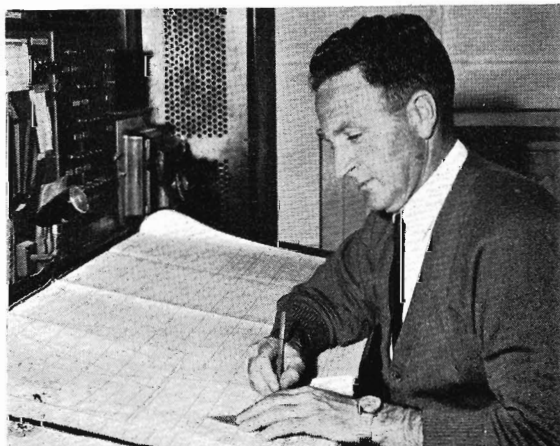
A few, among the thousands of railway staff who handled the harvest, are featured on this page. And, of course, other grades also played an indispensable part—shunters, guards, repairers, clerks, maintenance men, and so on.



At Head Office, some problems are discussed by (left to right) Messrs. R. E. Williams, O.I.C. Goods Wagon Supply; F. E. Butler, Superintendent Freight Operations; and G. Moyes, Wheat and Export Officer.



Train Examiner J. Beer secures door catch of E wagon.



Dense wheat traffic needs foresight and care in planning intricate train crossings. Train Controller F. McDonnell, of Ararat, studies train graph.

WHO PAYS FOR THE ROADS

IN the first part of this article, which was published in last issue, the cost of building the type of road required by heavy-duty vehicles (but not by motorists) was discussed. It was pointed out that American tests show that, in one passage over a road, a heavy transport causes as much wear as 7,450 motor cars. The question of what proportion of road costs should be paid by heavy trucks was also considered.

Here is the concluding part of the article.

HOW COLLECT FROM "HEAVIES" ?

A fair allocation of road costs between heavy and light vehicles demands a system that levies an additional charge on the heavy vehicles that the light ones do not pay.

Any form of excise tax on fuel, tyres, lubricating oil, etc., levies a disproportionate burden on motor cars and other light vehicles, which receive many less ton-miles of road "use" per unit of consumption than do the heavy vehicles.

There are, in fact, two distinct problems :

- paying for basic roads ;
- paying for the difference in cost between basic and heavy-duty roads.

To the extent that excise and sales tax levies on fuel, oil, vehicles, spare parts, etc., are devoted to expenditure on the roads and not merely general revenue taxes, the amounts paid by the heavy trucks can be regarded as their contribution only to the cost of the "basic" component of the roads, and towards the cost of police patrolling (which they do nothing to lessen).

The remainder—and much greater part—of their cost responsibility can be obtained only by levying, in addition to fuel tax, user charges based on the special requirements that have to be built into the roads to suit these heavy vehicles, together with the much greater wear and tear inflicted on the roads by them.

This problem has been approached correctly in Victoria—in principle—by the application of road main-

tenance charges on vehicles having a registered load capacity in excess of four tons. The Victorian legislation, however, has two main weaknesses :

- there are too many exemptions ;
- the charge is much too small.

Exemptions

Road maintenance charges are what their name indicates—a payment for services received. They are *not* a tax.

No exemptions should be allowed. It is no more logical, for instance, for the State to supply the operator of a heavy livestock transport with free road use than it would be to supply him with free petrol.

In any event, if for political reasons it is desired to exempt certain classes of vehicles from meeting their obligations, the ton-mile charge should be so calculated that the non-exempt portion of the heavy trucking industry—not the general taxpayer—makes up the difference. This would very quickly put the question of exemptions into proper perspective !

How much ?

It should now be clear that the basic level of the Victorian road maintenance charge should be recalculated in the light of the greater knowledge of the subject now available from the American tests referred to.

Quite apart from this aspect, the charge set in 1957 should be adjusted upward in line with the decline in the value of money since that date, *just as it has been necessary to adjust rail and other charges.*

ABOUT A PAMPHLET

A pamphlet (*ALERT*) prepared by the Association Liaison for Elimination of Road Tax contains several sound arguments, from which it draws some highly peculiar conclusions :

For example—

Argument : " Some people unlawfully avoid the payment of road 'maintenance charges.' "

Conclusion : " Nobody should pay them. "

Argument : " The legislation imposing road maintenance charges provides for a number of arbitrary and inequitable exemptions. "

Conclusion : " The charges should be abolished. "

The first of these conclusions is tantamount to arguing that, as it is well known that some people avoid paying fares when they travel by train, the collection of fares should be abolished.

Would it not be a more logical and less defeatist conclusion that more means of ensuring that *everybody* pays be instituted ?

On the trains the Department tries to achieve this by employing flying gangs of special ticket checkers.

On the roads it should be done, as in New South Wales, by setting up check-points at strategic locations on the main highways, so that nobody escapes the net. Such check-points would not only be a safeguard on the collection of road maintenance charges, but would also be invaluable for detecting overloading of vehicles and even breaches of the law in relation to hours of driving.

The second point made in the pamphlet is also a good one ; but surely it is an argument not for the abolition of the charges but of the exemptions ?

(An interesting sidelight here is that the exemptions do not, in fact, react to the disadvantage of the rest of the motor transport industry, but to that of the community generally as the loss of revenue is made up out of general taxation.)

Arguments

The pamphlet's arguments against road maintenance charges (which it insists, wrongly, on calling a tax) are summed up (with a pertinent observation in brackets) as :

"ineffective"

(The charges will be quite effective, if set at a realistic level.)

"unable to be enforced"

(Defeatist. Can be readily overcome by setting up check points.)

"costly to the State"

(All revenue costs something to collect. This argument could lead to the abolition of charges for everything.)

"burdensome to industry"

(Road maintenance charges are simply one of the true costs of using heavy road transport. If they are not collected, the burden of road costs won't disappear—it will merely be transferred to the shoulders of the general taxpayer.)

"selective"

(A sound argument. All exemptions should be abolished.)

"unjust"

(To whom ? Nothing could be more just than that the section of industry which demands heavy duty roads should pay for them.)

It is, of course, quite sound tactics on the part of the heavy trucking industry to campaign for the abolition of road maintenance charges, which place the burden of excessive road costs where it rightly belongs. The industry may be quite prepared to support the proposal of an additional fuel tax, to be devoted only to road construction and maintenance, knowing that this would have the highly desirable result—from their viewpoint—of *saddling the private motorist with most of the cost of providing heavy-duty roads, for which he hasn't an atom of use.*

SOME TELLING POINTS

- Motor cars and light trucks don't need heavy-duty roads.
- Financing heavy-duty roads by fuel taxes alone forces the motorist and light truck operator to pay for something they don't want.
- Those requiring extra strength in the roads, and causing extra wear and tear, should pay for

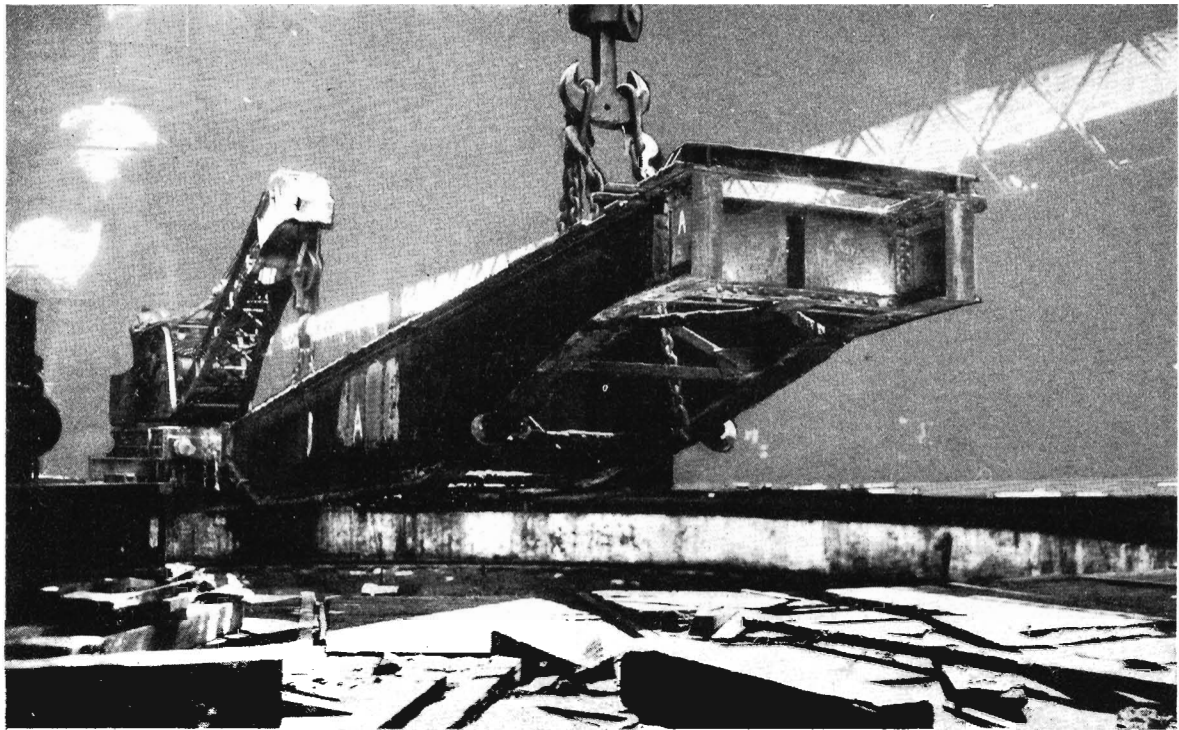
the *whole* of these extras by way of road maintenance charges.

- To carry Victorian permissible loads for heavy vehicles our roads have to be at least twice as strong as would otherwise be necessary.
- **In wear and tear, one truck = 5,000-7,500 cars.**
- Overloading a truck by 25%, more than doubles the wear and tear it causes.
- A bogie axle-load of 14 tons (7 tons per axle) causes half as much wear and tear *again* as a single axle load of 8 tons.
- The Victorian road maintenance charge should be recalculated in the light of modern knowledge, obtained from tests carried out in America.
- **No exemptions should be allowed. It is no more logical to give certain privileged classes of heavy truck operators free road use than it would be to give them free petrol.**
- Check points should be set up to ensure collection of road maintenance charges and to detect overloading.



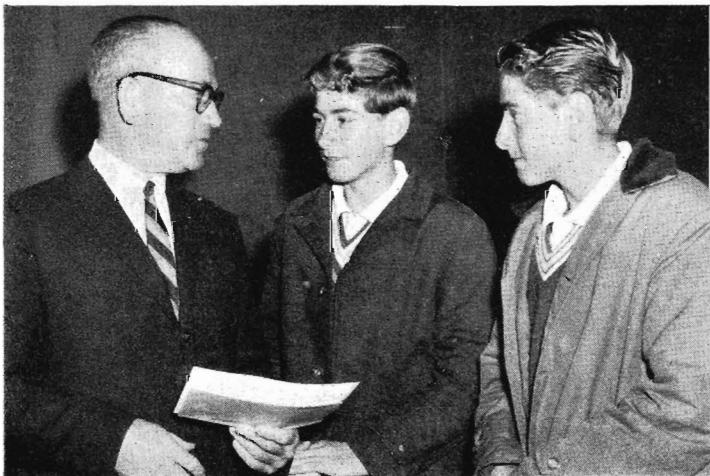
GIPPSLAND LINE

PICTURED at the left is a Gippsland scene that few will recognize. Because it's only a "model" scene—on a model railway at Jeetho, a few miles from the south Gippsland station, Loch. Owned by Mr. C. C. Rolfe, the model has 600 ft. of track and occupies a room 27 ft. by 12 ft. The rolling stock comprises 14 passenger cars, 12 brake vans, over 50 goods wagons, a diesel rail car and trailer, four diesel and six steam locomotives. Much of the equipment has been built by the owner ; some items are models of V.R. stock. The little railway is used to raise funds for local and other charitable causes. Altogether, more than 3,000 people have seen it in the last four years.



DEMOLITION : One of the three 70 ft. long turntables at North Melbourne Locomotive Depot is lifted by two wrecking cranes. Prior to demolition of the Depot, the turntables were removed for storage at Spotswood Workshops.

AROUND THE SYSTEM



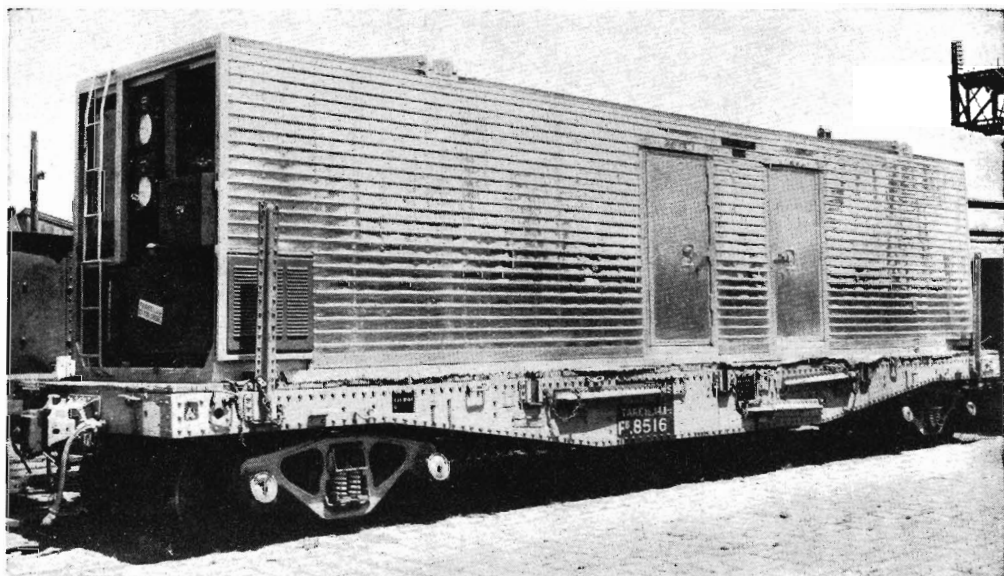
APPRENTICES : Among the 230 railway apprentices who were welcomed to the Department last month by the Secretary for Railways, Mr. W. Walker (*left*) were 15½-year-old twins Peter and John Gibb (*right*). The twins, who come from Box Hill, are apprentice boilermakers.



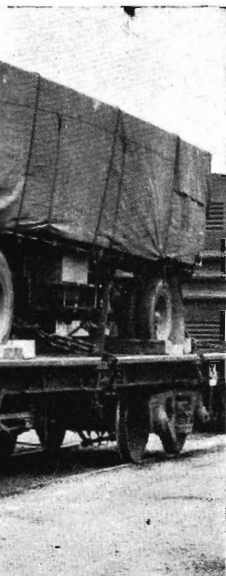


PUBLICITY: In these days of intense competition for interstate traffic, high-grade publicity is essential to retain and promote traffic. Professional models and railway staff are shown, in *Southern Aurora* Dining Car, co-operating for a series of colour pictures of the train. The prints will be reproduced in folders, magazine articles, etc.

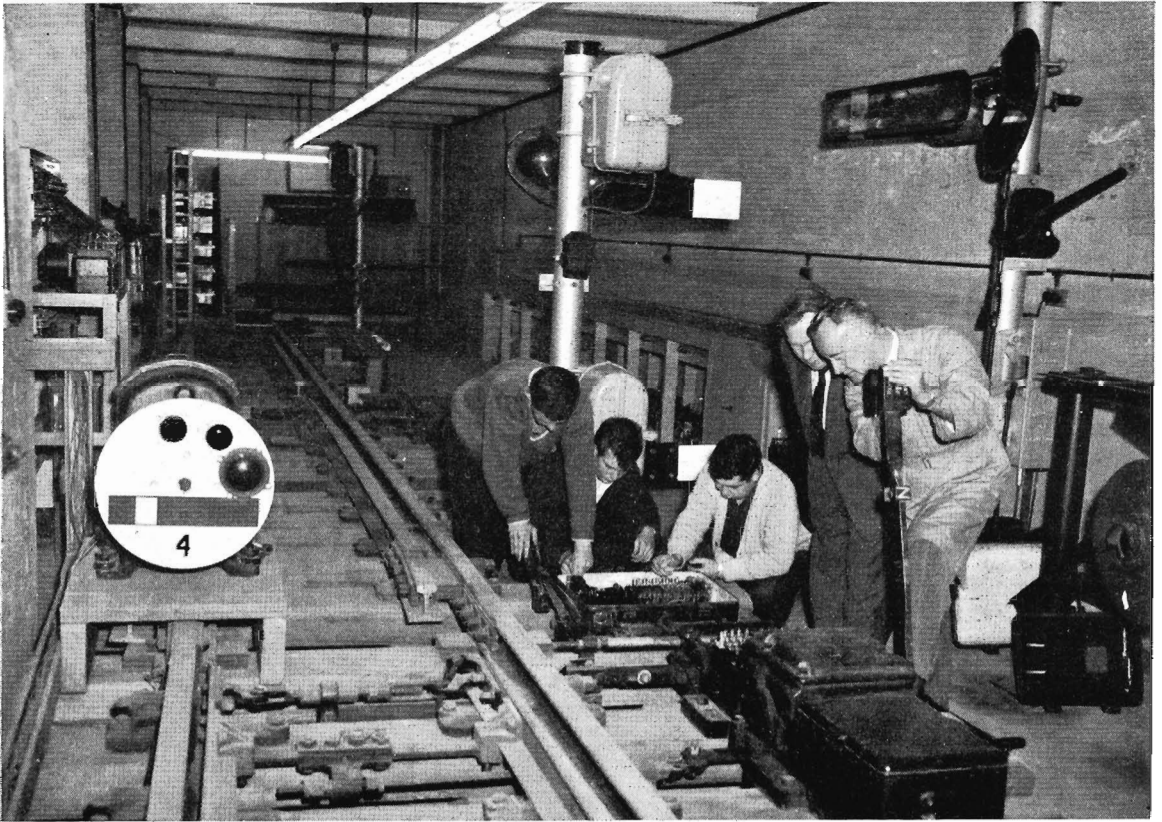
M



UNUSUAL LOADS that came through Melbourne recently included a refrigerated container (above) en route to Adelaide for use on the service to Alice Springs. At left is shown an experimental piggy-back of copper tubing from Port Kembla to Adelaide; on the return trip the trailer carried other loading.



THEY LEARN ON THE 3-FT. GAUGE



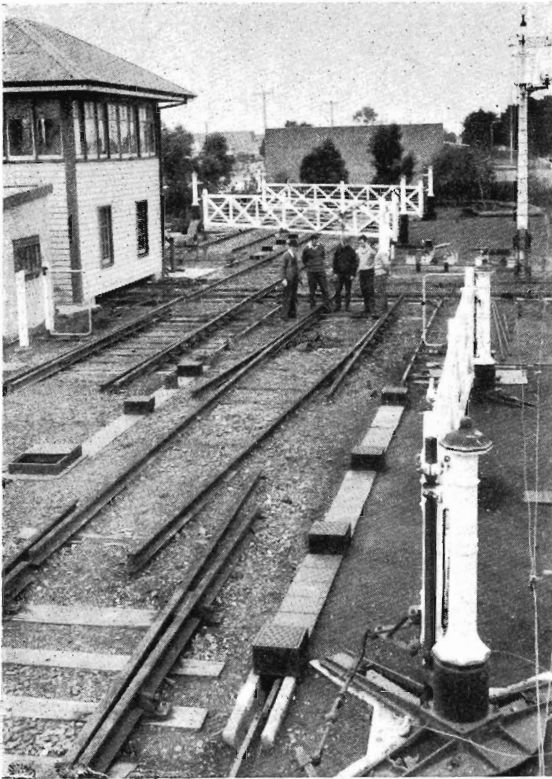
Picture shows the length of 3 ft. gauge track together with allied equipment. The Instructor is operating the hand throw lever of a dual control point machine. This machine can operate points by electric power or, in an emergency, manually. The apprentices are examining a train stop.



Instruction is being given on a searchlight signal. Cover is cut away to reveal electrical mechanism and optical equipment.

AND where is there a 3-ft. gauge on the V.R., would be a not unreasonable question. The answer is—at Caulfield. But it's not easy to find. There's only about 66 ft. of track and it's in the upper story of the old sub-station building. The track is part of the equipment of the Power Signalling School which, together with the Mechanical Signalling School at Newport, is used by the Signal and Telegraph Division to train apprentices, electrical fitters and cadet engineers in maintenance work.

The 3-ft. gauge was selected in order to fit the track in the available space. The gauge, of course, has no effect on the functioning of equipment associated with the track. That equipment comprises, mainly, four types of power signals, a mechanized signal with reverser, dwarf signal mechanism, three types of point motors, two train stops, various kinds of switch gear, plug-in relays, etc.



General view of the Mechanical Signalling School showing the points, signals and two types of interlocked gates.



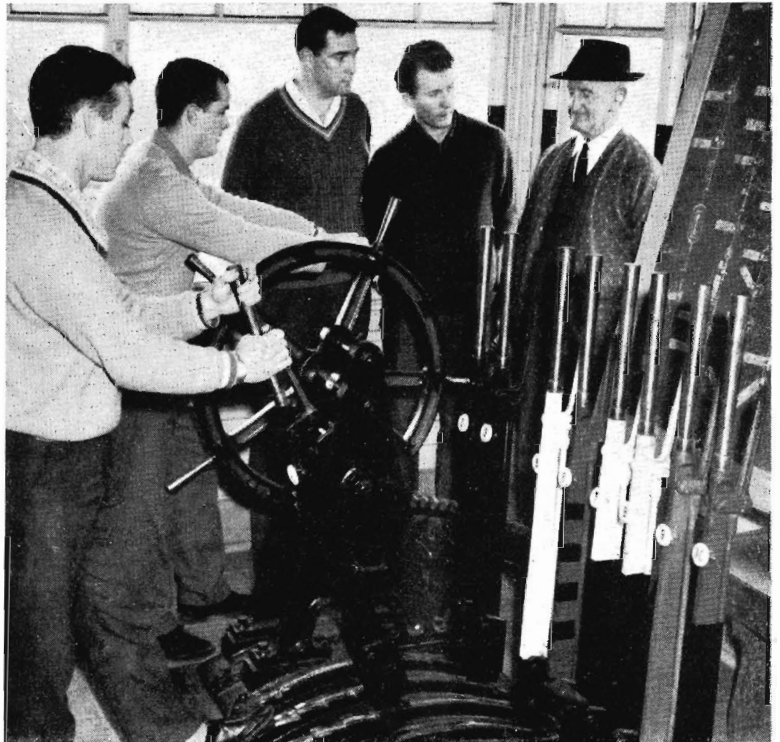
At the Mechanical Signalling School, Newport, the instructor explains the adjustment of a mechanical point detector.

The points and signals on the track are controlled by a power frame (it was surplus material from the old South Yarra Box). The points can also be worked from a miniature lever panel. At present, a series of switches is being installed on the panel that will enable the passage of a train over the track to be simulated; the appropriate annunciating bells will ring and indicator lights glow.

Other equipment at the Power Signalling School includes selector telephone apparatus, double line block and electric staff instruments, and optical equipment for instruction on the 16 types of lenses and reflecting mirrors in use on signal search-lights.

Situated near the Oil and Cement Store at Newport, the Mechanical Signalling School provides instruction in all kinds of mechanical signalling equipment. In addition to semaphore and disc signals and rod-operated points, the School has two types of interlocked gates—one with surface mechanism and the other with the mechanism below ground.

With their complete sets of equipment, these schools enable staff to be taught safely and efficiently. A further advantage is that the classes can be kept small enough to permit individual and thorough instruction.



Instruction is being given in the operation of levers of interlocking machine and the gate gear.

SEVENTH AUSTRALIAN SCOUT JAMBOREE

THE Scout Jamboree was another demonstration of the railways' ability to handle mass transport.

Fourteen special interstate trains brought 7,636 scouts to the camp near Dandenong and 1,293 scouts came by Victorian trains.

There was an augmented train service between Dandenong and the city and three trains were held in reserve during the period of the camp to meet unexpected traffic demands. Altogether, nearly 16,000 scouts and their visitors used the suburban service.

In a letter to the Chairman of Commissioners, Mr. E. V. Field, Chairman, Transport Regulation Board wrote :

"We were most satisfied with the smooth working of the transport arrangements for the Jamboree and in relation to the road movement have complimented the R.P.S.O.A. and the bus operators concerned for the part they played.

"However, much of the success behind the movement of Scout personnel was undoubtedly due to the excellent railway service provided at all times, in particular the time-tableing maintained and the flexibility of service offered by your staff. I think these two aspects impressed all who had anything to do with the transport arrangements made for the Jamboree, and I felt I should convey to you our unqualified praise for an outstanding job of organisation."

LINES FROM OTHER LINES

200 m.p.h. trains?

AMERICA is getting interested in ultra high speed rail travel for passengers, to judge from the recent proposal of the President to spend \$20 million (£9 million) on a study of the possibility of a 200 m.p.h. train service between Washington and New York

50,000 amps

A novel type of retarder has been experimentally installed in the hump yard at Basel-Muttenz, Switzerland. It uses huge quantities of electrical power to reduce the wagon speed during marshalling.

As an experiment the tracks have been equipped with an eddy current brake, which reduces the speed of the wagons to 2.2 m.p.h. The speed is then kept at this rate by passing a very heavy current of 50,000 amps at 10 volts, between the rails and through the wagon axle. (See *News Letter*, September 1964, p. 135.)

The complete equipment has been installed on only 11 of the yard's 41 tracks. If the experiment is successful it will be extended to the remaining tracks.

The advantage of this system is the simplicity of the control gear. With conventional retarders, the speed of the wagon must be accurately measured as it comes down from the hump, and allowance made for its rolling resistance. This is not necessary with the eddy current brake, as the retarding force on the wagon increases with its speed. (*Railway Gazette*)

Piggyback

PIGGYBACK is now 11 years old. Born in 1954, piggybacking on U.S. railroads has made steady gains; it now accounts for about 5 per cent of total revenue from manufactured and miscellaneous freight. Loadings are expected to reach one million wagons this year. (See centre pages for V.R. piggyback.)

Hush job

THE Milanese claim that their new underground, that opened recently, is the world's most silent. To keep it that way, passengers are prohibited from singing, smoking, playing musical instruments or begging alms. The underground, eight miles long, took over seven years to build and cost more than £25 million. It was financed entirely by the city.

SELLS HOT DRINKS



Installed at No. 1 platform concourse, Spencer Street, this shilling-in-the-slot hot drink machine serves five varieties of coffee, whipped chocolate, and chicken soup. By following simple directions, patrons can add extra strength, sugar, etc., to their coffee. The machine is on trial and its patronage will determine whether similar machines will be placed at other locations.

APPRECIATION

The Daylight and coffee

MY wife and I recently had a holiday in Sydney, travelling both ways by *Intercapital Daylight*, and we were pleasantly surprised at the relaxed and comfortable journeys, each of which was much more enjoyable than a two-day road journey could possibly be, both for driver and passenger.

The refreshments served in the buffet car served to emphasize an opinion we had both held for many years, viz. that the Victorian Railways Refreshment Services make the best coffee in the world.

Years ago, when travelling along the Hume Highway, we used to make a special detour to the Seymour R.S. Refreshment Room to get a cup of their coffee, and in 1958 during the course of a world trip we sampled the brews of most of the coffee-drinking countries of Europe, as well as North America, and the only place where we had anything to compare with the Victorian Railways was at a small cafe outside the Gare du Nord in Paris.

This is mostly in rebuttal of criticism of the buffet car on *The Daylight* in the Melbourne press, and to show that there are two sides to every question.

We found the attendants polite and helpful, likewise the other train staff.

—*Harold W. Holden, 40 Wallace Avenue, Murrumbidgee*

Geelong-Timboon

DURING December 1964, the Commission's developmental programme at Heytesbury involved the transport by rail from Geelong to Timboon of 2873 tons of bulk superphosphate for aerial top-dressing of pastures. The Commission has directed me to express its appreciation of the co-operation received from the officers of your Department at Geelong, Melbourne and the destination stations, which materially contributed to the satisfactory completion of the project.

—*M. J. Cronin, Acg. Secretary, Rural Finance and Settlement Commission*

Tennis

COUNCIL, at its meeting on December 15, 1964, expressed appreciation of your department's great assistance to the Victorian Championships just completed, and directed that a letter of thanks be sent to you, especially mentioning the very fine posters displayed on the railway stations.

—*C. Crawford, Secretary, The Lawn Tennis Association of Victoria writing to the Secretary for Railways*

Warburton excursion

ON behalf of my colleagues, I would like to thank you for your assistance in making our excursion to Warburton such a success.

All the railway personnel involved were particularly helpful and gave us excellent service

—*(Dr.) P. Berger, Alfred Hospital, writing to Chairman*

Sandringham

WOULD you please convey to the railway staff our appreciation of all the kindness shown to my sister and myself during the year we are both blind and always receive the best of attention from the staff. I include the drivers of the Beaumaris and Black Rock buses, as well we are daily users of the buses.

—*K. Birchnell, 39 Cowper Street, Sandringham*

Flinders Street

ON December 24, I took ill at Flinders Street station. One of the barrier staff at the main entrance allowed me to take a seat in the office. Later a first-aid officer took me to the First-Aid and rang my place of employment and then procured a taxi for me. He was most attentive and helpful . . .

—*W. T. Sellick, 140 Cecil Street, Williamstown*

Mildura district

ONCE again on behalf of this Association I would like to express full appreciation of the capable and friendly interest and co-operation received throughout the year from your several Branch staffs within the Mildura district.

On all occasions, without exception, every co-operation and assistance necessary has been shown myself and our Field staff by local station personnel in the task of co-ordinating market forwardings to Melbourne as well as provincial and country areas served by Victorian Railways system

—*M. J. Powell, Manager/Secretary, Mildura and District Citrus Co-operative Association*

Spencer Street

WE are writing to thank you for the co-operation we received from your office at 8 o'clock last evening. The members of your staff were most helpful in assisting us in dispatching a quantity of bread wraps on the paper train to Ballarat. Our customer was desperate . . . but we are pleased to say the matter was happily resolved.

—*G. T. Ward, Manager Conversion Division, Spicers (Australia) Pty. Ltd., writing to Stationmaster, Spencer Street.*

SAFETY EDUCATION



Officers who recently completed an R.M.I.T. course on Industrial Safety and Accident Prevention are shown discussing locations for safety boards. (Left to right) Messrs. S. Stevenson (Traffic Branch Safety Officer), W. Cox (Rolling Stock Branch Safety Officer), K. Smith (Engineer, Way and Works Branch), and A. Firth (Assistant Engineer-in-Charge of Tests, Electrical).

The two Kennedys



Mr. F. P. Kennedy (left) taking over from Mr. H. L. Kennedy.

WHAT is probably a unique happening in V.R. annals occurred just before Christmas when a retiring branch head – Mr. H. L. Kennedy, Superintendent of Refreshment Services – was succeeded by a namesake, but no relation, Mr. F. P. Kennedy.

The new Superintendent of Refreshment Services started his Departmental career, in 1921, as a junior clerk in the branch that he now heads. After working in a variety of clerical positions Mr. Kennedy was appointed a Refreshment Room Inspector in 1941. This was during the hectic years of World War II when the Department's Refreshment Rooms were frequently called on at short notice to feed large bodies of soldiers from the troop trains. And an Inspector would often have to take off his coat and give a hand to the Refreshment Room staff to get the job done. Travel as an inspector gave Mr. Kennedy an intimate knowledge of the wide-spread activities of his branch. In 1954 he was appointed Bookstalls Manager, and later took over control of the fruit and drink stalls as well. Promotion to Chief Clerk followed in 1962.

Mr. H. L. Kennedy also started as a junior clerk – in the then Audit Branch, 50 years ago. Six years after, he was transferred to the Refreshment Services Branch, of which he became head in 1957. Among Mr. Kennedy's departmental achievements was the modernization of Mt. Buffalo Chalet with the introduction of a swimming pool, croquet lawns and other facilities. For many years he has been an active worker for the Red Cross and is the author of the chapter on provedoring for Red Cross Hospitals in the Society's war book.

Why Heavy Harry?

ASK Mr. W. F. Black who retired last month as Special Officer of the Rolling Stock Branch and he'll tell you how loco-

motive H.220 received its unofficial name of *Heavy Harry*.

Mr Black was foreman of the Erecting Shop at Newport Workshops when the heaviest locomotive in the Southern Hemisphere – H.220 – was built. He said that when pressmen were inspecting the locomotive on its completion, they asked an apprentice what name they gave it. The apprentice, who was working with a heavily built fitter popularly known as *Heavy Harry*, told the newsmen to "Ask *Heavy Harry*". Not catching the whole sentence, the reporters wrote the locomotive's name as *Heavy Harry*.

Mr. Black started his apprenticeship in 1919 and later was a relieving fitter at almost every running shed in Victoria. He was the last Chief Foreman of the North Melbourne Loco Depot, and was appointed Special Officer, two years later.

Geelong Christmas Tree

GEELONG district railwaymen run a very successful Christmas treat for the children. Started in 1963, it is planned to run it annually. Members of the Christmas Tree fund, as it is called, make voluntary contributions, that, last December, enabled them to give a treat for 162 children who received presents from Father Christmas (Leading Shunter A. Maher) and were entertained by a magician. Present committee and assistants consist of Messrs. J. Tobin (president), K. Donovan (vice-president), E. Doherty (secretary), T. Piper (treasurer), R. Petrie, M. Brookes, N. Vessey, L. Friday, J. Panhorst, R. Eddy, and G. Bone. Nor all members of the fund are in Geelong – there are supporters in Meredith, Lethbridge, Cressy, Camperdown and Melbourne.



Mr. Black takes a last official look at H 220.

Family train

MR. Frank Trevillyan, who recently retired as Signaller at Dandenong where he had been for the past 14 years, certainly belongs to a railway family. Four of his uncles—Fred, George, Jim and Harry Hartley were in the Rolling Stock Branch. At the Christmas family reunions, they had three drivers, a signaller and a maintenance engineer. Together with a friend, who was a guard, and often attended the gatherings they maintained the group could, between the lot of them, run a train.

30 years



Assistant Stationmaster G. J. Harris, who has been at Leongatha for 30 years, has seen the town develop through the rebuilding and enlarging of its business section. An enthusiastic gardener, Mr. Harris is particularly keen on growing native plants and has had very good results with seeds of the Geraldton wax plant and kangaroo paw that he obtained in Perth while on a visit there.

Transport Course

AN oral course in Transport Administration is being conducted by the Royal Melbourne Institute of Technology on behalf of the Institute of Transport.

The course includes the study of transport law, economics, statistics, principles of management, transport operation, finance and accounting, and other associated subjects.

The accepted entrance standard is Leaving Certificate but this may be waived, in special circumstances, on the recommendation of the Institute of Transport.

The Commissioners commend the course to all eligible railwaymen seeking promotion to executive positions. Tuition fees will be refunded on successful completion of each subject.

Although applications for enrolment in the course this year, have now closed, those interested in undertaking it next year may obtain

further information from the Hon. Secretary, Institute of Transport (Victorian Section), Box 5045Y, G.P.O. Melbourne.

Took ducks across tracks

Retiring after 47 years service, Senior Train Examiner R. J. (Bob) Stuart told *News Letter* some interesting stories about the occasional wild ducks that, every year persist in crossing the Jolimont Yards, together with their brood, on their way to the Gardens. Apparently the word has gone round at Lake Buloke, the Gunbower Swamp or wherever they come from, that railwaymen are good blokes who'll see mother duck and the kids safely across. And their trust is not misplaced. Someone always does. Mr. Stuart says he has escorted over a dozen duck families across the yards during the 25 years he has been there.



Usually, he picked up a duckling and the rest would faithfully follow him. On one occasion, however, he picked up the mother and, he says, "the old girl nearly chewed my ear off!"

And throughout the years he has been duck escort, Bob has never lost a duck.

Copper and football



Mr. W. H. Chapman, Manager of Newport Workshops, makes farewell presentation to Mr. Truman.

MR. V. Truman who was foreman of the Coppersmith Shop at Newport Workshops when he retired, worked at the 'shops for nearly 50 years—except for about two years as a leading hand at Bendigo Workshops. He began as an apprentice in March 1915.

Mr. Truman had a noteworthy career as a footballer. In the early 'twenties he played with Carlton, Fitzroy, and for eight years with Williamstown. He was captain and coach of Newport when they won their first premiership. And for 10 years he played in railway football when they fielded a team against the police, fire brigades, etc. Mr. Truman was president of the Williamstown Past Players Association for five years.

RECENT RETIREMENTS

TRAFFIC BRANCH

Matthews, J. B., Geelong
Woolcock, T. J., Melbourne Goods
Davis, H. W. J., Ballarat
Millar, G., Spencer Street
Sambell, C. T. R. R., Parkdale
Trevillyan, S. F., Dandenong
Young, F., Glenferrie
Anderson, E. E., Birregurra
Hocking, J. S., Spencer Street
Stone, C. H., Upper Ferntree Gully
Searl, T. A. H., Wodonga

WAY AND WORKS BRANCH

Saunders, J., Laurens Steet
McKinnon, J. L., Puralka
McAuliffe, M. (Mrs.), Mordialloc
Carmody, E. J., Ouyen
Boyd, M. McP., Ballarat
Clarke, W. A., Tarnagulla
McDougall, F. C., Power Signals
Hodge, M. F. (Mrs.), Blackburn
Oakes, E. F., Caulfield

ROLLING STOCK BRANCH

Pannan, J. C., Ouyen
Laba, M., C/o R. F. Relaying 1
Williams, A. G. T., Shepparton
Kirk, A. A., Newport
Richardson, P., Bendigo North
Carmusciano, G., South Dynon
Morris, R. H., Seymour
Peat, W., Ballarat North
Basetti, A., Newport
Conn, O. W. E., North Melbourne
Urošević, M., Jolimont
Stuart, R. J., Jolimont
Power, W. C., Jolimont
Cowland, W. J., Jolimont
Owens, C., Newport
Stowe, A. C., Ballarat
Brazier, D. M., Jolimont
King, D. J., Bendigo North

STORES BRANCH

Hunter, R. D., Spotswood

. . . . AND DEATHS

TRAFFIC BRANCH

Johnson, J. A., Melbourne Goods
Crook, N. J., Ouyen
Mahoney, J. J., Head Office
Delaney, D. J., Mildura

WAY AND WORKS BRANCH

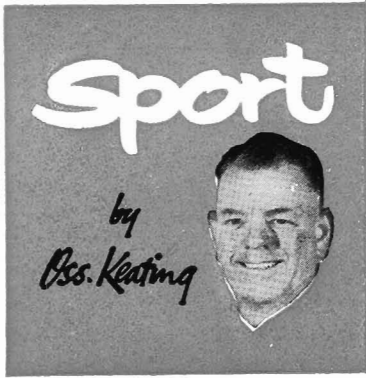
Kelly, W. T., Benalla
Bowden, H. S., Spotswood
Edwards, J. T. W., Talbot
Kopko, N., Newmarket

ROLLING STOCK BRANCH

Herring, W. J., South Dynon
Doburzynski, H., North Melbourne
Michell, A. K., South Dynon
Puglisi, G., Jolimont
Montalto, R., Newport

STORES BRANCH

Smitke, A., Spotswood



the bowling apart in no uncertain terms. The score had moved to 114 before Piper was stumped off Balcombe for 47. Owens contributed a further 24, then Zimmer joined Green, who by this time was 68 n.o., and they hammered our bowling unmercifully.

The score had reached 247 before Green was dismissed for a great 106. Zimmer carried on with the good work and finally retired, unbeaten for 70. At lunch Postal's total was 297 for 8, and even at that stage they seemed to have the game well and truly sewn up. The best figures among the tired and battered bowlers were McCalman 3/83 (14 overs), Balcombe 2/69 (11 overs) and Hopkinson 2/32.

After lunch our openers, John Pitcher and Pat Gurrie set out to reduce the huge deficit facing them. Tight bowling and a well set field made runs very hard to come by, and our first wicket fell at 19 when Gurrie was out l.b.w. to Myerscough. Balcombe could only manage 7 before he was brilliantly caught by Zimmer off McColl. Robyn Dyson (V.R.I. captain) joined Pitcher and together they pushed the score along steadily until 55 runs were on the board. Then disaster struck. Trying to force the pace along Pitcher went for a big hit and was bowled by McColl who in his next over claimed Dyson and McCalman. We were then in serious trouble - 5/57. An eighth wicket stand by Lees and Hopkinson carried the score to 94 before they both fell victims to Barry's accurate bowling. The remaining batsmen could not add anything to the score and we were all out for 94, defeated (or should I say thrashed ?) by 203 runs.

Bowling honours for Postal were shared by McColl who captured 5/26 and Barry who finished with 4/13. At a short function after the match, Mr. L. A. Reynolds, General President V.R. Institute, congratulated the Postal boys on their great win and commiserated with our lads on their defeat. Both captains suitably responded.

Guests at the match included Messrs. E. H. Brownbill, Chairman of Commissioners, G. N. Smith, Director of Post and Telegraphs (Victoria), H. Singleton, President, Australian Postal Institute (Victorian Division) and councillors of both Institutes as well as senior members of both Departments.

Might I offer my congratulations to Postal on their fine performance and add a warning—look out next year, we intend to repay the compliment. And congratulations also to our lads for the way they stuck to their job, particularly in the morning session when they were in the field.

Recovering

I am sure that his many friends—golfers, bowlers and others—will be pleased to know that our popular V.R.I. Golf Club Secretary, Laurie Cummins, is now progressing satisfactorily after a serious illness. Although still off work, he is pottering around at home and is steadily improving. With a golf carnival coming up in May, it would be nice to have Laurie back fit and well. Our best wishes and hopes for a complete and quick recovery.

Ladies' basketball

IN the December *News Letter* I mentioned that Melbourne Goods had won their way into the finals of their section. Well, they did better than that—they won their way into the grand final. I went along and had a look at this game—and it was a beauty. Don't let anyone tell you this is a game for cissies—it's not. It's rough, tough and hard, and I reckon any football follower would thoroughly enjoy it. But—back to the match. As the quarter by quarter scores indicate, the two sides were very evenly matched, and although we were beaten 24 to 26, our girls put up a magnificent fight. I feel that the little bit of extra height in the Port Melbourne team made the difference. Still there's no need to be disappointed, girls, next season will be a different story.



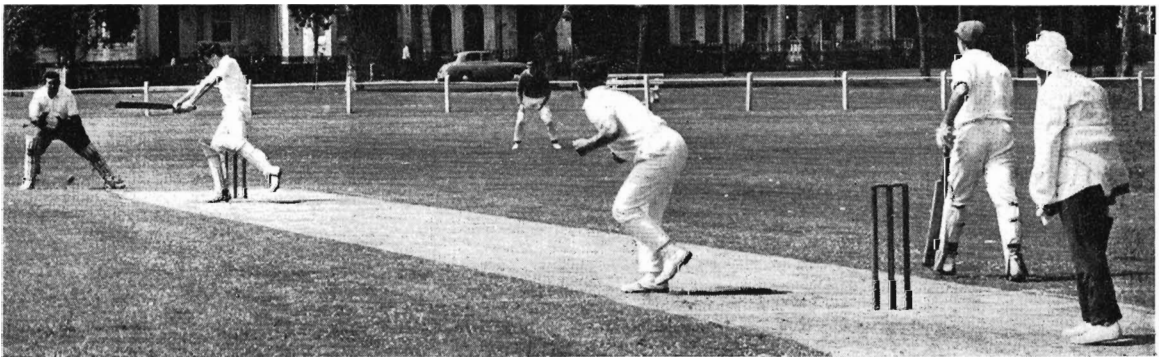
In the Postal v V.R.I. match, Laurie Balcombe (V.R.I.) on his way to bat gets a little advice from the dismissed batsman Pat Gurrie (right).

Cricket

THE annual match against our old rivals the Australian Postal Institute was played at the South Melbourne Cricket ground on Monday, January 25 last. Everything pointed to a good days cricket—the weather was perfect, the ground in excellent condition and the teams keen.

Ray Zimmer (Postal captain) won the toss and elected to bat on a near perfect wicket. John McCalman opened the bowling and with his sixth ball claimed the wicket of Waixel, and Postal were 1 for 2. At the other end Pitcher was not nearly so penetrating and after two overs had conceded 16 runs. In his third over McCalman again broke through, De Moore being clean bowled for 10 and two wickets were down for 25.

Then the rot set in—Piper and Green coming together and taking



G. Short (Stores) cuts a delivery from M. Harris in match against Loco.

VICTORIAN RAILWAYS

NEWS LETTER

MARCH

VR

1965



Sir John Elliot on transport policy

IN a recent letter to Mr. E. H. Brownbill, Chairman of Commissioners, Sir John Elliot made some pertinent comments on transport policy. Sir John wrote:

A few days ago I received with many thanks a copy of the V.R. Annual Report 1963/64, which I have read with as much interest as ever.

First, let me congratulate you and your colleagues on the first-rate improvements in the results from the previous year. This must have given you all a great deal of pleasure. The operating performance to lift the record wheat crop must have been something, and I wish I could have been there to see it. Your operating statistics generally all indicate high efficiency

Naturally, I was flattered that you should print on page 7 an extract from my 1949 Report, and this turned me to look at my report again. There is a paragraph in the introduction which is still as true as when I wrote it. It appears on page 10, the third paragraph, starting: "There are always plenty of voices . . .", and it is the last sentence that matters.

The reference is to the report on the Victorian Railways made by Sir John in 1949 at the request of the Victorian Government. The relevant paragraph reads:

"There are always plenty of voices demanding that transport rates should be lowered, or kept low, to benefit this industry or that section of the community. This is illogical, and, if listened to, will render a lasting solution impossible. There is no more reason for transport services to be provided at an over-all loss than for any other essential commodity. Muddled economy and semi-bankrupt transport can be the only result of such a policy. It is always open to any government to assist a particular industry, in the national interest, by means of an open subsidy; it cannot be in the national interest for one vital industry to subsidize another, and destroy its efficiency in the process of doing it".

Now it's Ballarat

THE correct way of spelling Ballarat has been settled by an Order-in-Council of December 9, 1964. "Ballarat" has now dropped an "a" and the city's name is spelled the same as that of the railway station.

Money for country traffic

OF the £7½ million of loan money allocated for the current financial year, it is estimated that two-thirds will be spent on works designed to handle country traffic.

V.R. burn-off saves life

PRIOR to the disastrous fire in the Longwood district in January, the section of track between Longwood and Avenel had been burned off. During the fires this provided a refuge which, local fire officers said, probably saved a number of lives.

Level crossings

THE installation of boom barriers in place of existing level crossing gates at Macaulay Road, Kensington, last month, brought the number of crossings equipped with those barriers to 46. On the V.R. system there are 200 crossings with flashing lights, 81 with gates operated from signal boxes, and 88 with hand-operated gates.

Level crossing fine

IN Frankston Court last month a man was fined £20 for driving over the Skye Road level crossing when flashing lights were operating and warning bells ringing. Evidence was given that the train from Frankston was only 50 yards from the man's car. An additional fine of £20 was inflicted for speeding.

Brisbane freight service

A Melbourne-Brisbane, five-day-a-week, "straight through" freight service began last month. The Brisbane loading leaves Dynon at 1.25 a.m. on Tuesdays to Saturdays and is available in Brisbane at 8 a.m. two days later.

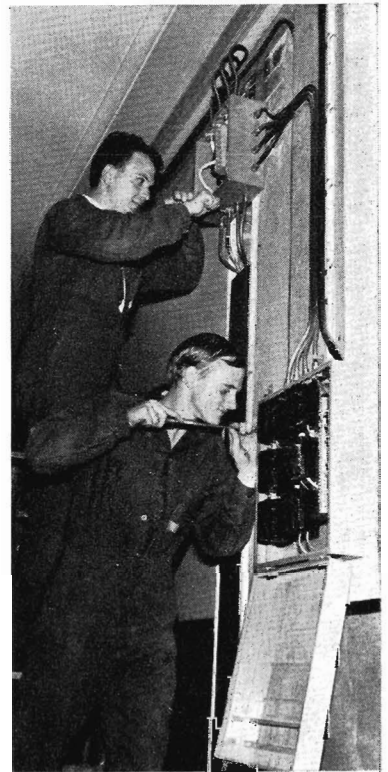
Worth quoting

THE Americans, with the finest system of urban and suburban highways in the world, are turning back to the railways to save their cities from being strangled by motor traffic. In Congress recently a group of Democrats and Republicans united to press for a programme of £167 million to improve suburban railways and keep the great city centres moving. Their aim is to get as many city workers as possible to leave their cars at home or at a railway station, and use what are known, in modern jargon, as "mass transit facilities". Living as we do an urban life patterned closely on that of the United States, we shall be foolish if we do not profit by their experience

and follow their example—to the railway station. (*The Sydney Sun*)

ROAD traffic congestion in Melbourne is acute in peak-hour periods. A recent survey taken in Johnston Street, one of the main arterial roads into the city, showed the average speed of morning peak traffic was 13 m.p.h., afternoon peak 11 m.p.h., and off-peak traffic 18 m.p.h. (*I.P.A. Facts*)

Three miles of cable



Apprentice Electrical Mechanic G. Karametos (top) and Electrical Mechanic G. A. Barker are at work on the re-wiring of the Head Office building. Approximately 3.3 miles of cable will be used. The mains are being renewed with a mineral-insulated, copper covered cable that is fireproof and has a very long life. The ends of this cable are sealed with a special fitting to prevent the entry of moisture. A new transformer room has also been built. The peak current used by the building is in the vicinity of 1,300 amps.

FRONT COVER

PAMELA QUINN poses in a twinette for publicity pictures, advertising *Southern Aurora*. (see story on page 42.)

SAFETY AWARDS

"THIS record exceeds anything we have known", said the President of the National Safety Council, Mr. A. J. Collacott, at a presentation of Council safety awards made last month to V.R. truck and bus drivers. Mr. Collacott was referring to the records of 10 drivers who had driven between 20 and 33 years without a blameworthy accident. Altogether, the awards for these men represented 255 years of safe driving. The drivers were: Messrs E. R. Fleiner (33 years award), B. A. Chalmers (29 years), D. D. Garlick (29 years), W. J. O. Wallis (28 years), A. E. Andrews (25 years), W. J. E. Green (24 years), C. J. Stonehouse (24 years), A. Harding (22 years), D. S. Howard (21 years) and C. C. H. Pownall (20 years). The awards, to those of the drivers who were able to be present, were presented by Mr. E. H. Brownbill, Chairman of Commissioners.

Later, 83 drivers were presented with awards for safe driving that ranged from one to 19 years. They were: Messrs W. J. Airey, J. Aron-

leigh, J. Baird, C. H. A. Baker, E. C. Baker, C. Bardsley, G. Barnes, F. C. Barnett, A. P. Belmont, E. Brooks, A. Broz, M. Brylowski, C. H. Barlow, L. Bradshaw, A. Cooke, W. T. Cowell, A. Di Vita, G. Dickinson, G. G. Digby, P. Dixon, A. Donnelly, L. G. East, E. D. Eaton, W. T. Fitzgerald, R. Goldsmith, W. G. Hirst, T. A. Hoare, I. Horan, S. G. Iron, F. M. Kemp, B. Krowzil, W. Kuhnd, N. W. Lancaster, A. L. Landry, C. J. Lane, A. Lorencini, H. W. Manderson, J. E. McAndrew, A. Micallef, C. Mifsud, L. A. Moon, J. S. Milner, R. Mondini, T. R. Mulvany, T. Nash, T. L. Newman, B. F. Noble, R. A. C. Nugent, J. C. O'Connor, J. Ossel, F. R. Pevitt, R. A. Paterson, T. Popieluch, R. D. Potts, B. H. Rickarby, S. Rio, R. C. Robinson, J. W. S. Rogan, M. Rose, A. M. Rudderham, L. R. A. Ryan, G. Salvatore, J. S. Sammut, D. Sherry, G. A. Sherman, C. F. Simms, P. L. Smith, R. H. Tooley, D. W. Turner, F. Thompson, M. Thornton, H. Valvo, H. T. Waight, K. A. Wallace, R. K. Walker, L. Wartzki, L. Weizik, E. W. Will-

iams, W. W. Wilson, R. W. Wilson, H. Wiltshire, E. Woods, and B. E. Yorke.



Mr. Brownbill pins 33-year Freedom from Accident award to the lapel of Road Motor Driver E. R. Fleiner.

("The Age" photograph)

PRIZE FOR V.R. POSTER



This poster was awarded second prize in the Single Sheet Section of the competition conducted by the Outdoor Advertising Association of Australia. It was designed by Public Relations and Betterment Board Artist C. Trewin.

WHEAT CRITICS ASTRAY SAYS COUNTRY PAPER

"Criticism of the Grain Elevators Board, the Railways Department and the Bolte Government, in reference to the receipt into storage of the wheat harvest does not allow for all the facts and contains many irrelevancies" said the *Kaniva Times*.

"In some cases the criticism is unfounded and completely overlooks the economic situation of both the Railways and the G.E.B.

"Fortunately the critics are few, and their agitation is not likely to stir up the great majority of wheat-growers. The outlook of the man on the land is sound and he takes into consideration all aspects of the circumstances before flying into a panic, and criticising all and sundry concerned with the receipt and storage of his wheat

"Country storages allow for an overflow of 38,000 wagon loads to be

transported during harvest by the Railways. Farmers quite realize that the Railways cannot move this wheat as quickly as it is harvested, and some minor delays must occur

"In addition to this, trucks have to be provided for oats (where bulkheads are overflowing), and also transport of bulk barley. With a minimum of delay the Railways cart this overflow giving priority to the work, and working their staff overtime.

"Handling charges are low. Although the Grain Elevators Board has increased storage 18-fold over 23 years, it has been able to keep handling costs at a minimum - the lowest in Australia. The cost in Victoria is 4d. a bushel, N.S.W. 6d. and W.A. 8d." added the *Kaniva Times*.

KEEPING WAGONS ON TRACK

SOME of the problems and frustrations encountered by the Department through insufficient funds have been revealed by the report of the Committee of Public Accounts, tabled in Parliament last December (see *News Letter*, page 2).

Discussing rolling stock, the report points out that the economic life of a railway wagon is generally estimated by railway engineers as between 35 and 50 years, and, assuming a constant replacement programme, the average age should not exceed 20 to 25 years. In 1963-64, however, the Department's 21,794 freight wagons included 8,780 over 50 years old; the average age was 35.1 years.

Unlike bogie vehicles, fixed wheel wagons are not capable of being hauled safely at high speeds, being prone to derailments caused by relatively minor mechanical and track faults. (V.R. restricts speed of fixed wheel wagons to *maximum* of 45 m.p.h.—Ed.)

Apart from the inefficiency and any additional expenditure involved in the necessity for slower running the costs of maintaining fixed wheel vehicles to a reasonable standard have shown a spectacular increase over 10 years. For the year 1954-55, these costs were £1,501,160 compared with £2,798,070 in 1963-64.

In order to reduce both the number of fixed wheel vehicles and the average age of vehicles to the desirable maximum of 25 years, the Railways Department considers that a vigorous programme should be undertaken over the next 10 years to build, each year, 375 bogie vehicles to replace fixed wheel vehicles. This would cost £1,200,000 more than the £800,000 allocated annually for the acquisition of bogie rolling stock.

BOGIE WAGONS SAVE

On the other hand, with such a programme one bogie wagon would replace 2.6 fixed wheel vehicles, and maintenance costs would drop by over £200,000 each year for the next 10 years; thereafter by £160,000 per annum.

These savings would include an initial avoidance of heavy repairs to the fixed wheel wagons and the value of their subsequent scrapping. At the same time, a bogie vehicle costs relatively less to maintain than the fixed-wheel wagons it replaces; the maintenance ratio of *one* bogie

vehicle to *one* fixed wheeler is 1.8 to 1 (i.e. it costs far less to maintain bogie wagons than the number of fixed wheel vehicles they replace.Ed.).

Dealing with various causes of derailments — the purpose of the Committee's inquiry — the report said that, while the principal causes of derailments from rolling stock defects over the past two years (1962/3-1963/4) were from broken axles, journals screwed off, and defective W guards, they must be related to the age of the vehicles, increased mileage, and more intense wagon utilization with more frequent usage, greater average loading and higher speed. In the 10 years to 1963/64, the average tonnage per wagon mile had risen from 11.59 to 13.87 tons and the average miles per train hour from 12.04 to 14.50 miles.

AXLE PROBLEMS TACKLED

"Some years ago it became apparent to the Railways Department that it would be faced with an aged-axle problem. There are 13,000 axles in service over 50 years old and a further 13,000 between 35 and 50 years; these axles were primarily provided to meet a wagon-building upsurge which occurred between 1911 and 1915 and it is mainly axles from this era which give rise to failure", reported the Committee.

Steps then implemented to tackle the problem were:

- segregation of axle utilization in age groups and in accordance with the type of vehicle and severity of service experienced. The effect of this was to obtain the safest use of existing wheels, by infusing new wheels to one source and gradually writing them down to less arduous service. Estimated wagon wheel production for 1964/65 is 5,000 out of a total 6,000 wheel production.
- implementation of a vigorous re-axling programme and an associated scrapping programme.
- improvement of axle design, including larger wheel seats, machining all over, and a higher degree of machine finish on mating and wearing surfaces.
- introduction of the supersonic method of axle examination to discover hidden flaws.

Since the introduction, in 1950, of supersonic checking of axles for cracks, which almost always occur in places where they cannot be visually examined, such as inside the wheel hub, the science has been progressively introduced to all workshops dealing with wheel servicing; and machines of improved design have been progressively purchased. By 1963 the Department had 18 machines, and the outlay, including installation costs, has been approximately £40,000.

"The Victorian Railways was the first railway system in Australia to introduce this technique. Every axle removed from a vehicle undergoing repairs is now subjected to supersonic testing", the Committee pointed out.

"The annual cost of operation is in the vicinity of £8-10,000 per annum, and this method of checking is a safeguard against service failure between shoppings of wagons for overhaul and wheel inspection".

HOT BOXES DIMINISH

Fortunately, very few hot boxes (overheated bearings on plain journal bearing wheels) are allowed to continue until the metal of the axle becomes so hot that it weakens and breaks at the journal bearing end, allowing the wagon to collapse. While, in 1955/56, the goods vehicle mileage per hot box was 69,700, in 1963/4 it was 115,600 miles.

"It will be seen that the mileage per hot box has substantially improved notwithstanding the progressive increase in the number of diesel-hauled trains and the resultant greater demands made on wagon bearings", continues the report.

Modifications, estimated to cost £40,000 yearly, that led to this improvement included:

- improvement to the method of "tinning" bearings to ensure good adhesion of bearing metal to the casting
- re-design of axle boxes for better bearing seating and oil sump capacity
- reduction of periods between oiling from three months to two months and one month between December and April
- introduction of oil of higher viscosity

- increase of bearing sizes on some vehicles
- reduction of lift overhaul periods from five years to three years on some high mileage vehicles
- repadding of axle boxes between lift overhauls on V and U vans
- introduction of leather and steel axle box dustguards in lieu of strawboard
- introduction of water projection caps on axle boxes to prevent water entering bearings
- fitting of journal stops to axle boxes to restrain bearing movement
- introduction of "Waugh pak" patent lubricating pads to some high capacity wagons previously running a high hot box incidence, and
- raising standards of surface finish on bearing surfaces of axles.

Additionally, it had been Departmental policy for six years to fit roller bearings to axles of new vehicles to gradually eliminate the plain journal bearings; this policy will continue. Also, a recent policy has been instituted to convert the bearings of selected high mileage vehicles from plain to roller, at a rate consistent with funds available.

To convert the Department's 22,000 goods wagons and vans with plain bearings to roller, would cost in conjunction with other rehabilitation programmes for wagons, axles and W guards, about £5 million or £500,000 per annum over 10 years. A programme of such magnitude would be beyond the Railways' physical ability to carry out, and such expenditure would be unwarranted. Conversion, therefore, will be confined to selected high mileage vehicles, as finance permits.

W GUARDS

The W guard brackets, that take both lateral and horizontal forces, ensure that the wagon body sits squarely on the pairs of wheels of fixed wheel vehicles. The upper arms of the W shape are rivetted to the under-carriage while the lower arms fit into slots in the axle box. Before 1929 all W guards were made from wrought iron; thereafter, they were cut from $\frac{3}{4}$ " structural mild steel.

About 10 years ago, fatigue failures in the wrought iron guards began, and immediately a replacement programme was commenced, rising from 1,850 in 1956 to 9,000 in 1963. In recent years failures increased and a number of mild steel

guards of an early type were included. Immediately remedial action was taken to:

- visually examine all W guards in service
- speed-up the manufacture of new guards
- re-design the guards to give a greater resistance to fatigue
- remove all guards at periodic lift overhauls and replace them with guards of known sound quality
- change the guard reconditioning processes, including magnaflux checking for minute flaws and normalizing of the steel.

Re-designed W guards went into production at the start of June 1964. The weakest area has been changed from a line across the rivets (where failures had always occurred) to lower down, where any defect that develops will be out in the open and can be readily seen without having to get under the wagon to inspect from the inside.

Under the present programme, W guards showing the slightest flaw are scrapped; future plans are to remove and magnetically test every W guard each three-four years and to scrap all guards after 20 years use.

GENERAL MAINTENANCE

Dealing with general maintenance of rolling stock, the report points out that all wagons receive "lift" or periodic overhaul, between-lift repairs, and Westinghouse brake examinations and oiling.

"Lift" is the term given to the regular general overhaul of goods rolling stock and is on a normal five-year period basis. Some classes are lifted at three and four-year intervals because of their higher mileages and class of loading, others, running only small mileages, at seven or ten years.

Between 130 and 140 vehicles are lifted each week, usually at major workshops, but a few at locomotive depots. Mechanical components are dismantled, inspected and repaired or replaced.

The work covers couplers and draught gear, coupler operating gear, wheels, axle boxes, bearings, lubricating pads, Westinghouse brake cylinders, triple valves, piping hoses and cocks, rigging, shoes and blocks, W guards and keeps, ridge gear, shunters' steps, lashing rings, doors and catches, body panels, floors, underframe and paint work.

Approximately 30,000 to 33,000 goods vehicles pass through the combined workshops each year. In addition to the lift overhauls, each vehicle passes through a workshop at about eight-month intervals for light re-

pairs and is given a thorough examination.

Each 12 to 15 months, the brake cylinder piston and triple valves are removed, cleaned, lubricated and tested. This work is done in marshalling yards by train examiners.

Goods vehicles with plain oil lubrication journal bearing wheels are oiled every two months by mechanical yard staff in all train examination centres.

"Your Committee are of the opinion that the Rolling Stock Branch is making the best use of its current annual financial allocation", states the report.

"We also consider that derailments due to rolling stock problems would be alleviated if:

- the current replacement and inspection programmes for W guards and axles are maintained.
- continued improvements to rolling stock are made, and
- the plan for the replacement of 750 fixed wheel wagons by bogie vehicles each year is implemented.

"The ultimate replacement of all fixed wheel rolling stock is undoubtedly the best solution to the problem."

WORTH QUOTING

THE fundamental feature of railway operation is the rolling of a steel wheel on a steel rail which has a resistance of about 4 lb. per ton. This makes possible the carriage of goods in heavy train loads with a crew of three men and a relatively small fuel consumption. Fuel per gross ton-mile by heavy diesel-articulated road transport is double that of diesel trains, and the respective man-power requirements for road and rail transport are in the ratio of 3 to 1. (*Network*)

ONE of the problems which faces us now is that private transport does not take account of community needs and is creating difficulties for public transport. It could be said that private transport is selfish. What about those sections of the population which cannot provide their own transport? They may be too poor, they may be too old or too young, they may not be fit to drive. Private transport no matter how fully developed can never supply a residue of community needs. As the number of cars increases, however, it becomes more difficult to provide public transport for the remainder of the community. (*from the Presidential Address by Frank Lemass, M. Inst. T., to the Institute of Transport*)

THE RAILWAYS PREPARE FOR C DAY

From the date it was decided by the Commonwealth Government to decimalize the currency, preparations have been going on in the Department to facilitate the change-over as far as the railways are concerned.



These accounting machines at Melbourne Goods, used to prepare customers' accounts, are among those that will have to be converted or replaced for decimal currency.

Committees have been studying the matter and making appropriate plans. A further step was taken towards the end of last year when Mr. G. D. Matthews, then Auditor of Revenue, was relieved of his duties to enable him to co-ordinate the work of the various Departmental committees.

With its organization spread throughout the State, and in contact with a huge number of customers, the Department has a multitude of details to be considered and many problems to



Mr. Matthews

be overcome before final plans can be adopted for C Day (Currency Day). Some of the points to be considered by the committees are :

- conversion of accounting and adding machines, cash registers etc., in time for the change-over ;
- preparation of complete sets of all salaries and wages tables ;
- advance printing of as much stationery as possible to avoid excessive demands on the V.R. Printer later in the year ;
- keeping stationery stocks under continuous review, to prevent wastage of forms caused by obsolescence ;
- conversion of all £.s.d. balances in the Department's books to decimal currency ;
- examination of vending machines to ascertain what alterations are necessary.

From C Day—February 14, 1966—the currency will be decimalized on the basis of a major unit—the dollar—which will have the exact value of ten shillings and will be divided into 100 cents. And the Railways will be among the first organizations to feel the impact of the new currency—when early morning passengers buy their tickets on C Day.

Although it will not be possible for all business concerns to change to decimal currency on C Day, the change is expected to be made on that day by the Victorian Railways and a number of other organizations. As from that day, all the Depart-

ment's transactions will be made on a decimal currency basis. Fares, freights, rentals and all miscellaneous revenue will be calculated and indicated in dollars and cents only; and the new currency will be the only monetary system used for railway bookkeeping.

However, it does not necessarily follow that as from that day all payments will be made in the new decimal currency. On the contrary, the existing bank notes and sterling coins will still be legal tender after C Day, and will remain in circulation for some time. They will be accepted on the basis of their value in decimal currency.

Change in zones

The period during which the two currencies will operate will mainly depend on the time required to convert all accounting machines to decimal operation. This is expected to be a maximum of about two years.

The only organizations that must convert on C Day are the banks. Since banks deal entirely in money, it would be impractical for them to maintain their accounts in two currencies. Banks will close on Wednesday, February 9, in order to close their £.s.d. accounts, and convert all balances to decimals. On February 14, they will re-open for business in decimal currency only.

As far as other businesses are concerned, technicians will move progressively through the community, on a zoned basis, until all machines have been converted.

Handling two currencies

As mentioned previously, plans provide for the Railways to convert on C Day. However, no difficulty should be experienced by the staff in handling the two currencies.

There are exact equivalents between them for all denominations of notes and coins down to and including the 6d. in value. Differences occur only with threepences and the bronze coins.

A staff training programme will be started later in the year and general instructions issued for the guidance of staff. And, for rail users a wide publicity campaign will also be necessary to ensure a smooth transition to the new currency.

Conversion tables giving the answers to all conversion queries will be supplied to stations and other points where they will be needed.

As far as the Railways are concerned, the first impact of the change in currency will be felt at station booking and parcels offices and in goods sheds—the initial sources of railway revenue. Fortunately, fares are not shown on the overwhelming majority of railway tickets. But the fares that are hand-lettered on the ticket tubes at station booking offices will have to be altered by local staff.

Fares, freights and statistics

When fares and freights were increased last year, opportunity was taken to adjust them, as far as possible, for conversion into exact decimal equivalents.

A big reprinting programme will have to be undertaken for new Goods Rates, Passenger Fares books, railway publicity material and general stationery. Dollar sign type faces were received last year by the Railway Printer.

Statistical records form an important part of railway administrative control. To preserve comparability, statistical tables for earlier years will need to be re-cast from £.s.d. to decimal.

Value of new currency

Below, the new decimal notes and coins are compared with their value in the present currency.

	Value in
Notes	£.s.d.
One dollar	10/-
Two dollars	£1
10 dollars	£5
20 dollars	£10
<i>Silver coins</i>	
50 cents	5/-
<i>Cupro-nickel coins</i>	
20 cents	2/-
10 cents	1/-
Five cents	6d.
<i>Bronze coins</i>	
Two cents	2.4d.
One cent	1.2d.

As is the case with the existing silver coins, the new cupro-nickel coins will also have weights proportional to their denominations. It will therefore be possible to calculate the value of mixed bags of coins by their weight.

Advantages

The main advantages of the currency change are:

- it will bring more of the world on to a currency basis that is steadily tending to become standard;
- calculation tables will be simplified (in the case of the railways, mental calculations for multiple passenger booking and for freight will be far easier);
- a wider field will be available from which to select accounting machines, without having them specially designed.

And housewives should find another advantage—less mending of husbands' pockets, as the new coins will result in the average person carrying less weight in his pocket, with a consequent reduction of wear.

The V.R.J. Librarian

TALKS ABOUT BOOKS

IN a tiny country tucked away in a far corner of what could almost be England (but isn't) live a sturdy, happy little people called Hobbits. Rustic and insular, none of them have travelled far from home—except a sprightly old fellow of eleveny-one named Bilbo Baggins. He in his adventuring has found a ring, which, on the day he disappears, he passes on to his nephew, Frodo Baggins.

Guarded by cruel black mountains, far to the south-east lies the dreaded land of Mordor, impregnable fortress of the unspeakably evil and powerful Sauron. With the aid of magic rings he has enslaved his neighbours and laid

waste many once-fair lands. In his evil service are countless thousands of Orcs, part-men part-monsters, and worst of all the hideous Ring-Wraiths. Sauron has lost a ring—the most powerful one—the “ring to bind them all”.

This, roughly, is the situation from which arise the incredible adventures of Frodo and his companions in the book called *The Lord of the Rings*, by J. R. R. Tolkien. Here is a novel which is not a novel, an absorbing history of a time and place that never was, a fantasy of gripping realism, gentle, heroic, humorous and spine-chilling, a story of elves and dwarfs, wizards, monsters and men, a tale of great deeds and high adventure, and, by common consent from all who read it, one of the greatest imaginative feats of our or any other time—an abiding

classic, standing unashamed with Homer, Virgil, Spencer, Ariosto, and other great masters of heroic fantasy.

You may wonder why I write at such length of one book. Let me warn you: as with the ring itself, no one who comes under the spell of this book emerges unchanged. For weeks afterwards all other books are dull and insipid.

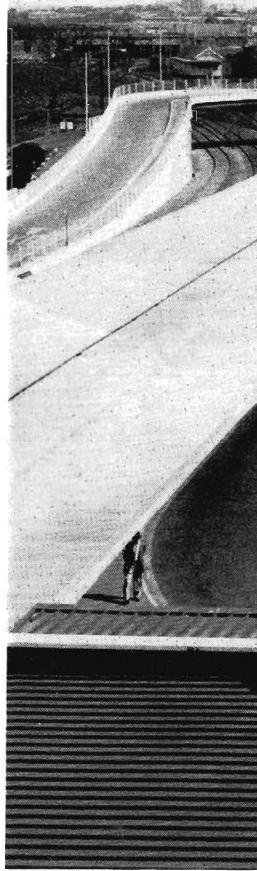
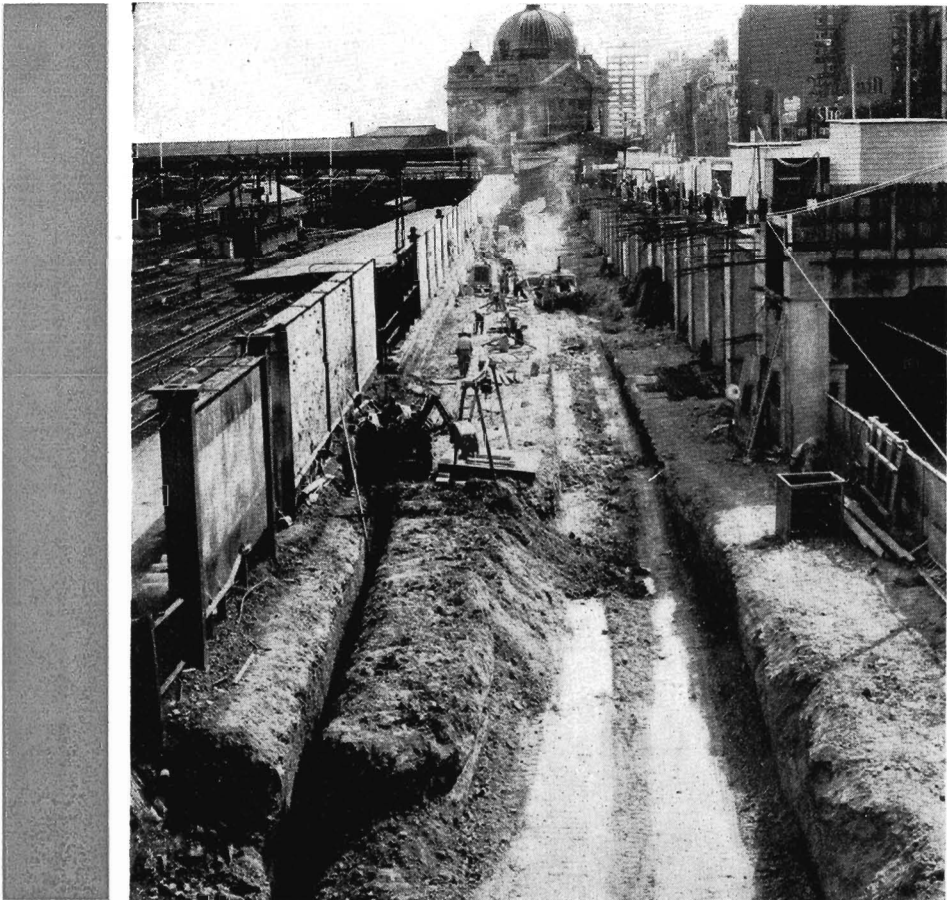
Some of course will not come under its spell at all—the many readers for whom fantasy in any form is a childish waste of time. But if you have enjoyed T. H. White's *The Once and Future King*, or Rosemary Sutcliff's *Sword at Sunset*, or Tolkien's earlier book, *The Hobbit*—and I advise you to try these first—then you are ready for *The Lord of the Rings*.



◀ **TOTTENHAM-BROOK**
 tenham Goods Yard with
 February 15. A train is
 the St. Alba

AROUND

RETIRED RAILWAYMAN
 Mr. W. (Bill) Banner, Sr.
 is making sure that



◀ **PROGRESS AT PRINC**
 Gate; excavation for new
 project - comprising the
 for

COOP: The one-mile line that links Tot-
Sunshine-Newport line at Brooklyn opened on
n crossing the 540-ft. bridge that passes over
cks and adjoining Sunshine Road.

THE SYSTEM

...e Flinders Street for a picnic at Mornington.
...y of the Retired Railwaymen's Association.
...one has a ticket before boarding the train.



DATE: General view of the work at Princes
form 12 is in centre. The first stage of the
deck slab and the work below it - is scheduled
pletion in October next.

▲ **NEW CAR PARK** at Spencer Street station provides a limited free car parking area for train travellers. It has bays for 289 motor cars and a rank for 25 taxi-cabs.

BEAUTIFUL MODELS TAKE

THE RAIL WAY TO SUCCESS



Victoria Shaw



Joy Fountain (left), Peter Davis and Diana Trask model for a series of buffet car pictures.

ANY ambitious model who wants to become famous in show business might be well advised to start off as a model for Victorian Railways publicity pictures.

At any rate, that's what results show. Take a look at some of the models who, early in their careers, were selected by the Department's display staff for V. R. advertising. Among them are Jeanette Elphick (Victoria Shaw), Diana Trask, Pauline O'Dwyer, Joy Fountain, Gaye Vardy, Pam Quinn, Jan Mead and Willie Koopman.

Jeanette Elphick, who was given one of her first modelling jobs by the Department (she posed for a beach girl poster), was named Artists' Model of the Year and then Photographers' Model of the Year. In 1955 she went to Hollywood, became Victoria Shaw, and almost immediately was second star to Kim Novak and Tyrone Power in the movie *The Eddie Duchin Story*.

Pauline O'Dwyer was selected to model for a particularly attractive display window in the Victorian Government Tourist Bureau, Collins Street. Photographed in a diaphanous nightie, Pauline's beautiful figure had a fleecy-cloud background to make her appear floating in sleep among the clouds. The appropriate



Jan Mead poses for *The Overland* publicity.

title of the travel display was *Make Your Dreams Come True*. Pauline became Australia's Model of the Year in 1959; had a very successful modelling career overseas and, married to a Hollywood producer, now lives in Beverly Hills.

Diana Trask is another star who, early in her career, was a model for V. R. publicity. Together with Joy

Fountain and Peter Davis she appeared in the buffet car shot shown above.

Gaye Vardy, Pam Quinn and Willie Koopman are other V.R. models who won Model of the Year Awards.

As well as professional models, railway staff also appear in some pictures. One of them - Lydia van

Willigen - was a model for one of the advance publicity pictures for *Southern Aurora*. At the time, she was in charge of the Technical Library of the Engineer of Tests at Newport Workshops. She is now a very successful professional model and in that capacity was recently engaged for new *Southern Aurora* pictures.

In the selection of models the art and display men of the V. R. Public Relations and Betterment Board don't rely on chance to produce the right girl for advertising, display or poster publicity.

They carefully examine photographs supplied by the model agencies and interview suitable models, looking for such important points as neat figure, graceful deportment, charm, good dress sense, regular and refined features and that indefinable photogenic quality that enables a model to appear well in the finished picture - whether it is black and white or colour.



Four years ago, Lydia van Willigen (left) and Annette Smith were photographed in a mock-up of roomette for advance *Southern Aurora* publicity.



In 1964, Lydia van Willigen models in *Southern Aurora* Dining Car.

HOW THEY OPENED THE BRIDGE

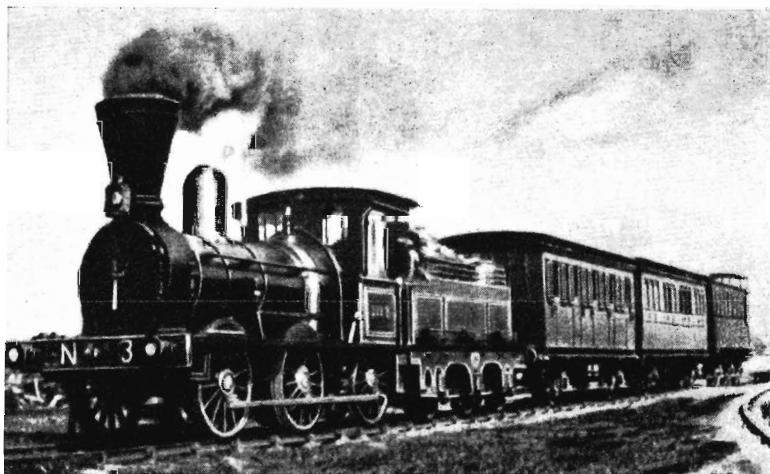
THE celebration by Echuca of its centenary of local Government on March 1 makes it timely to recall some of the events connected with the opening of the bridge across the River Murray.

The iron bridge was completed in December 1878 and the local residents were eager for its opening. It joined the colonies of New South Wales and Victoria and everyone was proud of it. The trains of the Deniliquin and Moama Railway Company began to use the bridge, but when the people went to cross it they found the gates to it were locked.

Officialdom told them that the works had not been inspected and accepted by representatives of the N.S.W. Government and, until this was done, the bridge could not be thrown open for traffic. But what about the Deniliquin and Moama Railway trains? Well, it seems that when V.R. officials had given the Company permission to use the bridge it had been done without authority.

Nevertheless the trains continued to cross the bridge and the people continued to be denied its use, and it was supposed to be free to all. January passed, then came February and with it the patience of the populace began to wear thin.

Later in the month a public protest meeting was held and the Mayor of



A Deniliquin and Moama Co's. train.

Echuca had to appeal for law and order. The meeting, however, demanded that the bridge be opened within 48 hours. This time passed, so did the rest of the week and still the trains rumbled across the bridge and the populace stood by, watching behind the locked gates.

On March 4, another meeting took place and it was moved and seconded there and then, that the bridge be opened at once! The motion never reached the minute book as the crowd was already on its way to the bridge,

and, after a short delay to force the lock, the gate was thrown open. Similar action was taken on the Moama side. Now, no one could deny the bridge had been well and truly opened.

There was some fear of official reprisals, but those apprehensions came to nothing and the iron bridge continued to be used by both rail and road traffic, as it still is today. —(from "A Century of Railways at Echuca" by Australian Railway Historical Society.)

APPRECIATION . . .

From the Governor

LADY Delacombe and I had two most comfortable nights in the State Coach at Orbost and Bairnsdale. As usual the service was quite excellent and we cannot be more grateful.

Perhaps you would be kind enough to give our thanks to all concerned.

—Major - General Sir Rohan Delacombe, Governor of Victoria, writing to Mr. E. H. Brownbill, Chairman of Commissioners

Central Reservation Bureau

I feel it necessary to bring to your notice the courteous and helpful attention given by a Mr. Conroy . . . (Central Reservation Bureau. Ed.)

It involved a possible change at the very last minute for my wife and three children who had booked a twinette on *Spirit of Progress* . . .

I rang Mr. Conroy yesterday afternoon (20.12.64) and it was a pleasure to be served in such an understanding and cheerful manner . . .

I have only lived in Melbourne about six months, but am pleased to say my initial contact with your Department has been a very pleasant one. Please convey to Mr. Conroy my appreciation, not so much for what he did, but the way in which he did it.

—Robert W. Turner, C/o Electricity Supply Assoc. of Australia, 1 Exhibition Street, Melbourne writing to Secretary

Spencer Street

OPERATION Camps and Holidays for 1964/65 has now been successfully concluded, and no small part of this success can be attributed to the assistance and co-operation of you and your staff in the movement of some hundreds of our children into and out of Melbourne from December 19 to January 30. In actuality, 630 children left Melbourne on country holidays and 220 country children spent a fortnight in Melbourne. . .

To the "Man in Grey" in particular, we would extend our special thanks for his patience and courtesy in passing on telephone messages and helping sort out temporary problems with anxious mothers and missing children. . .

—I. W. Anderson, President, Melbourne Legacy, writing to Stationmaster, Spencer Street

Flinders Street, Bairnsdale, Yarram

MY wife and I pay tribute to the Victorian Railways for the outstanding service given to us last week. Our daughter, Bertha (aged 14) who had been to a youth camp became confused at Flinders Street station and missed the train to Bairnsdale.

The care and service from that moment given to her, and us back in Lakes Entrance, has impressed us. We say thanks, in particular to the staff of Flinders Street, Bairnsdale and Yarram stations . . .

—H. Prins, Minister, Presbyterian Church, Lakes Entrance

Malvern

I should like to bring to your notice the alertness and honesty of a young railway employee—Ken Jackson by name—who picked up my handbag from the seat of Malvern station the other morning after I had boarded a city-bound train.

I discovered my loss when I reached South Yarra, and as my bag contained cash, an interstate air-ticket, car and home keys, personal papers and letters and other odds and ends, I was very alarmed. However, the ticket-officer at South Yarra phoned Malvern and found that my property was safe . . .

—(Mrs.) H. D. Appleton, East Malvern

Portland

WE would like to place on record our Company's appreciation of the prompt and efficient manner in which the Railways arranged to load out the meat, butter and cheese from our Portland Works after it was stricken by fire on January 22, 1965.

The fire left us completely without refrigeration and your prompt action was a great comfort to us in dealing with the situation.

We have had many years of close business dealings with the Railways and its members and the decisive action taken to assist us over our difficulty was yet further proof of our good relations.

—J. S. Balderstone, General Manager, Thomas Borthwick & Sons (Australia) Ltd.

Southern Aurora

AFTER travelling on *Southern Aurora* from Sydney to Melbourne on February 9, in car 6, I feel moved to comment on one of your employees, a conductor by the name of K. Rosenow. He was at all times most attentive and courteous,

and made my journey a very pleasant one . . .

—Miss Jean Hanson, 10 Killeen Ave., East Brighton

Dimboola

MY wife and I would like to express our thanks for your help recently when a young friend of ours—a girl of 13—was travelling from Melbourne to visit my daughter in Kaniva . . . I wrote to you . . . with happy results. It is nice to know that the V.R. is staffed with men of the calibre of yourself and the Stationmaster at Mildura who, three years ago, helped my wife and me to have a very enjoyable holiday

—R. Smith, 13 Emerald Street, Preston, writing to Stationmaster, Dimboola

Bulk superphosphate

EARLY in July last we commenced the movement from the I.C.I.A.N.Z. Yarraville Works of 70,000 tons of bulk superphosphate for transshipment, firstly, at Wodonga, and later at Tocumwal.

This has been a major undertaking which has required the fullest co-operation from I.C.I.A.N.Z. personnel at Yarraville and from both your Department and the N.S.W. Railways.

The last of the tonnage will reach Tocumwal by the end of this week and I would like to express to you and all your officers who have been connected with this movement of superphosphate our sincere thanks and appreciation for their co-operation.

We appreciate that it has not always been easy to maintain a constant truck supply and there have been occasions when trucks have been banked up at Tocumwal, as a result of equipment breaking-down, weather etc., which has required patience and understanding.

We would like to congratulate you and your people on a job very well done.

—R. C. J. Little, Commercial Manager, Australian Fertilisers Ltd., writing to the Deputy Chairman of Commissioners

Worth Quoting

TRANSPORT in Britain is economically chaotic because it consists of three parallel systems, road, rail and air, which are in effect subsidized to compete against each other.

Physically, too, it is in imminent danger of becoming chaotic because of the multiplication of private cars.

—(The Times)

LINES FROM OTHER LINES



One of the new fast railcar trains which have been recently introduced on the Spanish National Railways is shown above. They have been named *Tar Trains* (Trenes Automotores Rápidos) and each unit consists of four coaches. Train sets can be made of up to 12 coaches, with multiple-unit control. Two diesel engines, with a combined rating of 1,700 h.p. are used for each set of four coaches. Transmission is hydraulic, by means of torque convertor. Coaches are air-conditioned and a kitchen-bar is installed.

125 m.p.h.

SPEEDS of 125 m.p.h. and higher on suitable sections of line are now one of the German Federal Railway's shorter term objectives. A number of sections is to be improved to permit this maximum and also to achieve the highest possible speeds where 125 m.p.h. is not feasible. Among the technical difficulties to be overcome is air resistance in tunnels. New signalling must take into account the braking distances of the faster trains. Quicker rail transport is a national economic necessity.

Aluminium wheels

THE Chicago Transit Authority is conducting a test of aluminium wheels (with steel rims) to determine their economic and service characteristics.

Steam declines in Britain

FOR the first time in 100 years, the average weekly steam mileage on passenger service in Britain has dropped below a million—to 656,684. Steam locomotives are rostered for only 15.2 per cent of the average weekly passenger train mileage—compared with 22.8 per cent in 1963. Electric traction is responsible for 36.3 per cent (compared with 30.7 per cent in 1963) and diesel traction, including multiple-units, for 48.5 per cent as against 46.5 per cent last year. During 1964, 526 weekday trains were

scheduled at point-to-point average speeds of 60 m.p.h. or more—25 are booked to average speeds of 70 m.p.h. or over.

U.S. railroads act boldly

THERE is still plenty of evidence of the new vitality of the American railroad industry—an industry that has always believed in thinking big and acting boldly.

Motive power in the American railway industry has undergone a dramatic transition during the last three decades. Thirty years ago the commerce of the nation moved over steel rails in trains powered by steam locomotives. Approximately 50,000 such locomotives were in service handling about 760,000,000 tons of traffic annually. Today 29,000 diesel units are at work on the nation's railroads moving 1,250,000,000 tons of freight each year. The diesel locomotive has brought greater economy, dependability, availability and flexibility to railroad operation. No proven form of locomotive power now can match these attributes of the diesel.

The American railroads are still working towards improvements in motive power; diesel units of 2,500 h.p. are now commonplace and units of 5,000 and 5,500 h.p. are being introduced.

Size and weight have never daunted American railroads. Recently they established a record for the heaviest shipment ever moved by rail, when a reactor column was railed 725

miles. This particular reactor was made of steel, was 99 feet in length and had a gross shipping weight of 1,300,000 lb.!

Another symbol of thinking big and acting boldly is to be seen in the new *HIGH-CUBE* cars for moving automobile parts by rail. Physically they're monsters, 94 ft. long and towering 17 ft. above the rails; they're the biggest production box-cars ever built. A *HIGH-CUBE* car holds 10,000 cu. ft. or 70 tons of freight. A thousand of these special high-capacity cars for handling only auto parts and stampings are being built, and eventually as many as 5,000 will be required.

That's evidence enough of the new vitality of the American railroad industry.

Tokyo monorail

THE new monorail running from downtown Tokyo to the airport attracted the world spotlight during the Olympic Games in Japan, but now that the glamour has departed the performance can be assessed.

The average speed of the Tokyo monorail is 32.8 m.p.h. on the non-stop 15 minute run over the 8.2 mile route.

Compare that performance with the new Stokie Swift trains operated by the Chicago Transit Authority. Running non-stop on the traditional dual-rail track they travel the five miles in 6½ minutes—an average speed of 46 m.p.h.

History and ships

Mr. L. J. (Leo) Harrigan who retired last month after 50 years, two months and nine days service is including a tape recorder and typewriter in his luggage for a holiday in Central Australia. While there he will use them to catalogue his large collection of historical data. Author of "Victorian Railways to '62" - the official history of the Department - Mr. Harrigan has been a lifelong student of history, specializing in that of the Victorian Railways, on which he is, of course, a recognized authority. (See *News Letter*, October 1962).



Mr. Harrigan

Following the family tradition - his grandfather, father, brothers and uncles were all railwaymen - he began his railway career in the Rolling Stock Accounts Office in 1914. At the end of World War 1 he was in the Navy and on return to the Department was transferred to the Electrical Engineering Branch. At the time of retirement he was the Branch Accountant.

Another of Mr. Harrigan's interests is the sea. This is understandable - after all, he was born in Williamstown, a suburb abounding in shipping and historical associations. Then, as a youth he was a member of the Australian naval contingent that accompanied the Prince of Wales (now Duke of Windsor) on his Australasian tour in 1920. It is therefore not surprising that his future plans include a sea cruise around Australia.

Works and Signals picnic

THEY turned on everything for the annual Works and Signals picnic held on February 28 at the Hanging Rock Racecourse. There were ponies, tractor rides, trampolines, Punch and Judy show, animal acts, the usual sports events and, if that wasn't enough, there was a display by sky divers. No wonder over 700 attended.

Works and Signals picnic

A reader at Court

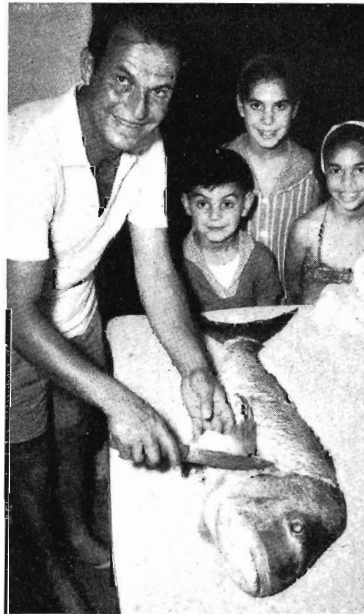
RAILWAYMEN who remember Mr. A. E. O'Brien when he was secretary to the Staff Board in the 1940's and, later, Assistant Industrial Advocate for the Commissioners, will be interested to know that last

A reader at Court

month he completed 50 years of Government service, the first 33 years of which were in the Victorian Railways. In a chat with *News Letter*, Mr. O'Brien, who is now the Industrial Registrar of the Conciliation and Arbitration Commission and the Commonwealth Industrial Court, mentioned that he is an assiduous reader of the magazine which, he says, often brings him pleasant reminders of his service with the V. R. He recalled that his railway career began in the old Telegraph Branch in 1915 which, a short time after, was taken over by the Electrical Engineering Branch. Most of his duties consisted of staff work. This ultimately led to a transfer to the Staff Board. Mr. O'Brien added that his railway experience gave him an inside knowledge of industrial activities in workshops, depots etc. that was invaluable to him when, in 1948, he was appointed Deputy Industrial Registrar.

35-pounder

35-pounder



Shunter N. ("Nicky") Nearchou, watched by young members of his family, is shown about to cut up his latest catch - a 35 lb. snapper. One of the most successful members of the V.R.I. Angling Club, Mr. Nearchou often lands a big one. This one was caught off Point Cook from the Club's commodious lunch *Barb-areta*. For the use of club members, the launch is moored off Williamstown. Fees for members are £1.10.0 annually with a small charge for each occasion the launch is used. New members are always welcome. Further information can be obtained from the secretary, Mr. I. Worrall (phone 35-8311) or Mr. R. Sinclair (auto. 1571). ("Herald" photograph)

Rode with Opperman

MR. A. MORISON, Principal Rates Officer, was, in his younger days, a cyclist who raced against such national figures as Hubert Opperman, "Fatty" Lamb, Joe Parmley and Ossie Nicholson. Mr. Morison began racing with the Footscray and Yarraville Club in the 'twenties. As an amateur he rode in three Colac-Melbourne races and, in 1927, won club championships, of 10 miles and 25 miles. In his last year as an amateur he rode off scratch. After becoming a professional, Mr. Morison raced at the Exhibition and then rode in many of the races that were held on the saucer track at the old Motordrome. In the Wangaratta *Austral* race he came second. His career in the railways started in 1924 when he joined the then Transportation Branch. The following year, Mr. Morison was transferred to his present branch.



Mr. Morison

Spencer Street

I wanted you to know that I received the greatest possible co-operation from the railways staff in respect of a visit to Adelaide.

If you would please convey to the Adelaide booking staff at Spencer Street my appreciation, I would be grateful. (Mr. R. W. Mack, Minister of Health, writing to the Minister of Transport, Mr. E. R. Meagher.)

Nearly all men can stand adversity, but if you want to test a man's character, give him power.

—Abraham Lincoln

Don't smoke in bed! The ashes falling on the floor may be your own.

—Svenska Dagbladet

The last of the first?



Mr. Fothergill

MENTION in last December's *News Letter* of the belief that Mr. H. Levey, Outdoor Superintendent, was the last of the V.R. men to retire who had joined the first A. I. F. while still in the Department, brought to light the fact that there was still another left. He was Mr. K. Fothergill, who, at the end of January, retired after 17 years as Stationmaster at Parkdale.

Mr. Fothergill began work with the Department as a lad porter at Heidelberg, in 1916. The following year he enlisted with the 2nd Division Motor Transport. After war service in France, he returned to the Department in 1919.

Active in sport, Mr Fothergill played football in 1922 with the Gippsland League and captained the Heidelberg and Reservoir Lines team in the railway competitions. He was also a cricketer and tennis player.

Loco. driver from U.S.A.



Retired Locomotive Engineer Charles McDonald (right) exchanges engine talk with veteran V.R. Driver Bill O'Sullivan.

A genial and interesting visitor to *News Letter* office, recently, was a retired U.S.A. locomotive engineer (counterpart of our engine driver) Mr. Charles McDonald. After 42 years service on the Denver and Rio Grande Railway he is on a world tour, including travel in all Australian States.

In Victoria he was impressed by the modern Dynon diesel loco depot, *Harris Trains*, bogie exchange centre, and Newport Workshops and, as this went to press, was looking forward to seeing *Southern Aurora*, *The Overland* and some of our fast freight trains.

Mr. McDonald drove trains on the 116 mile track that crosses the Continental Divide in Colorado, through a pass two miles high.

He saw both steam and diesel service and eventually took charge of the "Royal Gorge Scene Limited"

passenger express. Freight trains he drove had up to 125 wagons, each 60 to 100 feet long, making loads between 7,000 and 9,000 tons.

Mr. McDonald was also a long term office bearer of the Brotherhood of Locomotive Firemen and Engineers and still likes to keep in touch with the activities of railwaymen all over the world. He says that if ever he had to leave the United States permanently, his first choice of a place to settle would be Australia, because, he says, "You're such friendly people".

Carriage Superintendent retires



Mr. A. J. Terry (right), who recently retired as Carriage Superintendent at Newport Workshops, hands over the office keys to his successor, Mr. A. E. Chadwick. In background are (from left) Messrs. J. Richardson, D. McDonald, R. Stride, W. J. Moran, A. W. J. Edgar and W. Ray. Mr. Terry began as an apprentice car and wagon builder in 1915 and was Carriage Superintendent for the past 17 years.

RECENT RETIREMENTS

TRAFFIC BRANCH

Wilson, E. R., Flinders Street
Scammell, G. E., Nyora
Miller, G. W. R., Melbourne Goods
Lynch, A. M., Bendigo
Foote, A. C. R., Ballarat
Turner, O. L., Benalla
Bowes, J. A., Melbourne Goods
Johnston, W. J., Ararat
Tandy, J., Mildura
Leonard, J. P., Middle Park
Richards, W. S., Ballarat
Davis, N., Flinders Street
Fothergill, K., Parkdale

ROLLING STOCK BRANCH

Sainsbery, C. E. O., E. R. Depot
Terry, A. J., Newport
Hannaan, A. F., Bendigo
McKeone, J. C., North Melbourne
Cuce, B., North Melbourne
Black, W., Head Office
Doolan, T. P., Wodonga
Cresp, P. V., Jolimont
Francheschelli, R., Newport
Niblett, C. A., Jolimont
Pibbersek, J., Newport
Papworth, H. V., Ballarat North
Garratt, A. A., Jolimont
Lober, H. O., Bendigo North

Kellam, G. E., Newport
Innes, J. H., R. M. Depot
Williams, E. J. H., Ballarat North
Vitale, V., Newport
Moss, J. R., Newport
Thomas, L. J., North Melbourne

WAY AND WORKS BRANCH

Hunter, C. R., C/- W. M. Spotswood
Murphy, G. W., Flinders Street
Bishop, T. E., Ballarat
Roper, G., Camberwell
Jarvie, W. K., Power Signals
Hall, J. R., Lilydale
Moss, F. G., Bendigo
Keys, R. G. W., Laurens Street

ACCOUNTANCY BRANCH

Julier, H. T., Flinders Street

STORES BRANCH

Cooke, D. J., Geelong

ELECTRICAL ENGINEERING BRANCH

Vigus, C. F., Flinders Street
Lawrence, L. J., Electrical Workshops
Falcke, G. R., Lighting and Power, Batman Avenue

. . . . AND DEATHS

TRAFFIC BRANCH

Oakley, J. J., Flinders Street
Ellis, C., Melbourne Goods
ROLLING STOCK BRANCH
Chalmers, A. M., Head Office

McLennan, H., Ballarat North

WAY AND WORKS BRANCH

White, M. B., Ironworks
Payne, F. H., Warrnambool



1965 Inter-system Cricket Carnival

After a break of 10 years it was again our privilege to be hosts to inter-system railway cricketers.

The carnival officially opened on Monday night February 15, when at a smorgasbord dinner, players, officials and visitors from Queensland, New South Wales, Tasmania, South Australia, Commonwealth and Western Australia were welcomed to Victoria by the Chairman of Commissioners, Mr. E. H. Brownbill, the General President of the V.R.I., Mr. L. A. Reynolds and the carnival chairman, Mr. F. J. McClosky.

Play got under way on February 16, at the Royal Park Ovals, with South Australia playing Victoria, New South Wales playing Queensland and Western Australia playing Commonwealth. In our game we had put together 5/279 by the luncheon interval but a severe injury to Ron Goodman—popular S.A. vice captain—in the second over of the day deprived S.A. of probably its best cricketer, and we were able to run out comfortable winners. Final scores that day were: Victoria 5/279 beat South Australia 72 and 5/40; New South Wales 8/200 beat Queensland 134; Western Australia 7/203 beat Commonwealth 168.

On Wednesday we met Commonwealth and after dismissing them for 41, we put together 116 without loss before declaring at 12.30 p.m. in an attempt to gain an outright. Commonwealth quickly dispelled any illusions we might have had of an early victory and took to our bowling in no mean style. At stumps they were still there with 340 runs on the board. Scores for the day were—Victoria 0/116 declared, beat Commonwealth 41 and 8/340; Tasmania 7/243 beat South Australia 8/160; Queensland 117 beat Western Australia 95 and 5/81.

Thursday saw Victoria really struggling against a keen Tasmanian eleven and it was only in the last hour of play that we finally broke through for a close win.

Scores—Victoria 9/195 beat Tasmania 124; N.S.W. 2/226 beat South Australia 94; Queensland 7/305 beat Commonwealth 7/192.

On Monday the matches were resumed and Victoria met Queensland in the match of the day. After a great bowling performance by Ron Janson, we managed to defeat the Banana Benders on the first innings. Results of the days matches—

Victoria 8/208 beat Queensland 60 and 4/86; Commonwealth 182 beat Tasmania 154; N.S.W. 1/123 declared, beat Western Australia 114 and 2/114.

The final

It was now obvious that the carnival winners would be either New South Wales or Victoria, as both these States were undefeated and their clash on Tuesday, was virtually the carnival final. After a great match Victoria emerged as victors. Scores were—Victoria 7/190 beat N.S.W. 134; Commonwealth 9/259 beat South Australia 27 and 2/76; Western Australia 4/202 beat Tasmania 148.

With a bye coming up on Thursday, Victoria had to beat Western Australia on the Wednesday, to re-

tain the Commissioners' Shield This they did, and so retained the title of Inter-system Champions for a further two years. Final scores for matches played on Wednesday were—Victoria 1/96 declared, beat W.A. 85 and 8/145; Queensland 2/200 declared, beat S.A. 146; N.S.W. 9/277 beat Tasmania 180.

Probably the closest games of the series were played on the final day and New South Wales 206 just beat Commonwealth 183, while Western Australia, 1/164 declared, beat South Australia 104. In the other match Queensland 293 had some anxious moments before beating Tasmania 268.

One of the features of this carnival was the great evening up of the teams and, while on paper New South Wales and Victoria appeared to be the strongest sides, no team could be taken lightly. It was particularly pleasing to see the improvement in the Western Australian, Commonwealth, and Tasmanian sides. If this is maintained then the 1967 carnival is wide open.

The carnival concluded on Thursday evening when a farewell dinner was tendered to all participants, and the trophies were presented to the winning State (Victoria) the runners-up (New South Wales), the winner of the batting average (Jack Aitken - N.S.W.) and the winner of the bowling average (Bob Figgis - Vic.) May I conclude by congratulating Ted Barnes (captain, Victoria) and his team on their performances throughout the series and commend the small but competent and popular carnival committee for staging one of the best carnivals yet held.

As *News Letter* went to press on the day the carnival ended it is not possible to give details of individual performances or to mention some of the interesting personalities met during the carnival, but we hope to include some of these items in the next issue.



Members and officials of the Victorian team that won the inter-system cricket carnival. Front row (from left); L. Balcombe, S. Wallis, E. Barnes (Capt.), D. O'Donnell (Manager), L. Bennett (Inst. Rep.), R. Dyson (Vice-capt.), K. Carmody, and R. Chaplain. Back row (from left); P. Gurrie, R. Chapman, L. Hill, K. Ingram, R. Figgis, K. Schickerling, R. Janson, and W. Clanchy (Scorer).

VICTORIAN RAILWAYS

NEWS LETTER

APRIL



1965



RAILWAYS PROVIDE 4,000 MILES OF FIREBREAKS

DURING this summer's bush fires, the firebreaks made by the Railway Department along its 4,211 miles of tracks again proved their worth. *In many parts of the State they were virtually the only firebreaks in the locality.*

It is not, perhaps, generally known that the Railway Department, through its annual burn-offs along the tracks provides effective barriers

to the spread of fires and, often, a welcome refuge for fire fighters.

These firebreaks are made each year by rotary hoeing and burning off under safe conditions.

All this work—so valuable in protecting people and property from one of Victoria's greatest dangers—costs approximately £200,000 a year and is done entirely at the expense of the Railways.

S. O. P. Dining Car

THE original *Spirit of Progress* dining car has had its kitchen equipment modernized at Newport Workshops. Since *S. O. P.* became a Melbourne-Sydney standard gauge passenger train, with buffet car service, the diner that was previously always in its consist has been attached to special trains, such as those for country race meetings.

The diner's slow combustion stove has now been replaced with a more modern type using liquid petroleum gas. This enables the dining car to be prepared for special train running more quickly than was possible with the slow combustion stove.

The dining car went into service with *Spirit of Progress* when the train was inaugurated in 1937. It was named *Murray* when the old parlour car of that name, built in 1906, was scrapped two years ago.

Historic parlour car

A name with great historical significance, *Murray* was the parlour car attached to the train that brought General Douglas MacArthur and some members of his staff to Melbourne from Adelaide after their dramatic escape from the Philippines.

It was in this historic car that the General established his first official headquarters in Australia, before transferring to a city hotel.

Subsequently, the parlour car was converted into a temporary school for trainee enginemen at North Melbourne Locomotive Depot.

Mementos of the *Murray* parlour car are a beautifully coloured lead-light and a railway map of Victoria, taken from it, which are now displayed on the wall behind the office desk of the Manager of North Melbourne Workshops.

Drink machines at Spencer Street

SO popular has become the coin-operated self-service hot coffee and soup machine, recently installed at Spencer Street station, that a similar type machine has been added which provides four varieties of cold carbonated soft drinks, with crushed ice if required. The two machines, side by side on No. 1 Platform concourse, are expected to supply patrons with 100,000 drinks a year.

From State Relief Committee

IN its annual report, the State Relief Committee thanks railwaymen for the services they gave in "the dispatch and receipt of goods, trucking of livestock and fruit, and urgent fire and flood relief consignments". The report also thanks Accountancy Branch officers for their monthly audit of books and accounts of the Committee.

Instant copying—instant success

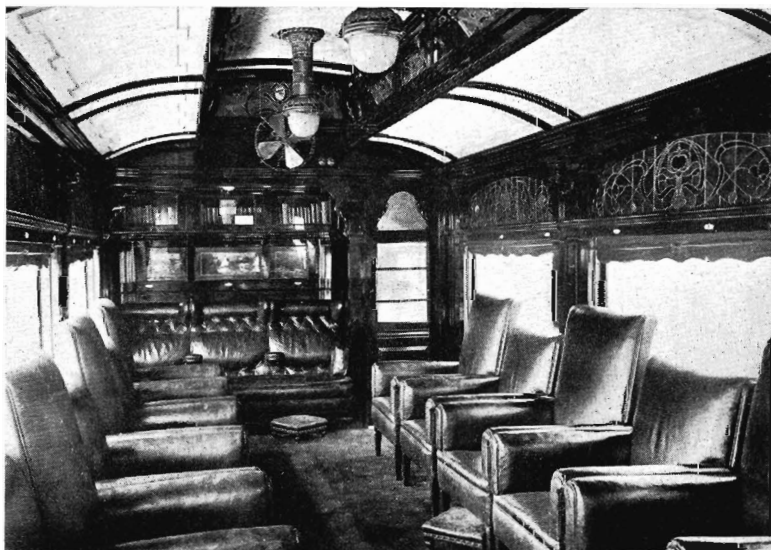
THE coin-in-the-slot photo-copying machine which went into service last month at Spencer Street railway station was an instant success—61 copies were made in the first two hours.

The machine copies a document, drawing, book page, letter, reference, etc., up to 10" by 14", in only 30 seconds. It has a simple coin-insertion and push-button operation and offers confidential copies (at 2/- each) as there are no negatives to remain in the machine. (See pictures on centre pages).

Installation of the machine at Spencer Street followed its popularity at New York Grand Central Station, U. S. A., and Paddington Station on British Railways. Not only did executives, students and professional men find the machines there particularly convenient, but members of the general public also showed that there was a wide demand for quick copies of personal papers.

FRONT COVER

ORBOST LINE FIRES: Framed by the boom of a Gradall that is digging bridge foundations, Engineer N. Donnelly is surveying for the new rail bridge over the Swan Reach-Mossiface Road; it will replace one that was burnt down. (See story on opposite page.)



Interior of the old parlour car, *Murray*, that was scrapped two years ago. General MacArthur and some of his staff travelled to Melbourne in it after their escape from the Philippines.

ORBOST LINE FIRES

SERVICES QUICKLY RESTORED



Fire twisted remains of bridge over Dirty Hollow Creek ("The Age" photograph)



Bulldozer Operator R. Hobson clears away debris of burnt bridge over Dirty Hollow Creek.



Engineer, Special Duties, R. J. Gallacher (right) discusses details of the job with District Engineer R. Molineux (centre) and Roadmaster N. Scott.

SPLENDID work by railway men enabled services on the fire-damaged Orbost line to be restored in eight days.

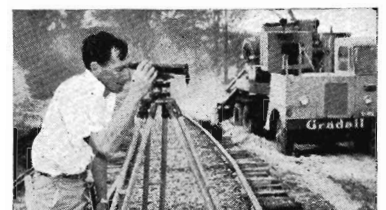
The disastrous Gippsland fires on Saturday, March 8, destroyed three railway bridges between Bumberrah and Mossiface, 17 miles east of Bairnsdale, and also burnt about 2,000 sleepers and four miles of railway telephone lines.

It was decided to construct temporary track deviations around two of the bridges, one of which carried the track over the Swan Reach-Mossiface Road and the other across Dirty Hollow Creek. The deviations were laid with a maximum grade of 1 in 20. A support known as a "pig sty" was built to temporarily replace the third bridge.

Two special gangs and other track and works gangs completed the temporary work, and services were restored on Sunday, March 14.

While the temporary repairs were being effected, work was proceeding on the construction of permanent bridges and the replacement of the sleepers. It is expected that the new bridges will be in service and track repairs completed by the end of this month.

Pictures on this and succeeding pages show some of the work that was done to bring the track quickly back into service.



Bridge Engineer A. Park checks levels of new formation.

ORBOST LINE FIRES



Laying track for a deviation. Grade is 1 in 20.



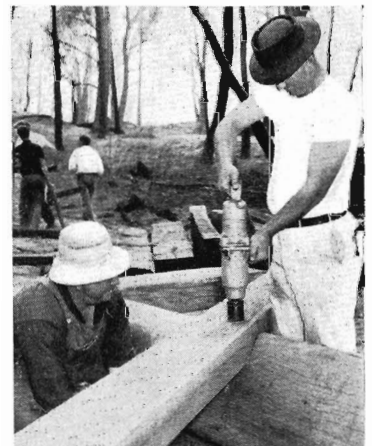
(From left) L. H. Platelayer F. S. Roczynski and P. Chila are preparing to cut in the last rail on a deviation.



(Left to right) J. Butaskas, M. Jojic (Ganger), L. Skeen, and W. Rudewicz build a "pig sty"—a temporary support for the track to replace a burnt bridge.



A ballast train is being unloaded at the deviation that temporarily replaced the rail bridge over the Swan Reach-Mossiface Road.



Works Ganger J. Mewha (left) and N. Pendagast are assembling a trestle for a new bridge. Work on the new bridges began immediately after the fire. They are expected to be in service by the end of this month.



After a job well done, tired trackmen leave for their depot.

RAILWAY MEN HELP IN BUSH FIRES AND EQUIPMENT

EVERY possible help—both in men and equipment—was given by the railways during last month's bush fires. On Friday, March 5, the water train that had been standing ready in Jolimont Yard all the summer, was rushed to the Gippsland fire area. It left Jolimont at 1.20 p.m. with five 7,000 gallon water-filled tankers—only half an hour after the call for it came from the Country Fire Authority. This train carries portable pumps that provide water at high pressure direct from the train or, after connexion, can fill road vehicles at the

rate of 15,000 gallons an hour. The pumps also enable the rail tankers to be refilled from a river, stream or dam close to a railway line.

As the train sped to Stratford, a call from D24 asked for a second such train to be sent to the district. For this additional train, oil tankers were flushed out and filled with water.

Other pumping equipment, knapsack sprays and beaters were made available by the railways, too.

Another water train, of eight tank wagons, was sent to Rockbank on March 11.

As well as the railways supplying water trains and equipment, numbers of railwaymen were actively engaged in fighting the fires. Fire fighting gangs were organized and dispatched to the danger areas by local supervisors; and up to 130 men a day were given special leave (with pay) for periods from one to four days, to fight the fires.

Just as in the Longwood fires in January, the firebreaks made by the Department inside railway boundaries were a much appreciated refuge for many of the fire fighters.

RAILS, SLEEPERS AND BALLAST

THE importance of adequate finance for railway tracks was revealed in the report of the Committee of Public Accounts, that was presented to Victoria's Parliament last December.

The Committee was told, when dealing with the track situation, that the Department's most pressing need was to replace a large amount of rail (together with ballast) which had out-lived its useful life.

"Of the total track mileage of 4,969 miles, 68.9% is laid with rail in excess of 50 years of age, and the majority of light country lines are laid with short lengths of 60-lb. rail which is completely inadequate for today's heavier and faster trains", commented the Committee.

"Ballast on main lines appears to be of a good standard, but there are areas where inferior ballast is used, or ballast is inadequately drained. On light country lines, ballast is mostly inferior.

"Your Committee considers that sleepers on main lines are generally of a reasonable standard. However, those on light lines are in poor condition.

"Having regard to the general condition of track, especially light lines, the Way and Works Branch of the Railway Department must pursue its proposed programme of relaying at least 211 miles of track per annum."

RELAYING TRACK

Evidence had been given that the desirable rate of relaying track was 211 miles per annum for at least seven years.

This work, together with the associated renewal of points and crossings and further necessary re-conditioning of track prior to relaying, would cost an estimated £3,100,000 per annum—or *approximately* £1,400,000 more than spent on such work in 1963/64.

The benefits of savings to be achieved from this expenditure would not be reflected in a reduction of maintenance cost for permanent way until such time as the overall condition of track was improved, so that the mechanized system of track maintenance could be adopted.

Immediate benefits, however, would accrue from:

- a track of a very much higher standard which would permit higher speeds, thus enabling much better utilization of rolling stock and improvement in services generally;



Mr. D. D. Wade
Acting Chief Civil Engineer.

- the higher standard of track would have the effect of reducing the maintenance on wagons and rolling stock;
- the risk of derailment would be very much reduced.

Relaying of track, the Committee was told, consisted of replacing old rail with new rail welded in 180 ft. or 225 ft. lengths and replacing poor ballast and sleepers. If a heavy type rail was taken from a main line, defective portions were removed and it was welded into 180 ft. lengths for use on light lines. Gangs of 50 to 90 men, using mechanized equipment to maximum extent, did the relaying.

Cost of relaying over the three previous years had been: £816,000 for 1961/62 (76 miles); £888,000, 1962/63 (72); and £1,683,000, 1963/64 (120).

"A more substantial sum must be spent on relaying each year", the Acting Chief Civil Engineer (Mr. D. D. Wade) told the Committee.

"To maintain rail in a satisfactory condition, relaying of tracks should be carried out continuously. On the broad assumption of a 50-year life of rail, the track mileage of 5,000 miles would require relaying to be carried out at a constant 100 miles per year.

"When it is realized that for the 17-year period between 1939 and 1956 the average rate of relaying was only 29 miles per year, it is obvious that a greater rate of relaying is required to prevent a very critical condition developing. Between 1956 and 1964, the relaying was carried out to the maximum extent that funds would permit, and the average over this period exceeded 100 miles per annum.

"Having regard to the age of rail

in the track and its condition, an accelerated programme—based on relaying branch lines within 20 years and restricting the life of rail in interstate and main country lines to 35 years—is essential".

The Committee noted that the rail joint was recognized as the weakest element in the track and the most costly to maintain. The major portion of Victoria's light lines consisted of 60-lb. rail laid in unwelded lengths of 22 ft. 6 in., which, in view of the pounding they would have been subjected to during their lengthy service, had become crippled (distorted) at the vast number of joints that existed in them.

"Much of the older rail was laid at a time when the locomotives in use were lighter than those in use today, having a lighter axle load, and wagons were not as heavily loaded as they are at present", reported the Committee. "This fact, even with reduced train speeds, tends to increase deterioration of rail".

To assist in the detection of broken rails, the Department used a Rail Flaw Detector Car, on all main lines, at about 10-monthly intervals. Its real value was the showing of defects in the head of the rail when none were obvious.

As it did not pick up flaws in fish-plates, additional equipment was being bought.

MAINTENANCE

The responsibility for day-to-day routine track inspection and maintenance rested with the track ganger, who might have about 10 miles of heavy lines or 20 miles of light lines. His duties included:

- inspecting the track at least once weekly;
- arranging for a competent trackman to patrol the length;
- making a special patrol in periods of heavy rain or abnormal heat when he felt the safety of the track might be endangered.

The extent of the length and its staffing were governed mainly by the amount of traffic carried and the prescribed speed of the line. Once rail started to deteriorate, it was necessary to provide additional staff and/or reduce speed to keep it in a safe condition.

On the Albury-Melbourne lines, the method of maintenance had been altered, and, although there was still the same number of track gangs, with the same number of men in each, as before the standard gauge line was built, the track gangs were no longer responsible for the sleepering, ex-

cept in an odd case as where one sleeper might have been burnt out. Re-sleeping was mechanized and carried out by a separate gang.

Also, a utility gang, attached to each road foreman's section and under his direction, dealt with work beyond the capacity of the ordinary gang, like heavy lining of the track. Additionally, on the standard gauge, there was the Matisa ballasting gang, that lifted and tamped the track by machine, while a joint maintenance gang looked after creep on the track.

To deal with soft spots (fundamentally a drainage problem) in the north-east section were two gangs. Cement grouting and digging out poor formation was being tried to eliminate mud spots.

Since standard gauge, the track force had been increased by 125 men.

Costs of maintaining track had hardly varied in 10 years, whereas there had been a formidable increase in wagon maintenance costs, the Committee reported.

SLEEPERS

The Victorian Railways had a priority over all other buyers in this State for sleeper cutters' timber.

This evidence was given to the Committee by Mr. A. J. Threader, Sales and Marketing Officer of the Forests Commission of Victoria, who added that no timber suitable for sawmilling was sold or given to a sleeper cutter.

Sleeper cutters got whole trees that were not suitable for sawmilling, or the butts and heads of trees left after sawmillers took the log.

The Committee, noting the South Australian Railways paid substantially more for Victorian sleepers than did the Victorian Railways, was told that the South Australian Railways bought mill-sawn sleepers and paid the usual sawn timber prices—about 37/- or 38/- at the mill or railhead, compared with about 25/- F.O.R. paid by the V.R.

The Victorian Railways bought sleepers of quality a little lower than mill-sawn, but not as much as the price difference would indicate. Sleeper passers inspected the sleepers at railheads when the cutters brought them in once a week.

The cutters were contractors to the Victorian Railways and licensees of the Forests Commission; the Railways paid the Commission a royalty.

Asked if a far better quality sleeper was going to South Australia, Mr. Threader said: "Both have basically the same sort of things in their specifications, and when you look at a stack of sleepers there doesn't appear to be a great deal of difference. I think the whole thing is that our

For other aspects of the Committee's report, see *News Letter*, pages 2 and 36.

action, in giving the Victorian Railways first option on anything they want, puts the interstate buyer on the outer".

Mr. Wade told the Committee that sleeper plates were always used for 75-lb. and heavier tracks; giving a wider bearing surface on the sleepers, they prolonged their life.

Observing that the prime purpose of sleepers was to properly support the rails and keep them in gauge, the Committee noted that the desirable properties of timber sleepers were:

- toughness to withstand bending and permitting spiking without splitting;
- strength to carry the rail load without crushing;
- resilience to deflect with the formation without breaking;
- durability to weather well and resist decay.

Such sleepers had a life of 20–25 years. Victorian sleepers were timber, 10 in. wide, 5 in. deep and from 8 ft. 6 in. long (standard gauge) to 9 ft. long (broad gauge).

Annual replacements were 500,000 to 600,000, and in the year 1963/64 purchases were 93,562 of grey box, 13,322 red ironbark, 368,183 red gum, 3,142 red box, 1,276 yellow box, 4,896 yellow gum, 83,978 yellow stringybark, 41,297 white stringybark, 3,701 mahogany, 8,391 yertchuk, and 3,426 red stringybark.

"This indicates that the Department is currently purchasing sleepers from suitable timbers", said the Committee.

BALLAST

Essential function of ballast was to:

- support and keep the track in line;
- adequately distribute the weight of traffic on the formation;
- provide drainage from the track structure and the surface of the formation, and so reduce local sinkage and vertical deformation of the track.

Ideal ballast should be:

- clean and free from dust;
- drained free;
- rough, angular material with a rough surface and capable of locking together to form a stable mass;
- heavy, to hold the track in line and retard the creep of sleepers;

- hard and durable, and offer strong resistance to collapsing under the impact of traffic or in the course of beater packing;

- without detrimental effects on sleepers, fastenings, rolling stock, or trackmen.

Nor should ballast encourage the growth of weeds.

Evidence was given that there was a large mileage of track laid originally for the sake of economy on very poor gravelled ballast, particularly in the northern part of the State, that would not permit free drainage; when wet it became useless as a packing material. It had been the primary cause of a number of derailments on tracks north of Bendigo and on the Mildura line, and it had been necessary to replace the gravel with metal ballast.

WORTH QUOTING

THE clash between our innate conservatism and reality has nowhere been more vividly obvious than in the field of public transport.

We are still conducting serious arguments as to the role of the railway in society—although we are prepared to admit that the horseless carriage is the coming thing.

The low priority given in Australia to the construction of rapid transit railway systems is something that can only be explained in terms of ultra-conservatism and national mythology.

Throughout most of the world it is generally accepted that railways remain the most effective means of moving large numbers of commuters. The people of San Francisco, faced with a complete breakdown of the highway system within 15 years, have tackled the problem by voluntarily voting to tax themselves over 37 years to pay off the estimated £340 million cost of constructing a 75-mile-long rapid transit system, of which 16 miles will be underground.

This system will incorporate the most advanced railway thinking—including the use of automatically controlled trains. It will run on alternating current (already in use in Japan), which greatly reduces operating costs, and will include electronic inspection of magnetic tickets.

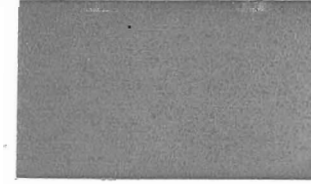
—("The Australian Financial Review," Sydney)

AROUND THE SYSTEM



RELY ON RAIL was the theme of the Department's exhibit at the Third Australian Industries' Fair held last month at the Exhibition Buildings. An Advisory Bureau was staffed by Commercial Agents. The numerous 1/12th scale models of rolling stock, the miniature T T railway, signal working, and a variety of free literature were features that drew appreciative crowds.

The Premier (Mr. H. E. Bolte) who inspected exhibits after officially opening the Fair, was keenly interested in the Department's scale model trains. The Chairman of the Public Relations and Betterment Board (Mr. H. R. Hauptmann) points out to Mr. Bolte features of a T class model locomotive made by railway apprentices.





COPYING: Australia's first public, coin-in-the-slot, automatic, photo-copying machine went into service at Spencer Street railway terminal on March 19. First to try the machine was a railway officer—Mr. L. G. Wilson, Comptroller of Stores of the New Zealand Railways. The machine, which is located on No. 1 Platform concourse, proved very popular. It is used about 100 times each week-day.



PLASTIC TICKETS: From April 1, a new, redesigned country ticket has been put on issue. The ticket (top) has a plastic covering and replaces the folding, cloth-covered, book-like ticket (below) which has been used for more than 50 years. The new ticket costs less to produce than the old ones.



SEYMOUR: A tank transporter is shown moving a D3 locomotive, No. 684, from Seymour Depot, through the town, to a permanent memorial site near the local V.R.I. centre. The job was done by the Army and volunteers from local railway staff. (Photograph: S. J. Rae)

GOOD SERVICE . . .

Cabinet

ON behalf of the Cabinet and all members of the party who recently visited Shepparton, I wish to express our appreciation of the excellent arrangements made for us by the Victorian Railways.

Would you please convey our sincere thanks to the members of your staff who were concerned with the visit.

—*J. W. Manson, M.L.A., Parliamentary Secretary of the Cabinet writing to Mr. G. F. Brown, Deputy Chairman of Commissioners*

Richmond

ON March 23 I became suddenly ill shortly after boarding my homeward bound train at Flinders Street and found it necessary to leave the train at Richmond and seek assistance from the station staff. I was immediately attended to and provided with a stretcher and blankets, as by this time I was in considerable pain. The assistant stationmaster arranged for an ambulance to take me to hospital and rang my wife to inform her of my predicament. He was most courteous, sympathetic, and tactful when speak-

ing to my wife and called to inquire about me on the following day, an act which has gained the Railways considerable goodwill as you can be sure that I have not hesitated to tell my friends how I was treated. Several other members of the staff were very kind to me during my wait for the Ambulance, and it is to their credit that, although I was in considerable pain, they realized that it was in my best interests for no attempt to be made to relieve the pain until the cause was diagnosed.

I understand that it is the normal policy of the Railways to arrange for an Ambulance when a passenger is taken ill or has an accident and I congratulate and thank you for this service. However, as we are all aware, it is one thing to establish a policy, and another for it to be carried out in the desired manner. In this instance, at least, your employees acted promptly, efficiently, courteously and sympathetically and I must add that in 25 years of train travelling I have had no cause to complain about any dealings I have had with Railways personnel . . .

—*(Mr.) W. Hill, 34 Luckins Rd., Moorabbin, writing to the Commissioners*

Southern Aurora

MY two grandsons, aged seven and eleven, went unaccompanied to Melbourne by *Southern Aurora* on January 29, and again I want to praise the Conductor who took care of them and handed them over to their mother in Melbourne; unfortunately they did not take his name . . .

I myself went, again by *Southern Aurora*, to Melbourne, and found Conductor Leavy most helpful; on my return journey Conductor McInerney and Chief Conductor Goodsell could not have been excelled in their politeness and excellent service.

I have never found better service anywhere than on *Southern Aurora* on which I am a frequent traveller and can only congratulate you on your staff and what they do for elderly passengers . . .

—*(Mrs.) M. H. Gallia*

Nunawading

PLEASE convey my thanks to the staff at Nunawading for locating a bag left by me on the 5.46 p.m. train to Ringwood on February 22 . . .

—*A. Goldsmid, 26 Crest Grove, Nunawading, writing to the Secretary*

WARRAGUL — 1888



It is believed this picture of Warragul station was taken in 1888. The tall timber that then surrounded the town can be seen faintly in the background. (Photograph lent by Mrs. L. K. Dowell.)

THEY SKY DIVE

AT the Works and Signals picnic held recently at Hanging Rock racecourse, 700 picknickers craned their necks to see tiny specks leave an aeroplane thousands of feet up.

The specks were two railwaymen—Ian Leslie and Michael Rose—who were giving a demonstration of sky diving. "Smoke" (actually powdered chalk) that streamed from the parachutists enabled the crowd to follow their movements. In a free fall they zoomed at a 45° angle across the blue sky; came together, and then separated before they opened their parachutes and made a gentle landing to join the earth-bound watchers.

Ian Leslie, an Electrical Engineering Branch clerk, and Michael Rose, a draughtsman in the Signal and Telegraph Division are two of the three railwaymen who belong to a club known as the *Commando Sky Divers*. The other is Graeme Temple, a Way and Works Branch clerk at Spotswood.

They are among the thousand or so enthusiasts throughout Australia who spend their week-ends in what has been called the *space age sport*.

Safety

To most onlookers, the business of jumping from an aeroplane, 10,000 feet up, and then falling through a mile or so of empty air before opening your parachute seems on a par with bull fighting and lion taming.

But tell this to a sky diver and he'll quickly point out that actual figures show that sky diving—when conducted under proper conditions—is much safer than car driving and no more dangerous than many other sports such as football or skiing.



Michael Rose (left) and Ian Leslie link together for a photo, at 6,000 ft. in a free fall from 12,000 ft. The photograph was taken by Bill Kenny, another member of the *Commando Skydivers*, who jumped at the same time. This kind of photograph poses some special problems. The camera must be set for focus, aperture and speed before jumping.

An insurance official told Michael Rose that his company estimated it was several times safer than car driving. And accident insurance premiums for sky divers are approximately the same as those for earth-bound citizens.

The parachute

The reason for this freedom from accident is that the modern parachute is the result of years of painstaking experiment and development. Actually it's had an interesting history that precedes the aeroplane. Men floated long before they could fly. Although Leonardo da Vinci, in the fifteenth century, made a model of a rigid parachute (some of its features are used in today's equipment), the first parachutist, it is believed, was a Frenchman named Garnerin who made a successful jump in 1797.

The modern parachute is about 28 ft. in diameter and made from nearly 800 square feet of nylon. Each sky diver carries two parachutes, and he takes the greatest care of them. The second parachute is not carried because the first one might fail to open, Michael explained. Actually, a parachute can't fail to open, he said. But there's a remote possibility of an imperfect opening with, perhaps, one of the suspension cords caught

over the top of the 'chute. This is only an inconvenience that would result in landing at a greater speed than normal. But the second parachute takes care even of this.

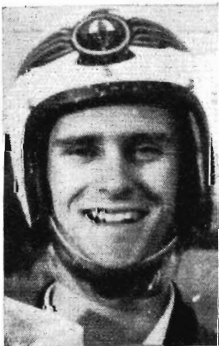
Free fall

The sky diver's moment comes in the free fall—that is the time between leaving the plane and the opening of his 'chute. Usually this is a distance of about 10,000 feet—or two miles. The time for the fall is about a minute, and the maximum speed reached is around 120 m.p.h. Sky divers usually drop in groups of from two to 30. They carry altimeters to show the height. During the free fall the jumper uses deflection of the air flow, by movements of his body and limbs, to control his direction and speed of fall. They move towards others of the group, pass batons among themselves and take photographs. They slide through the air like a surfer slides over a wave and can land miles away from the point of dropping. Landing speed is 10 m.p.h.—about the same as a jump from a 4½ ft. ladder. Some parachutes will give an even gentler landing than this. Sky divers also land on water.

Costs

And what is the cost of the *space age sport*? Joining fee for a club can be about £12 and the cost of each jump can range from £12.15.0 for a beginner (including instructor and hire of equipment) to as little as 10/- for an experienced jumper. Parachutes cost from £40 to £150.

Members of the club to which these young railwaymen belong have made over 3,500 jumps in the last three years with only two minor injuries—to an ankle and a collar bone. Both Ian Leslie and Michael Rose are club instructors. To qualify as an instructor a member must have made over 50 jumps and passed an examination.



Michael Rose

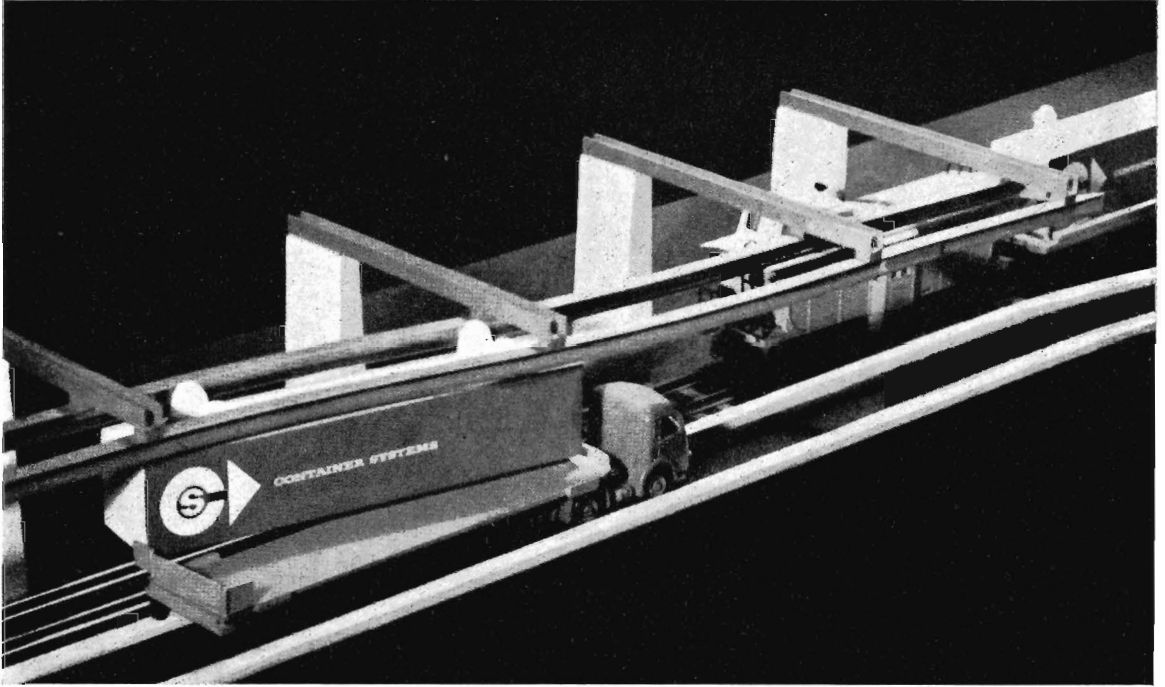


Ian Leslie



Graeme Temple

LINES FROM OTHER LINES



Unloading from a moving train: The United States Steel Corporation sees a big market in the development of steel containers. The company built models of container systems for showing to American consignors of all types of goods. Above is shown a model of a system for transfer of containers from train to truck, or vice versa, without either train or truck coming to a full stop. Overhead rails guide the container from rail wagon to road truck. This system would only be used at rail terminals with high-density traffic. (*Railway Age*).

Llanfair etc., etc.

Tourists who collect travel souvenirs will have to look snappy if they want a memento of that most famous of all Welsh railway stations—Llanfairpwllgwyngyllgogerychwyrndrobwlilantysiliogogoch—or Llanfair PG for short. It is due for the axe in the rail economy plan.

Welshmen are naturally up in arms. They love rolling it off the tongue smoothly to impress strangers—who's to know if they slip a syllable anyway?

It is one of the country's best tourist attractions, and people pay 1/- for a station ticket just to get the name.

The name is a whole sentence meaning "The church of St. Mary by the willow tree by the hill". The village is 242 miles from London, and has a population of nearly 1200.

(*Melbourne "Herald"*)

For the 500-mile trip

IN the fight for passenger traffic between cities up to 500 miles apart, the railway still has two important advantages. First and foremost is the ability to run directly between city centres, while the air

traveller invariably has to find his way to the outskirts of the city before he can take advantage of the high speed which the aeroplane offers. The other advantage of rail comes paradoxically from the ability to travel slowly enough to occupy all or most of the night hours, so that the passenger can travel and enjoy a night's sleep at the same time. Airlines have found it very difficult to attract night traffic even with greatly reduced fares. (*Railway Gazette*).

Sand stops trains

SAND-COVERED track is one of the accepted hazards of railway in the Namib desert, South West Africa.

High winds towards the middle of November sent the sand-dunes of the Namib on their travels and some landed on the track near Grasplatz. Trains came to a halt and on occasion a train had to reverse back to its starting point. One day, the wind was so fierce that work on clearing the track had to be abandoned. During the critical period buses were used to carry passengers and perishable traffic.

(—*South African Railway News*)

A seat for Fido

THE German Railways recently announced that dogs can have a seat on a train providing that a ticket has been bought. Like other passengers, the dogs must behave properly and not damage the upholstery. And they are allowed to join their owners in the sleeper, if no other person is sharing it, of course. But one place still remains taboo to animals, including dogs—the dining car. (*Montreal Star*).

Professional drivers for Channel tunnel

IF a tunnel ever lies beneath the choppy waters of the English Channel to connect Great Britain and the Continent, the traffic through it will move by rail.

A big percentage of the traffic for the tunnel undoubtedly will be highway traffic - tourists with their cars, buses and trucks - but the Channel planners are convinced that the only way to move so large a volume of traffic will be by rail.

Cars and trucks would be loaded aboard railway flat cars at one end of the tunnel and off-loaded at the other end, to continue their journeys under their own power.

A MATTER OF TIME

TIME is a problem to everyone. Most of us have too little ; a few, too much ; and nobody understands it. The confusion is thickened in the limerick—well known to students of the obscure problems of relativity :

There was a young lady named
Bright
Who travelled as fast as light.
She set off, one day,
In a relative way
And arrived the previous night.

But it didn't need Einstein to tell us that time is a variable quantity. Everyone knows how the clock positively gallops when you have to get up in the morning ; and simply crawls before knock-off time.

The Department, however, is faced with the problem of keeping all its clocks showing the correct time. This is how it's done.

The clock in the tower at Flinders Street station, facing Elizabeth Street, is connected electrically with the Melbourne Observatory. That ensures its accuracy. Most stations and signal box clocks in the metropolitan area are connected electrically

with the Flinders Street clock. Thus it is the master clock of the railway system.

Every hour, its electric impulses correct all the other clocks. Just above the figure 12 on each of these clocks are two clips. At every hour these clips draw the minute hand exactly to the " 12 ". Consequently, if a clock is a little fast or slow, it is brought to the correct time.

For the country clocks, and a few metropolitan ones, there is a different procedure. These clocks are regulated from the Telegraph Office at Spencer Street which has a clock electrically connected with the Flinders Street master clock.

At 9.57 a.m. an " attention " signal is transmitted by the Telegraph Office to all attended stations—either by morse, teleprinter or telephone—advising staff to expect the 10.0 a.m. correct time signal. As the signal comes through to the Telegraph Office, from the master clock at Flinders Street, it is instantly transmitted to the stations. Clocks are then altered if necessary.

In addition, station staff regularly

check their clocks during a shift by requesting correct time from Train Control officers whose clocks are adjusted, if necessary, by an hourly time signal.

TELL NEWS LETTER

NEW'S LETTER pays for news and photographs that are published.

Payment is made on the basis of 10/6 for each accepted contribution. Some items of unusual interest or importance rate even higher.

News and photographs are wanted about :

- railwaymen and women with unusual hobbies or who are prominent in civic affairs ;
- unusual incidents on the system ;
- any items of railway historical interest ;
- outstanding sports and games records made by railway staff.

IN
100
BEST
ADS.

no transport
problem
too

BIG or too small

FOR YOUR RAILWAYS



RAILED BY MORE THAN A CENTURY
OF EXPERIENCE
THIS KNOWLEDGE IS YOURS BY NO
EXTRA COST — WITH PACKAGING
EXPERTE TE SERVICE YOU, SOO...

JUST DIAL **620311** DAY
EVENING
NIGHT
OR ASK YOUR LOCAL STATION MASTER

The above Victorian Railways advertisement was included among the 100 best advertisements published in *Persuasio's Guide to Good Advertising* (1964).

Commenting on the ad. the author of the *Guide* says : " Sometimes fortune plays into the hands of the ad. manager and he is presented with the opportunity of using an unusual and interesting event to gain the attention of his prospects. However, not every ad. man answers when his opportunity knocks, and the Victorian Railways might easily have overlooked the advertising potential of this picture.

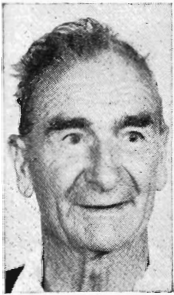
" Certainly it convinces one that the Victorian Railways can move anything. This is the fact that makes us mildly proud because the caption has the good sense to say ' No transport problem too BIG or too small for your (my italics) railways ' ". The picture shows the first house ever hauled (in two sections) by the V.R. It was a Departmental residence that, in July 1961, was railed on two Q wagons from Morandung to Kilmore. The 7-mile journey took 1 1/2 hours. The load was 20 ft. wide and maximum speed was 10 m.p.h. with a reduction to 5 m.p.h. over level crossings. Telephone wires were propped up with a pole so that the train could pass under them. With only a foot to spare on either side, the train just squeezed through a cutting three miles from Kilmore.

A safety record ?

RECENTLY the Rail Motor Depot at Spencer Street completed 150,000 man hours without a "lost time" injury—a "lost time" injury being one that involves the loss of a shift or more. This means that a group of 55 men worked safely for more than a year. Is this a record, or can any other section beat it ?

Left for Gallipoli

Retired V.R. man, Mr. E. C. (Charley) Heyme, was among the pilgrims who left Sydney early this month on the pilgrimage to Gallipoli for the 50th anniversary of the landing. Mr. Heyme was a fitter's assistant when he retired from the North Melbourne Loco. Depot in 1953. He had been 44 years in the Department and at the Depot for 35 years. He was a fireman at Seymour when he enlisted in 1914, and was in the landing at Gallipoli on the first day—April 25, 1915. The following day was his birthday. The party of pilgrims left Sydney by air on April 2 for Athens. After a sightseeing voyage in the Mediterranean, they will reach Turkey on April 21.



Mr. Heyme

At Gallipoli on the first day—April 25, 1915. The following day was his birthday. The party of pilgrims left Sydney by air on April 2 for Athens. After a sightseeing voyage in the Mediterranean, they will reach Turkey on April 21.

Donald bowling green

AFTER reading in a recent *News Letter* of the visit of the Social Bowling Club to Ballarat, retired driver D. S. Morrison, who is now living at Healesville, sent in a letter recalling the construction of the V.R.I. bowling green at Donald.

It was back in 1935 or '36, Mr. Morrison says, that permission was obtained from the Commissioners, during an inspection tour, to begin work.

"And with the most primitive tools" he writes, "and as much knowledge of putting down a bowling green as a goat would have of winding up the town hall clock, a few stalwarts stuck to the job. When we had the green levelled and grassed, we got the Shire Engineer to go over it with his level. He could find only a few high spots. And so the first Railway Institute bowling green in Australia was established, and I think it gave great impetus to the building up of Institute bowling as it is today".

Friends had to be careful

THEY made sure there was no funny business in the Sale Railway Club of 50 years ago. A copy of the rules was recently lent to *News Letter*. It was a tiny booklet of four pages, size 2" by 2½", and certainly showed that they kept a strict eye upon members in those days.

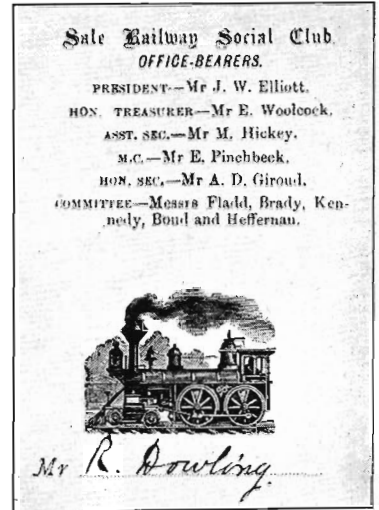
For a start, Rule 1 limited the club to "50 gentlemen".

And if you wanted to bring your friend along one evening, Rule 11 ordained that "any member wishing to introduce a Gentleman friend must present his name to the Secretary two days before the Social, and that Member shall be answerable for the good conduct of his friend".

And By-Law 1 decreed that "The M.C. has full charge of the room, and if the couples do not promenade to his satisfaction, he is empowered to call a circular dance". Well, rock an' roll was out, anyhow.

Members were also ordered to "remain seated during refreshments".

Entrance fee was 2/6d. and subscriptions 2/6d. a month.



Front page of Sale Railway Social Club's book of rules

Three from Lancashire



(From left) Messrs. Neville Darwell, Roy Burrows, and Jim Coulson at the Rail Motor Depot have all come from Lancashire.

THERE'S a rich burr of Northern English accents at the Rail Motor Depot that should make any Lancashire man feel at home—three of the small group of fitters at the Depot come from that northern county. Leading Hand Fitter Jim Coulson came from Barrow-In-Furness 14 years ago and has been at the Depot for over 11 years; the most recent arrival is Fitter Neville Darwell who started with the Department at the end of last February.

In England, he worked at the Horwich Works of British Railways.

Fitter Roy Burrows has worked at the Depot ever since his arrival in 1951. In Lancashire, he lived at Blackpool and also worked with British Railways. He is well satisfied with life in Australia and so is his family—one of his sons, Geoffrey, is a Bachelor of Commerce and holds the Diploma of Education; the other—Doug—a successful V.R.I. tennis player, is studying science.

Photography



A well-known personality at Flinders Street station is Clerk Mrs. E. Bunworth. After joining the Department at Riversdale in 1942, Mrs. Bunworth, six months later was transferred to Flinders Street as a clerk. Since then she has been a booking clerk for six years in the Degraives Street Subway office and, for the remainder of the time, at the Elizabeth Street office. Mrs. Bunworth is a keen photographer, mostly using 35 mm colour. Several of her pictures have appeared in *News Letter*.

Parcels in boxes

LAST year, according to the State Relief Committee's annual report, 1,800 parcels were collected by it from the boxes at Flinders Street, Princes Bridge and Spencer Street stations. The report adds that the boxes enable the Committee to receive considerable quantities of goods without the cost of making individual collections at private houses.

Biggest wheat terminal

TO cope with the recent wheat and barley harvests, the Grain Elevators Board increased the capacity of its wheat storage at the Geelong Terminal by 3,800,000 bushels. This makes the total capacity of the Terminal approximately 26 million bushels. According to the G. E. B. annual report, it is now the largest single wheat shipping terminal in the world and also the most modern.

New pamphlets

SHUNTING *Safety and You* is the title of a recently published, illustrated V.R. pamphlet. Giving useful basic hints on shunting safety, it is intended mainly for new staff.

A leaflet on all-lines tickets invites the public to "go rail-roaming for

around a penny a mile", which is a real bargain, these days, particularly when the safety and comfort of rail travel is considered. A typical itinerary is set out in the leaflet. Incidentally, a letter of appreciation was recently received from a W.A. passenger who had seen Victoria on an all-lines ticket, and was greatly impressed with the service he received. He said that he looked forward to another Victorian trip next year and was even considering settling here "because of the extensive rail system".

W. A. G. R. booklet

THE Western Australian Government Railways have issued an attractive booklet *Railway Progress in Western Australia* that gives

glimpses of the improvements made during recent years on that system. With many illustrations—some in colour—and 40 pages, 10½" by 8½", on heavy art paper, the booklet should be welcomed by rail enthusiasts who wish to keep in touch with what's happening on the other side of the Nullarbor. Copies may be bought from the agencies of Gordon & Gotch A'asia Ltd.

Works and Signals Picnic Fund

THE annual meeting of the above fund will be held at 8 p.m. on April 29, in Room 1, Flinders Street Railway Buildings. Members and their wives are welcome. Further information may be obtained from the secretary, Mr. R. Cumming (auto. 1209).

287 years of service



Mr. Tom Kenny (left) bids farewell to some of his friends at the Reclamation Depot where he worked for over 30 out of his 43 years service. His six brothers and father worked in the Department, and, taken together, their combined service amounts to 287 years.

RECENT RETIREMENTS

TRAFFIC BRANCH

Duggan, P. J., Ballarat
James, W. P., Flinders Street
McGrath, P. J., Bendigo
Dalton, E. A., Flinders Street
Ricci, G., Melbourne Goods
Harley, A. S., Hartwell
Murphy, W. D., Melbourne Goods
Davine, H. M., Flinders Street
Morse, W. L., Flinders Street
Moroney, J., Franklin Street
Ratray, H. P., Melbourne Goods
Wolfahrt, A. T., Wahgunyah

ROLLING STOCK BRANCH

Hatty, L. G., North Melbourne
Comben, E. W., North Melbourne
Evans, A., Newport
Chittenden, G. R., Newport
Khan, W. G., Newport
Walsh, P. L., South Dynon
Davie, A., Newport
Abbey, L. J., Newport
Debono, C., North Melbourne 'Shops
Hill, R., North Melbourne
Skermer, G. L., Jolimont
Hayes, W. G. C., Seymour
Fisher, C. R., Geelong
Stratton, C. J., Ballarat North

Billing, H., North Melbourne 'Shops
Wooster, A. F., Bendigo North

WAY AND WORKS BRANCH

Watson, W. G., Ballarat
Salt, C. H., Koroit
Anderson, R. E. J., Ironworks Division
Bridgeman, C. S., P.W.M.D. Spotswood
Browning, T. H. A., Spencer Street
Porteous, C. V., Maryborough
Gleeson, T. V., Head Office
Canny, D. J., Hallam
Nicholls, A., Camperdown
Stanley, S. A., Seymour
Stone, H. W., Estate Office
Vickerman, J. N., Special Works
Patrick, J. W., Ironworks Division
Allen, V., Clifton Hill
Hocking, H. R., Numurkah
Le Deux, J. C. W., Rushworth
Clarke, V. A., Kilmore

STORES BRANCH

Kenny, T. P., Reclamation Depot

REFRESHMENT SERVICES BRANCH

Edmondson, C. R., Princes Bridge
Whicker, A., Central Store

. . . . AND DEATHS

TRAFFIC BRANCH

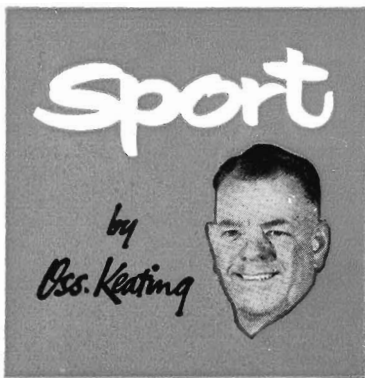
Robertson, G. J., Korong Vale
Stubbs, F. A., Geelong
Matyjaszek, Z., Upfield
Wozniak, C., Newport

ROLLING STOCK BRANCH

Henderson, T. F., Newport
Perry, C. McD., Geelong
Cargill, F. R., E. R. Depot

WAY AND WORKS BRANCH

Fisher, G. W., Warrnambool



Cricket

Tuesday, March 9, saw the V.R.I. Cricket Association's grand final being staged on the McAllister Oval, Royal Park, between Stores who had been on top throughout the season and Suburban Lines. As was generally expected, Stores proved much the stronger combination and ran out easy winners.

Congratulations to Robin Dyson and his boys on winning the Commissioner's Cup for the second time. They proved that they were undoubtedly the best team in the competition. Some good performances were registered in the match, Russell Hill's 22 out of a total of 40 for Suburban Lines really stood out, while the bowling of Thoms (Williamstown Sub. Districts) 6/21 and Figgis 4/17 won the game for Stores.

Scores : Stores 6/191 (Gurrie 47, Dyson 47, Cooney 34, Ingram 3/80) beat Suburban Lines 40 (R. Hill 22, Thoms 6/21, Figgis 4/17).

At a short function after the game, the Chairman of Commissioners, Mr. E. H. Brownbill, presented the Commissioner's Cup to the winning captain, R. Dyson of the Stores Branch.

Basketball players

An invitation has been received by the Institute, for our basketball teams—men's and women's—to visit Adelaide on the Queen's Birthday week end, June 12-14, and play a series of matches against the South Australian Railways Institute. Any basketball players interested—women particularly—should ring me (auro. 1109) immediately.

Billiards

A representative team of billiard and snooker players from South Australia arrived in Melbourne on Sunday, March 7, to compete in the annual fixture arranged between the two States. As quite often happens, in these inter-system sporting events, the home State proved too strong for the visitors and won both the billiards and snooker matches, thus re-

gaining the Dunkling Challenge Bowl.

In the individual events associated with this week, Victoria also came out on top with jovial Jim McKain winning both the billiards (H. G. Rosevear trophy) and the snooker (G. E. Linacre trophy) championships. The trophies for the highest breaks made in the team matches were won by J. McLoughin (South Australia) and T. Hoare (Victoria) in billiards and snooker respectively.

The week concluded with a social function held at the Victorian Railways Institute, when the trophies were presented by the Deputy Chairman of Commissioners, Mr. G. F. Brown.

Riflemen compete for Triggs Shield

TEAMS of riflemen, representing the New South Wales, Queensland, and Victorian Railways Institutes, competed for the A. B. Triggs Perpetual Shield and the Jim Kirkwood Perpetual Trophy at Merrett's Rifle Range, Williamstown on Saturday, March 13.

The Triggs trophy is a magnificent shield, donated by a Mr. A. B. Triggs, a grazier from Yass, N.S.W., for perpetual competition between railway riflemen. Mention of the shield was first made in the edition of the N.S.W. Railway and Tramway Budget and Staff Magazine dated October 13, 1912.



Messrs. J. Kirkwood (left), J. Chamney (with Trophy) and A. J. McAndrew after presentation of Kirkwood Trophy

History

The Shield was first competed for at Randwick, N.S.W., on May 3, 1913 between riflemen representing the railway systems of New South Wales, Queensland, South Australia and Victoria; it was won by New South Wales. Since 1913, competition was spasmodic until 1956, when—through the efforts of N.S.W. railwayman Jim Kirkwood, a Queen's shooter and Olympic representative at Japan in 1964—interest was revived, and the competition held during the next three years with New South Wales and Queensland only participating. However, in 1959 Victoria again became interested, and from then on the Shield competition has been held in each of the three states in succession,

in conjunction with the Queens Shoot in the respective State.

The shoot for the Shield

During the week before the 1965 Triggs competition, the Victorian weather had been very kind to the Queen's Shoot competitors, but on the day before the Triggs, the weather changed, and the railway riflemen competed in appalling weather conditions, which made the performances all the more creditable.

The shoot was held over the 500, 600 and 700 yard ranges, with two sighters and seven shots at each range. New South Wales with the better team of the day, emerged as winners of the Triggs Shield for the twelfth time since the Shoot's inception in 1913. Queensland were second followed by Victoria.

Kirkwood Trophy

Mr. A. J. McAndrew—retiring Director of the New South Wales Railways Institute—donated this year a perpetual trophy in recognition of the efforts of Jim Kirkwood. Mr. McAndrew made a special trip to Melbourne to see his last Triggs shoot (as Director of the New South Wales Railways Institute) and, of course, to make the first presentation of his trophy.

While Victoria fared poorly in the Triggs Shield competition, which was a team effort, Jack Chamney, a Sub-Foreman at the Bendigo North Railways Workshops, put up a wonderful individual effort by scoring 98 out of a possible 105 points over the three ranges. This effort—despite the wind and rain which made the targets almost indistinguishable at times—speaks highly of Jack's shooting. His 1965 effort was all the more remarkable, as Jack, who is up in years, had to do a very smart 300 yards to recover his hat as it went sailing down the range during one great gust of wind. As a result, he shot his last range puffing quite a bit and was not sure whether he could hold the rifle firmly enough.

However, winning in the Kirkwood Trophy, Jack Chamney was very closely pursued by other shooters from Queensland and New South Wales, as at least four of the shooters were within two points of Jack's final score.

At a small informal function held in the V.R. Rifle Club's hut on the range, the Triggs Shield was presented to the captain of the victorious New South Wales team—Bill McArdle, by Mr. L. A. Reynolds, V.R.I. General President, who also presented individual trophies to the best scorer in each state.

The next Triggs competition will be held in Queensland in 1966, when it is hoped that railway riflemen from South Australia, Tasmania and Western Australia will compete. (F.M.)

VICTORIAN RAILWAYS

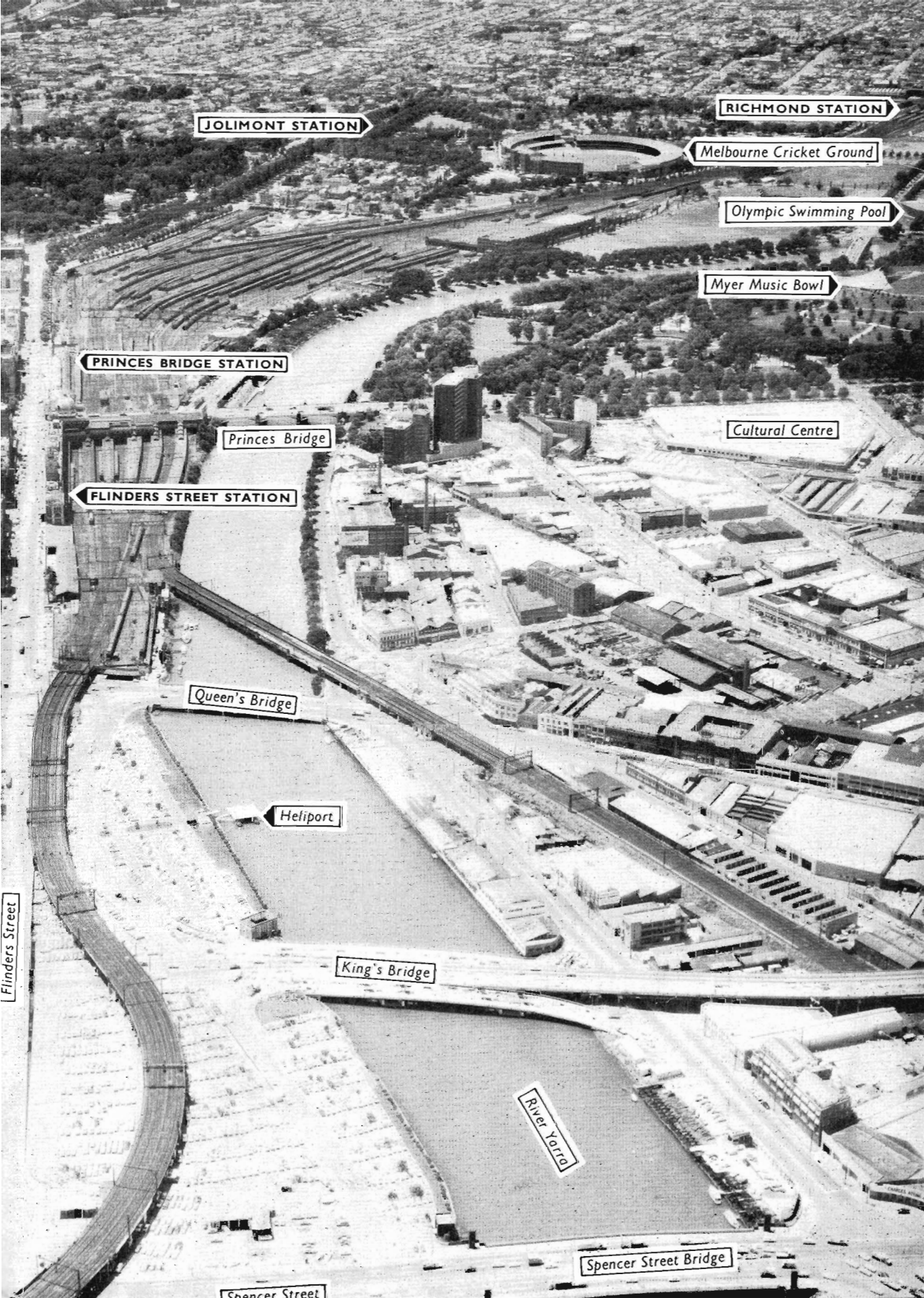
NEWS LETTER

MAY



1965





JOLIMONT STATION

RICHMOND STATION

Melbourne Cricket Ground

Olympic Swimming Pool

Myer Music Bowl

PRINCES BRIDGE STATION

Princes Bridge

Cultural Centre

FLINDERS STREET STATION

Queen's Bridge

Heliport

King's Bridge

River Yarra

Spencer Street Bridge

Spencer Street

Flinders Street

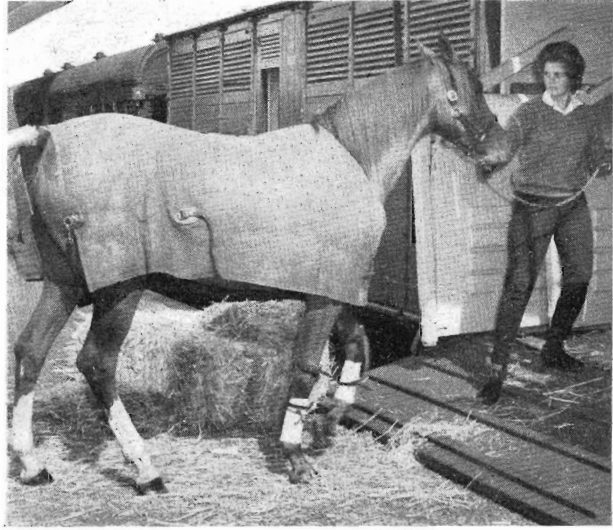
AROUND THE SYSTEM

SHOW SPECIAL : £30,000 worth of prize stud cattle and horses being loaded at Dynon into this special livestock train for Sydney's Royal Easter Show, last month. The train left Dynon at 5.25 p.m. and arrived at Darling Harbour (Sydney) on time, at 11.35 a.m. the following day. About 50 attendants for the animals travelled in a passenger carriage attached to the train.



(Left) The animals were bedded down on a thick layer of straw in the high speed bogie wagons. The sides and ends of wagons were covered by tarpaulins.

(Right) One of the six valuable Arab horses that went on the train, being led into the horse box. They came from "Fenwick", a stud farm at Yan Yean that is staffed entirely by women. Two girls from its staff travelled with the horses.



RAILS FROM THE AIR : The serpentine twist of the viaduct is a prominent feature of this picture taken during the present aerial survey of the railway system. The section of track between King Street and Queen's Street was curved to skirt what was then a swinging basin in the river. The basin, since filled in, was made obsolete by the building of Spencer Street bridge.

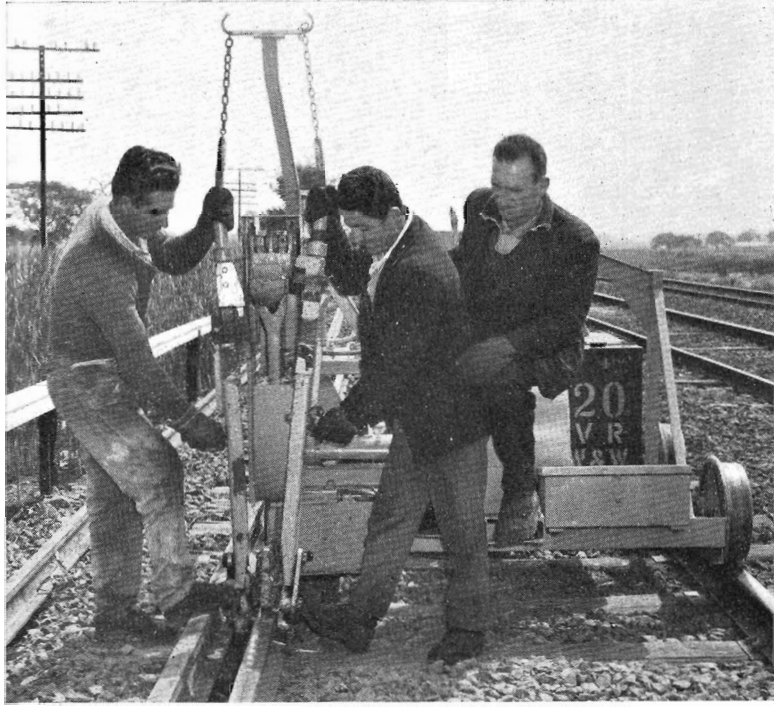
EXPLODED : What was left of the arch bridge at East Richmond was demolished by explosives last month. Picture shows it being prepared for the charges. The demolition was part of the track quadruplication scheme to cope with traffic on the eastern suburban lines.



FRONT COVER

Relaying north-east line : On a section of line that has been relaid with new rails, the track is being re-surfaced by a Matisa Jakkpak and, following it, a Matisa Tamper. The Jakkpak lifts and packs every seventh sleeper to the new level. In the foreground, a sightsman is remotely controlling the lifting by means of a telescope and manual control box. The packing of the sleeper is controlled by the operator on the Jakkpak. The Matisa Tamper, following, packs every sleeper. (See story on page 68).

NORTH - EAST LINE



Dogspikes holding old rails are lifted with mechanical dogspike puller.



Rail boring machine is drilling holes for fishbolts in new rail of special length.

ONE of the Department's major track jobs now in progress is the relaying of the broad gauge line from Broadmeadows to Wodonga. Work began on October 15 last, and the first section to be completed was the down track between Broadmeadows and Somerton. Work is now proceeding on the up track between Broadmeadows and Wallan.

Maximum mechanization is the keynote. The relaying gang of 52 men has a wide range of mechanical equipment designed to reduce the amount of heavy manual labour required and increase the rate of track improvement.

Although the line mileage between Broadmeadows and Wodonga is 177, there are 235 track miles to be done, as 58 miles of line (from Broadmeadows to Mangalore) are double track. This means that 470 miles of rail will be needed, with a total weight—including fishplates—of approximately 35,000 tons.

The track, at present, is laid with 90 lb. rails with welded sections of 112 ft., each welded length being followed by three lengths of 45 ft. each. The new rail is 94 lb. and is butt welded at Spotswood Permanent Way Depot into 225 ft. lengths. The longer sections of the new track give smoother riding.

One train a week is needed to keep up the supply of rails, etc. It discharges the new material on Sundays and picks up the old rail on the same day. Rails are loaded and unloaded by special cranes mounted on rail wagons.

Most deterioration in rails occurs at the ends where the fishplates are bolted. As the remainder of the rail is quite serviceable, the old rails from the north-east track are returned to Spotswood Workshops where the ends are cut off and the rails welded into 180 ft. lengths. They will be used for relaying the Gheringhap-Marooona line. (See April *News Letter*, pages 54, 55).



A platelayer bars out the old rail over the new rail. Behind him, a crawler tractor with suspended rail threader is slewing the new rail into position. The 225 ft. rails have been joined with fishplates into lengths of up to half a mile. The threader lays them at the rate of about one chain a minute.



Dogspikes holding the new rail are driven with pneumatic spike hammer.



Ballast is distributed with tractor and spreader.

DIESEL COMPARED WITH STEAM

THE general effects of diesel locomotive power on the Victorian Railways system were explained to the Committee of Public Accounts, during its inquiry into derailments, by the Deputy Chairman of Commissioners (Mr. G. F. Brown). His evidence followed publication by "The Australian" of an article, "Diesel mania deplored", that set out to establish a case for the re-introduction of steam locomotives.

The Committee, in its report to Parliament, rebuked "The Australian" for publishing the article in its transport section instead of as a letter to the editor, saying: "Readers could be misled into believing that the article was authoritative". Its author, the Committee noted, was "a Sydney school-teacher of electronics and communications, and not an authority on railway operations".

Mr Brown told the Committee that the vital point so often overlooked in comparisons of diesel with steam locomotives is that a locomotive is only a means towards an end, and that end is to produce work in the form of ton-miles.

The original cost of a diesel locomotive compared with a steam one, or its maintenance costs measured on a time basis, or its expected economic life in years, are therefore completely irrelevant; the only thing that counts is the cost of each form of motive power *per ton-mile produced*. This is where the diesel leaves the steam for dead.

The main reason for this is that each diesel locomotive, because of its much greater versatility and availability, can do very much more work in a given time than its steam counterpart. The Department's 166 diesel locomotives are giving more ton-miles per annum than the entire fleet of 630 steam locomotives hauled in 1951-52; the total locomotive fleet, although 41% less than in 1951-52, produced 28.4% more gross ton-miles than in that year.

The 1951-52 financial year has been selected as the base year as in that year diesel-electric locomotives were first introduced into the V.R. system. Prior to this period, with the exception of a few rail car passenger services, all passenger and

freight trains were hauled by steam locomotives.

REPAIR COSTS

Steam locomotive repair costs during 1952-53 amounted to £1,876,000; as the diesel locomotive mileage increased these repair costs generally reduced each year until 1961-62, when steam expenditure was £385,000. During the next two years steam locomotive repairs showed a marked upward trend because of an upsurge of business and shortage of diesel locomotives, which made it necessary to overhaul a number of steam locomotives that would have otherwise been scrapped; as a result, steam locomotive repair costs for 1963-64 amounted to £669,000, although the total mileage obtained from steam locomotives during 1963-64 was only 3,160,000 miles.

By comparison, diesel locomotives covered 9,079,000 miles during 1963-64, and the total repair costs were only £355,000. (These figures for steam and diesel cover all workshop overhauls and repairs, and depot repairs, maintenance and inspections with all relevant overheads.—*Ed.*)

In 1953-54, the steam locomotive mileage was equal to the current diesel locomotive mileage, and in that particular year the steam locomotive repair costs were £1,829,000 compared with the current diesel costs of £355,000, in spite of the 33 per cent. increase in wages that occurred during this period.

In 1957-58, when steam and diesel locomotive mileages were practically

equal, steam maintenance costs were £780,000 compared with £140,000 for diesel.

These figures clearly illustrate the futility of trying to compare steam and diesel locomotives unit for unit. It is the overall picture that counts.

HAULING MORE, FASTER

Since diesel locomotives first appeared on the scene, the mileage per wagon per day has increased by 28.3%, the average freight train speed by 32.6% and the ton-miles per freight train hour by no less than 44%. The last is the most important, for it shows the ability of the diesel locomotive to haul bigger loads than steam, at higher sustained speeds.

The table on opposite page, sets out a comparison of steam and diesel operating costs per locomotive mile. In studying this, it must be borne in mind that, in goods working in particular, a diesel locomotive mile means more contents ton-miles, performed in less time, than a steam locomotive mile.

Although the wage index increased from 68 to 105 (54%) between 1951-52 and 1963-64, total Rolling Stock Branch expenditure increased by only £2,817,000 (27%), whilst in the same period gross ton-miles increased by 29%.

Expressed in another way, on an equated expenditure basis diesel

locomotives have enabled the Branch to do more work at considerably less cost.

GREATER UTILIZATION

Another way of looking at the picture is to examine the cost of operation, repairs and servicing of locomotives as a proportion of total operating expenses. Prior to the introduction of diesel-electric locomotives, these expenses amounted to about 22 per cent. of Victorian Railways total railway expenditure.

To reduce these expenses a more effective use of locomotive power is necessary; maximum utilization of locomotives is recognized as a major component of economical railway operation, and in this regard the high availability of the diesel-electric locomotive has permitted

Brown. It is wrong when applied to conditions in Australia and England where the correct equivalent basis is one for one.

The most recently purchased steam locomotives in Victoria are the J class, for light line working. They were bought in 1950 for £36,000 each, the present-day equivalent of which is £49,000. They will be effectively replaced by the Y class diesel locomotives being purchased at £40,000 each. This price, however, was reduced by using bogies and electric motors from scrapped suburban cars replaced by the new *Harris Trains*; if new motors and bogies had been fitted the Y class would have cost about £52,000.

The true present-day relative cost of equivalent steam and diesel locomotives is therefore approximately one for one.

would be most difficult to find an original part in the locomotive.

Commenting on another statement in "The Australian" that it would be rash to assume that one diesel over its life span can do the work of much more than one large, efficient steam locomotive, Mr. Brown pointed out that Victoria's first main-line diesel-electric locomotive, B60, ran 1½ million miles in 12 years, whereas H220, the only steam locomotive with comparable tractive effort, ran a total 822,000 miles before, at the end of 15 years, it was retired because sufficient diesels had become available to do its work at much less cost.

Moreover, H220, because of its axle loading, was confined to the main north-eastern line, while B60 can run on any main line in the State and many secondary lines as well.

The four S class Pacific type steam locomotives, which spent their entire life on high-speed passenger running, achieved an average mileage of 1½ million each in 28 years.

AXLE LOADINGS

The high axle loading by steam locomotives compared with diesel, designed to produce equivalent power, is:

	Axle load
S class steam	23 tons
S class diesel-electric	19 tons
H class steam	23 tons
B class diesel-electric	18 tons

The steam locomotive, with its partly unbalanced weights on its driving wheels, produces a heavy hammer blow in tracks and bridges.

Bridges, designed to carry a loading only 5/6th of that required for a conventional steam engine, are quite satisfactory for diesel-electric locomotive operation, with consequent savings in the cost of bridge structures.

Following this evidence, the Committee stated it was satisfied that diesels are a more economical proposition than steam locomotives.

"We are of the opinion that the current dieselization programme being undertaken by the Railway Department is in the best interests of the State".

The Committee further recommended that increased loan moneys be made available to buy more diesel locomotives.

Diesel-electric cost per locomotive mile in pence			Steam cost per locomotive mile in pence	
S class diesel-electric			R class	X class
Passenger	Goods		Passenger	Goods
14·07	18·73	Crews	16·90	31·09
13·70	19·86	Fuel and fuel handling	88·57	120·46
1·19	1·19	Lubrication and supplies	2·01	2·01
4·13	4·13	Supervision and shed service	17·95	17·95
9·10	9·10	Maintenance	58·37	58·37
42·19	53·01	Sub-total	183·80	229·88
3·39	3·39	Depreciation	4·13	4·13
12·00	12·00	Interest	27·00	27·00
57·58	68·41	GRAND TOTAL	214·93	261·01
say	say		say	say
4/10d.	5/8d.		17/11d.	21/9d.

a degree of utilization not practical even with the most modern type of steam locomotive.

The effect of diesel-electric locomotive utilization has already permitted substantial reductions in locomotive operating and repair accounts, and more recent figures indicate that this expenditure now amounts to only 11 per cent. of total railway expenditure.

FALLACIES REVEALED

A statement in "The Australian" that a diesel locomotive is twice as costly as an equivalent steam locomotive is based on the very large steam engines used in the U.S.A., and which require several diesel units operated in multiple to match their horsepower, continued Mr.

Claims that a diesel locomotive has only half the economic life of steam are fallacious and based on the assumption that a steam locomotive, when scrapped, is the same locomotive that was originally built. Nothing could be further from the truth.

MILEAGE CONTRACTS

For example, a typical A2 locomotive which, in a lifetime of 45 years ran 1½ million miles, would have had at least three new boilers, two sets of cylinders, four sets of motion gear, two sets of wheels, and up to five sets of boiler mountings, etc. It is probable that new frame plates would also be provided, and at the end of its 45 years' life it

APPRECIATION . . .

Hampton, Flinders Street, Spencer Street

I would like to thank all those members of your staff who made it possible for me to catch the 5.30 p.m. train to Numurkah. Unfortunately, the train I caught from Hampton apparently broke down and did not arrive at Flinders Street till 5.29. I had asked at Hampton whether the train would arrive in time and they had assured me it would, so apparently they 'phoned Flinders Street, who put over the P.A. system "Would the passenger for the Numurkah train please come to the cabin?" From then on, my path was made easy—the man in the cabin at Spencer Street sent a porter with me to the platform and I was met and put into the train. Would you please thank them all. I have written to the Stationmaster at Hampton and

I would like to commend him and his staff for their quick thinking. I met with nothing but kindness and courtesy from all staff and thought it wonderful.

—(Mrs.) D. D. Sadler, "Locherbee",
R.S.D. Shepparton.

The Gippslander

I would like to express my gratitude to the conductor on *The Gippslander* of 15.2.65 . . . who very kindly helped me with my luggage and the securing of a taxi . . . I have travelled on this train many times and have always found its staff very helpful and obliging.

—(Mrs.) D. Brunswick

Girl Guides' Rally

AS Transport Officer for the Girl Guides' Rally I would like to convey to the Railways

my appreciation of the co-operation and help received in transporting our Brownies, Guides and Guiders from all over the State to the Rally . . . May I add my thanks to your Mr. Napier and the other members of your staff . . .

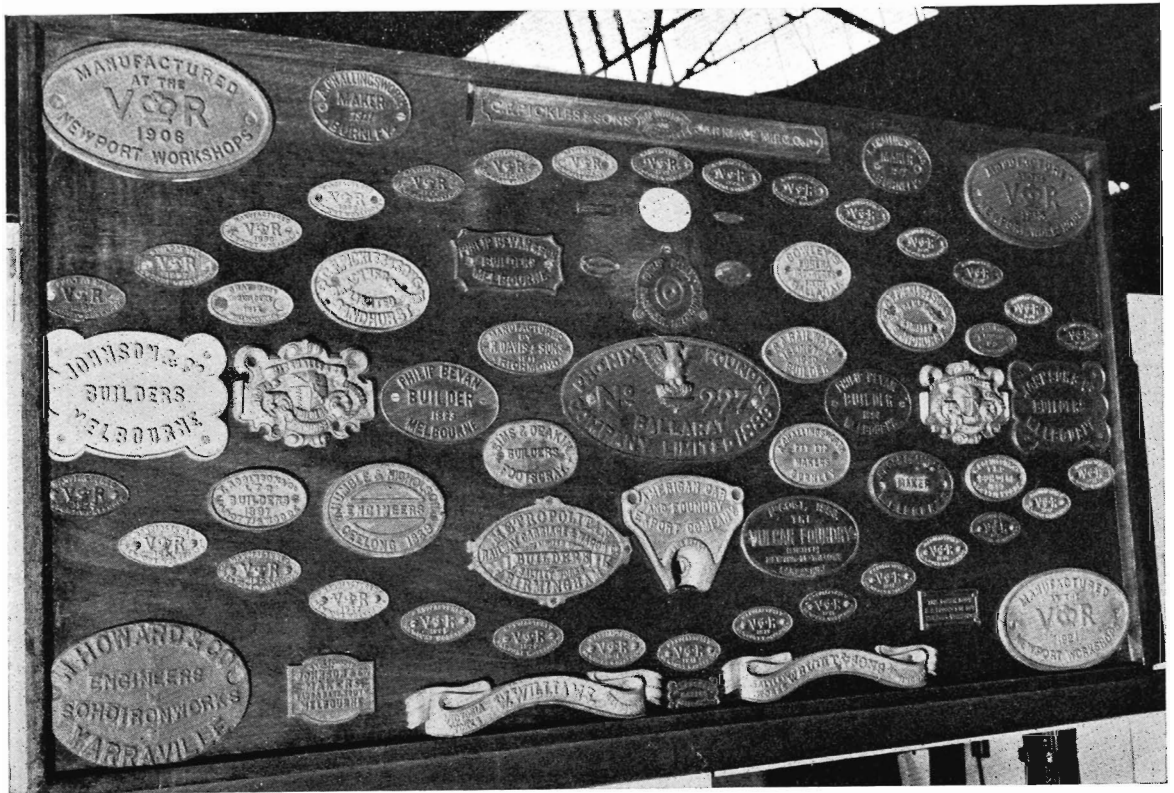
—Clare Catomore, Transport Officer,
writing to the Secretary

Newmarket

ON behalf of our Company and our valued clients J. & D. Lester of Yanakie and Foster, we wish to express our appreciation of the efforts of your Newmarket staff in the handling of 10 trucks of calves consigned from Mortlake to Fish Creek . . .

—R. A. Young, Branch Manager,
Dennys, Lascelles Limited, 175 William Street, Melbourne

NAME PLATES AT BENDIGO



One of the two boards at Bendigo North Workshops, holding a collection of manufacturers' name plates from various types of carriages and locomotives. The collection, which is in the Car Shop, was started about 30 years ago and has been increased throughout the years. The centre piece came from an early W class engine. A member of the Car Shop staff - Mr. W. Gilmore - who worked with the McIvor Timber and Firewood Co. in the 'twenties says that this loco was leased by the Company from the V. R. for the use on the 25-mile private line between Tooborac and Puckapunyal, that served the Company's firewood mills. The engine, which was eventually bought by the Company, ran on the line until 1927, when operations ceased. Any additional plates for the collection would be appreciated by the Workshops' Staff.

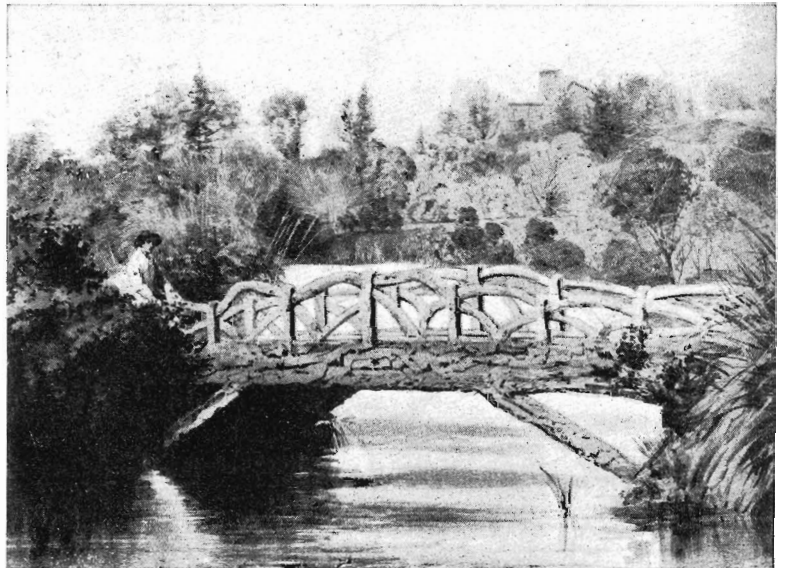


The coloured original of this print from an 1888 carriage is titled *Erskine River, Lorne*, and shows that the boys and girls of the 'eighties liked to picnic at the Erskine River, just as they do today.

OUR OLDEST CARRIAGE PICTURES

IT has long been the practice of the Victorian Railways to decorate passenger carriages with pictures of Victorian scenic attractions. Over the years, they have often been the subject of favourable comment; and, doubtless, have been a stimulus to tourist traffic. It seems the practice goes back at least to the 'eighties, to judge from some old colour lithographs sent to *News Letter* by a reader—Mr. W. J. C. McIver, Electrical Mechanic at North Melbourne Workshops. The prints were found behind the woodwork of an old carriage. From pencilled notes on the backs they were placed in carriages that were originally numbered 91Aa, 69Aa and 209Aa. They were built between 1889 and 1891. Altogether, there are eight prints, size 21 in. by 10 in. On one there is a printer's name which appears to be "Ferguson and Mitchell, Melbourne".

Titles shown on them are : *The*



Scene in *The Botanical Gardens, Melbourne*, about 80 years ago.

Old Hop Kilm, Watts River; Silver Weir Creek, Plenty Ranges; Ti-Tree Fringe, Salvador Bay; Mt. St. George, Lorne; The Bend, opposite Ngrung. It is interesting to note

that the colour prints were afterwards supplanted by black and white photographs, while today, some carriages are decorated with colour reproduction of artists' scenes.



Artists impression of the quarter-mile walkways connecting two stations on the Paris underground.

Walk away on the walkways

TOMORROW may soon be today so far as crowded city centres are concerned. The era of the moving walkway, long foreseen by science fiction writers and the more forward-looking planners, is fast approaching reality. As population densities rise and urban traffic congestion increases to chaos proportions, walkways may prove the only acceptable solution to what is now a world-wide problem.

Instead of sitting over four rubber wheels in a traffic jam, or foot-slogging his way on rubber soles round the streets and stores, the "pedestrian" of the not-so-distant future will be carried smoothly and efficiently to his destination on a complex system of rubber covered passenger conveyors.

Conveyors will take the railway passenger from platform to bus station, taxi rank or underground platform. The commuter will leave his car in a multi-storey or underground car park to continue his journey to the business area on elevated or subway passenger conveyors and moving pavements. Similar conveyors will transport out-of-town bus passengers from these same terminals to the shopping or entertainment areas.

Altogether, about 200 walkways are now installed throughout the world. Britain's first walkway—known as the Bank Trav-o-later—links the Bank Underground station with the Waterloo and City line platforms. It was opened in 1960. (*Rubber Developments*)

Paging the Foreman

THE first paging system of its kind in British Railways Workshops has been introduced at Swindon.

Known as the Multitone VHF portable paging system, it enables rapid contact to be made between

any member of the staff and key personnel who may be working anywhere on the present 283-acre site.

The system consists of one or more transmitters, miniature pocket receivers allocated to key personnel, and an encoder.

The encoder, which selects the oscillator frequency required, is on the telephone exchange supervisor's desk.

There are three transmitters at Swindon and signals can be received over a distance of one-and-a-half to two miles.

If one of the key personnel is away from his office when he is wanted on the 'phone, the telephone supervisor can page him by depressing the keys on the encoder.

Immediately, the required person's receiver "bleeps" and he goes to the nearest 'phone to be connected to his caller.

Automatic trains in London

ON the Hainault-Woodford line (a branch of the London transport system) a regular passenger automatic service has been in operation since April 1964. It is provided by four trains at peak hours and two at off-peak. In automatic operation, the driver merely presses a button for starting and the train then runs under automatic control until it stops at the next station.

The Hainault-Woodford project is a pilot scheme in the development of automatically driven trains for London's new Victoria Line. Results have been so encouraging that the London Transport Board has decided that their new line will use the automatic trains.

The insurance business can afford to gamble with your life. Can you?

GOOD SERVICE

Bush fire assistance

THE co-operation and assistance rendered by your Department during the recent disastrous bush fires, and since, in the transport of stock fodder urgently required, is greatly appreciated and I have pleasure in conveying to you the sincere thanks of the Maffra Shire Council.

—M. H. McMahon, Shire Secretary, writing to the Secretary for Railways

Melbourne Football Club

I wish to express our deep appreciation for the courtesy and attention given to members of my Club by the officials connected with the movement of the special special diesel rail motor chartered by the Melbourne Football Club on its visit to Ballarat on Saturday, March 27, 1965.

My Club is most appreciative of the courtesy and co-operation displayed and has no hesitation in recommending such transport to any Club desirous of moving its members.

I would also wish to express appreciation for the cleanliness and presentation of the meal we enjoyed at the Ballarat Refreshment Rooms.

Trusting that we can again associate with you in this type of venture.

—J. H. Cardwell, Secretary, writing to the Secretary for Railways

Reso Tour

AS Chairman of the recent Reso Tour of the Wimmera and Western District I feel it my duty to acquaint you with the information that the tour was an outstanding success.

From the point of view of mingling town and country outlooks, from the viewpoint of a study of Australian resources—particularly water conservation, spray irrigation from artesian supplies, advances in primary and secondary industries and forest and port development—the whole trip was highly stimulating and educational.

I feel you should also be informed of the warm satisfaction with all phases of organization and content of the tour . . . Mr. Petrie and every member of the entire crew could be included in our commendation for their pleasant co-operation.

—(Dr.) L. J. Westacott, Terang, writing to the Commissioners

Standard gauge traffic grows

STANDARD gauge freight trains between Melbourne and New South Wales set a new weekly record of 75,250 tons early last month. The loading was about 3,000 tons above the previous record established last year.

The new record can best be explained by the continued increase in freight handled by standard gauge. As an example, 15,560 gross tons were moved over the line on April 8—setting a new daily record, too.

In the last financial year, standard gauge traffic jumped 29 per cent. above the previous year, to 1½ million tons of net loading.

More about C Day

THE railways will be one of the main outlets to the public for the new decimal coinage. As from C Day—February 14, 1966—railway staff will be handling two currencies during a period that is expected to last about two years.

There is an exact equivalent in decimal coinage only for the present 2/-, 1/- and 6d. coins. Therefore, to enable Departmental books to be kept accurate, only amounts of 6d., or multiples thereof, can be accepted by the Department on and after C Day.

The question immediately arises—how is a railway customer to be given change for a fare that has no exact equivalent?

The rule is that the customer must tender high.

To give an example: for a fare of 49 cents the customer (if he has no decimal currency) should offer 5/- (equal to 50 cents). He will then be given one cent change.

Similarly, for a fare of 32 cents, 3/6 (equal to 35 cents) should be tendered and three cents change would be given.

This principle—of tendering high in multiples of 6d.—must be adopted in all similar transactions.

Mt. Buffalo history

ON March 28, a bronze plaque was unveiled at Mt. Buffalo, commemorating "Guide Alice" (Alice Manfield) Victoria's first woman guide and a member of one of Mt. Buffalo's pioneering families of the 1850's. The plaque, which was unveiled by Mr. I. A. Swinburne, M.L.C. is attached to one of the great granite boulders facing the site where the Manfield "Mountain Chalet" was first erected. The plaque features an engraving of a lyre bird, a reminder that Guide Alice wrote an authoritative book, *The Lyre Birds of Mt. Buffalo*, based on her studies of over 20

years. Guide Alice and her family were the first people to conduct guided tours of the mountain.

A large crowd, including members of the Manfield family, attended the ceremony. Among the speakers was Mr. F. P. Kennedy, Superintendent of Refreshment Services.

V.R. football fixture card

AT the date of its issue, last month, the league football fixture card, produced by the Department, was the first card to include the new homes of Richmond (Melbourne Cricket Ground), St. Kilda (Moorabbin) and North Melbourne (Coburg). Its production had been held back to include this information. The card gave transport details, such as the nearest railway station to each League ground, and, in some cases, tram services. It also had an analysis of Club games from 1897-1964. Cards were issued from suburban stations, Geelong and the Victorian Government Tourist Bureau.

Plastic sandwich



The new country periodical plastic tickets that were introduced last month (*News Letter*, page 56) are prepared by sandwiching the paper ticket between two sheets of transparent plastic which are then sealed by pressure and heat in the larger of the two machines shown above. At the Ticket Supply Sub-division, Mr. M. Stone is completing a sealed ticket by trimming it in the smaller machine.

PENNIES PLEASE!

THE DEPARTMENT, IN COMMON WITH OTHER BUSINESS ENTERPRISES, IS FACING A PENNY (AND HALF-PENNY) SHORTAGE, THAT THREATENS TO BECOME CRITICAL AS THE YEAR PROGRESSES.

IF YOU HAVE BEEN SAVING COPPER COINS FOR SOME CHARITABLE OR OTHER PURPOSE, WOULD YOU PLEASE EXCHANGE THEM FOR SILVER AT YOUR NEAREST STATION OR RAILWAY CASHIER. EVEN THE THREE PENNIES THAT ACCUMULATE IN YOUR PURSE OR POCKET WOULD BE WELCOME.



The late George Henry Lynch

(Below) Striding confidently along the platform, these stalwarts receive a glance of approval from the lady with the umbrella. The notice board dates the picture between 1916 and 1919. The line was extended from Shelley to Beetomba in the latter year.

FROM THE ALBUM of DRIVER LYNCH

ONE of the most colourful personalities ever to work in the Victorian Railways was undoubtedly Driver George Henry Lynch, of Wodonga. He was a

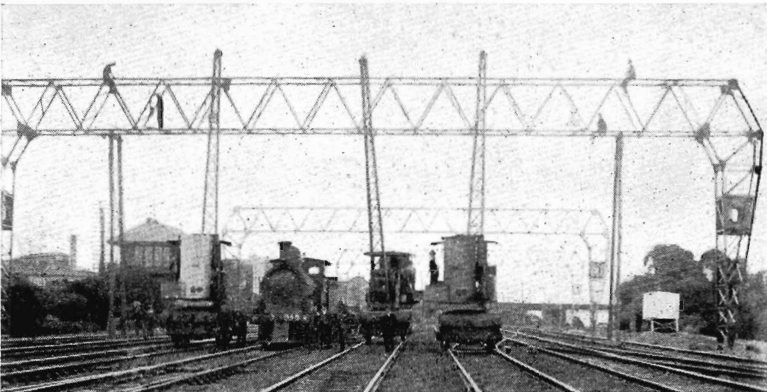
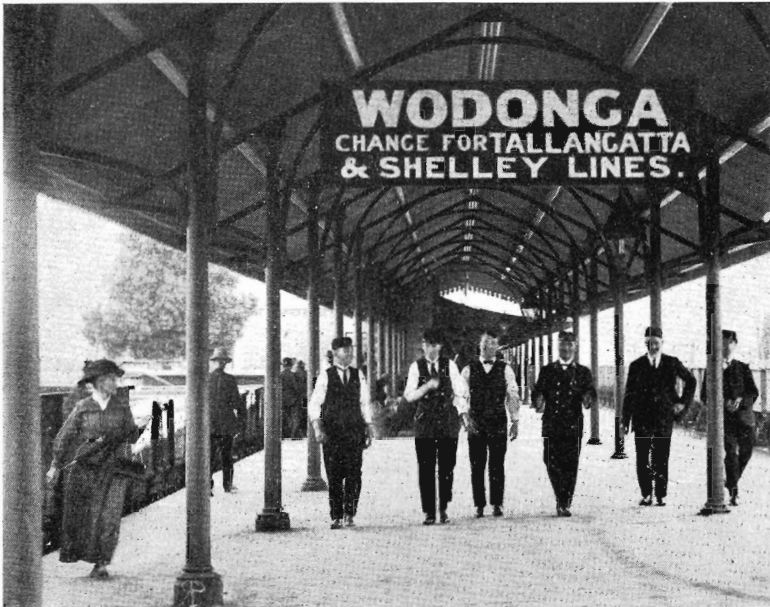
ventriloquist of remarkable skill, and a talented musician who could play a dozen instruments; he had mathematical ability, and a knack of making friends with animals and birds. George could also write shorthand and type, and when a V.R.I. Instructor at Wodonga, used those skills to produce roneoed notes for his classes in Engine Working and Westinghouse Brake. In addition, he was related to the famous Lynch Family of Bell-ringers. All these varied gifts were combined with a warm and generous nature leavened with a kindly sense of humour.

George Lynch began work with the Department as a repairer at Watchem in 1910. In the same year he became an engine cleaner at Ballarat. He progressed through the grade of fireman to driver in 1919. In 1917 he went to Wodonga and was stationed there until his retirement in 1951. He died in 1962.

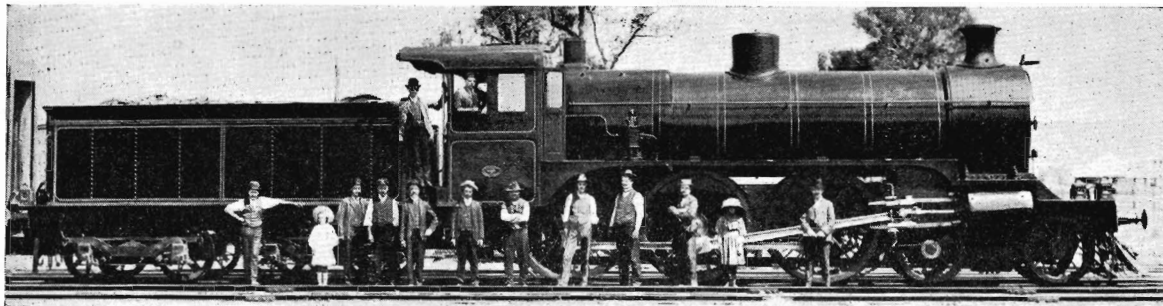
Many are the stories told about Driver Lynch's ventriloquist pranks—the young fireman who heard someone calling out from between the locomotive wheels; the small boy who was certain there was a man in the firebox; and the voice that came, with shattering effect, from a coffin. Those who heard him are quite definite that he could "throw his voice" better than almost any professional. And he could do this over a considerable distance, in the open air, without the benefit of the professional's indoor stage.

Among Driver Lynch's furred and feathered friends were, at various times, a pet fox, magpie, cockatoo, wombat and kangaroo; some would often oblige with a few tricks they had learnt from him.

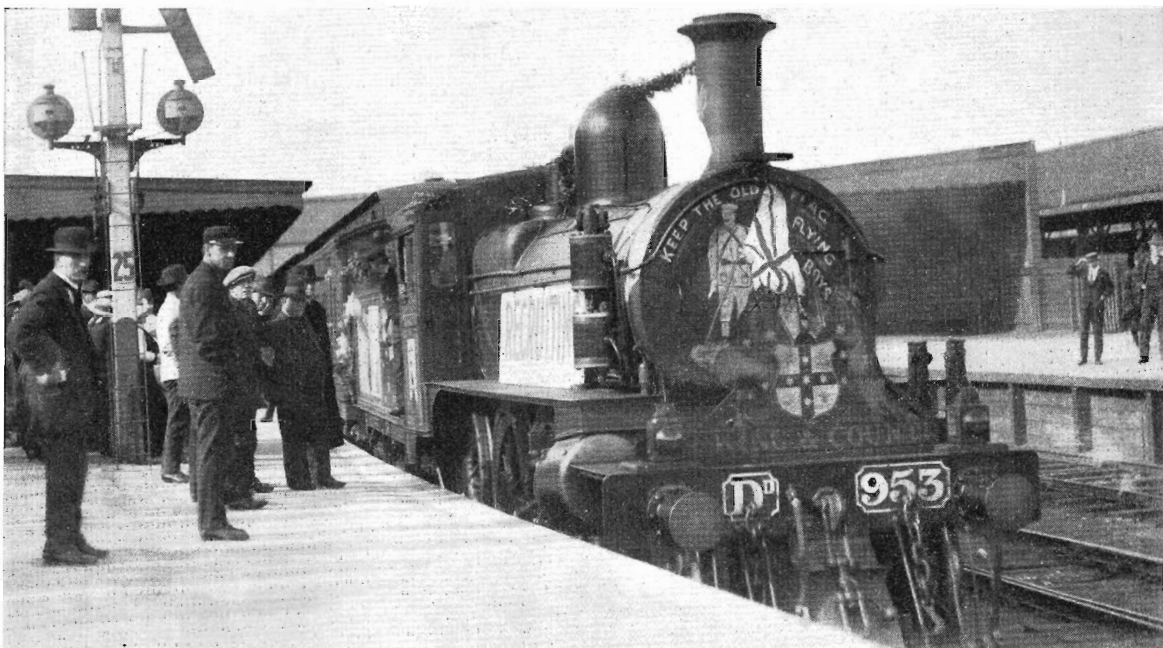
For many years, he took a camera with him. Like the other cameras of those days it was a heavy type, complete with tripod and apron, and used glass negatives. Some of the photographs Driver Lynch took are reproduced on this and the page opposite.



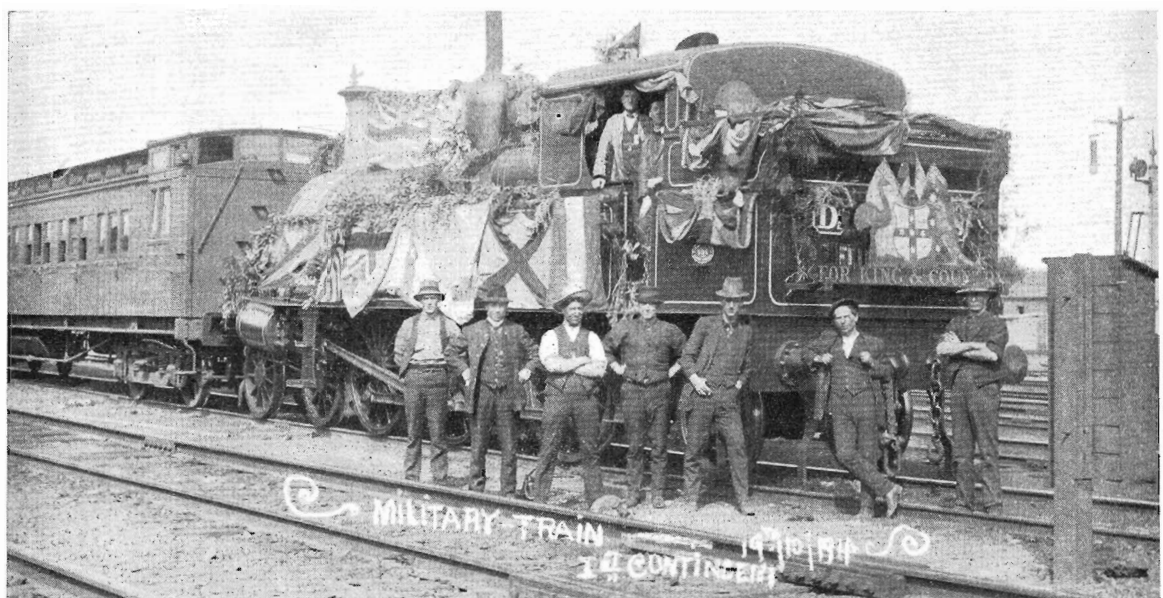
Erecting pin arch structures for suburban electrification, January 27, 1917.



A copy photograph ; the original was probably taken about 1907 and shows one of the first A2 locomotives built. It went into service on the *Sydney Express*.



Decorated locomotives of World War 1 recruiting train (above) and "military train, 1st contingent, 19.10.1914" (below)



Heads Rescue Squad



Members of the St. John Rescue Squad (at right is Mr. Paterson) are shown carrying a patient into the ambulance during the Gippsland fires.

SUPERINTENDENT of St. John Ambulance No. 1 Rescue Squad is a railwayman—Mr. C. W. Paterson, an ambulance attendant at Jolimont Workshops. Formed less than two years ago, it is the first St. John rescue squad in the world.

The squad consists of 14 men who are trained in all phases of rescue work—for civil defence, disasters such as bush fires, cliff rescues and similar events needing special training and equipment. The squad has three ambulances, a civil defence rescue vehicle and a mobile communications control centre. The uniform, which the men pay for themselves, consists of tough white overalls, white helmet, black jerseys with roll-up collars (to protect their mouths and noses from smoke) and special boots with fire and shock-proof soles and steel-reinforced toe-caps.

The squad was at the Longwood fires and also at the Gippsland fires. Their work at the latter disaster caused the *Bairnsdale Advertiser* to dub them "knights in white armour". During the Gippsland fires they were in action for 16 days. Calls for help took them on many rough and dangerous drives; they brought eight injured people to hospital and treated 350 casualties as well as many minor cases. A second St. John rescue squad is now being formed.

Mr. Paterson started work in the railways 14 years ago and has been at Jolimont for the past 10 years.

New landlord

FOLLOWING the retirement of Mr. A. Dundas, Mr. E. H. A. Prewett has been appointed Estate Officer, in which capacity he is responsible for administering the Department's real estate. Land that is not, at the time, required for railway use, is, of course, leased; which brings in nearly £500,000 a year, and makes the Department's Estate Officer a rather lordly class of landlord.

Mr. Prewett's career in the railways began in 1923 when he joined the Accountancy Branch as a junior clerk. Three years after, he was transferred to the Estate Office. Later he became a Licensed Survey-

or, and, in 1957, was appointed Assistant Estate Officer.

Mr. Prewett has a niche in the history of Victorian education. As a child, he lived in the Otway Ranges and as no schools were in the vicinity, his mother wrote to the Education Department concerning the education of her family. The outcome was that the Prewett children were the first in Victoria to be taught by that Department's correspondence system.



Mr. Prewett

Commercial Branch picnic

THE first Commercial Branch picnic was held last month when 150 Commercial staff and families went to Ferny Creek recreation reserve. Ice creams, races and tennis kept most of the younger ones happy while cricket and a tug-of-war engaged the attention of others. In the tug-of-war, "Goods and Passengers" proved too heavy for "Claims and Weighing" but the latter were the victors at cricket.

Electrical Workshops retirement



On his last day in the service, Sub-Foreman Herbert Morrow exchanges some reminiscences with (left to right) Messrs. A. Evans, H. Thompson, A. White and J. Trebilcock. Mr. Morrow joined the railways in 1920 and, for the past 28 years had been at the Electrical Workshops, Spencer Street.

THE V.R.I. LIBRARIAN TALKS ABOUT BOOKS

IN 1981 occurred the Accident. Nuclear tests in the upper atmosphere disturbed the unstable Van Allen belts and Earth was bathed in a brief but deadly radioactive shower. Mankind suffered an epidemic of what seemed to be influenza; many died; most unborn children were destroyed. Thereafter, men and women were sterile. No children were born; mankind grew steadily older. Wars, revolutions, plagues followed, throwing countries into vicious anarchy. Some species of animal life survived the Accident and multiplied. In England for example, packs of stoats roamed the countryside, hungry, fearless even of humans. There were rumours everywhere of gnomes and monsters. Living among the senile inhabitants of a decaying village near Oxford was a relatively young man of 50 nicknamed Greybeard, with his wife, Martha

The story of his life and adventures is told in Brian Aldiss's memorable novel, *Greybeard*—a story grimly realistic, yet full of the humanity and humour characteristic of this excellent writer.

Dawn Fraser and Harry Gordon have collaborated to produce *Gold Medal Girl*, the highly diverting "confessions of an Olympic champion".

Alfred Hitchcock introduces another collection of spine-tinglers

called *Stories My Mother Never Told Me*. Included is a perfectly horrible—yet strangely beautiful and moving—short novel by Theodore Sturgeon, called *Some Of Your Blood*.

A little book which has set the critics jumping for joy is *Harry's Child*, by a young lady of Melbourne named Suzanne Holly Jones.

Another enthusiastically-greeted Australian novel is *Pantaloons and Antics*, by Cyril Pearl. Side-splittingly funny, its humour ranges from near-bawdy farce to sly (and often incomprehensible) classical allusions. Fundamentally it's deadly serious, an exposure of Australian attitudes, pretensions, and rackets, but it's so outrageously funny that you'll laugh even when you recognize yourself in it. The heroine's name is Isolda Sproud. She's a nut. I love her. So will you.

Satisfied reader

RETIRED Driver Jack Tyrrell—well known at North Loco. for many years—writes to say that *News Letter* "is always of great interest, and eagerly awaited each month, as it always contains so much interesting and instructive matter. As the (February) issue appealed to me more than others I thought I should write and congratulate you on an excellent production".



Country Cricket Week

AFTER an official welcome to the visiting teams by the Chairman of Commissioners, Mr. E. H. Brownbill, and the General President of the V.R. Institute, Mr. L. A. Reynolds, this years fixture got under way in glorious autumn weather. The surprises of the first day's play were the defeat of Dimboola by Benalla, and the excellent showing made by Geelong against Traralgon. Scores: Dimboola 73 (Blake 27, Burns 5/29; Lewis 5/40), Benalla 139 (Liddell 34 n.o., Blake 3/38); Ballarat 4/168 (McKay 61 retired, Dawkin 58) beat Korong Vale 8/70 (S. Storti 30 n.o., McKay 3/19); Traralgon 8/167 (Periera 48, Rode 32, Merritt 3/30, Anton 3/37) beat Geelong 157 (Paley 45, Levine 30, Peper 5/82).

The second day saw Ballarat continue on their winning way in section 1, while the match of the week between Korumburra and Traralgon virtually decided the winner of section 2. Korong Vale went down to a much improved Dimboola. Scores: Korong Vale 99 (Perry 31, Allan 21, Coyne 4/39, Rule 3/13) were beaten by Dimboola 2/210 (Bunting 101 n.o. McPhee 52 n.o.); Ballarat 163 (McKay 42, Jansen 32, Burns 3/53) and 0/4 beat Benalla 71 (Chaplain 34, Rodgers 4/24) and 95 (Walker 44, Findlay 3/12); Korumburra in a tense exciting finish scored 220 (Smith 82, Rode 2/33) to just beat Traralgon 214 (Merritt 103, Challis 5/82).

On Thursday the matches continued with (in Section 1) Ballarat making 210 (Piddleston 77, McKay 25, Coyne 4/43, to beat Dimboola 45 (Bunting 30, Jansen 5/20, Piddleston 3/21); and Benalla 199 (Walker 27, Chaplain 34, Storti 4/62) beating Korong Vale 148 (Perry 44, Coghill 41, Walker 2/1, Armstrong 2/38). In Section 2, Korumburra 232 (Smith 51, Challis 42, Harman 3/64) proved too strong for Geelong 147 (Smith 4/10, Challis 3/39).

The final was played between Ballarat (winners of Section 1) and Korumburra (winners of Section 2)

RECENT RETIREMENTS

TRAFFIC BRANCH

Woodward, J. C., Melbourne Goods
Yule, G. M., Head Office
Salf, C., Melbourne Goods
Cresswell, Mrs. J. E., Melbourne Goods
Bush, S. E., Ballan
Bergstrom, F. C., Warragul
Horsington, M. E., Melbourne Yard
Lay, J., Spotswood Goods
Gwynn, W. P., South Yarra
Ormsby, E. G., Melbourne Goods
Gibbs, M. J., Sandringham
Fitton, F. L., Lilydale
Flintoft, J. F., Bendigo

ROLLING STOCK BRANCH

McNee, G. M., E.R. Depot
Pearce, E. E., E.R. Depot
Flett, G. A., Newport
Waters, R. J., Newport
Doubleday, L. G., Newport
Kisler, H. C. V., Ballarat North
Sharf, N. P. T., Newport

ROLLING STOCK BRANCH

Flannery, T. O'S., North Melbourne
Leslie, D. R., Ballarat Loco.
Pierewierdziew, A., Jolimont

Bleazby, S. H., Newport
Langan, T. J., Ballarat North
Sutton, F. G., Jolimont
Sawbridgeworth, H. J., Jolimont
Groom, M. G., Newport
Smith, S. J., North Melb. Workshops

WAY AND WORKS BRANCH

Lavingdale, H. F., Ballarat
Harris, A. Y., Power Sign. Caulfield
Noonan, E. A., Ironworks Division
Owens, J. E. B., Laurens Street
Dundas, A. L. H., Head Office
Dixon, C., Spotswood Workshops
Schneider, C. E., Spotswood Workshops
Hancock, W. R., Ballarat
Brook, J. C., Bridgewater
Beamish, H. R., Flinders Street
Houlder, J. J., Spotswood Workshops
Rometch, B. E., Spotswood Workshops
Berry, B. E., Tottenham
Laity, N., Bendigo
Main, A. B., Ironworks
Goodman, P., Flinders Street

WAY AND WORKS BRANCH

Kennedy, J. T., Manangatang
Gooding, G. F., Dimboola
Merrifield, E., Korong Vale

. . . . AND DEATHS

but a dramatic break-through by Challis of Korumburra in the early stages of the game ensured that the D.S.J. Shield would remain with the burra. At one stage in the morning Ballarat were 8/32 and although the tail-enders put up a mighty show they were all out for 82. Korumburra, batting steadily, had no trouble overhauling this total and had put together 201 for the loss of seven wickets when stumps were drawn thus recording their second successive victory in Country Cricket Week. Mr. Reynolds presented the Shield to Korumburra at the conclusion of the game.

Country Bowls Week

MONDAY, April 5, Mr. M. McKenzie (Senior Vice-President, V.R.I.) welcomed country bowlers to the 1965 fixture and Mr. Commissioner E. P. Rogan declared Country Bowls Week open. Altogether, 98 competitors assembled at the Albert Park-V.R.I. Clubhouse, and although some showers were experienced in the morning, play in the fours championship got under way at 1.0 p.m. as scheduled at the Albert Park-V.R.I. and St. Kilda greens. On Tuesday the preliminary rounds of the pairs were played and the respective green winners were: St. Kilda—W. Lind (Geelong) and L. Withers (Seymour); Middle Park "A"—J. Harrop and J. Hutchinson (Maryborough); Middle Park "B"—J. Turnbull and R. Judd (Ballarat); Albert Park-V.R.I.—L. Taylor and J. Heywood. The quarter finals of the fours championship and the preliminary rounds of the consolation fours were played on Wednesday, and on Thursday the elimination rounds of the singles championship were staged.

Friday was finals day and we saw firstly, Bendigo 4 (V. Kelly, E. Prebble, J. Wilson and N. Townsend—Skp.) beat Ballarat 1 (A. Polson, F. Lohse, K. Teloar and H. Boyle—Skp.) 25 to 8, in the consolation fours. In the pairs championship, the composite pair Bill Lind and Lin Withers beat Jack Turnbull and Ray Judd 17 to 16, after a great battle. The singles title went to Ron Robinson (Geelong), a relative new comer to the sport, who beat Laurie Hindson (Bendigo), 25-24, in as good a game of bowls as you would ever want to see. Laurie received some compensation a little later in the day when he was a member of the winning rink in the fours championship. The final was played between Bendigo 1 (J. Smith, L. Hindson, W. Hamilton and T. Jenkins—Skp.) and Geelong 2 (W. Jamieson, L. Sharp, W. Lind and A. Scott—Skp.) but the boys from the Golden City proved too strong for the lads from Sleepy Hollow and Bendigo ran out winners 23/9. The Perpetual Cup, the V.F. Trainor Trophy, individual



(From left) Messrs. J. Smith, W. Hamilton, L. Hindson and T. Jenkins (Bendigo No. 1 team) winners of the Country Bowls Week fours championship, receive cup and congratulations from Mr. E. P. Rogan.

trophies, and trophies to the runners-up in all events were presented by Messrs. Rogan and McKenzie at the conclusion of play.

Table Tennis

THE V.R.I. Table Tennis Association must be one of the strongest and most virile sporting clubs affiliated with the Institute, as the results of the recently completed Northern Table Tennis Association's competitions indicate. Four teams were entered and three made the finals of their respective grades. The only one to miss out was in B.2. A pennant win in B.1 Section, and final appearances in D.1 and E.2 grades, clearly show the ability of our V.R.I. players.

At present two teams are competing in the V.T.T.A. winter competition (in sections B.3 and B.5) and 10 teams are participating in the internal competition.

Golf

THIRTY-NINE members of the V.R.I. Golf Club visited the Queen's Park Course, Geelong, on Sunday April 11, when an 18 hole stroke event was played. It was won by Ron Baggott, our Assistant General Secretary, who returned a net 54. As this is the third trophy "Baggs" has won in the last 12 months, it was felt by the handicapper that some small adjustment should be made and rumours circulating as we went to press were that there had been a reduction from 27 to 10. The trophy for the best nine out was won by Eddie Brown of Geelong, and the best nine in by Don Carleton, a visitor. From all reports a great day was had by all.

Fencing

V.R.I. Fencing Club members continue on their winning way. Results so far in 1965, indicate that the club's high standing in the

fencing world is being maintained.

The Moomba Ladies Foil was won by Miss W. Winter, the V.R.I. Open Epee by R. Hobby, with A. St. George filling second place. In the State Cup competition V.R.I. "A" captured the title with V.R.I. "B" finishing in third position. The State Junior Titles proved a happy hunting ground, particularly for the boys, who provided the Junior State Champion—D. Taylor—and the runner-up—E. Simon. In the girls section M. England gained fourth place. Three girls—M. England, N. Jamison, S. McKenzie—and two boys—D. Taylor and E. Simon—have been included in the Victorian Team to represent this State in the Australian Championships to be held in Brisbane this month.

A small world

Arising out of the shoot for the Triggs shield, (reported in last month's *News Letter*) an amazing coincidence occurred on a Sydney-Melbourne train just before the shoot. At Yass two ladies joined the compartment in which the Queensland Railways Institute team was travelling, and eventually started to talk. Team member Jim McAuliffe casually mentioned that he was coming to Melbourne to compete in a competition which was named after A. B. Triggs, a man who had lived at Yass.

The ladies laughed and said that they were the daughters of A. B. Triggs. They gave Mr. McAuliffe a lot of information about their father, information which, incidentally, Mr. McAndrew (retiring Director of the N.S.W. Railways Institute) had been vainly endeavouring to obtain, and for which he had been searching records covering the past fifty years.

It's a small world. (F. M.)

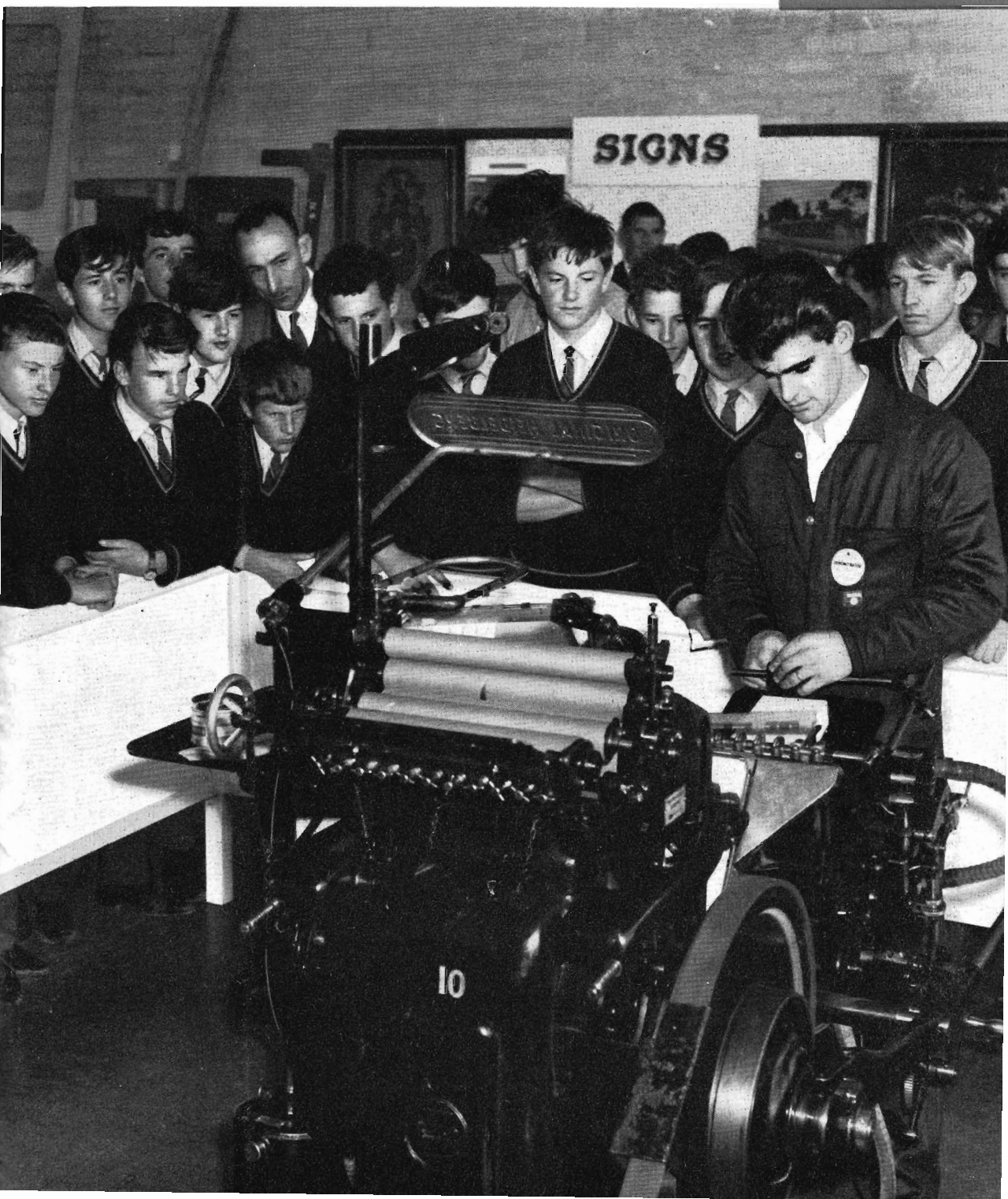
VICTORIAN RAILWAYS

NEWS LETTER

JUNE



1965



ROAD TRUCK LOAD LIMITS INCREASE OPPOSED

OPINIONS recently expressed by Mr. Otto Kerner, Governor of the State of Illinois (U.S.A.), could well be applied to the current pressure by road hauliers to increase load limits in Victoria.

Commenting on proposed legislation to increase motor truck size and weight limits, the Governor said "It is far more appropriate to be concerned about the safety of millions of highway users and the preservation of the enormous public investment in the highway system than in assisting those comparatively few individuals and commercial enterprises in realizing the last margin of profit that can be

gained from the businesses they are conducting on the public highway system."

The Governor pointed out that road tests have shown that a 20,000 lb. single-axle load would cause 57% more road damage than an 18,000 lb. load, and that a 34,000 lb. tandem-axle load would produce 30% more damage than a 32,000 lb. load. He went on to say: "There seems little likelihood that the additional costs attributable to increased load limits could be recovered from the comparatively few vehicles that would benefit from them". (See *News Letter*, January 1965, p. 6.)

More Flexi-Vans

THE Flexi-Van co-ordinated rail-road interstate service has proved so successful that the rail wagon fleet is being doubled to handle this traffic.

New twin Flexi-Van wagons are being produced at Newport Workshops at the planned rate of one a fortnight. The present construction programme provides for 10 more wagons to carry twin Flexi-Vans, mainly between Melbourne and Sydney. Each Flexi-Van has a 20-ton capacity.

Three of these additional wagons are being built for the N.S.W. Railways.

The N.S.W. Railways will also have built 16 more Flexi-Van wagons that will, ultimately, bring the strength of the combined fleet to 51—approximately double that of the number existing before the new building programme was started.

The popularity of this modern system of rail-road co-ordination can be seen from the fact that each Flexi-Van rail wagon runs from 120,000 to 150,000 miles a year; six forwarding agents—Alltrans, Ansett, Armstrong Frig-Freighters, Cousins, Frig-mobile, and T.N.T.—are now using the system and others have it under consideration.

Another photo-copier

AUSTRALIA'S first public coin-in-the-slot automatic photo-copying machine, which was recently installed at Spencer Street railway station, has become so popular that an identical machine was installed, last month, at Flinders Street station, on the main entrance concourse. The machines reproduce in 30 seconds, a document, drawing,

book page, letter, reference, etc., up to 10" x 14", for 2/- a copy.

Installation of the photo-copiers is a business arrangement between the Department and a private firm and is in line with the Railways' policy to provide space for self-service machines that help the travelling public.

Jets doubled

THE express overnight freight train service between Melbourne and Adelaide has been doubled. Two freight trains are now operating in each direction.

Jet leaves for Adelaide



The overnight *Jet* freight service to Adelaide has been doubled. The additional *Jet* is shown leaving Dynon freight terminal.

The original service proved so successful that it could no longer cope with the demand for rail freight transport between the two cities. Consequently, it was decided to run another train.

The original train—known as the *Jet*—left Dynon on Mondays to Fridays at 5.50 p.m. and was in Adelaide at 8.5 a.m. next day.

The new *Jet* leaves Dynon at 2 p.m. on the same day and reaches Adelaide at 5.30 a.m. next day.

A return *Jet* leaves Adelaide at 5.5 p.m. and arrives Dynon at 7.45 a.m. the next day, while a second *Jet* leaves Adelaide at 7 p.m. and reaches Dynon at 11.20 a.m. next day.

On the Victorian part of the journey, the *Jet* is hauled by two S class 1800 h.p. diesel-electric locomotives. The average gross weight of the train is about 1,400 tons.

FRONT COVER

APPRENTICESHIP WEEK:

At the V.R. Technical College Apprentice Letterpress Machinist H. Holzer demonstrates the operation of a printing machine to students from Altona High School. (See story on page 84.)

MORE MONEY WOULD REDUCE DERAILMENTS

ANALYSIS of derailments over the last 10 years had shown that more than half of them involved only one vehicle.

This was reported to Parliament by the Committee of Public Accounts, that said the analysis threw light on the relative severity of derailments.

Of the remaining derailments, 13.1 per cent. involved two vehicles, 5.3 per cent. three, while the remainder were of four or more vehicles.

In the same period, 12.9 per cent. of the goods wagon derailments and 32.2 per cent. of passenger stock derailments were basically the result of human errors by train crews or signalmen or the faulty loading of wagons.

"Your Committee, after examining various Railway Department publications giving detailed instructions to staff relating to their duties and responsibilities, are satisfied that the Department is making every endeavour to reduce the incidence of derailments resulting from human error".

Recommendations

In its recommendation to Parliament, the Committee advocated that increased loan moneys be made available over a planned period of five to 10 years "for the modernization of rolling stock, acquisition of more diesel locomotives and the relaying of all lines that have an inherent or potential derailment condition".

"It is vital and important that planning and action be initiated at an early date", said the Committee.

Editorial

Following the presentation of the report, *The Age*, in an editorial, said: "The Victorian Railways are perhaps the oldest and hence the most debilitated victim of the paralyzing sickness of public improvidence that has gripped our affluent society. They, like our schools, universities, hospitals, roads and other essential community services, are crippled by chronic shortage of finance necessary for their upkeep and expansion at a time when, for most people, private prosperity and consumption are at a premium.

"The diagnosis of the railways' condition by the Parliamentary Public Accounts Committee contains no surprises. The 558 derailments the railways have suffered in the past 10

years, at untold damage and cost, have stemmed in the main from defects in tracks, incapable of carrying fast, heavy traffic and in antiquated rolling stock that should have been scrapped not years, but decades ago.

"These defects are both the symptom and the result of years of neglect, unsound finance and political interference. The infection had set in well before our society could truly be called affluent. The depression of the thirties, the demands of the wartime emergency and the post-war shortages of men, money and materials left the railways close to the point of physical collapse. Sir John Elliot, a British specialist summoned in 1949, advised that only an immediate and expensive rehabilitation programme could save the patient.

"Thus was born Operation Phoenix, a recovery plan to cost £70 million over 10 years. Alas, Phoenix soon had its financial wings so severely clipped that it never rose to the required heights. True, much was achieved, and the railways are justly proud of their new diesel-electric locomotives, blue suburban trains and crack interstate expresses. But much more remains to be done, and the prognosis is not good. Derailments, the Committee warns, are likely to be endemic unless much more money can be found.

"The remedy would seem to be a new and more ambitious Operation Phoenix. The Committee has pre-

scribed massive injections of loan funds to modernize rolling stock, acquire more diesels and relay unsound lines. Costly as this treatment will be, there appears to be no alternative if the railways are to be kept alive and healthy.

"Even this may not be enough. Ideally, railways revenue should be sufficient not only to cover operating expenses, but also to make some provision for meeting debt charges and depreciation. This is impossible while the railways, for social and political reasons, are expected to provide concessions, hidden subsidies and uneconomic services.

"The railways have long been bedevilled by the conflict between those who would run them as a self-supporting, competitive enterprise and those who see them as a form of social service. In the long run, the community must pay, but the Government has a duty to ensure that the burden is equitably shared. If particular classes of rail users are to be subsidized at public expense, then the cost should be a clearly defined charge against the State.

"The primary purpose of the railways is to provide an efficient transport service. This they cannot do if they are starved of capital funds and denied revenue that is rightfully theirs. The cost of rehabilitating the railways will be great, but the ultimate price of inefficiency, continued deterioration and final breakdown will be greater still".

TRAINS ARE TOP POPS WITH CILLA

CILLA Black loves train travelling. The famous pop singer, who recently visited Australia, travelled home to Liverpool almost every week-end during her season at the Palladium theatre in London.

"Up by the midnight train, Saturday, and not awfully bothered about a sleeper—I can always get my head down on a train" she told Peter Ellis of (British) *Rail News*.

"Back on the 10 o'clock Monday morning. A lovely ride that—I always loved it."

"But then for any distance, I prefer rail. It's comfortable, you can stretch your legs, there's a meal or a drink available if you want it—and you always feel safe".

In her early days in Liverpool, a train journey was a great adventure for Cilla. "It meant the seaside, or a day out," she said.

APPRENTICESHIP WEEK

V.R. DISPLAYS DRAW CROWDS

AS the employer of approximately 1,000 apprentices, covering 25 trades, the Department makes a noteworthy contribution to Apprenticeship Week. It shows the public the wide scope and excellent opportunities that railway apprenticeships offer; and those parents whose sons are already apprenticed in the Department can see at first hand the care and attention given to their training and welfare.

In a more compact display than in previous years (confined to the V.R. Technical College and adjacent apprentice training centres) visitors saw apprentices at their training work; there were fascinating technical displays, 1/12th scale models of rolling stock, and other trade exhibits that showed clearly the vital role of apprentices and tradesmen in the running of trains. As well as the day sessions, the displays were open during the evenings from 6.30 p.m. to 9 p.m.

Other contributions made by the Department to the Week, were window displays in the Victorian Government Tourist Bureau (Collins Street) and at shopping centres in Geelong, Ballarat and Bendigo. There was also an exhibit at Storey Hall in the Royal Melbourne Institute of Technology.

Altogether, about 3,000 visitors went to the V.R. College displays, including groups of first-year railway apprentices from Ballarat and Bendigo.

Appreciation

Eloquent testimony to the value of the displays and their effect on visitors can be seen from appreciative letters received.

Mr. N. S. Abbott, 72 Prince's Highway, Pakenham East, writes:

"In response to an invitation from the Railways Technical College, Newport, my wife and I were able to visit the training establishment where our son is a first year apprentice.

"We would like to express our delight with the cordial reception we received from the staff, especially



At the V.R. Technical College, Apprentice S. L. Baker demonstrates the use of a bench micrometer.



Apprentices who have won Commissioners' first prizes for three consecutive years are congratulated by the Chairman of the Staff Board, Mr. C. S. Morris (second from right) and the Principal of the V.R. Technical College, Mr. H. Slinger (right). Apprentices are (from left): Messrs. P. R. Bond, R. B. Jones, F. B. Woodford, G. R. Baldwin, and M. F. O'Dea.

Mr. S. Curwood and Mr. J. Mitchell of the fitter and turner's department. Their enthusiasm and skill was most impressive and their kindly interest

in the lads in their charge seemed to extend beyond normal calls of duty. We were impressed with the facilities and conditions existing at the

training centre, and feel that when Victorian Railways claim this to be the best apprenticeship training available in the country, they make no idle boast. As we toured the rooms and inspected exhibits we spoke to many of the apprentices and sensed their pride in the school and satisfaction with the real opportunity to become first class tradesmen.

"We feel moved to offer this appreciation for publication in your journal not only as a well deserved tribute to all concerned but perhaps as an assurance to parents who may not realize the opportunity afforded their lads or know of the interest and care displayed in them.

"Country parents in particular may rest assured that boys living away from home have responsible people awake to their needs out of working time, and it is good for parents to feel that their lads are being trained in an atmosphere of kindly discipline, and understanding, with first-class technical facilities.

"To those who despair of modern youth and are only aware of the antics which receive so much publicity, we would suggest a visit to this hive of industry at Newport and we think, they too, would share our conviction that here will be produced some good, talented citizens for tomorrow, a credit to their instructors and ready to enjoy an assured place in Victorian Railways."

Writing to the Principal of the V.R. Technical College, Mr. C. R. Pittock,



Mr. W. O. Galletly, Chief Mechanical Engineer, (right) admires awards that were presented to V.R. apprentices at the Melbourne Town Hall, by the Governor of Victoria, Major General Sir Rohan Delacombe. (From left) Apprentices N. Yuille and R. Bennett (the year's outstanding apprentices in their respective trades) and M. F. O'Dea (the year's outstanding apprentice at the V.R. Technical College).

Principal of Sunshine Technical School, says: "The trip we had over your school and associated shops was outstanding. Not only the staff but our students also, were impressed

tremendously with the high standard of work you have obtained. The equipment made us envious of both staff and students . . ."

WILD CATS OF FLINDERS STREET

THE *wild cats* of Flinders Street are not a rock 'n' roll group.

They are just a bunch of loveable, frolicsome kittens that make the permanent way at No. 11 (St. Kilda) platform, Flinders Street, their stage for a morning and evening show that intrigues and delights train travellers.

The kittens were born and reared in the shrubs that grow on the River Yarra embankment at the side of the line. This little piece of railway land has become a sanctuary for them.

Father of the kittens—he has two families, one at the down end the other at the up end of the platform—is an outsize in Tom cats. He resists all attempts at friendship. Approach him and he'll crouch, bare his fangs, snarl and hiss. Not a friendly type at all.

Mother of the large family is not often seen on the tracks. She is a

much more placid type than husband Tom and prefers to remain very much in the background.

No household pets could be better fed than the *wild cats* of Flinders Street. Platform staff say that three women take it in turn, morning and evening, to feed the kittens. Some train travellers bring them scraps of food from the breakfast table, or the remains of a midday lunch. Delicacies—such as chicken bones from a Sunday dinner—are sometimes tossed to the kittens scampering along the permanent way. They drink from small plastic saucers that have been tossed to the side of the tracks by their admirers. The saucers are occasionally filled with water by station staff.

The only ones to resent the presence of the cat colony are the seagulls who try to swoop down on the mor-

sels of food, but the darting paws of the kittens make them wary of the consequences of coming too close.

The kittens almost appear to have a premonition of the approach of a train. So much so that one of the station staff jokingly remarked that "they seemed to know the timetable". When a train crosses the railway bridge spanning the river and approaches No. 11 platform, the kittens scamper into the bushes, and after the train has left, they venture forth again to finish the meal.

A regular St. Kilda line traveller—an animal lover—took a particular fancy to one of the kittens and asked one of the station staff to get it for her as she would like to take it home and bring it up as a family pet.

He tried to corner the kitten, but found it too fast and tricky for him and had to give up the chase.



PREPARING THE PUBLIC for DECIMAL CURRENCY

WHAT'S going to happen at the station booking windows on C Day—February 14 next—when the railways go decimal?

Nothing unusual, the Department hopes, because the public will have been fully prepared in advance for the change-over.

It is probable, however, that booking officers will work slightly more slowly as they handle two currencies, despite their earlier briefing with special instructions and quick reference charts before them.

But, if planned publicity has done its job, everyone will catch the usual trains.

Pressure off

The aim of the publicity is to ease the pressure at booking windows by:

- making the public familiar with their decimal fare before they breast the grille
- stressing the need to tender £ s. d. in multiples of 6d., so that there will be no arguments or lost time fishing around for an extra coin or two
- persuading regular travellers to buy periodical tickets
- convincing weekly ticket holders they should renew their tickets on Fridays, Saturdays or Sundays
- urging daily ticket buyers to arrive at the booking window earlier than usual
- generating an understanding of the problems of handling two currencies, particularly on the first day
- seeking public co-operation.

Railwaymen, too, will need to reciprocate with their co-operation and understanding; unfortunately, it is likely that not every member of the public will have clearly grasped what is happening or required. Tolerance, understanding and good

humour behind the booking grille should carry the day, however.

Two campaigns

Publicity for the public will be in two separate campaigns, that will complement the general publicity expected to flow from the Decimal Currency Board and other business enterprises.

One campaign will deal with weekly tickets; it actually began late in April when the first of a number of Press advertisements appeared asking regular daily train travellers to try a weekly. This advertising is being supported by barrier cards, poster, leaflet and signs at Spencer Street and Flinders Street stations; it will continue until the end of January.

The effectiveness of this campaign will rest, to some extent, on suburban station staff, as it is in their hands how well they display and change the barrier cards and handle the leaflet. The leaflet will urge the Friday/Sunday renewal of weekly tickets; it will do its job best if it fills pamphlet holders on Monday morning when the weekly ticket holders are queued at full strength. Its message, in fact, can be read without even removing it, although on the reverse side will be details of interstate bookings at suburban stations.

The second campaign will deal with decimal fares themselves.

Country and suburban time-table reprints this year will carry a message about C Day.

Posters—"Making sense of cents"—will go up on suburban and country stations in September; there will be two variations, one for the suburbs and one for the country. They will tell the public:

- we change to decimal fares on February 14
- basis of conversion will be the *Banking and Accounting Table*
- decimal fares to Melbourne

will be available in pamphlet form from February 1

- £ s. d. must be tendered in multiples of 6d.

The pamphlet referred to in this poster will be in two versions—one with metropolitan fares and the other with country fares; both will explain the basis of conversion and the need to tender in multiples of 6d. To give them greater impact and reduce wastage, they will not be available to the public until February 1, but from that date stations will need to give them as full a distribution as possible.

From the same date, suburban stations will replace their fares table near the booking window with one in decimal currency, verbally giving the £ s. d. fares to inquirers before C Day. That these fares, covering stations other than Melbourne, will be on display will also be stated in the metropolitan fares pamphlet.

News Value

As the railways will provide one of the first major contacts the public have with decimal currency, decimal fares should have considerable news value, particularly for suburban and country newspapers. Consequently, Press, radio and T.V. news sections will be sent a copy of the relevant fares pamphlet a week ahead of its issue to the public. Because some stations sell many tickets to destinations other than Melbourne, alert local newspapers could easily ask for some of these decimal fares and stationmasters should be ready to supply samples. It will help the station staff on C Day.

Press and radio advertisements in the first week of February will promote these pamphlets.

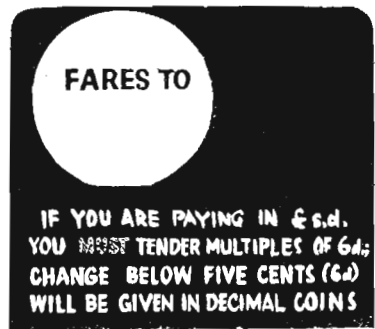
Final blast

The campaign will reach full blast in the final week before C Day.

For display, to best advantage, from February 7 and thereafter as

long as the need remains, seven different grille cards, and six matching barrier cards, will be issued (well in advance), with blanks left for station staff to fill in the local fares in decimals, how much will have to be tendered in £ s. d., and what change (if any) will be given in cents. The cards will cover:

A— Fares to Melbourne (Single and return)



Artist's rough of a grille card.

B— Fares to—(the station will determine if there is sufficient traffic to some destination other than Melbourne to warrant using this card)

C— Off-peak fares

D— Weekly ticket to Melbourne

E— Tendering in £ s. d. (a grille card only, that could also be displayed from February 1).

Grille and barrier cards C and D will be supplied only to suburban stations; grille cards A, B, and E will go to all stations but barrier cards A and B will be sent only to country stations with 5,000 or more passenger journeys a year, for display if possible, although they have no holder.

With such prominent messages before them, telling passengers their new currency fare, how much to put down in £ s. d., and what change they'll get, it is hoped no-one will need to delay booking transactions by asking or arguing.

In addition to this on-station publicity, a concentrated burst of advertising will appear in Melbourne's daily papers and on the radio, supported by suburban and country newspapers, and country radio. It will mainly drive for the renewal of weekly tickets before C Day, but also cover an earlier arrival at booking windows and the need to tender in multiples of 6d.

By February 14, every existing Departmental publication with fares and rates will have been reprinted for decimals; £ s. d. will have passed into history.

V.R.I. Lecture

IN view of the impending introduction of decimal currency, the Council of the Victorian Railways Institute decided that this would be an ideal topic with which to begin its 1965 lectures. It's a subject of vital interest to all railwaymen.

Mr. V. Holtsbaum, a member of the Decimal Currency Board, from Sydney, will be guest speaker on this occasion.

The talk will take place in the V.R.I. Ballroom, Flinders Street, Wednesday, July 7, at 8.15 p.m. At the conclusion of the evening a light supper will be served to all who desire it.

Free rail passes will be provided for off-duty country railway staff who wish to attend. Applications for a pass should be made to the General Secretary, V.R.I. Flinders Street.

PLANS FOR GEELONG LINE

DUPLICATION of part of the line and the installation of centralized traffic control are included in the Commissioners' plans for the Geelong line during the next five years.

The following principles have been adopted as the basis of forward planning for the line:

- (1) Duplication with two-way signalling on each track, to be completed between Newport South Junction and Werribee as rapidly as the available funds will permit.
- (2) Long crossing loops, with power signalling, to be provided at Manor, Little River and Lara.
- (3) Centralized traffic control, with the control panel at Spencer Street, to be installed as early as practicable after completion of the necessary pole line and the works listed in (2).

The centralized traffic control system is to be designed to control not only these three crossing loops, but also all connexions between running lines, and double/single track junctions, at Laverton, Werribee and Corio.

The capacity of the control panel is to be sufficient to enable centralized traffic control by the same operator to be ultimately extended to all stations between North Geelong and Warrenheip.

- (4) The necessity for further duplication beyond Werribee can be considered later in the light of operating experience with the facilities listed above, which in any event are likely to absorb all funds available for expenditure on the Geelong line until about 1970.

Duplication work between Rock and Laverton was completed and brought into use last month, and

earthworks for the next section to be undertaken—Newport South Junction to Rock—are now in hand.

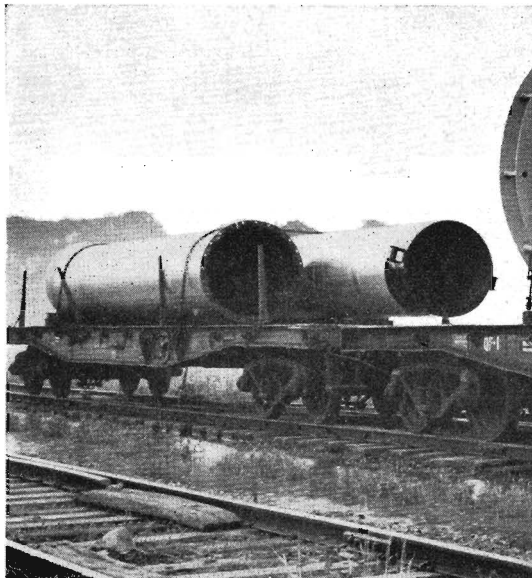
It is proposed to carry out the necessary track and signalling works at Manor, Little River and Lara during 1965/66 and 1966/67.

The extension of centralized traffic control to double line working will represent a new departure for the Victorian system. Combined with the facility of running trains in either direction on both tracks, the C.T.C. will yield a high degree of flexibility and maximum utilization of the available track capacity.

Planning for the future

Although provision will be made, in the design of the control panel, for sufficient capacity to enable the operator to eventually control all train movements between North Geelong and Warrenheip, extension of the system to this line must be preceded by the installation of power signalling. As yet, this work is some years away.

SMOKE STACK: This 105 ft. long smoke stack was recently sent by Commonwealth Engineering (Victoria) Pty. Ltd. from Dandenong to Gunnedah (N.S.W.). The Company expressed its great satisfaction with the service provided by the Department and added that the rail freight charges were approximately half those quoted for road transport.



AROUND THE SYSTEM



BOULDERS: Removed during excavating work beneath these basalt boulders (some weighing nearly a ton) for construction of a bridge.



MEMORIAL PLAQUE: At South Dynon Diesel Depot, a memorial plaque is unveiled by Mr. E. H. Brownbill, Chairman of Commissioners. The plaque was erected by Diesel Shop members of the Railway Returned Servicemen's Section in memory of fallen comrades from the Depot. (Left to right) Messrs. F. Agnew, (Diesel Shop Delegate to the Section), S. F. Keane (Acting Assistant Chief Mechanical Engineer), J. Taylor (Secretary of Section), F. Boadle (Chief Foreman of the Depot), and H. O'Brien (President of Section).

FLINDERS STREET: Picture shows demolition of new platform will be moved up to 18ft. t



East Richmond and Burnley, ultimately be used at Elwood er.



ld No. 1 East Platform. The ds Flinders Street.



BLUE AND GOLD: This E class suburban goods electric locomotive, shown hauling a train across the Cremorne Bridge, South Yarra, is the first of the class to be re-painted blue and gold – the standard V.R. livery. The original colour was black.

SHOWROOM ON RAILS



In the brightly-lit display carriage, the company's staff welcome a visitor.

TOURING New Zealand at present is a display train showing goods manufactured by Felt and Textiles of Australia Ltd. The company has chartered a pair of railway carriages that are making a show-stop tour of the North and South Islands showing Riccarton carpets, Nafco tiles, furniture and other products of the company.

The tour began in May and is scheduled to run for about two months. One of the carriages was an old mail van at the time it was chartered by the company. Its roof and under-carriage have been painted black, the end platforms and steps orange, the sides panelled with cedar battens, and the company's name and symbol painted along each side in black and white. The interior has been set up as a professional display

room, using every inch of space to advantage.

The second carriage is equipped with generating equipment and additional stock.

The tour has been planned to take in as many provincial centres as possible to give retailers the opportunity of showing their customers a far wider range of furnishings than they would usually carry in stock. Retailers are able to use the showroom on rails as they would their own shops to show the wares and take orders.

Company executives say the tour is proving most successful. As well as the sales value of the complete displays made at the stops, they point out that there is wonderful publicity value whenever the train is seen en route or standing at stations.

TELL NEWS LETTER

NEW'S LETTER pays for news and photographs that are published.

Payment is made on the basis of 10/6 for each accepted contribution. Some items of unusual interest or importance rate even higher.

News and photographs are wanted about:

- railwaymen and women with unusual hobbies or who are prominent in civic affairs;
- unusual incidents on the system;
- any items of railway historical interest;
- outstanding sports and games records made by railway staff.

TRAIN OF KNOWLEDGE

THEIR school on wheels was "tops" for 90 Mount Waverley High School students who enjoyed a 750-mile rail tour last month. Primarily, a large-scale geography lesson, the 6-day tour extended through the Western District as far as Portland, and through central Victoria to Echuca.

Most of the students were from Form 1, with an average age of about 12. Six teachers, including the Headmaster, Mr. M. McKay, accompanied them. The party slept and had most of their meals on the train, which included a dining car, shower car (with hot and cold water), convertible cars for sleeping, and a carriage that was used as a classroom.

Overnight stops were made at Warrnambool, Portland, Ararat, Bendigo and Tongala. Visits were made to Geelong (including a launch trip on the harbour) to various factories, The Grampians, Tower Hill's extinct volcano, and to a selected sheep property, dairy farm, orchard, etc.

Questionnaire

Throughout the tour, students made an observant study of each place visited, and afterwards completed a questionnaire that really tested the knowledge they had acquired. For these boys and girls, the geography - and country life - of Victoria should become concrete and vivid - something they have experienced at first hand - instead of words on a printed page.

Among the highlights of the tour was a concert at Warrnambool, a civic reception at Ararat, and a social in the Shire Hall at Tongala attended by over 100 of the local schoolboys and girls.

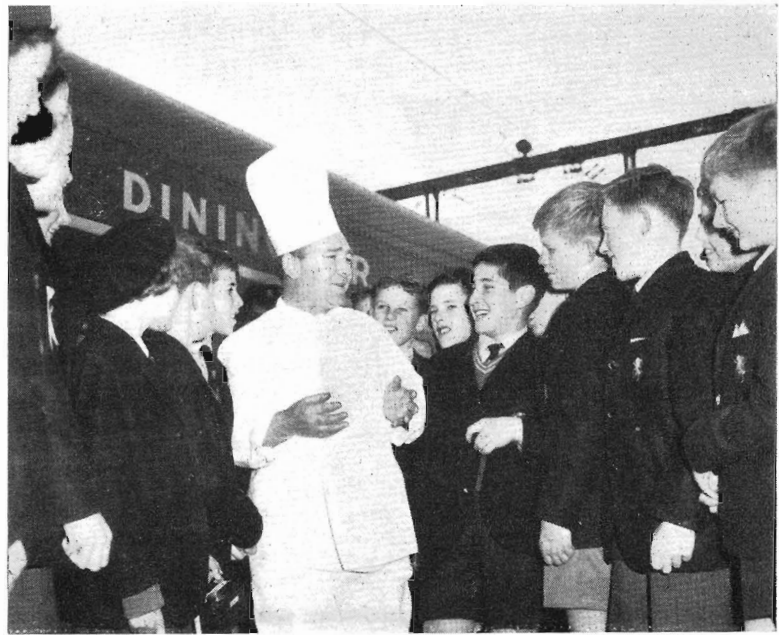
The inclusive cost of the tour was £17.15.0 for each student.

A special banking service was given by the State Savings Bank of Victoria throughout the tour. The Bank provided a strong safe, and complete sets of individual banking cards and tea money envelopes; and at every major town the party was met by the local State Savings Bank manager.

In a 24-page journal produced by the students, tribute was paid to the "efficiency and generous co-operation of the Victorian Railways in planning and managing this tour. Everything possible was done to ensure its success and our comfort. From the first morning, when we were addressed at Spencer Street station by Mr. Brownbill, Chairman



Parents and friends farewell the students.



Train Chef Dick Parry, of TV and radio fame, chats with some of the students.

of Commissioners, to our safe arrival home, the Railways were punctual, considerate and cheerfully attentive to our every need. Without exception, every member of the train

crew and the dining car staff was pleasant and helpful. We were greeted and assisted by stationmasters and traffic inspectors at every opportunity".

APPRECIATION . . .

Lord Mayor's Children's Camp

ON behalf of the Directors of the abovenamed Camp, I wish to convey to you our most sincere thanks for the practical assistance you rendered the Camp during the 1964/65 season recently terminated.

Our Camp Manager, Mr. E. H. Price, has informed us all of the very excellent service the Victorian Railways once again gave the Camp in organizing the transportation of children to and from their respective districts. There is little doubt that it is only through the continued interest and co-operation of the officers of the Victorian Railways that the transportation of the children was organized so successfully.

We are particularly grateful to your officers in the Traffic Branch, Refreshment Services section, and also your staff at Spencer Street Railway station, who often went out of their way to assist children and their leaders on their arrival in Melbourne . . .

—Leo Curtis, Lord Mayor, writing to the Chairman.

Girl Guides Association

ON completion of the Senior Branch 1965 Train Trek . . . I must drop you a personal note again to tell you how admirably in every particular your Railway personnel looked after us; courteous, helpful and efficient at all times. The station-masters made our holiday so simple, and a special mention must be made of the Railway Refreshment Rooms, which act with unbelievable proficiency even at 6.15 a.m.

—(Mrs.) A. G. Rylah, Senior Branch Adviser, Girl Guides Association, Victoria, writing to the Chairman

Seddon, Newport

ON Thursday, March 25, I left my handbag on the Williamstown train. Through the efficiency of the staff at Seddon and Newport stations I had my handbag back within an hour.

—(Mrs.) E. M. Thomlinson, 61 Chamberlain Road, Newborough, Vic.

Royal Park

RECENTLY I experienced the kindness and co-operation of an officer of the department that saved me a great deal of time, trouble and inconvenience.

While at Royal Park station one afternoon I mislaid a pair of glasses. I rang up the stationmaster, Mr. Dunn, who very kindly arranged to consign the glasses as lost property to my local station. Mr. Dunn went to all the trouble of packing

the glasses securely to prevent damage—and arranging their despatch. All this was done at no expense to myself.

—J. T. Wells, 4 Moralla Road, Kooyong, S.E.4

Spencer Street

ON behalf of the Old Sheppartonians Association I would like to thank the stationmaster and staff on duty at Spencer Street on March 14, 1965, for their kindness and help when we held our Back to Shepparton Picnic. There were 139 of us and everyone had a good day. Special thanks to the young conductor on the train.

—(Mrs.) Rita Taylor, Hon Secretary and Treasurer, writing to the Secretary

Jamboree

A Certificate of Thanks has been received by the Department from the secretary of the Seventh Australian Jamboree held at Dandenong early this year. The Certificate is "a memento of the contribution (made by railway staff) to the undoubted success of the gathering".

The Overland

I recently travelled on *The Overland* express en route to Perth and return, and found the service spotless and faultless. The sleeping car conductors were most helpful particularly with the luggage. Both the interior and exterior of the train are in excellent condition, a credit to the staff concerned.

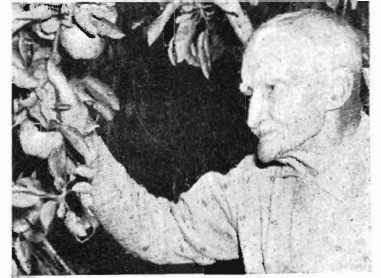
—David Hardy, 7 Nantes Street, Newtown, Geelong writing to the Secretary

Wodonga and Cudgewa

ON two recent occasions it has been necessary for us to request the Snowy Mountains Hydro Electric Authority to consign urgently from Cudgewa to Melbourne special tackle for certain heavy lifts at Melbourne wharf for direct discharge into rail trucks. We would like to record our appreciation of the assistance given by your railway staff both at Wodonga and Cudgewa in expediting the despatch of this equipment.

Would you kindly pass our thanks to the Wodonga station staff for their handling of the case of lifting lugs on Saturday, February 6, enabling us to obtain delivery on Monday, February 8 in time for unloading the *Mirrabooka* shipment—*Wathen, Curnow & Cocks Pty. Ltd.*

RETIRED RAILWAYMAN 102 YEARS OLD



Mr. Hutton picks a ripe apple from a tree in his yard.

MR. Jack Hutton, who celebrated his 102nd birthday on March 17 last, must surely be Australia's oldest retired railwayman. He is in good health and can get around his home without difficulty. In fact, he likes to spend some time on a sunny day watching the busy aeroplane traffic around the nearby airport.

Born at Inglewood in 1863, Mr. Hutton says he started work as a skilled labourer with the Victorian Railways in 1886 after having worked at a Yarraville sugar refinery where his hours were 6 a.m. to 6 p.m. daily.

He can recall many events of his early days with the railways—how hard he worked with a gang that was laying a track through swamp land at North Melbourne . . . how he went to Ballarat in place of a workmate (with a family) who didn't want to go . . . and many other details. At Ballarat, Mr. Hutton says, he worked on the extension of the platforms.

It is of interest to know that an official list, issued in 1924, corroborates Mr. Hutton's date of birth.

COMPUTER FINDS WAGONS

THE New York Central Railroad, reports *Time*, has scored a first among the world's railroads by installing computer-fed TV devices that will provide instant information on the location of any of the 125,000 freight cars on the railroad's 10,000 miles of track.

Unique co-incident

WHAT is probably a unique event in the history of the Department occurred in April when two branch heads retired on the same day—Mr. A. C. Stockley, Chief Electrical Engineer and Mr. M. McLachlan, Chief Commercial Manager.

Mr. Stockley was born in London and educated at London University. He came to Australia in 1921, after serving in the British Army during World War One. Joining the Department as a draughtsman in the Way & Works Branch, he was soon transferred to the Electrical Engineering Branch. He advanced rapidly to become sub-station engineer in 1937 and head of the branch in 1954.

As a young engineering assistant Mr. Stockley visited England and the Continent in 1927 to investigate the latest developments in electrified rail transport. In 1946 he again went to England and Europe on an investigatory mission.

Mr. Stockley's career has covered practically all the developments in his branch of the Department since suburban electrification. Major works that he either designed or supervised include the Power Operations Room, the electrification of the Gippsland line, and the conversion of the Department's electrical supply from 25 to 50 cycle. During the last war, Mr. Stockley supervised the installation of electrical equipment for R.A.A.F. gunnery ranges and was a voluntary instructor in the Air Training Corps. He is a past president of the V.R.I. and, for 10 years, was chairman of the Railway Professional Officers Classification Committee.

Mr. Malcolm McLachlan began his career as a junior clerk in what was then the Transportation Branch. After experience at suburban stations he was transferred to the Head Office where he assisted in the preparation of statistical information for suburban electrification.

In 1932 he was appointed a Commercial Agent, a position that kept him in close contact with most of the Department's important customers. His duties also included investigation of sites for new suburban



Mr. McLachlan



Mr. Foulkes (left) discusses some details with Mr. Stockley, prior to the latter's retirement.

stations in the electrified area. In 1957 Mr. McLachlan was appointed Chief Special Officer and Supervisor of Weighing. Promotion to head of the branch followed five years after.

It is very likely that fishing and horse riding will occupy some of Mr. McLachlan's retirement leisure, as they have been his favorite recreations for many years. He is a past District Commissioner of the Narre Warren Pony Club and a member of the Committee of management of the Oakwood Riding School.

New Chief Electrical Engineer

MR. H. C. Foulkes, who became Chief Electrical Engineer following the retirement of Mr. Stockley, has had nearly 40 years experience in his branch. He began in 1925 with the Testing Division and remained there until the outbreak of war in 1939.

As he had then been a Major in the C.M.F. for several years, Mr. Foulkes was selected for the A.I.F. as 2 I/C

Signals, 1st Australian Corps. Subsequently he commanded various units in the Middle East and New Guinea, as a major and lieutenant-colonel. Awarded the Efficiency Decoration in 1942, he was promoted to Colonel the following year, and held, in succession, the appointments of Chief Signal Officer Second Army, First Army, and New Guinea Lines of Communication. He now holds the honorary appointment of Colonel Commandant, Royal Australian Corps of Signals, Southern Command.

After returning to the Department Mr. Foulkes was later appointed Distribution Engineer, in which capacity he was responsible for the operation and maintenance of all traction and other high voltage substations, the control of all high voltage switching, and the administration of the Electrical Workshops.

For relaxation, Mr. Foulkes turns to golf, gardening and motoring. Another spare time occupation is R.S.L. work—he is honorary treasurer and trustee of the Ormond Sub-Branch.

Heads Commercial Branch

STUDY and experience as ingredients of a successful career are illustrated in the rise of Mr. A. W. Weeks to the top position in the Commercial Branch. Recently appointed Chief Commercial Manager, Mr. Weeks was one of the first officers who qualified (in 1958), after a 4-year course at the Royal Melbourne Institute of Technology, to become an Associate Member of the Institute of Transport, and he is now Treasurer and a Committee member of the Victorian Section. He followed this by taking a Jaycee management training course and attending the 1964 Melbourne University Summer School of Business Administration. At 44 years of age, Mr. Weeks is probably one of the youngest men to be appointed head of a branch. He joined the Department in 1937, as a junior clerk in the Commercial Branch Goods Division. He had service as a radar mechanic in the R.A.A.F. during the war, and returned to the Department to become a Commercial Agent and eventually the Assistant to the Chief Commercial Manager. Mr. Weeks is an A grade cricketer who still plays for his local club, Waverley, and is on their committee. Off-season, he keeps fit by playing tennis.



Mr. Weeks

On his return to the Department he worked in the Claims, and Goods Divisions, became a Commercial Agent and was appointed Senior Commercial Agent in 1958. Now an A grade bowler with the Melbourne Bowling Club, he was in his younger days an Association football player for Prahran and Port Melbourne.

Concessions for theatre seats

DID you know that the V.R.I. offers substantial concessions to members who are interested in seeing the latest shows in Melbourne?

Concessions for theatre seats

Members of the Institute can save 7/- or 8/- a seat at such theatres as the *Tivoli* and the *Princess*.

For the popular motion picture *Mary Poppins*, the Institute has a limited number of tickets at concession prices for Monday, July 5,

Thwarts armed bandit

MR. P. Goodall, a relieving assistant stationmaster, who was shot at and routed an armed bandit at Glenhuntly station last month, learned his marksmanship with the Sherwood Foresters, with whom he took part in the Anzio landing in Italy. He came from England—where he lived near Sherwood Forest and worked with British Railways—to join the Department in 1950.

Thwarts armed bandit

The hold-up man, near midnight, asked for a ticket to Caulfield, and, when told the fare, placed a sawn-off shotgun on the counter and said, "I'll have the rest".

only. Ring auto. 1109 for further information. First in get the best seats.

They like the view

WE hope that the plans now under way for the magnificent Princes Gate air rights development in Melbourne do not include the complete removal from view of the maze of tracks which lead out from Flinders Street Station through Jolimont Yards. The panorama of trains, tracks and signals from Princes Bridge has always been a popular public attraction and it is to be hoped that the Princes Gate developers have made some provision for a viewing platform so that the vibrant atmosphere of a busy suburban rail system at work is not completely lost for those whose interests include the simple pleasure of "watching the trains go by."

—(Railway Transportation editorial)

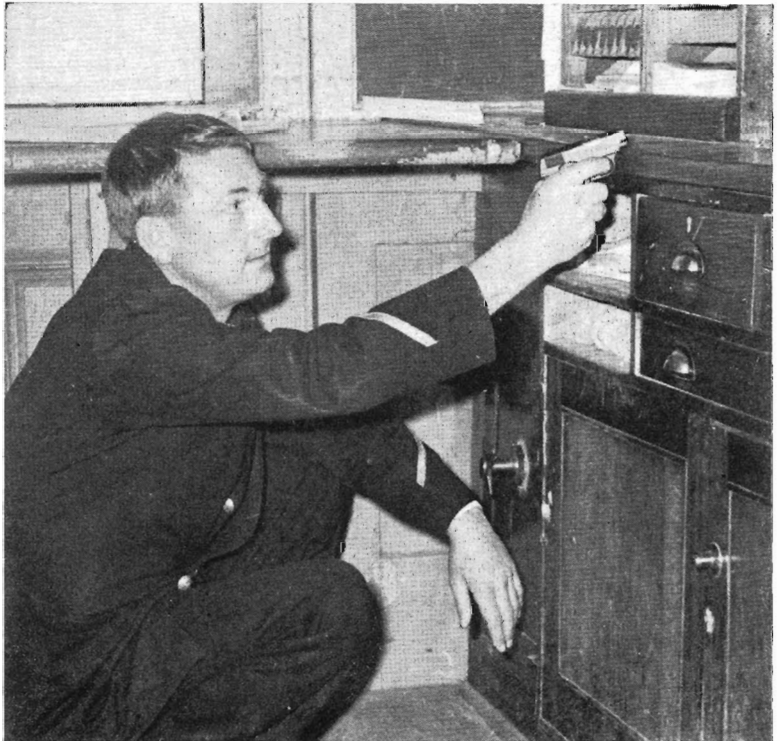
Assistant to Chief Commercial Manager

MR. H. Chandler brings a wide and valuable experience into his new position as Assistant to the Chief Commercial Manager.



Mr. Chandler

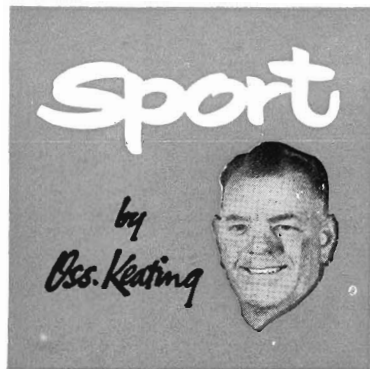
In 1941 his administrative and transport knowledge were made available to the wartime Victorian Emergency Reserve Stocks Committee which established stocks of essential food-stuffs and other commodities in country areas for use by civilians in an emergency. Then, in 1944, the Department of the Army requested his services and he worked with them on rail transport matters until 1946. An Associate Member of the Institute of Transport, Mr. Chandler has had long experience in the Commercial Branch.



Mr. Goodall shows how he outwitted the hold-up man. (The Age photograph)



On his last day in the service, Assistant Stationmaster J. H. Brooker (centre) bids farewell to Port Melbourne's Stationmaster J. Callaghan and a group of friends who worked with Mr. Brooker during his 11 years at that station.



Golf

SATURDAY, May 1, saw the departure for Adelaide of our 1965 carnival party, made up of 16 men and six ladies. Although we were not lucky enough to bring home the Commissioners' Shield or the Tintara Cup, the boys acquitted themselves pretty well (at all 19 holes I believe) and returned with at least four individual trophies. In the first round of the Commissioners' Shield we met the strong New South Wales combination and while at the halfway mark we appeared to have a chance, the New South Welshmen (who eventually won the shield) ran out winners 8 games to 3. Matches were played at the Royal Adelaide, Kooyanga, Grange and Glenelg courses, a stableford event was held on the Blackwood course and the Australian Railways championships staged at the Royal Adelaide course.

The party returned to Melbourne on Thursday May 13. Though a little disappointed at not winning the big trophy they were loud in their praise of the organization, hospitality and arrangements made for their comfort by the carnival hosts, the South Australian Railways Institute. Manager Bob Vendy and Captain Len Barlow both felt that all members of the team had proved worthy ambassadors for Victoria.

Our trophy winners were Jack Kennedy who, with C. Ryan of Queensland, won the stableford event at Blackwood, and Allan Collins who, with D. Barrat of South Australia, was runner-up in the same event. The handicap event staged in conjunction with the championships at Royal Adelaide was all Victoria. Bill Short took out the winner's trophy and our old (I know he'll resent that word) pal, Mat Lynn filled second place. Before closing the golf notes, I would like to let his many friends know that popular Secretary Laurie Cummins, has improved sufficiently in health to be able to resume his departmental duties and we all sincerely hope that this improvement will be maintained.

Safety record



At the Permanent Way Material Depot, Storekeeper N. Stockton marks up a new record for the number of days worked at his Depot without an injury involving the loss of a shift or more. These boards are in use at more than 120 locations in the Department. They record the date, the current number of days worked without an injury causing absence from work of a shift or more, and the previous record.

For gardeners

IF you're the sort of gardener who has difficulty telling wistaria from a weed, then the V.R.I.'s new club is just the thing for you. It's for the average chap who perhaps doesn't know a great deal about flowers and shrubs but likes to talk over his problems with other fellows, and perhaps finish up with some additional knowledge about his hobby.

The new club—called the V.R.I. Home Garden Lovers Club—replaces the former V.R.I. Horticultural Society. It has already had the first meeting, and the next one will be held on Thursday, July 8, at 5.30 p.m., in room 109, 3rd floor, Flinders Street station buildings.

The time has been set at 5.30 p.m. so that those attending may come direct from work, instead of making a special trip into the city.

Visitors will be warmly welcomed—all they need is current membership of the V.R.I.

RECENT RETIREMENTS

TRAFFIC BRANCH
 Marchmont, R. J., Graham
 Stein, P., Melbourne Yards
 Morton, R. V., Bendigo
 Davine, H. M., C/o Metro. Sup't.
 Roach, R. E., Ararat
 Spencer, G. E., Camberwell
 Ferris, A. S., Flinders St. "B" Box
 James, L. A., Spencer Street
 Spalding, W. K., Melbourne Goods
 Edsall, G. S., Melbourne Goods
 Duncombe, D. W., Cheltenham
 Hebbard, R. C., Bell
 McAuliffe, Mrs. M. C., Epping

ROLLING STOCK BRANCH
 Chapman, H. V., Head Office
 Chapple, T. S., Seymour
 Ring, T. E., Jolimont
 Rolls, J. W., Head Office
 Sprawson, A. C., Bendigo North
 Tappy, G. C., Jolimont
 Maher, F. X., North Melbourne
 Outten, A. G., Newport
 Bourne, H. E., Jolimont

WAY & WORKS BRANCH
 Chidgey, E. H. B., Head Office
 Stenhouse, L. L., North Geelong
 Whitford, J. W. M., Ouyen
 Gordon, H. B., Flinders Street
 Turley, M., Castlemaine
 Marshall, F., Sale
 McCormick, C. L., Flinders St.
 Wheeler, G. J., Shepparton
 Rowe, S. E., Spotswood Workshops
 Shepherd, R. J., Castlemaine

REFRESHMENT SERVICES BRANCH
 Ward, M. (Mrs.), Bendigo
 Jackson, J., Advertising Division
 Mack, E. M., (Mrs.), Melb. Goods
 James, I. M. (Mrs.), D.C Depot

ELECTRICAL ENGINEERING BRANCH
 Hammer, R. E., Overhead Depot.
 Lowther, C. G., Spencer Street
 Muir, R. K., Newmarket Sub-Station
 Odgers, F. J., Head Office
 Morrow, H. D., Testing Division
 Kitto, R., Lighting & Power Division

. . . . AND DEATHS

TRAFFIC BRANCH
 Howell, L., Flinders Street
 McNeil, J., Broadmeadows

ROLLING STOCK BRANCH
 Field, E. G., Newport
 Tullet, A. L., North Melbourne
 Crowle, L. B. M., Newport

Cacallara, G., Newport
 Waite, H. G., Head Office
 O'Neill, L. P., South Dynon
 Venit, A., South Dynon

ACCOUNTANCY BRANCH
 McKean, R. D., Head Office
 Kinsella, W. C., Flinders Street

Football

HOW would you like to read in the dailies that Melbourne or Collingwood or (heaven forbid) Essendon were not going to field a team in the V.F.L. Imagine the behind-the-scene moves, the panic, the consternation among football fans. Well, let me tell you that the V.R.I. Football League seemed faced with just such a problem when word filtered through that Loco would not have a team in the competition this year. But a special meeting, some quick decisions and bingo—the old Loco started steaming again and although a little late at the T.R. point should have full steam up by the end of the season. It is pleasing to see Codon and Suburban Lines saddling up once again and the opening game seemed to indicate a definite improvement in the standard of play of these two youthful teams. Last year's premiers, Newport, are defending their title and at the time of writing appear again to be a strong combination. Results of matches played to date:

May 11, Suburban Lines 7-11-53 beat Codon 5-5-35

May 18, Newport 24-16-160 beat Suburban Lines 2-4-16.

A date to note in the diary is Wednesday, June 30, when the V.R.I. will meet the Australian Postal Institute at the South Melbourne Ground. This should be a tough and interesting match as V.R.I. are determined to avenge the defeat of last year. The game is timed to commence at 1.30 p.m. and we would like to see as many off-duty and retired railwaymen, as possible, at South to lend vocal support. Admission is free.

While on the subject of football, it is rather sad to report that due to lack of entries from other States, the V.R.I. Football League had to reluctantly abandon the carnival scheduled for Melbourne next month.

Athletics

O.K., I know we have some pretty good athletes working in the Department, but I'll bet pounds to peanuts that few of them could top this performance. Start in a mile and two 2-mile events in five days, run from the virtual scratch mark in each race, against the best professionals in the country, and win the three. Any takers? If so, I'd like to hear from them.

This was the effort put up by 20-year-old Accountancy Branch Clerk, Kevin Seers, over the Easter period. Starting from the 120-yard (virtual scratch) mark he won the Victory mile on Easter Saturday night at Stawell. As a result he was penal-

ized 25 yards, and from 190 yards, romped in with the 2-miler on Easter Monday at the same meeting. Over to Bendigo on the Wednesday, he accepted a further penalty of 40 yards, and from 150 yards won the Bendigo 2-miler.

Kevin, although only 20 years of age, has been running middle distances for about seven years and as an amateur won the Sub-Junior (under 17) Victorian 880-yard title in 1960. In 1961, he was third in both the 880 yard and mile junior championships (under 19). Turning professional in 1962, he concentrated on improving his speed and stamina and at the 1964 Stawell meeting indicated that he was going to be a force in pro. running when he won the half-mile from 56 yards. He started off this year by winning another 880, this time at the Bendigo Thousand meeting, staged over the Labour Day week-end.

It is hard to assess Kevin's potential, but at 20 he has obviously not yet reached his peak as a distance runner. If he can retain his keenness for the hard slogging necessary, he could easily become the greatest distance runner yet seen in professional ranks. After all, on present performances he must already be placed among the greats in this field.



Kevin Seers is caught by his father after winning the final of the 2-mile Grampians Stakes (back marker's division) at this year's Stawell Gift meeting. (Photograph; Marshall Studios)

Tennis

THE summer competition for the Dunkling Shield and the Pimm's Cup, conducted by the V.R.I. Tennis Association, resulted in Newport winning the Dunkling

Shield for the second successive year and Codon "A" winning the Pimm's Cup. Our congratulations to both teams. I feel a special mention should be made of Codon's effort in fielding two teams in this competition and of the enthusiasm displayed by their players. I have commended this club in previous articles on their approach not only to tennis, but to all sports in which they participate—it is an approach we feel is the very essence of Institute sport.

Tennis players are reminded that this year country tennis week will be conducted from October 11 to October 15 inclusive, and the State championships will be staged on the Sundays immediately preceding and immediately after country week (October 10 and 17). Both the 1965 country week and the championships will be held on the Royal Park courts. They have a special significance as the 1966 Intersystem carnival will be held in Adelaide next March and only players who do well in these events should expect consideration from the carnival selectors. Just for the record, the selectors have adopted as their motto:

"On top — the Vics.,
In sixty-six".

Coming Events

RAILWAY sportsmen and sportswomen should put the following dates in their diary:

June 30
Wednesday

Football. V.R.I. versus A.P.I. at the South Melbourne Ground Starting at 1.30 p.m. Admission Free

August 1
(Sunday)

V.R.I. Table Tennis Championships, at the Table Tennis Centre, Albert Park. Entries close Monday, July 26. (Open to all members of the V.R.I.)

August 15
(Sunday)

V.R.I. Country Carpet Bowls Championships at the V.R.I. Ballroom. Entries close Friday, July 16.

September
13 - 16

V.R.I. Country Golf Week at Rosedale Golf Course. Entries close Monday, August 16 (Open to all members of the V.R.I.).

October
11 - 15

V.R.I. Country Tennis Week at the V.R.I. Courts at Royal Park. Entries close on Monday, September 13. (Open to all members of the V.R.I.).

VICTORIAN RAILWAYS

NEWS LETTER

JULY



1965



MODERN AIDS FOR RAIL USERS

MODERN freight handling methods have greatly contributed to the success of Victorian Railways in keeping abreast of the demands of the State's rapidly expanding industries.

Foresight, too, is a vital ingredient in this, and includes plans to make the Melbourne marshalling yard and goods facilities equal to world standards.

Gantry cranes at South Dynon and Melbourne Goods sheds have capacities ranging from 8 to 30 tons; these are supplemented by modern 4-ton and 6-ton mobile cranes that add convenience and flexibility for prompt loading and unloading.

Mobile cranes are also located at busy country and suburban sidings. For smaller sidings, facilities are provided to suit the volume of business and include winch cranes, ramped platforms, and livestock yards and loading races.

Various size fork-lifts at Melbourne Yard and Dynon are available to lift palletized and other consignments up to 8,000 lb. each. Pedestrian palletizers are also used to expedite stowing and unloading in rail vehicles. Opportunities to make more and more use of this method of freight handling have been developed by including palletizing in the design of freight rolling stock.

At Dynon, 6-ton fork-lift trucks, and 6-ton mobile cranes unload industrial steel at a rate of up to 300 tons an hour. In the scrap steel section, a front-end loader handles 30 cwt. of scrap in each scoop to assist in the dispatch of 3,000 tons of scrap every week.

In addition, modern methods of rail-roading have been introduced to completely eliminate unnecessary goods handling. These include railroad Flexi-vans and containers, bogie exchange, and special wagons for bulk loading and special consignments.

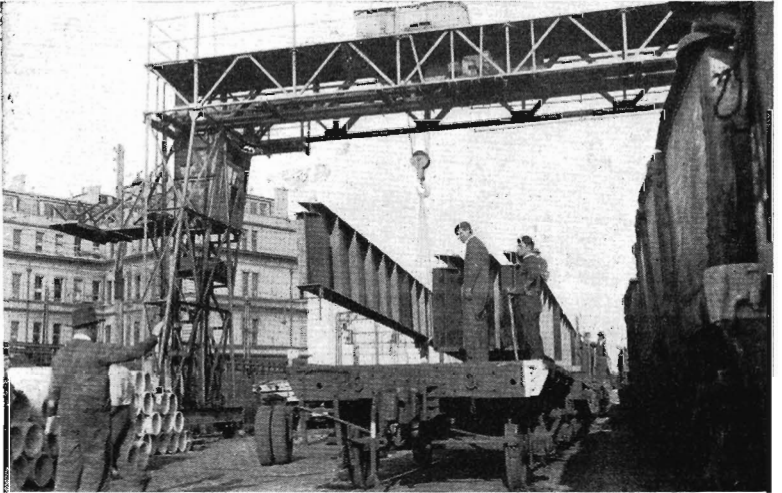
At present, rail-users have access to more than 100 different types of freight vehicles so that consignments can be carried efficiently, safely, and promptly according to the special requirements associated with each load.

Including the Forwarding Agents area, Dynon freight terminal is an example of careful planning in the integration of broad and standard gauge track goods sheds and sidings.

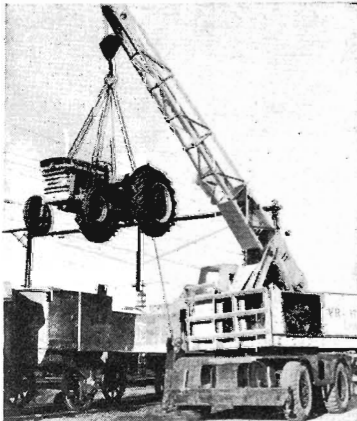
In the South Dynon shed there are nearly 125,000 sq. ft. of floor space that allow road vehicles and goods staff to handle goods to and from rail vehicles under complete



A heavy fork lift truck works in the spacious weather-protected South Dynon goods shed where goods are transferred between rail and road vehicles.



Long heavy steel girders are quickly and efficiently placed on flat trucks by Melbourne Goods big 30-ton gantry cranes.



Mobile cranes at Melbourne Goods sidings make easy work of loading machinery such as this tractor.



At the Melbourne Goods grain shed, medium sized fork lift trucks are ideal for handling dried fruit packages.

protection from weather.

Dual gauge tracks under the Dynon interstate road verandah allow direct loading from road carriers' trucks to rail vehicles of either broad or standard gauge.

Inside the main Dynon shed, goods

are received for destinations in the Goulburn Valley and north-eastern Victoria from road carriers delivering under verandah-covered doors. Doors and rail vehicles are so arranged that the rail wagons are marshalled during loading.

PRINTING WORK FOR

DECIMAL CURRENCY

THE V.R. Printing Works has a big job in preparing for the introduction of decimal currency. Actually, the printing programme began in October last year, when a start was made on the elimination of the "£.s.d." on all stationery that needed reprinting. Dollar matrices—the moulds used for casting type—were obtained from England, in anticipation of early printing orders. Stocks of paper and board—200 tons, worth £40,000—were ordered from Australian mills, and a few special items from overseas.

A careful watch is kept on paper stocks to ensure that waste due to obsolescence will be kept as low as possible. A saving has also been made by removing, with a machine, the vertical rule between the pounds and shillings columns from the existing metal plates that are used for reprinting. This will save several thousand pounds by reducing the number of items that require reset-



At the Department's Printing Works, Compositors R. G. Leeson (left) and K. J. Sewell are making up pages of type for reprints made necessary by the introduction of decimal currency.

ting. As well as general stationery, the Goods Rates and Passenger Fares Books must also be reprinted,

and much new material printed for the Department's decimal currency publicity programme.

ROCKETS BY RAIL

RAILWAYS were used to haul the "heart" of the world's most powerful rocket—the Titan 3C—which was launched from

Cape Kennedy, last month, on a successful maiden flight. It is planned to use this type of rocket to put a manned space laboratory into orbit

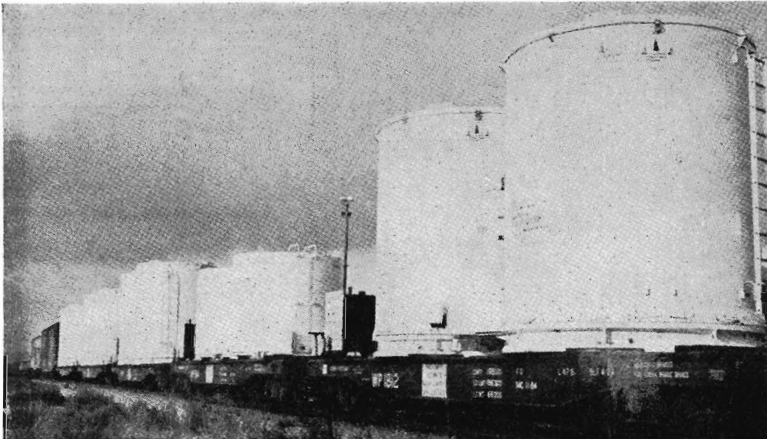
around the earth.

The Titan 3C is a hybrid combination of two 87 ft. solid-fuel rockets strapped to the side of a 127 ft. liquid-fuel rocket.

Part of the booster stage for the big rocket was hauled the 2,900 miles from California to Cape Kennedy by rail. Specially designed *Hydracushion* flat wagons were used. The rocket was segmented to simplify transport as a monolithic rocket of that size would pose tremendous production and transportation problems.

Locos. for assembly

Locomotives will be used to haul the new Titan 3C rockets during assembly at Cape Kennedy. As each one of the rockets is assembled and checked, a pair of locomotives will move it to the next assembly building where the solid fuel motors will be strapped to the sides of the liquid-fuelled Titan. After this, the locomotives will haul the rocket to a launching pad for blast-off.



Segments of Titan 3C rocket en route to Cape Kennedy (*L. and N. Magazine*)

Calendar change

AN alteration to the date of the Royal Agricultural Show public holiday has been made since the printing and distribution of the Departmental card calendar and also that included in last December's *News Letter*. Those calendars have that holiday marked as September 30; the correct date is September 23.

Track recording trolley

A Matisa track recording trolley has been ordered from Switzerland by the Department for use on broad gauge lines. Costing £22,800, it will be delivered early next year and will be the first of its type for this Department. A similar machine is already in use on the New South Wales Railways.

Weighing approximately 10 tons, the machine (when recording) moves over the track at speeds up to 15 m.p.h. and automatically records track variations on a continuous chart. This will enable exact locating of faults for prompt maintenance: and will supplement the information gained by trackmen from normal inspections. When not recording, the machine can travel at 30 m.p.h.

In operation, track variations are picked up by the driving wheels and by three small trolleys—one just below the centre of the machine and the others projecting from the rear and front ends. Together, they register variations in gauge, super-elevation, alignment and surface of

the track, and the rate of change in superelevation. The information is then mechanically transferred to the continuous recording chart in the interior of the vehicle.

The new machine has several advantages over the Hallade recorder that has been used by the Department for many years to indicate track irregularities: it allows greater flexibility of movement and supplies a wider range of more detailed and accurate information. Unlike the Hallade, which records the movement of the vehicle in which it is carried, the new machine directly measures the geometry of the track under load.

Sandown success

TO judge from results of the first meeting, punters who want to be on a good thing for Sandown should go by train. Over a third of them did. They got there on time and in comfort. All they missed was a whale of a traffic jam.

For the meeting 18,321 tickets were sold and, of course, many also used their periodical tickets. Train travellers were well over a third of the total attendance. Included were 157 who arrived direct by country trains from Gippsland.

Bookings at Caulfield were particularly heavy; 2,403 joined the trains there, and the three booking windows were kept busy as motorists apparently decided to cut short their road trip.

Eighteen trains were used on the express shuttle service, that stopped only at Richmond and Caulfield, yet had to be run in with the normal Dandenong line service, the trains of which also stopped at Sandown

Park between 7.0 a.m. and 7.0 p.m. Average running time for the expresses was only half an hour, and some completed the journey in 24 minutes. On the return to Melbourne, trains were leaving every five minutes, and all crowds had been cleared by 5.15 p.m. except for stragglers and staff.

The railways' successful handling of such crowds, compared with the chaos on the road, again showed how easily trains can move vast numbers with comfort and speed.

Landmark gone

A Melbourne landmark for 30 years, the neon sign above the clocks of Flinders Street station has flashed its last message for the Department. It was the last of the city's big changeable neon signs.

It is to be replaced by a more economical sign, similar to, but

FRONT COVER

BULK CEMENT: At Arden Street goods siding, wagons of bulk cement are being moved into the silos of the Victorian Portland Cement Co. Pty. Ltd. The wagons discharge by gravity and the cement is carried into the silos by elevator buckets. Altogether, these silos can hold 1,000 tons of cement which the company distributes by road tankers to cement users throughout the metropolitan area. (See story on page 102).



The Matisa track recorder. A, B and C are the small trolleys that, together with the driving wheels, register the track variations.

larger than, that designed by the Department's Public Relations and Betterment Board for the Spencer Street subway.

The white opaque letters on a dark blue background will be quickly and easily changed every week for a new message that will be seen by thousands from Flinders and Swanston Streets. Lighting will be required only at night.

You never miss the water . . .

THE value placed on railways—even when they are not much used—does not seem to be recognized until it is proposed to close a line. This was highlighted by some recent press reports.

Commenting on the cessation (from June 26) of passenger traffic on the line from Heathcote Junction to Heathcote, and the continuance of the freight service for a year on trial, the secretary of the Heathcote Shire (Mr. Don. Maxwell), reports *The Age*, said that if the freight service were withdrawn, 62 of the town's 1,150 people would be forced to leave.

"These people belong to 18 families employed in the railway sleeper cutting industry here", he said. "If they leave with the freight service, then the town will face a big economic setback which could mean ruin to it. No town this size can afford to lose that many people.

"Heathcote's main 'exports' are railway sleepers, wool, and sand for concrete manufacturers. A big percentage of these goods is now taken out by rail, and the railways bring in the all-important superphosphate to the sheep men.

"All this traffic could be handled by road, but if the railways freight service were taken away from us, road hauliers would undoubtedly take advantage of this to boost their cartage prices . . ."

"We intend to go all out to encourage farmers and everyone else in the area to use rail transport so that this line will remain open for many years to come", Mr. Maxwell said.

Discussing the proposal to abolish livestock facilities at Beechworth, local councillors, reports the Beechworth *Advertiser*, said the yards should be retained because they should be needed if another war should break out and petrol become scarce.

C.R. and V.R. on the same track

Nullarbor Hideout, a 45-minute children's film produced in the Cook area by the Commonwealth Film Unit has received high praise from critics. It features the Commonwealth Railways Transcontinental line with its diesels, as well as

kangaroo shooters, a local weird underground cave and several other thrills to fascinate under-14 viewers. The film was scripted from a winning entry by Miss Rosalind Wright in an Australia-wide film-story competition conducted in 1960 by the Australian Council for Children's Films and Television—when the author herself was under 14.

It's understandable that Rosalind should select and be able to handle a railway background with confidence; after all, her father—Staff Board Member Mr. R. M. Wright—has been with the Victorian Railways for 40 years.

Lucky weekly ticket

LAST month saw the third anniversary of 3KZ's lucky weekly ticket prize. During the breakfast session—5.30 to 9 a.m.—on Tuesdays to Fridays, the number of a weekly ticket is broadcast three times—a different number for each day. A holder of the ticket can claim a cash prize from the radio station. The prize starts at £10 and "jackpots" by £1 a day. The average pay-out is from £15 to £20; the highest was £48, on February 19 this year. The numbers cover weekly tickets issued from any station in the metropolitan area.

Traffic on light lines

HALF the Victorian Railways total mileage consists of light lines. Yet these light lines handle only 1/16th of our total traffic. This shows the extent to which the Department is used as a developmental system.

What good are warnings ?

DEPARTMENTAL records show that 74 per cent. (three out of every four) level crossing accidents occur at crossings that have flashing lights, boom barriers or gates. Newspaper reports last month throw a revealing light on these figures.

City Coroner (Mr. H. W. Pascoe), summing up at an inquiry into the deaths of four in a level crossing crash at Corrigan Road, Noble Park, said the driver had driven most foolishly. The crossing was well lit and carried all the accoutrements, including warning lights and a bell. In addition, the train had given warning blasts on its siren. (*The Age*, 24.6.65).

A motorist who drove across the Diamond Creek level crossing while the warning lights were flashing and a train was standing at the station told police "it looked safe and he couldn't afford to wait for the train". He was fined £25. (*Diamond Valley News*, 15.6.65).

At Benalla Court, a motorist who had collided with the boom gates

at the Nunn Street level crossing on March 23, and then continued on, was fined a total of £30 and had his licence to drive cancelled for one month. Asked by a constable why he had failed to stop after the accident, the motorist replied: "I didn't stop, I knew you blokes would catch up with me sooner or later". (*Benalla Standard*, 17.6.65).

At Preston Court, a motorist was fined £5 for crossing over the Reservoir level crossing when the flashing lights and warning bells were operating. He told police who had intercepted him that his radio was on and he had not heard the bells. (*Eltham Times*, 16.6.65).

Booms were down at the Ripponlea crossing at 8.10 a.m., as the train approached from Elsternwick. And waiting motorists shuddered as the young man in the sports car loomed up from behind—and zig-zagged his way through the booms and zoomed off along Glen Eira Road with a roar of the throttle. (*The Herald*, 24.6.65)

The driver of a truck, loaded with metal screenings, was killed when it collided with a Belgrave train on the Mountain Highway crossing in Bayswater township.

A boy on the train said he saw a truck approaching the crossing about 8.52 a.m. Although the crossing had warning bells and wig-wig warning lights, the truck kept on coming and hit the middle of the carriage they were in, he said. (*The Sun*, 28.6.65).

Norman McCance on Bayswater accident

YOU are doubtless well aware of the excellent response of your staff to the emergency conditions arising from the tragic level-crossing accident at Bayswater. Perhaps a brief account of my experience may add to your appreciation, if possible.

"I have been frequently visiting a friend who is ill, and I travel by bus to Belgrave, thence to Elsternwick via Richmond, arriving for lunch punctually at noon, and always catching the same trains.

"On Saturday, despite the break at Bayswater and the emergency bus transport thence to Ringwood, I was actually and incredibly 10 minutes late at my luncheon engagement! Could any railways in the world improve on that amazing performance?"

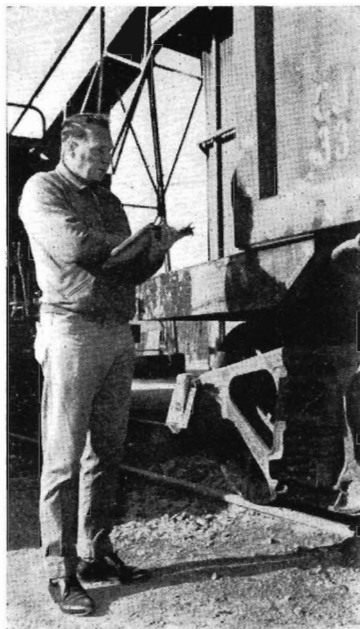
"I have written a brief compliment to your railway service in my page of *The Weekly Times*, but that was a general appreciation. Please accept this one as a special expression of gratitude."

—Norman McCance writing to the Chairman.

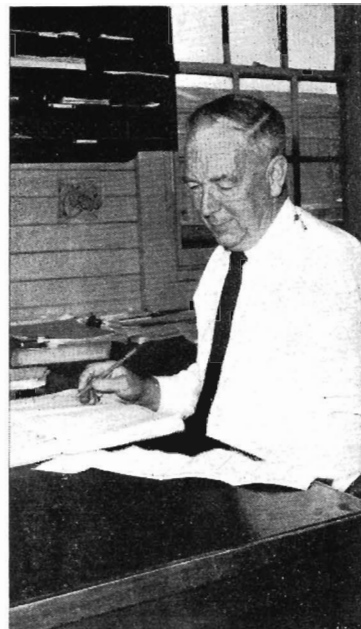
CEMENT IS BIG BUSINESS



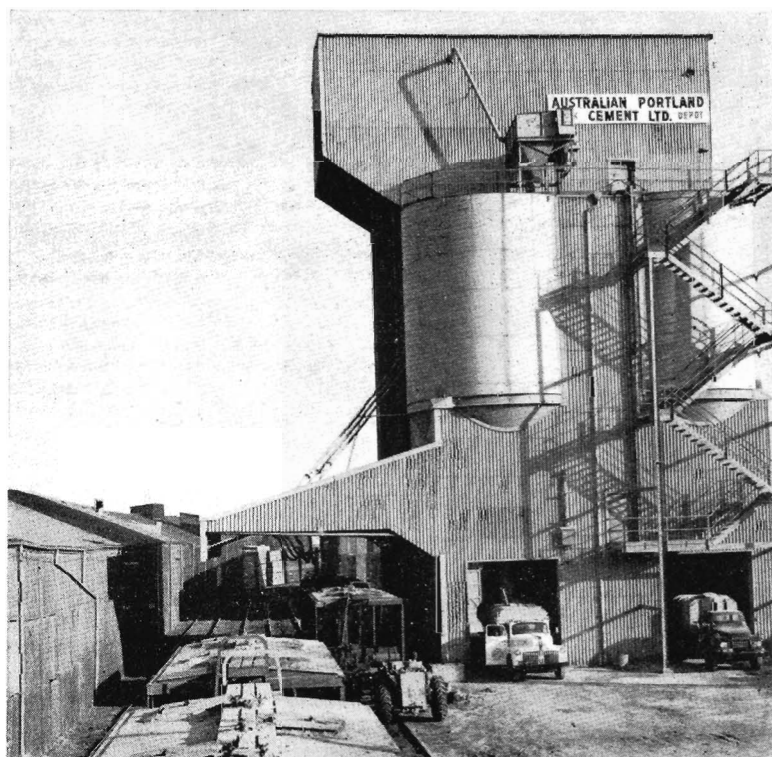
Goods Checker D. Leahy records the weight of a motor truck of briquettes at the Arden Street weighbridge.



Yard Assistant R. Clark records numbers of cement wagons arriving at Arden Street.



Mr. Hugh Smith, O-in-C at Arden Street goods siding, checks invoices.



The silos of the Australian Portland Cement Ltd. at Arden Street siding, can hold 2,000 tons of cement. Movement of cement, in and out of them, is rapid.

In the financial year ended last month the Victorian Railways, it is estimated, carried about 700,000 tons of Portland cement—the artificial stone that's indispensable to twentieth century civilization. In the year ended 30.6.64, cement ranked fourth in tonnage among commodities carried, although the average haul was only 76 miles per ton.

The main depots for cement receipts are Arden Street goods siding (bulk) and Melbourne Goods No. 4 Shed for bagged cement. Manufacturing companies for these consignments are at Fyansford and Waurin Ponds. In addition, smaller quantities go to other stations.

At Arden Street siding the business is really big. Into it pours about 350,000 tons of cement a year. Huge cement silos—eight in all, with a total capacity of 4,000 tons—are prominent landmarks at the siding. They belong to the Australian Portland Cement Co. Ltd. and Victoria Portland Cement Co. Pty. Ltd. In addition, there are the ready mixed concrete plants of Bayview Quarries Pty. Ltd. and Ready Mixed Concrete (Melb.) Pty. Ltd.

From these silos and concrete plants there is a steady flow of heavy road trucks and concrete agitator trucks carting cement and concrete

to merchants, builders and other users in the metropolitan area.

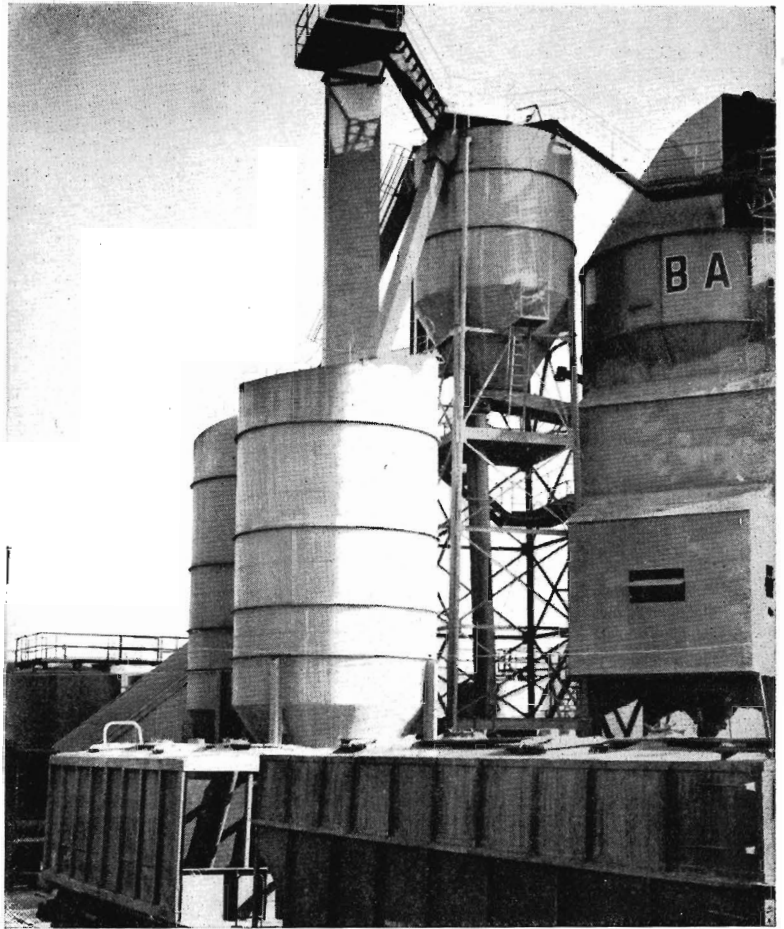
The silos and plants have a gigantic appetite for cement. A continuous supply must be kept up to them. Trains of hopper wagons bring in about a thousand tons each day from the cement producing plants at Fyansford and Wauru Ponds. These wagons, specially designed for the cement traffic, carry about 43 tons each, and unload by gravity over pits in which conveyor systems move the cement to the silos.

To give the service required for this traffic, specially scheduled trains are arranged for the loaded vehicles and the return of the empties. The turn-round of wagons is so good that the same wagon can arrive loaded at Arden Street three times in the week.

The siding, of course handles other traffic as well as cement. There are large consignments of bagged barley, bulk wheat and briquettes, and smaller tonnages of such items as timber, poultry feed and flour.

Bagged cement

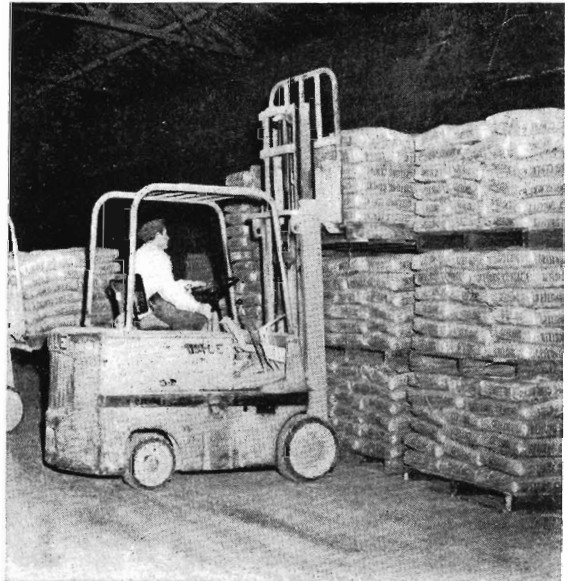
Melbourne Goods No. 4 Shed is leased to a cement company; and a regular supply—about 20 wagons a day—of bagged cement is kept up to the depot for distribution to users throughout the metropolitan area. On Saturday mornings, especially, there is a busy scene as the motor trucks collect their heavy loads.



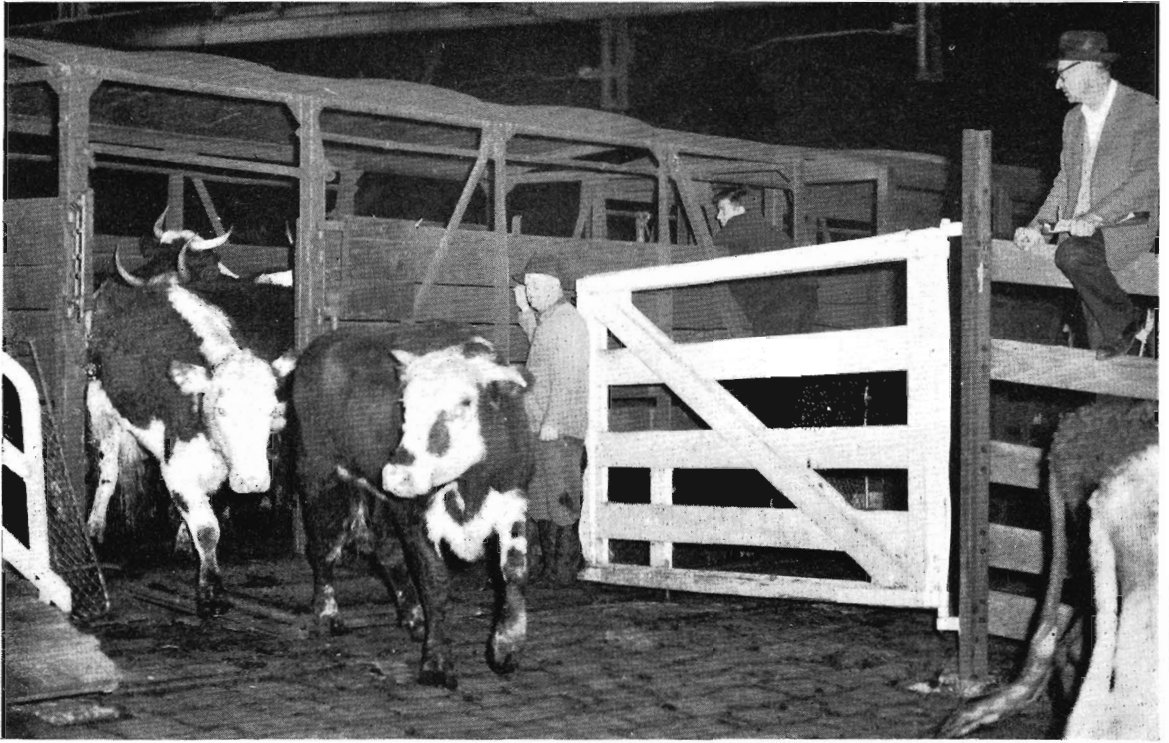
The ready mixed cement plant of Bayview Quarries Pty. Ltd. at Arden Street. Wagons discharge by gravity. A conveyor auger and vertical bucket-lift bring cement to top of silo.



Arden Street plant of Ready Mixed Concrete Pty. Ltd.



At Melbourne Goods No. 4 shed, fork-lift trucks stack bags of cement after unloading from rail wagons.



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RAIL HELP IN DROUG

Goods Checker W. Goczal (left) is about to hand tally of cattle to Foreman G. Smith.

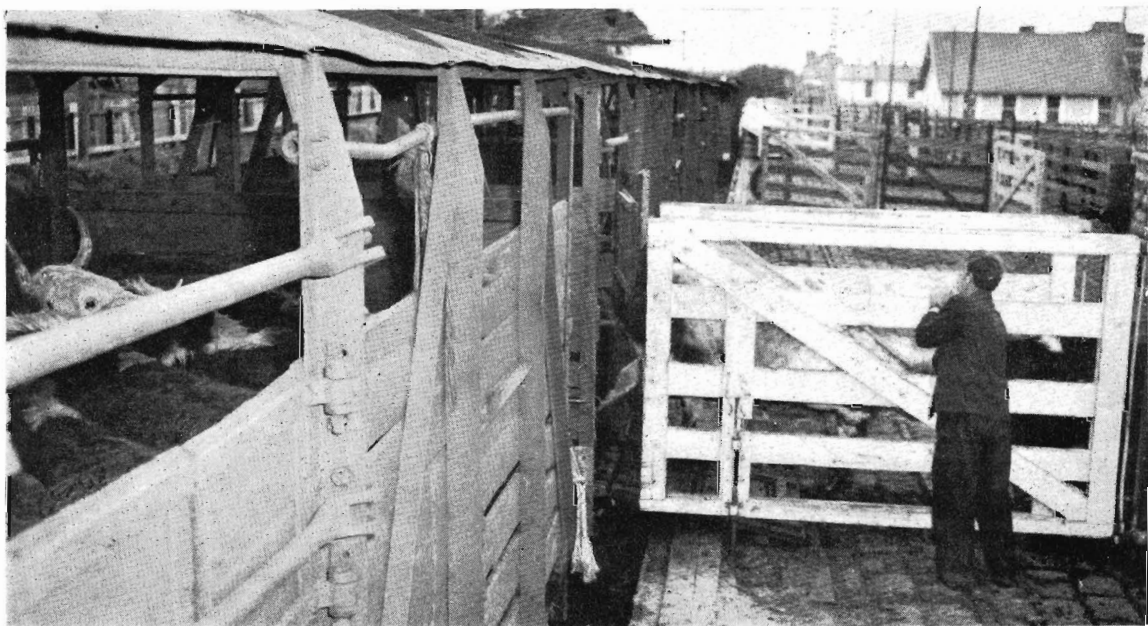
Goods Checker R. Woollard checks waybill. ▶



c detained on arrival.

Victorian Railways helped
rescue of N.S.W. primary
producers whose livestock was
hardened by the acute drought.
From five months to May 31,
van-loads of sheep and
train-loads of cattle—795,415
in all—were railed from
New South Wales to Victorian destinations.
They included store cattle
for Victorian pastures,
stock that had been bought
from Victorian graziers, and other
stock for slaughtering.
Photos show a typical scene at
a market, last month, when
loads of cattle that arrived from
New South Wales were fed and
watered before being moved on
to south-western Victoria.

They are fed. ▶



After being watered and fed, cattle are re-loaded for rapid transport to their destinations.

TIME TO ACT ON TRAFFIC

WITH an almost studied disdain for natural assets, officials in major Australian cities each morning and evening expose commuters to the risk of a complete traffic breakdown such as that which tied up London for 10 hours three years ago.

True, traffic conditions in Sydney and Melbourne—whatever impatient locals may think—have a long way to go yet before they are comparable to the monumental jams in London, New York or Tokyo.

But the time to deal with traffic problems is before they reach the breakdown stage, and this is very obviously what Australian authorities are not doing.

Experience in the most motorized region of the world's surface—the State of California—has proved beyond reasonable doubt that reliance on the automobile as a means of handling mass movements is both inefficient and uneconomic.

The best way of moving large numbers of commuters from the standpoint of efficiency seems to be the underground railway, but big Australian cities have been consistently denied this asset on grounds of cost.

The pattern of Australian politics, with its delicate balance between the needs of the small but economically important population in the country and the requirements of the masses in the big cities, seems to rule out heavy national investments in efficient rapid transit systems.

As a result, official approaches to the problem of getting people into and out of city areas are rapidly degenerating from chaos to anarchy.

Millions of pounds are being spent on elaborate expressways apparently designed specifically to funnel more and more cars into city streets scaled to the horse-and-buggy age and already clogged with traffic.

Not a single major commuter railway is at present under construction in Australia. Where "improvements" to public transport systems are being made they are more often than not in the form of additional bus services—which merely add to the fume-laden shambles on city streets.

The joke about it taking longer to travel home from the airport than it does to make an inter-continental flight is no longer a joke.

It is the symptom of a disease, a malaise so alarming that it is debilitating our great cities into decayed shells that retard, rather than spearhead, national progress.

THEY THANK YOU . . .

Parliamentary tour

I wish to advise you that the members of the Victorian Parliamentary Country Party are most appreciative of the service provided by the railways on the recent planned tour of the Electricity Commission's works in the Latrobe Valley. Your staff played a most important part in the success and pleasure of the trip. The service and attention reflected great credit on them.

—Bruce J. Evans, *Actg. Leader of the Country Party, writing to the Chairman*

The harvest

. . . THE task of providing over 35,000 wagons for bulk wheat in addition to those required for bulk oats and barley during the harvest period required the closest degree of co-operation between the officers of your Department and the Board . . .

. . . The Board has asked me to convey its thanks to your Commissioners for your continued close co-operation and would like you to convey its thanks also to the many officers and staff who willingly worked long hours to enable the record harvest of 79,000,000 bushels of bulk wheat and 1,355,000 bushels of bulk barley to be safely stored.

—(K. H. Turnbull, *Chairman, Grain Elevators Board, writing to the Chairman of Commissioners*)

Outwards Parcels

WE recently received a request from a chemist in the country, for the urgent despatch of a life saving drug. At that particular time the drug was not freely available and considerable time was spent before we located some at the Royal Melbourne Hospital.

This left us with not much time to catch the train, but owing to the sterling co-operation of your Mr. Brunk, in the Outwards Parcels section, the parcel got away and arrived at its destination, on time . . .

—M. Cowley, *Abbott Laboratories Pty. Ltd., writing to the Chairman*

The economics of public transportation cannot be considered solely in terms of return on capital investment. Transportation is the life-blood which ensures the smooth functioning of an economic unit.

The prematurely aged cities of Australia are at present suffering from severe hardening of the arteries. Only drastic surgery can revive them. —(Extract from *The Australian Financial Review* 16.6.65)

Morwell

I wish to express my thanks, on behalf of the 51 students and three members of the staff of this school who made a 5-day educational excursion to Echuca, for the kind co-operation received from all members of the railways staff connected with the excursion.

—T. E. Clement, *Principal, Morwell Technical School writing to the Secretary*

Standard gauge trains

ON behalf of a group of 35 young Tasmanians and three teachers from this school, I wish to express appreciation to the head conductor and conductors of cars 2, 9, and 10 on *Southern Aurora*, on Monday night, May 10. Their paternal interest in the children, and the many kindnesses shown, made the journey a most memorable one.

Our return from Yass to Melbourne on *Intercapital Daylight* on Friday, May 14, was most enjoyable, and we particularly appreciated the pleasant co-operation of the staff of the dining car in making suitable arrangements to feed our rather large family en masse for a delightful evening meal.

May I assure you, sir, that there are now 38 Tasmanians who will act as good publicity agents for the Victorian Railways.

—Maurice J. Osborne, *Edith Creek Area School, Tasmania, writing to the Chief Commercial Manager*

Ararat

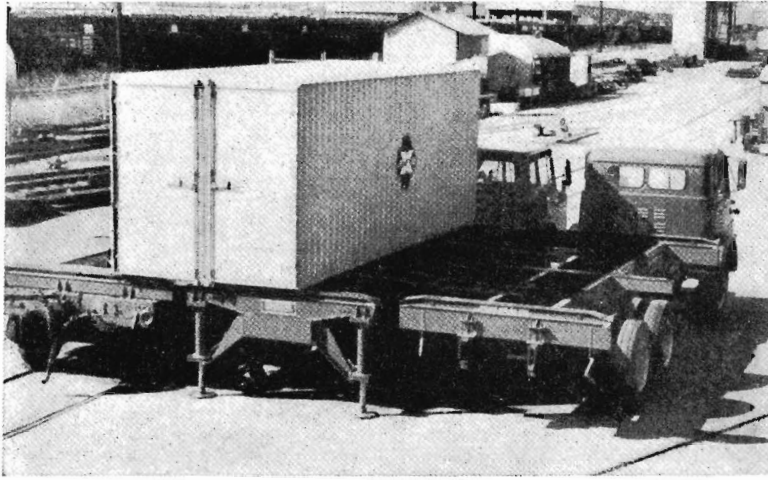
RECENTLY a party of 41 senior students and two staff members from this school travelled to Melbourne on *The Overland* on a Monday morning and returned, again on *The Overland*, the following Saturday night.

The staff members who accompanied the party have commented very warmly on the courtesies they received from railwaymen generally, and in particular :

- the help given by the booking clerk and Ararat station staff
- the provision of a first class carriage, brought right through from Adelaide to take our party from Ararat to Melbourne
- the help given by Cloak Room staff at Spencer Street on Saturday afternoon
- the courtesy of conductors on the train, and of ticket inspectors at gates.

—Letter to Secretary from Headmaster, High School, Ararat

LINES FROM OTHER LINES



These containers in U.S.A. are side loaded between the rail wagon and the road vehicle. The transfer can be made in two minutes and the entire operation is controlled from the cab of the road truck.

Movies on the train

REFUSING to be outdone by American cross-country jet airlines which have cinema shows aboard, the Baltimore and Ohio Railroad has begun regular showings of late-run movies on two of their crack trains.

Special projection equipment, provided by the same firm that supplies the airlines, is hung from the ceilings of a coach and a dining car. Wide screens at the ends of the cars give the passengers a theatre-like view. The sound is carried by multiple speakers located throughout the cars.

When the service was introduced recently, a special short run was made with a train carrying representatives of the press, TV and other media. As the trip was too short for the entire picture to be shown, an executive of the railroad humorously suggested (as he turned off the projector) that pressmen could buy a ticket for the full trip if they wanted to see how the picture ended.

—(Conductor and Brakeman)

Railways bind the Common Market

EUROPE'S railways have proved that when it comes to shifting freight and people, speedily and economically, modern railways have no real competitor. European traffic density is the highest in the world (except for the Tokyo-Osaka line in Japan).

The European nations successfully pooled their resources and their know-how to produce faster, more comfortable express trains. The Trans Europe Express system was formed in 1957 with Austria, Germany, Switzerland, Belgium, France, Luxembourg, The Netherlands and Italy reaching agreement on the building and operation of 16 crack trains for an express network between the 90 main cities of Western Europe.

The long stainless steel coaches, the powerful diesel engines with the initials TEE on the nose, are now a familiar sight in European main line stations.

The success of this combined operation was quickly followed by an international pool of freight wagons. Operating under the name of *Europ*, 200,000 wagons now move feely over the length and breadth of Europe, unhindered by frontiers or change-of-gauge.

Big achievements of U.S. railroads

AMERICAN resources are clearing the way for super-railways, offering improved facilities, low transport charges and new levels of service to factories, mines, farms and consumers.

Typical examples of what has been achieved are the unit coal train operation, which moves 2½ million tons in a month, the two daily trains of rack cars which carry up to 1,800 motorcars each from Detroit factories at passenger train speeds, and the two-

railway piggyback service between Chicago and Atlanta in 20 hours.

The United States railroads are now reaping the benefit of their post-war modernization drive. New diesel locomotives, totalling 27,000, have been introduced and a million modern freight cars. In addition, 26,000 automated main line train movements are under centralized traffic control, and an extension of radio, microwave, data processing and new office procedures add up to capital spending on a large scale.

Another revolutionary idea which has caught the imagination of industry is known as "rate revolution". This cycle is returning traffic from roads and rivers back to the railways. The "rate revolution" cycle is that the greater volume achieved from loading on to railways more tons per wagon, more wagons per train and more trains per day, the lower is the unit transport cost; the lower these costs, the more the price to shippers can be cut; and the lower the shippers rail costs, the greater the volume attracted to railways.

It chews a tunnel

THE tunnelling machine, the *Mole*, completed the widening of the 3,100 ft. Rhyndaston railway tunnel, 46 miles from Hobart, in 11 weekends—two ahead of schedule. The machine bored out a record 346 ft. of rock during the last week-end (it had been averaging about 300 ft. each week-end).

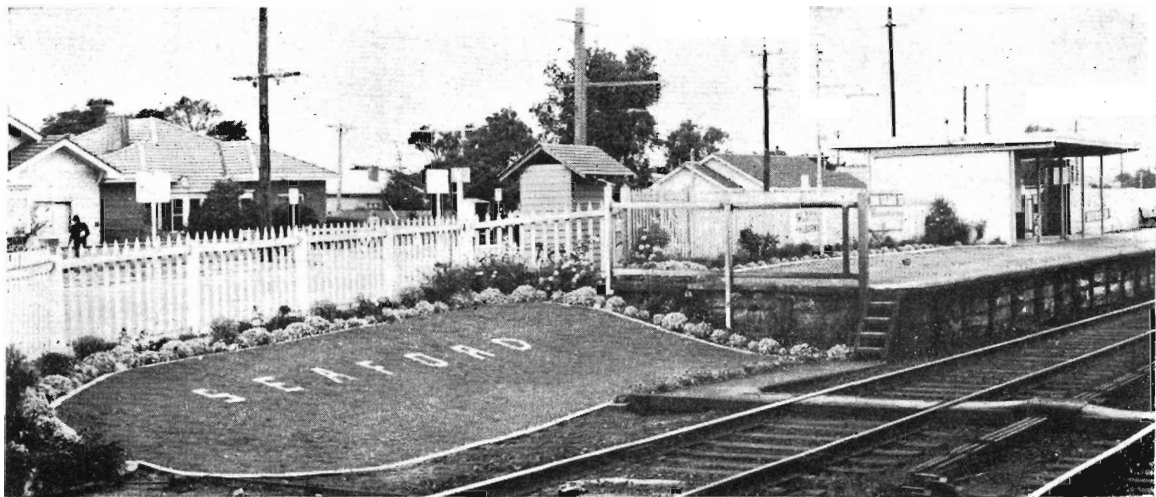
The tunnel height had been increased by 4½ ft. to 17 ft. and the width increased by 6 ft. to 16 ft. 2 in. Estimated cost was about £200,000 to enlarge by conventional methods, but the *Mole* completed the job in record time at a cost of only £70,000.

The *Mole* is the type of boring machine that could be used to bore the tunnels for Melbourne's underground railway.

Steam on Australian railways

OUT of the 4,000 steam locomotives that once served the Australian railway systems, there now remain only about 1,850 and this number is growing smaller every day as old engines are condemned and cut up for scrap. Their places have been taken by approximately 850 diesels.

Safety is like news. What happened yesterday is not as important as knowing what to look for today.



Seaford—won first prize (district) for new work, with piped water supply.



Stationmaster G. F. Watson, Lara, trims a shrub. Lara was awarded first prize in the district for maintenance work with piped water supply.



At Bacchus Marsh—which gained a first prize (district) for maintenance work with piped water—Stationmaster E. L. Storer (right) is weeding while Yard Assistant E. T. Cheeseman waters the dahlias.

TREE PLANTING AND DECORATION COMPETITIONS

EACH year, prizes ranging from £5.5.0 to £25.10.0 are awarded by the Department for decoration of stations, depots etc. These prizes are incentives for railwaymen to improve the surroundings in which they work. Material is supplied free. From March to November, each year, the Departmental Nursery dispatches thousands of trees and shrubs for this purpose. In spring, some of the hardier types of perennials and annuals are also obtainable from the Nursery. And advice is always there for the asking. Below are the results of last year's competition.

STATIONS AND STATION YARDS

New Work (with piped water supply). *Bendigo District*—First prize, Charlton. Second prize, Lockington. *Seymour District*—First prize, Tatura. Second prize, Longwood. Third prize, Numurkah. *Ballarat District*—First prize not awarded. Second prize, Irymple and Redcliffs (equal). *Metropolitan District*—First prize, Seaford.

New Work (without piped water supply). *Ballarat District*—First prize, Buangor. Second prize, Cope Cope. *Ararat District*—First and Second prizes not awarded. Third prize, Galaquil. *Eastern District*—First prize not awarded.

Second prize, Bena. *Metropolitan District*—First prize, Heatherdale.

Maintenance of Existing Trees, Gardens, etc. (with piped water supply). *Bendigo District*—First prize, Malmsbury. Second prize, Harcourt. Third prize, Taradale. *Seymour District*—First prize, Chiltern. Second prize not awarded. Third prize, Avenel. *Ballarat District*—First prize, Bacchus Marsh. *Ararat District*—First prize, Jung. Second prize not awarded. Third prize, Hamilton. *Geelong District*—First prize, Lara. Second prize, North Geelong. Third prize, Allansford. Commended, Winchelsea. *Eastern District*—First prize, Foster. Second prize, Rosedale. Third prize, Toora. *Metropolitan District*—First prize, Aspendale.



Phlox, heath, fuschia, petunias and other potted plants make a gay show at Buangor and gained for it a first prize (district) for new work, without piped water.

Maintenance of existing trees, gardens, etc. (without piped water supply). *Bendigo District*—First prize, Lyonville. *Seymour District*—First prize, Locksley. *Ballarat District*—First prize, Dunnstown. Second prize, Carwarp. Third prize, Sutherland. *Ararat District*—First prize, Armstrong. Second prize, Branxholme. *Geelong District*—First prize, Berrybank. Second prize, Yendon. Third prize, Moriac. *Eastern District*—First prize, Loch. Second prize, Yinnar. *Metropolitan District*—First prize, Mount Evelyn.



LOCOMOTIVE DEPOTS, WORKS DEPOTS, ETC. (STATE WIDE)

New work. First prize South Dynon Freight Terminal. Second prize, Warrnambool Works Depot.

Maintenance of Existing Trees, etc. First prize, Warragul Works Depot. Second prize, Maryborough Works Depot. Third prize, Caulfield Works Depot.

BARRACKS, REST HOUSES, ETC. (STATE WIDE)

Maintenance of Existing Trees, etc. First prize, not awarded. Second prize, Mildura Rest House. Third prize, Shepparton Refreshment Rooms.



(Left) Mrs. A. Madigan, Caretaker at Dunnstown, cuts a hydrangea. The station was awarded first prize in the district for maintenance work, without piped water supply. (Right) Stationmaster G. Coates and Station Assistant I. Riley at work in the neat garden at Seaford.

(Left) Assistant Stationmaster A. H. Barker weeds a flower box at Buangor. (Right) Goods Trucker A. Gardner mows the lawn at South Dynon Freight Terminal which gained first prize in the State wide competition for locomotive and works depots etc.

National Service and V.R.I.

THE Council of the Victorian Railways Institute has decided to grant honorary membership of the Institute, for two years, to members who are called up for national service. This means that those members will have full use of the Institute facilities but payment of fees will be waived during that period.

Squizzy Taylor and settlers

MEMORIES of the days when he sold rail tickets to notorious underworld character Squizzy Taylor at St. Kilda and when he worked at Manangatang during the extension of the line were among those recalled by Mr. R. N. (Bob) Gardner who recently retired as assistant stationmaster at Werribee.

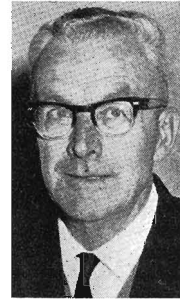
"Squizzy Taylor always had a pleasant word for us when we sold him a ticket. He was very dapper . . . always wore a boxer hat, a black overcoat with a barathe collar, a black knitted tie and diamond tie pin. You'd never think he was a member of the underworld", Mr. Gardner said.

During the 'thirties Mr. Gardner was, for a time, at Manangatang when the line was being extended to Annuello. Over 200 men working on the job were quartered in the small town. There were more fights in the town in one day than could be seen anywhere else in Victoria during a year, he said. The police station was a back room in the hotel, and the bar parlour was the court room. The lock-up was 200 yards away in the Mallee scrub, and when it was full they put the overflow in

a louvre type rail wagon. In those days, Mr. Gardner said, the town resembled a scene from an old Bill Hart Western. But, generally speaking, he remembers the men as fine people, hard working and generous.

Senior Timekeeper

FOR 22 of his 49 years in the Department, Mr. H. F. Brent was engaged in Way and Works timekeeping. He began work in 1916 in the Workmaster's office



Mr. Brent.

at Maryborough. That was prior to the appointment of District Engineers. Five years after, he was transferred to Bendigo where the D.E. was Mr. A. G. Fletcher who later became a Commissioner. During the grim days of the depression of the 'thirties, Mr. Brent was at Maryborough where extensive unemployment relief work was being done, and men were engaged for periods of three months and then terminated.

After transfer to the city, he had 19 years experience in the Senior Timekeeper's office. In 1962 he was appointed Senior Timekeeper, in which position he controlled a staff of 18 who did the timekeeping for all the Way and Works Branch staff in the metropolitan area—approximately 2,800. Retiring last month, he expects to spend the rest of the winter in Queensland.

Piano accordion



David and "Happy" Hammond.

A talented performer on a musical instrument that is growing in popularity, is Junior Clerk David Rashleigh of the Commercial Branch. Already he has appeared on TV more than 20 times, and, recently, on Channel Seven's *Happy Show*, was the winner of the week in the *Teen Age Talent Quest*.

David has been playing for about five years and has an extensive repertoire of light classical numbers.

Theatre



The lifelong interest of Assistant Stationmaster G. P. Hally, who has been at Bacchus Marsh for the past 30 years, has been the theatre. A member of the Bacchus Marsh Players, he has acted in many plays, among them being "The Monkey's Paw", "Her Husband's Wife" and "Nothing but The Truth". He has also played with a musical comedy group, and produced plays.



At Werribee, Mr. R. Gardner (centre) bids farewell to Stationmaster H. Wakefield and (from left) Messrs. E. Jones, R. Paterson, T. Toomey, J. Wilson and T. White.

TALKS ABOUT BOOKS

A few months ago I tried to persuade readers that the Russians have a sense of humour—and that their books are worth reading. The regular demand since for the works of Leskov, Gogol, Turgenev and Chekhov indicates that many have taken me at my word: the fact that none have come to hurl deadly Slavic (or deadlier Australian) insults at my head, nor denounced me to Security, indicates that they have not been disappointed.

For those who remain unconvinced (and definitely for those who've got the habit!), let me recommend a brilliantly funny novel called *The Twelve Chairs*, by Ilf and Petrov.

Written in 1927, this book recounts the madcap adventures of one Ostap Bender, a cheerful young rogue of unlimited resourcefulness, and his dithering companion-in-crime, Kisa Vorobyaninov, a former nobleman. On her deathbed, Vorobyaninov's mother-in-law revealed to him that during the Revolution she hid a fortune in jewels inside the padding of an ornate chair . . .

Unfortunately, the chair was one of a set of twelve—and they have been dispersed all over Russia. Unfortunately, also, the local priest, Father Fyodor, has been told about the jewels and has designs on them.

The search for the twelve chairs take us all over the Soviet Union, and into the most hilarious situations—giving us meanwhile an unforgettable picture of that strange, little-known country and its wonderfully normal people.

The authors, Ilf and Petrov—their real names Ilya Fainzilberg and Yevgeny Katayev—sailed close to the wind with their devastating send-up of the sad and ridiculous aspects of Soviet existence. *The Twelve Chairs* was frowned at for a long time by the Government, and its publication restricted. Nonetheless, throughout Russia, treasured copies were read and re-read until they fell to pieces. And no wonder! Few books in any language are so hugely entertaining as this one!

Some readers may feel disappointed by the book's orthodox party-line ending—but it is swiftly and deftly executed, and, if we were not so entranced by those lovable villains, if we had not shared with them the rigours and delights of their quest, we would probably regard the conclusion of their story as a moral and just one.



Mr. G. E. Spencer and Mrs. P. Davis are shown at the surprise party recently given them by Camberwell staff at the home of Mr. and Mrs. Spencer. The occasion marked their retirement from the Department. Mr. Spencer, who had 43 years service, had been Camberwell's stationmaster for the past seven years, and Mrs. Davis a station assistant there since 1962.

RECENT RETIREMENTS

TRAFFIC BRANCH

Gardner, R. N., Werribee
O'Connor, E. S., Telegraph Office
Coldrey, R., Seddon
Baird, F. J., Portland
Fitzgerald, W. L., Spencer Street
Boyle, J. M., Flinders Street
Kemfert, J. A., Melbourne Goods
Bickley, A., Upper F.T. Gully
Lynch, N. R., Geelong
Davis, Mrs. P., Camberwell
Ewin, A. G., Head Office

ROLLING STOCK BRANCH

Brett, R., Shelter Shed
Hughes, W. C., Wodonga
Lobartolo, V., North Melbourne
Coakes, R. R., Bendigo North
Drury, A. L., Jolimont
Capel, R. T., Newport
Baker, R. S., Bendigo North
Smyth, P., Newport

Birt, F., State Mine
Russon, B. P., Newport
Flavell, J. P., E.R. Depot
Pickering, M., Bendigo
Sinclair, C., Jolimont
Green, H., South Dynon
Hensberg, S. W., Newport

WAY AND WORKS BRANCH

Holmes, T. M., Ballarat
Walker, H. B., North Melbourne
Piotrowski, J., Caulfield
Thompson, D. A., North Melbourne
Milward, W. I. A., Spotswood
Walton, H. R., Spotswood
Brent, H. F., Head Office
Budde, R. K., Dimboola
Pleming, J. L., Shepparton
Gandolfo, F. P., Spencer Street

STORES BRANCH

Yoannides, S., Reclamation Depot

. . . . AND DEATHS

TRAFFIC BRANCH

Kalogeratos, D., Flinders Street
Whatmore, C. D., Ballarat
Donohue, G., Spencer Street
Brown, R. J., Stawell
McCracken, A. A., Bendigo
Muter, D. W., Flinders Street
McWhinney, A., Kyneton

ROLLING STOCK BRANCH

Sollena, C., Jolimont
Swinton, J. F., E.R. Depot
Terribile, S., Jolimont
O'Rourke, D. P., Newport

WAY AND WORKS BRANCH

Brown, D. J., Spotswood
Ernestini, R., Sale

Sport

by
Bess Keating



Football

After the round of matches played on June 22, Newport are still undefeated, followed by Suburban Lines, Loco and Codon in that order. A pleasing feature of the games this year, is the continued improvement shown by Suburban Lines as the season progresses. On June 8, they gave notice to all and sundry that they would be strong contenders for the flag when they played a 4 goals 7 behinds tie with the unbeaten Newport.

It was a tough, torrid game with neither side asking or giving any quarter, and the fighting spirit displayed by the Lines boys in coming back to make a draw of it after being eight points down with only minutes to go, must have jolted last years premiers. That this form was no flash in the pan was proved the following week when Loco weakened under their fierce tackling and went down by nine points, the final scores being Suburban Lines 5-9-39 to Loco's 4-6-30. Good on you, Lines, keep up the good work.

Followers of the sport are reminded that the preliminary final will be played on Tuesday, August 3, at the Royal Park ovals, and the grand final will be played on Tuesday, August 17, on a ground to be named.

Basketball

It was a pretty happy and confident bunch of girls and boys who boarded *The Overland* on Friday, June 11, to play two games each against the South Australian Institute teams during the Queen's Birthday week-end. As holders of the three trophies to be competed for, we naturally felt we had a better than even chance of bringing them back with us.

On arrival in Adelaide, and after an official welcome we had the rest of the day to ourselves. In the evening we were entertained at a social function held in the S.A.R.I. bowling club pavilion. On Sunday, after a short address of welcome by Mr. R. J. Fitch, Assistant to the Commissioner, the first match of the series (between the girls) got under

way. I must confess that when the two teams lined up my heart missed a beat—the S.A. lasses literally towered over our kids and I felt we had a job in front of us. So it proved; physically stronger and with a height advantage in almost every position on the field, they quickly showed their superiority, took the lead from the first bounce and ran out comfortable winners 39 to 12. Our girls battled hard with Carmel Hurdle and "Mickie" Szujda doing best, but generally we were out-classed by a far superior team, and South Australia thoroughly deserved their victory. Barbra Clayton (best on court) and Lyn Morony were the best for the winners.

At 11.45 a.m. the men's game began and again it was evident that South Australia had added height and weight to last years team. This was a very even match and at half time was anybody's game but with Morris Crossman (S.A.) preventing "Big John" Holness from dominating as he did in last year's games, South Australia gradually got on top and ran out winners 31 to 24. Ray Elliott, (S.A.) was adjudged best on court. A barbecue lunch, a trip through the Adelaide hills, and a buffet tea at Ian McLeod's (S.A.R.I. sports secretary) completed the day.

On Monday, we played the second round of matches with the girls again leading off. A noticeable absentee in the S.A. line up was Lyn Morony who had been appointed captain of the State side to compete in the Australian Women's Basketball Championships. Three changes were made in our side and the Victorians, obviously determined to redeem their damaged prestige, took the game right up to their taller opponents. A great game finished with the locals in front by two goals, 47 to 45. An unfortunate incident in the second quarter—when Ann Phelan playing defence, crashed into one of her team mates and had to be replaced, probably cost us the game as South Australia shot to a ten goal lead while our lasses were settling down again. Joan Thurgood capped a great fight back by our kids when she was declared best player on court.

In the second of the men's matches, our boys systematically took the rather lethargic South Australians apart to win very easily 34 to 15. It was a particularly good team effort, with our Graham Edwards this time winning the trophy for best on court.

The matches completed, the afternoon was free and at 5.30 p.m. we all assembled at the Railways Refreshment Rooms, Adelaide, where our hosts tendered us a magnificent buffet tea prior to leaving for home. At this function the trophies were presented to the winning South Australian teams by Mr. Fitch

(who is also President of the S.A.R. Institute), and I had the pleasure of presenting the individual trophies to the respective winners. And so ended a wonderful weekend.

The sincere thanks of all our party go to our hosts in South Australia, for the hospitality showered on us, and in particular to Messrs. B. L. McInness (General Secretary S.A.R. Institute), W. Dunbar (Asst. Gen. Secretary), I. McLeod (Sports Secretary), E. Stephens, F. Manning, G. Mensforth, B. Dineen, I. McLean (Councillors, S.A.R. Institute) and to Mesdames McInness, Dunbar, McLeod, Stephens, Manning, Mensforth, McLean. We were also very appreciative of the very friendly way in which the South Australian players of both teams mixed with our party.

Members of the Victorian party who made this trip were: Fay Bell, Robin Byrne, Carmel Hurdle, Christine Lalor, Helen Malsem, Louise Pefferini, Ann Phelan, Michalina Szujda, Joan Thurgood, Ursula Trueman, Graeme Bell, Graham Edwards, John Holness, Ernie Huber, Alan Jenkin, Dennis Kerby, Neil McCoy, Gary Payne, Ron Smith, and John Carey, with Mrs. Keating as chaperone and myself as manager.

Diary of coming events

RAILWAY sportsmen and sportswomen should put the following dates in their diary:

August 1

(Sunday)

V.R.I. Table Tennis Championships, at the Table Tennis Centre, Albert Park. Entries close Monday July 26. (Open to all members of the V.R.I.)

August 3

(Tuesday)

Football—preliminary final at Royal Park, commencing at 2.45 p.m.

August 15

(Sunday)

V.R.I. Country Carpet Bowls Championships at the V.R.I. Ballroom. Entries close Friday, July 16.

August 17

(Tuesday)

Football—Grand final on ground to be selected, commencing at 2.45 p.m.

September 3

(Friday)

V.R.I. Cricket Association annual meeting, Room 11, V.R. Institute, at 8 p.m. Teams for 1965-66 season to be nominated at this meeting.

September 9

(Thursday)

V.R.I. Tennis Association annual meeting, Room 7, V.R. Institute, at 8 p.m. Teams for 1965-66 season (A and B grades) to be nominated at this meeting.

VICTORIAN RAILWAYS

NEWS LETTER

AUGUST



1965



THE MONTH'S REVIEW

Record year

THE last financial year, ended June 30, was a record-breaking one for the Department. For the first time the gross revenue £50,163,000 topped the £50 million mark. The freight revenue of £31,684,000 was also a record.

The full financial results of the Department's operations will not, of course, be known until the annual report is tabled during the spring session of Parliament.

Wagon loads for the year reached the high figure of 1,052,418. To cope with the exceptional demand for wagons, steps were taken to ensure that the maximum use was made of every available wagon. Loading and unloading operations were speeded up and a quick turn-round of vehicles was achieved.

Contributing factors to the soaring revenue were :

- record wheat harvest—68,938,539 bushels of wheat were railed
- record superphosphate traffic—990,752 tons of fertilizer were carried—an increase of 92,875 tons above the previous year
- record motor car and body traffic by special wagons—motor cars railed totalled 53,351 and bodies 13,320

- best livestock traffic for four years—68,731 van loads of sheep and cattle were railed, bringing in £1,150,00 revenue
- increased consignments of general freight and steel on the Melbourne—Sydney standard gauge line
- record cement traffic
- a buoyant economy and greater industrial productivity.

Computer

THE Department will hire an electronic computer, the first of its type to be installed in Australia. It is expected to be delivered early in 1967.

The computer will be used primarily for the control of stores stocks, the calculation of payrolls and allied costing work, and the compilation of statistics.

To be supplied by the Australian General Electric Co. Pty. Ltd., the computer will have a minimum memory storage of 32,768 characters, will receive punched card information at the rate of 900 cards per minute, and produce results on a printed sheet at the rate of 1,200 lines a minute. It will have five magnetic tape units to read and transfer information from punched cards.

Main advantages of the computer will be :

- speedy computation and analysis of data
- printing of results in the manner and form required
- the undertaking of statistical work that would normally be uneconomical to produce by manpower
- administrators will receive earlier and more accurate information to handle daily railway operations, and plan for the future
- the scope of the computer could be increased by adding punch card and paper tape readers, and results printers.

The computer will be operated by Departmental staff and be installed at Head Office. It will comprise five separate units and require about 500 square feet of office area.

V.R. Tech. extensions

EXTENSIONS to the V.R. Technical College at Newport are expected to be completed by the end of this month. They comprise two new classrooms, each 35 ft. by 24 ft., an Instructors' room, and alterations to two of the offices. The extensions will enable more apprentices to attend the conveniently situated V.R. college instead of other technical colleges.

Longest motor car train

ON July 26, the longest train of motor cars to run in Victoria left the Ford Motor Company siding at Upfield. The train had 29 two-deck car-carrying wagons with a total of 226 cars consigned to destinations in New South Wales and Queensland. Car bodies and completed motor cars are, of course, normal daily consignments for the Department.

Bus for Mt. Buffalo



Photographers should appreciate this new Toyota passenger bus that has recently been added to Mt. Buffalo Chalet's fleet of vehicles. Wide, sliding windows enable photographs to be easily taken en route. The bus will be used for scenic tours from the Chalet as well as for conveying visitors between there and the rail head. The bus seats 13 passengers and its three heaters ensure comfort in the coldest weather.

FRONT COVER

VANISHING RACE : With dieselization of the Department's motive power planned for completion by 1972, the steam locomotive will become an increasingly rare sight on the system. Picture shows maintenance work on K 188 being done at Benalla by Boilermakers I. Dawkins (*left*) and L. Welsh. K 188 featured in railway history last January, when it was used to pull down the front wall of the North Melbourne Loco. Depot as a prelude to complete demolition.

Puffing Billy goes to Emerald

AFTER a lapse of 12 years Puffing Billy began regular week-end and school holiday trips to Emerald on Saturday, July 31.

The little train will make one return trip from Belgrave to Emerald each day of operation in winter and two such return trips in summer. There will also be trips to the present terminal at Menzies Creek.

The Governor, Sir Rohan Delacombe, declared open the line between Menzies Creek and Emerald at a ceremony held at Emerald at 2 p.m. on July 31 after the arrival of Puffing Billy. The train also carried members of the public. The official party travelled in a converted carriage from the now closed Mt. Lyell railway in Tasmania. It was the first time that a State Governor had travelled on a narrow gauge train.

The extension of the service was made possible only by the unselfish determination of Puffing Billy Preservation Society members. What they have done in recent years to first restore the line to Menzies Creek, and now to Emerald, will become history.

The train has carried over 350,000 passengers in the three years since it was restored, and, contrary to expectation, almost half of those have been adults.

Puffing Billy is undoubtedly one of the main tourist attractions of this State, and, with its closeness to Melbourne, is destined to appeal to even greater numbers in the years to come.

Superphosphate record

THE Department established a new record for the movement of superphosphate during the last financial year. It was the fourth successive year in which the previous record had been smashed. During the 12 months, the Department railed 990,752 tons—an increase of 92,875 tons above the previous year.

Over 55,000 wagon-loads were moved to achieve this record, which was established despite a record grain handling season that included, for the first time, the railing of bulk barley.

B.E. booms

A record number of freight wagons and vans—94—passed through the Bogie Exchange Centre at South Dynon during a 16-hour period on July 22. Two shifts of bogie exchange staff were required to handle the traffic.

The vehicles from Queensland and New South Wales carried consignments of steel, tinplate and cars, etc. Those from Victoria and South Australia carried fodder for starving stock, flour, paper, tractors, car bodies and complete cars, aluminium and potatoes.

The Wodonga Bogie Exchange Centre was also kept busy handling up to 17 rail vehicles a day. The consignments consisted of general freight and tinplate for Goulburn Valley fruit canneries, and milk products and canned fruit for N.S.W.

Here's Haulpower

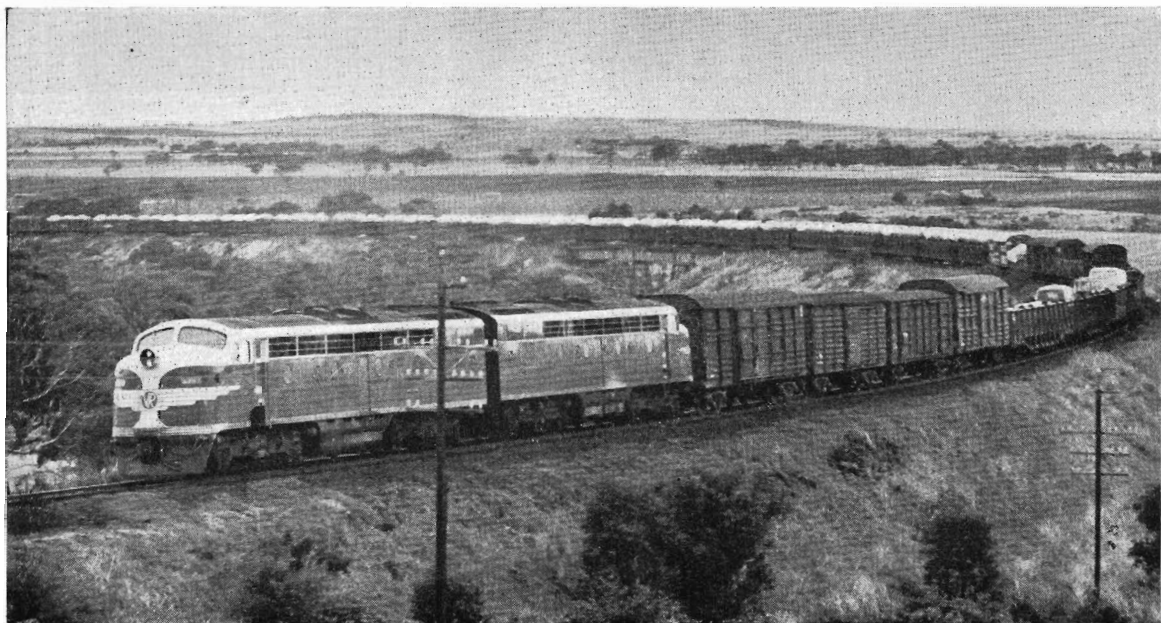
THE theme of the V.R. display at the forthcoming Royal Agricultural Show is "Here's Haulpower". It will feature the modern tractive power of the Department. There will be 1/12th scale models and illustrations of locomotives as well as miniature trains. A new attraction this year will be a T.T. scale working model of a bogie exchange. Its electrical system makes this model the most complex one in the Department's fleet of tiny models. To meet the increased demand for identity discs, 60,000 have been printed.

Same old story

"WHEN the goods train goes off, those living on this Warburton line will pay dearly for all deliveries . . . Now everything will have to be brought up here by road from Lilydale at extra cost".

—(from letter in Lilydale "Express". See page 101 July "News Letter")

OUR LONGEST TRAIN



The longest train ever to run in Victoria is shown near Bacchus Marsh. It was the 2 p.m. express freight to Adelaide on 28.7.65—The Jet—with a maximum speed of 60 m.p.h. Nearly half a mile long, the gross weight was approximately 1,400 tons and the loading consisted of motor cars and general freight consigned to destinations in South Australia and Western Australia. (The Age photograph).

TRAM CHIEF ON TRAINS

In the course of a talk given recently to the Constitutional Club Mr. R. J. H. Risson, Chairman of the Melbourne and Metropolitan Tramways Board, made some interesting comments on the place of railways in city transport. The relevant parts of Mr. Risson's address are published below.

“A few Sundays ago I listened on ABC radio programme “Science Insight” to a talk on a proposal to build a series of artificial islands strung across the Atlantic ocean between Britain and America. They would be about 400 feet deep, mostly underwater, and anchored by cables to the sea bed up to three miles below. They would move gently with the swell of the ocean and would be little disturbed even by high seas.

“The proposal is quite feasible and trials are at present under way at a cost of £60,000 stg. to determine the desirable details. Quite feasible but why build them? For this reason: the number of aircraft flying the Atlantic is increasing so rapidly that soon it will be no longer possible to provide them with the separate radio channels they require to ground control on each side of the ocean. With the artificial islands, however, it will be quite easy for each aircraft to have its own channel, both to the island next behind it, and within line of sight range, and to the one next in front of it. From the islands, communications can be continued to the shore by submarine cables with virtually unlimited numbers of channels.

“Simple and sensible, desirable and necessary.

“There is a very close analogy between this and city transport.

“The roads on which motor cars run between the start and end points of their journeys are the equivalent of the aircrafts' present individual radio channels to ground control at the start and end of their journeys.

“Public transport, particularly railways, are the cables capable of carrying thousands of channels—or people—each. Passenger pick-up points (railway stations and other forms of passenger stops) are the equivalent of the proposed artificial islands with this major difference, that they already exist on land whereas the artificial islands have still to be built in deep sea waters.

“As in air navigation, it is equally efficient, and it is going to be equally necessary if big cities are to survive, that people in increasing proportions make their individual ways to these pick-up points and from there be carried by mass transport, the equivalent of the multi-channel submarine cables.



Mr. R. J. H. Risson

“I emphasize railways first, because it is just plain sense, mathematical sense, that in any big city the mass transport skeleton must be a railway. The bigger the city, the greater the proportion who must travel by public transport, of sheer mathematical necessity apart from any question of choice—and Melbourne is a great and gracious city by world standards, rapidly becoming bigger still.

£450 million plan

“It is recognition of this fact that has induced San Francisco, the second most automobile-minded city in the world, to agree by referendum to build 75 miles of completely new rapid transit (electric railways to us) at a cost of £450 million Australian, to be paid for principally by a tax on property. Underground in the centre of the city, by tunnel under Oakland Bay and partly underground and partly elevated beyond, this is the biggest and most spectacular transport proposal anywhere yet. Work on it has already begun and the first section will be operating about three years hence.

“Hard-headed San Franciscans recognized that if they were to be able to go on using their motor cars (and there will still be large areas of the San Francisco Bay area where motor cars will remain the appropriate

means of travel) they must provide other means, mass transport, where it would soon be, or already was, impracticable, because of traffic saturation, for everyone who wished, to travel by motor car.

“This San Francisco decision is probably the best example I could ask for to illustrate my point, for in big cities the bulk of the people, especially those travelling to and from the city centre, must go by public transport. They already do in the biggest of them, of course.

“In London, for example, 90% of the people entering central London between 7 a.m. and 10 a.m. do so by public transport: the underground, British Railways and London's enormous fleet of buses. In New York the comparable figure is (or was two years ago, the latest figure I have) 89%; in Chicago 75%, Philadelphia 75%, Boston 70%, Brussels 70%.

“Here in Melbourne, even today, despite the apparent number of motor cars, it is about 75%, rather more than half of them by rail and somewhat less than half by tram and bus.

“San Francisco is not the only example, however: London is at present building a new 11½ mile underground railway from Victoria right across London through Oxford Circus, Euston, King's Cross to Walthamstow. Commercially it will not pay. But if London is to continue a viable metropolis, it is indispensable.

“Paris is also at the moment building a new underground line right across the City. Rome and Milan have begun underground construction. Hamburg, smaller than Melbourne, is spending £2½ million per year building underground railways—principally in replacement of surface trams where congestion has become too severe for them to continue on the surface. In Canada, Toronto is busily expanding an underground system begun in the 1950's, and Montreal has recently started.

“Let me hasten to add that railways are not the whole answer. They cannot do, and cannot be expected to do, the whole task in detail. By their very nature, their dependence on heavy loading and their need to restrict stops to fairly wide intervals in the interest of overall speed, they can only be what I have called

the main skeleton. There must, in addition, be a more detailed service provided by trams, buses, and, in some places, trolley buses. Where practicable, particularly in the outer areas as a city expands, these run as feeders to the railway stations. In addition, many of their routes, especially from inner suburbs, must always continue to run into the city itself. And they must always be counted on to provide the local services and cater for the shorter trips for which railways are not suitable. London provides an excellent indication of the composite transport picture Melbourne may expect to have in the future—though inevitably there will be very considerable differences stemming from local

circumstances, urban layout and historical development. It is noteworthy that, although I have said that the Underground carries 39% (and British Railways 36%) of the people coming into central London in the morning peak, yet overall last year, 1964, the London Transport Board's Central Buses carried 2,004 million passengers and its Underground 674 millions.

"You will notice I speak of buses. There are no longer any trams in London, or any trolley buses either.

"Contrary to common belief in Australia, however, there are still some thousands of trams in North America. Some cities there have more than Melbourne has. And

many that have given up trams have had occasion to regret so doing.

"On the continent of Europe trams remain overwhelmingly the principal means of street surface transport. Not only that, but many cities are now putting them underground instead of building underground railways.

"Whereas freeways carry a maximum of 2,000 people per lane per hour, railways carry up to 40,000 or 50,000 per line per hour (depending on the length of the trains and so the length of the platforms), trams on reserved rights of way, such as underground, up to 22,000 per hour, and trams on the surface with intersecting streets up to 13,000 per hour".

SPACE TO SELL

DESPITE the loss of sites through the rebuilding of Spencer Street and Princes Bridge rail terminals, the Department is still one of the biggest suppliers of space for outdoors advertising.

At 132 major metropolitan stations are large arrays of poster panels taking up to 24-sheeters.

Additionally, nearly 9,000 advertising spaces are available in railway carriages.

The Railways' own advertising division was set up 40 years ago to promote advertising on railway property. It was then that in-carriage advertising was introduced on Victorian trains.

Administered by the Refreshment Services Branch, the Advertising Division has a staff of 28, including three salesmen and 16 poster hangers.

With 148 million suburban passenger journeys per year, exposure of advertising on railway premises has such value that the Department itself reserves a series of 25" x 40" boards on all suburban (and many country) stations to promote its own services.

This it does with confidence following a number of reports of successful selling. One organization that arranged a special train with three sleeping carriages for a long week-end tour was unable to sell it through its normal channels. A letter-press 25" x 40" poster was produced but had to be taken down after a fortnight as the train was booked out even after doubling its capacity to a maximum load.



The Department has extended its continuing campaign for parcels traffic to large 24-sheet boards on certain suburban stations.

ORCHESTRA PLAYERS WANTED

THE State Service Orchestra would like to hear from instrumentalists who may wish to join the orchestra. The State Service Orchestra has been in existence for nearly 40 years and its members, who are drawn from Government Departments and instrumentalities, perform in an honorary capacity. It is under the baton of the well-known Melbourne conductor, Dr. H. Schildberger, who is also musical Director of the National Theatre Opera.

Between October and March each year, the orchestra gives a series of 12

concerts throughout country areas. Leading Melbourne singers are engaged for these tours. Travel is by special tourist coach from Melbourne. Meals and any other incidental out-of-pocket expenses are provided.

The orchestra's itinerary for the coming season will soon be arranged. Those who are interested in playing should get in touch with the secretary of the orchestra, Mr. Lew Fernando, Division of State Development, Premier's Department (telephone 63 0321, ext. 284).

TOP SERVICE FROM OUR HIGHEST STAFF



Chalet Manager, K. McIver, receives registered mail from the postmistress, Mrs. Wade. As official host to 187 guests, the manager continually organizes an ideal blend of Chalet hospitality and efficiency.

At the slightest mention of Mt. Buffalo Chalet the talk soon turns to alpine hospitality, exciting snow-sports, and the all-seasons delight of a natural wonderland. However, the fame of the Chalet is just as much due to the long tradition of service given by its staff to the many thousands of guests who have stayed there over the past half-century.

Over 4,000 ft. up in the Australian Alps, the Chalet staff are undoubtedly the highest in the Victorian Railways. And they probably have the most diverse set of occupations in the Department.

For example, the Manager himself, a senior railway officer with wide

experience in catering, controls the biggest single undertaking in the Refreshment Services Branch . . . yet there is not a railway line in sight.

In its luxurious remoteness, Mt. Buffalo Chalet has to rely on its own resources for essential services.

This means that the Chalet has to provide its own electrical power, reticulated water supply, transport vehicles, daily maintenance, and internal heating; and operate an office for postal and telephone communications.

So it must have the services of a house engineer, carpenter, gardener, painter, boiler attendants, vehicle drivers and mechanics, and a postmistress, before hospitality and entertainment can even begin.

Hospitality, however, is one of the main reasons for the Chalet's continued and successful existence.

This begins with the bus driver who meets guests off the train at Wangaratta, and at the Chalet front door where hall porters and reception office staff welcome the guests.

And behind the first impression of guests at the hospitable atmosphere of the Chalet's interior there are the unseen hands of the housekeeping staff. From them comes the homely touch; of guest rooms cared for and made ready for cosy sleep; of lounge and drawing rooms arranged for the luxury of relaxation; and of a spotless tidiness everywhere that challenges a speck of dust to settle within the Chalet walls.

Mt. Buffalo Chalet meals, rated high by world class standards, are the result of meticulous organization, and the skills of culinary experts. It is to these men that many guests owe a first experience of the meaning of the word "cuisine" in all its excellence. And from the personal service and deft hands of trained dining room staff there is the touch of the hostess to show the true meaning of the word "guest".

For the entertainment of guests, Mt. Buffalo Chalet has stables for mountain ponies, a ski-room for the hiring out of skis and ice skates, a fully equipped cinema to show both standard and cinemascope films, a sound amplifying unit for ballroom music, tennis courts, a swimming pool, an indoor sports room for billiards and table tennis, a croquet lawn and cafeteria. It also provides



Activity in the Chalet's modern kitchen reaches its peak at meal times. Here the guests' choice of menu is quickly satisfied by smooth teamwork between dining room and kitchen staff.



Chalet artisans confer on a maintenance project. (Left to right) Garage Foreman H. Willshire, Carpenter T. Hyland and House Engineer E. Clark.



Main service and information centre is the Chalet's front office where (left) Receptionist H. Henderson and Senior Clerk R. Stafford are seen checking bookings and making arrangements for guests' daily holiday plans.

escorts for walking and riding parties as well as instructors on the ski-runs. All these services are expertly handled by specialized members of the Chalet staff.

The very essence of the Chalet staff service is in team work.

And they act as a team both on and off duty. A most successful venture is the organization of their own social club.

A special building, provided by the Department, is the club headquarters and members have fitted it out tastefully to hold dances, parties and other functions. They also hold barbecues and hikes, and participate as much as possible in the seasonal delights of Mt. Buffalo National Park.

Readers may obtain an attractive full colour pamphlet, on holidaying at Mt. Buffalo Chalet, from the Public Relations and Betterment Board, Room 98, Head Office. (Also see *News Letter*, April 1960, for a comprehensive article on the history of the Chalet).



Two Chalet veterans, Senior Ski Instructor Bill Marriot (right) and Eric Higgins (in charge of ski hiring) prepare for the snow season. Bill is also hikers' escort and entertainments officer, and Eric is also riding instructor, escort, and trainer of the Chalet's stable of mountain ponies.



A typical happy scene in the staff clubroom when members relax for off-duty evening dancing.



A popular refreshment haven for guests and tourists, the Chalet cafeteria is also stocked with a wide range of goods and souvenirs. At the counter (left to right) are Attendants I. Knight, M. Sykes, M. Fairchild and Supervisor H. Olbrich.



A door step welcome is assured by the Chalet hall porters. Here Head Porter S. Haddad (left) and Porter J. Rubas attend to an arriving guest's luggage and skis.



UNUSUAL LOAD : Railways play a vital part in hauling large and massive equipment needed for power stations. A hot-air duct is being loaded at Melbourne Goods for the State Electricity Commission's huge new power station at Hazelwood.

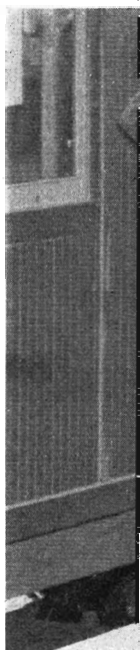


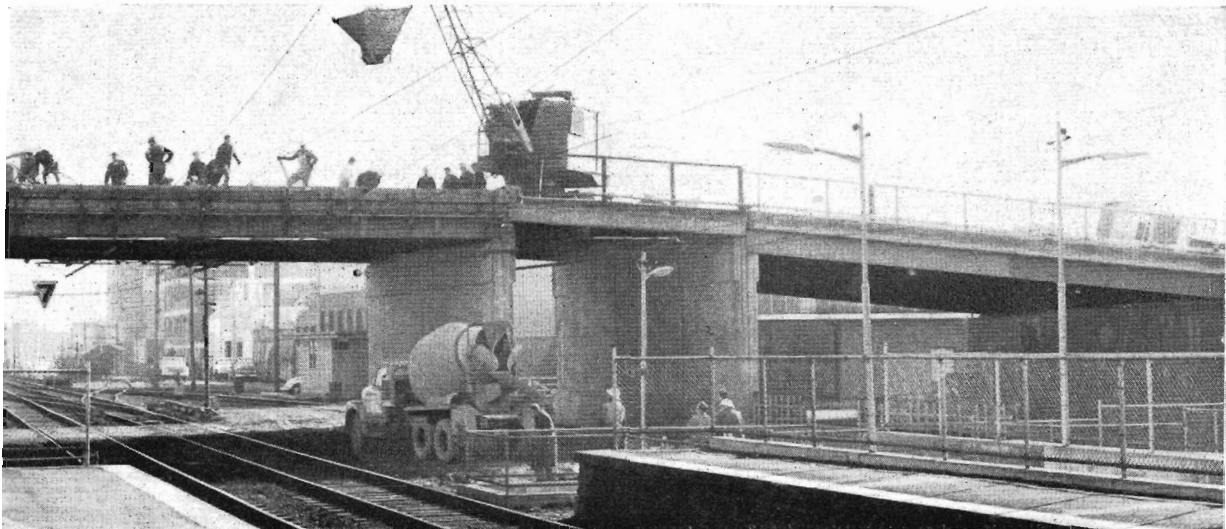
TRAIN OF KNOWLEDGE : These students at Spencer Street have arrived by train from Gippsland to make tours of industrial and commercial establishments. The tours give the students—they are of school-leaving age—valuable insights into careers that may interest them.



▲ OVERPA
the Burn
level cro

AR





Members of Special Works gang are concreting the road surface of overpass. When completed, this overpass will eliminate the busiest part of the metropolitan area. Workmen are erecting protective fencing.

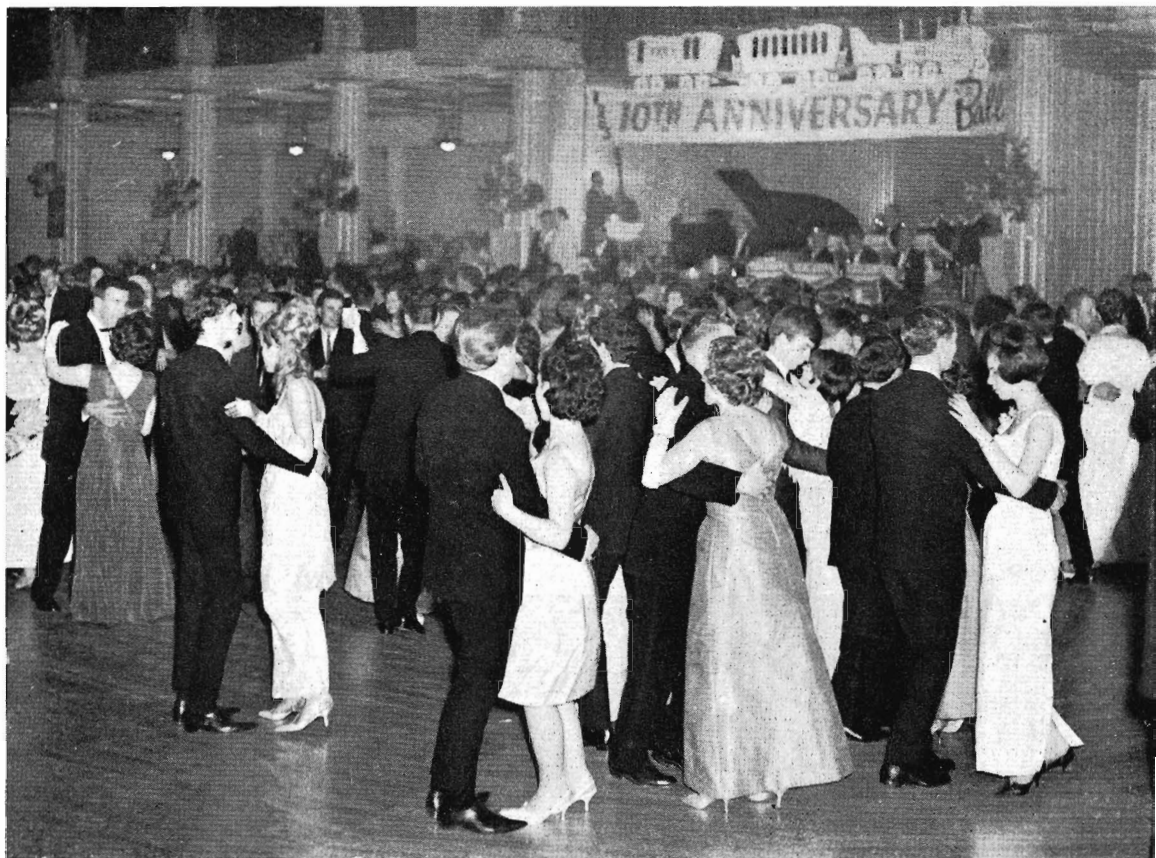
OUND THE SYSTEM



BOUND FOR BUFFALO: Mt. Buffalo Chalet was recently chosen by Beecham (Aust.) Pty. Ltd. for a convention of 40 of their sales executives from Australia and New Zealand. Queensland and New South Wales delegates arriving by *Spirit of Progress* at Wangaratta are being met by their colleagues from other states.



TENTH RAILWAY BALL



When, back in 1956, a V.R. ball was suggested, cynics said "A Railway Ball? It'll never take." Despite this, a small band of optimists went ahead and organized one. It was very successful; and, since then, it's been an annual affair with crowds filling the capacious Palais de Danse, St. Kilda.

On July 25, the tenth ball drew a record crowd of over 1,300. In the official party were Messrs. E. R. Meagher (Minster of Transport), G. F. Brown (Deputy Chairman of Commissioners), E. P. Rogan (Commissioner), and branch heads Messrs. J. R. Rewell (Chief Traffic Manager), H. C. Foulkes (Chief Electrical Engineer), A. W. Weeks (Chief Commercial Manager), and their wives; Mr. R. S. Miller (Chief Engineer, Railway Construction Board) with his daughter Mrs. Driscoll, and retired Chief Commercial Manager Mr. M. McLachlan and Mrs. McLachlan.

The floral decorations (the work of the Head Gardener Mr. G. Dunn, and staff) included a waterfall and blue "lake" which by the judicious use of washing blue almost rivalled Mt. Gambier's famous lake.

One of the highlights of the evening



Some of the competitors in the Inter-Branch Fishing Competition.

was the Inter-Branch Fishing Competition in which the ladies competed by hauling in their "catches" mounted on roller skates. The winner - Mr. J. Kirwan of the Claims Section, Commercial Branch - was hauled in

by Mrs. Kirwan.

Musical items rendered by TV stars Merv Benton, *The Tamblars* and the guitar band, *The Strangers*, were especially appreciated by the younger section of the crowd.

WHAT GOOD ARE WARNINGS?

LAST month, *News Letter* gave an alarming report (p. 101) about the disregard by motorists of costly protective equipment at level crossings. To show that the month's newspaper clippings quoted did not overstate the position, here's the July batch.

* * * *

Motorists who drove over the railway crossing on the Geelong line in Millers Road, while the red lights were flashing and the bells sounding, were taught a sharp lesson in the second division of the Williamtown court.

Honorary justices Messrs. F. Dann, F. Lovegrove and M. Robertson decided in each of four cases that the fine be £10 and the driving licence be suspended for three months.

One of the motorists told the court that he did not stop at the flashing red lights as he thought if he braked, somebody might run into him and it would be better to go across. He said this was the safer thing to do, and he would do it again.

Chairman of the Bench Mr. Dann replied, "We will take steps to ensure your safety", and announced the suspension of the licence.

The motorist, who is a driver by occupation, told the court of his intention to appeal. (Williamstown "*Chronicle*", July 8, 1965).

A man was fined £15 in Chelsea Court for driving over a railway level crossing at Lochiel Avenue, Edithvale, while the warning bells

and flashing lights were in operation, on March 15.

When asked by First Constable R. E. Burnell to produce his licence, the man replied that he was a learner and didn't hear the bells, or see the red lights.

Constable Burnell told the court that at 11 p.m. he saw the man drive west across the Lochiel Avenue railway crossing after the warning apparatus had been operating for about 10 seconds. He followed him along Lochiel Avenue and "clocked" him at 45 to 47 m.p.h., he said.

After questioning, the man admitted that he had no driver's licence.

He was fined £4 by the court for exceeding the 35 m.p.h. speed limit, and was fined £15 and prevented from obtaining a licence for three months, for driving without a licence.

(Chelsea "*News*", July 15, 1965)

Funeral procession arrives at the Corrigan Road level crossing, Noble Park. About a dozen cars in the procession. Hearse and first two cars cross the railway line, then the wig-wag signal starts flashing and ringing, warning of the approaching train.

And the rest of the funeral cars barge straight across behind the others . . . ("The Herald", July 22, 1965)

A train flashed across the Mont Albert Rd. level crossing 10 seconds after a motorist—who ignored closed

boom gates, warning bells and lights—had driven across. A Kew policeman, Constable Kevin Charles O'Neill, told this to Box Hill Court.

Constable O'Neill stated that the motorist said his reason for going through the crossing was: "I had a chap waiting at work for a contract worth £200".

Constable O'Neill said he had stopped at the crossing in a line of cars. The boom barrier was down, bells were ringing, and red warning lights were flashing. The motorist drove over the crossing and, ten seconds later, a train flashed through.

The motorist was fined £10 . . . (Box Hill "*Gazette*", July 21, 1965)

APPRECIATION

WHILE travelling from W.A. to N.S.W. through Victoria on 23.6.65 my wife and I met a Greek girl on the train who spoke practically no English (her people evidently thought that the train was non-stop from W.A. to N.S.W.) so imagine her confusion on arriving in Melbourne, knowing no one and not able to understand where and when her next train connexion was to be made.

I approached the *Man in Grey* who referred me to a Greek porter who explained the situation. However, a problem still remained, as we were booked on *Spirit of Progress* whereas the girl was booked on *Southern Aurora* and, frankly, was terrified at being left on the station to try and find her correct accommodation.

An approach was made to my car conductor (car 14) who contacted his opposite number on *Southern Aurora* who, in turn, put the girl on charge of another employee until her train arrived. He then settled the girl in her appropriate cabin.

All the staff contacted were most helpful and did everything possible to solve a difficult situation, much of which was beyond the ordinary call of duty.

I would like to convey my thanks and appreciation of their good work and their most courteous behaviour.

—G. Galvin, 36 Esther Street, Eden Hill, W. A., writing to the Secretary.

READY FOR C DAY

VICTORIAN RAILWAYS

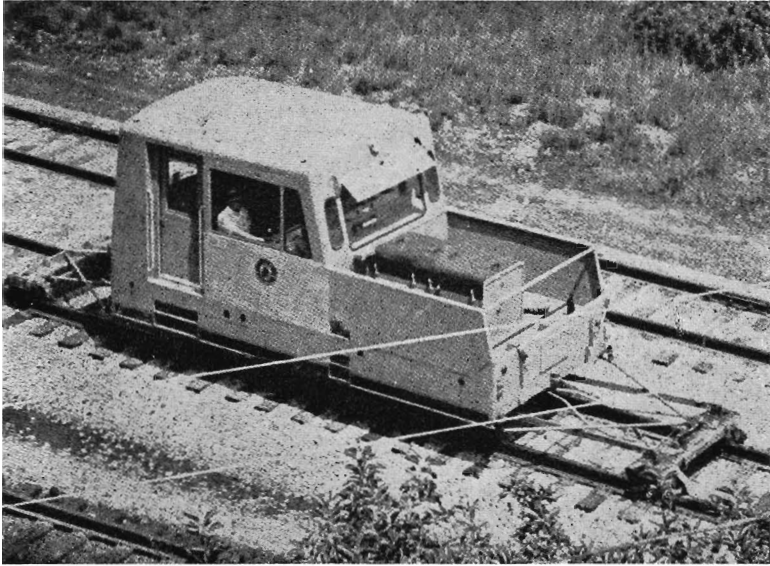
DECIMAL BOOKING AID

Amount to be collected	Minimum amount to be tendered	Change to be given	Amount to be collected	Minimum amount to be tendered	Change to be given	Amount to be collected	Minimum amount to be tendered	Change to be given
cents	s. d.	cents	cents	s. d.	cents	cents	s. d.	cents
1	6	4	36	4 0	4	71	7 6	4
2	6	3	37	4 0	3	72	7 6	3
3	6	2	38	4 0	2	73	7 6	2
4	6	1	39	4 0	1	74	7 6	1
5	6	—	40	4 0	—	75	7 6	—
6	1 0	4	41	4 6	4	76	8 0	4
7	1 0	3	42	4 6	3	77	8 0	3
8	1 0	2	43	4 6	2	78	8 0	2

A decimal guide, part of which is reproduced above, has been issued to stations and booking offices. And, next month, posters—"Making Sense of Cents"—will go up on suburban and country stations.

LINES FROM OTHER LINES

Computer used with track recorder



A computer is used in conjunction with this Matisa track recorder car by the Baltimore and Ohio railroad in U.S.A. Information on track conditions that is obtained by the car is compiled and fed into a computer which then assigns a priority to track maintenance projects. It is not expected to reduce the cost of maintenance, but will help to make the most effective use of the money available. (A Matisa track recorder has been ordered for use by the Department, see last month's *News Letter*, p. 100.)

The 400 m.p.h. passenger train

IT is estimated that by 1980 the American population will have grown big enough in certain areas of the country, to immobilize the highways. Preliminary studies strongly indicate that no amount of concrete will be able to carry the volume of traffic required in key areas.

Something drastic is called for, and recently the Massachusetts Institute of Technology issued a survey of technical possibilities that could touch off a revolution in ground transportation.

To avoid the old ruts of tradition, the M.I.T. planners have even used a new vocabulary—"guideways" instead of "rails," "vehicles" instead of "trains" and they borrow freely from aerospace technology.

Among the far-out solutions they proposed are :

- An auto-ferry vehicle electrically propelled at perhaps 200 m.p.h. on an 18-foot-wide guideway. Passengers would drive their cars aboard and

drive them off at their destinations.

- The Levacar, a vehicle that rides on a thin film of air at speeds up to 350 m.p.h. (See *News Letter*, April 1960).
- An air-cushion capsule travelling by jet power through a huge tube 500 ft. underground. Speeds initially might be 250 to 400 m.p.h., but one inventor believes that 2,000 m.p.h. is not impossible for transcontinental travel.

The financing, management and operation of any of these systems would present major problems, but landing a man on the moon by 1970 presents bigger problems. Today, when a man in space can walk across America in less than 20 minutes—anything seems possible.

New "Dead-man" control

THE most recent innovation in "dead-man" control for locomotives is the Alerator, an electronic alertness control feature developed and sold by the Vapor Corp-

oration of Chicago. According to the developers, the all-electronic device assures that the driver is active and alert at all times.

On locomotives equipped with the Alerator, no unusual requirement or restriction is placed upon the driver to ensure its operation. It is a simple device that works on the principle that the driver ordinarily makes some bodily movement every twenty seconds. The Alerator reads these movements and registers them, maintaining the safety mechanism in readiness.

When the Alerator does not detect a normal movement by the driver within 20 seconds elapsed time from the preceding movement, it gives an audible warning signal. This signal must be acknowledged within ten seconds by some body movement—a light touch on the throttle or brake valve would do. If the signal is not acknowledged within the specified time, an automatic service application of the brakes will ensue.

Vapor engineers assert that the Alerator cannot be circumvented and that there is nothing that a driver or anyone can do to prevent it from operating when needed.

At least two railroads have equipped some of their locomotives with the Alerator. Reports on the performance of the device have been "quite satisfactory" according to the Vapor Corporation.

In recent tests on an Illinois Central yard engine, it was discovered that the control automatically reset itself every 15 seconds because the driver was constantly making movements during the switching of cars. The only time a warning signal was sounded, occurred when the driver was shutting a long string of cars with his hand on the brake valve in constant readiness for a slow-down or stop. Because he remained immovable for 20 seconds, the signal occurred, but by simply removing his hand from the brake valve handle momentarily, the control was reset.

The Alerator acts through an antenna located in the driver's seat. The antenna detects the driver's movements and transmits corresponding signals to the Alerator, maintaining a continuous circuit of movement signal transmission and reset of the safeguard. The entire cycle is under full control of the driver at all times. His normal actions alone are all that are necessary to reassure the Alerator. (*Enginemen's Press*)

Changes at the top

THE recent retirement of two assistant heads of branches caused changes among Rolling Stock and Electrical Engineering executives.



Mr. MacDonald

Mr. D. L. MacDonald, who retired as Assistant Chief Electrical Engineer, won his way by scholarships through Wesley College to the Melbourne University where he took a degree of Bachelor of Electrical Engineering. After joining the Department in 1921, he was lent to Merz and McLellan, consulting engineers for the Melbourne suburban electrification scheme that had been under way since 1917. Four years after, Mr. MacDonald was granted leave to visit America where he gained experience with two of the larger railroads. On returning to the Department he worked on many important projects—such as the modernization of Newport A Power station—before becoming assistant head of the branch in 1954.

The new Assistant Chief Electrical Engineer, Mr. I. G. Hodges, began his Departmental career as an apprentice electrical fitter in 1939. Two years after, he was awarded a scholarship to Melbourne University, and, after graduating as a Bachelor of Engineering Science in 1945, was appointed to the engineering staff. Until 1954, Mr. Hodges was engaged on electric traction and substation design. This work included the design of substation supervising equipment for the Gippsland line electrification.

In 1954, Mr. Hodges was appointed Assistant—and later—Engineer of Tests (Electrical). In this position he was responsible for the testing of

most electrical equipment bought by the Department. One of the most interesting jobs done was the provision of radio-telephone equipment on many of the Department's road motor vehicles.



Mr. Hodges

Asst. C.M.E. retires

RETIRING last month as Assistant Chief Mechanical Engineer, Mr. W. Featonby was an expert in welding practice. For five



Mr. Featonby

years from 1941, he was Consultant Welding Engineer to the Department of Aircraft Production and is a former president of the Australian Welding Institute. Most of his career was at Newport Workshops; he began there in 1914 and shortly afterwards became an apprentice blacksmith. Later he was appointed an assistant engineer and was in the Head Office for six years. Returning to Newport in 1926, Mr. Featonby became Workshops Foreman in 1933 and, four years after, Superintendent of Steel Car and Wagon Construction. During his term at the Workshops, the first entirely arc-welded railway wagon in the world was built there, in 1931. As Workshops Foreman, he was closely associated with the building of *Spirit of Progress*.

New Assistant Chief Mechanical Engineer

MR. S. F. KEANE, formerly Superintendent of Locomotive Maintenance, who has been appointed Assistant Chief Mech-

anical Engineer, started with the Department in 1934 and began an apprenticeship as fitter and turner the following year. After completing his apprenticeship, Mr. Keane was employed in the Plant Engineer's Division at Newport and then transferred to North Melbourne Locomotive Depot where he obtained experience that enabled him to qualify for the 'A' Class Foreman's Certificate. After obtaining this certificate and the necessary qualifications, he was transferred to the Rolling Stock Design Office as an assistant engineer and later to the office of the Superintendent of Locomotive Maintenance.



Mr. Keane

In 1948, he visited England and America to investigate the economics associated with the replacement of steam locomotives by diesel-electric traction. Nine years later, he returned to America for a special study of diesel-electric and electric locomotive traction and maintenance. The results of Mr. Keane's investigations were embodied in the design of the locomotive depot and workshops at South Dynon. He has been actively associated with the maintenance and operation of the Department's fleet of diesel-electric locomotives from their introduction in 1951, and since 1958 has been responsible for the maintenance of all forms of motive power including the rail motor fleet.

Towards the end of last year, Mr. Keane, together with Mr. N. Vogan (Chief Civil Engineer of the New South Wales Railways) represented Australia and presented papers at the Eighth Session of the Economic Commission for Asia and the Far East, held in Bangkok.

In his younger days, Mr. Keane played cricket with South Melbourne Cricket Club with such players as Lindsay Hassett, Ian Johnson and Keith Miller. He is now on the committee of the club, and late last year was appointed to the committee of the South Melbourne Football Club. He also played with the South Melbourne Baseball Club, and since ceasing playing, has been on the committee and president for the past 10 years.

Apprentice success

LAST month, Apprentice Bricklayer Robert Bennett was presented with first prize for apprentice bricklayers attending Collingwood Technical School. He is the first apprentice in his trade, while in the employ of the Department, to achieve such a distinction.

Prize winning, however, is nothing new for Robert. In 1961, when he began his apprenticeship, he was awarded a Commissioners' prize for obtaining top results among apprentices, of any year, in his trade. He was also awarded the Beazley prize for top results among first-year apprentices attending Collingwood Technical School. In 1962 and 1963, he also gained Commissioners' prizes and, last year, shared one—an equal first—and was also the year's outstanding apprentice in his trade. Robert is in the Special Works division of the Way and Works Branch.



Mr. Bennett

which he worked during the latter part of his career included the design of *S.O.P.* carriages, steel buffet cars and No. 5 State Car. Mr. Malt-house retired last month.

Duke's award

APPRENTICE Boilermaker Ray Matthews, who joined the Department this year, last month returned to his old school—Altona North Technical School—to receive a Duke of Edinburgh Award. Consisting of a medal and a certificate, the award is presented for excellence in academic work, athletics and hobbies. In Ray's case, it was, of course, presented for his achievements last year at the school. Candidates for the award must go for a 20-mile hike with pack; run a set distance to time; and qualify in discus throwing, shot putting or similar athletics. Ray, incidentally, is a member of St. Stephen's Harriers.



Apprentice Ray Matthews

Benalla retirement

THERE was a large gathering of railway men in the Benalla Institute last month to farewell Mr. A. Armstrong who retired as a driver after 38 years service. They came from Seymour, Euroa, Benalla, Goorambat, Glenrowan, Wangaratta and Wodonga to wish their popular colleague health and happiness in his retirement.

Mr. F. Carey (Divisional Manager, Victorian Branch, A.F.U.L.E.) said that, as far as he could ascertain, Alf. Armstrong was the last of the World War 1 diggers to retire as an engine driver.

Mr. Armstrong joined the Department in 1927 and worked at North Melbourne, Maryborough, Balmoral and Kerang before coming to Benalla where, except for a period at Yarrawonga, he had been stationed since 1943.

43 years at Sale

A well-known personality will be missed at Sale, when Mr. J. W. Higgins retires next month. He has been on the Works staff at Sale for 43 years and, on retirement, will have had nearly 50 years service in the Department.

Recruiting loco.

WHEN he was 17 years old, Apprentice Car and Wagon Builder George Malthouse had his first experience with a model locomotive. It was the model of the C class and was used as a recruiting medium during the first world war. Drawn by a horse, it carried a sign asking "Why not let it draw you to the front?". Apprentice Malthouse was deputed by his foreman to travel with the model. It wasn't his last job with a model, by any means. Later on in his career—when he had become an engineer—it fell to Mr. Malthouse to plan and supervise the movements of the B class diesel-electric model (now on display at Spencer Street station).



Mr. Malthouse

Footballer

THE Department lost another of its famous old-time footballers with the retirement last month of Mr. J. (Jack) Millen. He played with Fitzroy from 1925-34 and as a rover won quite a few interstate guernseys. Among the many champions he played with, and against, were Roy Cazaly, Sid Coventry, Cliff Rankin, Tom Fitzmaurice and Horrie Clover. Old timers who remember Jack's style of play reckon that players like Ron Richards and Jack Dyer were mild compared with Jack

when his blood was up. Incidentally, he considers Ern Wilson of Collingwood, was probably the toughest footballer he ever came up against. For all-round ability, Ivor Warner-Smith of Melbourne gets his vote.

Jack also played in V.R.I. cricket for about 20 years and was president of the Loco. cricket team for the last six years. He started in the Department at Newport Workshops in 1916, later became a fitter and turner, and was at North Melbourne Workshops for the past 42 years.



At a farewell presentation, colleagues crowd around to say good-bye to Mr. Millen (right).

RECENT RETIREMENTS...

TRAFFIC BRANCH

Watts, R. A., Melbourne Goods
Harley, R. L., Ashburton
Dalton, W., Wangaratta
Malo, R. H. G., Melbourne Yards
Cummins, J. W., Melbourne Goods
Bretherton, Mrs. L. T., Flinders Street
McDiarmid, A. D., Flinders Street
Davis, W., North Melbourne
Hodges, E. W., Flinders Street
Carlin, B., Geelong
Horman, E. J., Spencer Street
Cumming, R. T., Melbourne Goods

ROLLING STOCK BRANCH

Rogers, C. B., E. R. Depot
Armstrong, A., Benalla
Addison, D. M., Jolimont
Collings, H. V., E. R. Depot
Nolan, D., Ballarat North
Featonby, W., Head Office
Jones, W. C., Bendigo North
Malthouse, G. R., Head Office
Paterson, C. A. H., South Dynon
Wood, B. F., Jolimont
Christie, A. G., Bendigo North
Leslie, Mrs. D., Newport
Dow, R. McD., South Dynon
Simpson, G., Newport
Webb, A. A. E., North Melbourne
Bowen, J. A., Ararat

WAY AND WORKS BRANCH

Magree, C. P., North Melbourne
Harris, A. C., Special Works
Webb, A. J., Korong Vale
Duckett, W. J., Colac
Piotrowski, J., Caulfield
Willoughby, J. T., Kyabram
Goggin, W. G., c/o Foreman Painter
Dyer, G. F., Spencer Street
Maher, W., Kilmore
May, W. A., Shepparton

STORES BRANCH

Graves, R. J., Spotswood Workshops
Storehouse

ACCOUNTANCY BRANCH

Webb, J. J. G., Head Office
Lehane, C. J. L., Head Office

COMMERCIAL BRANCH

Huggins, H. D., Melbourne Goods

...AND DEATHS

TRAFFIC BRANCH

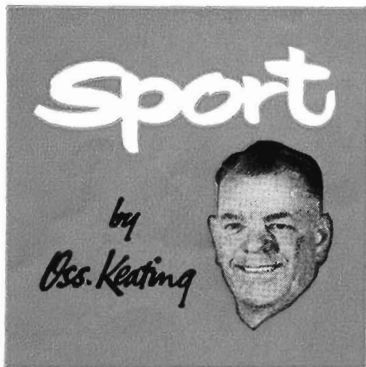
Broadbent, C. A. H., Melbourne Goods
Axford, N. S., Melbourne Goods

WAY AND WORKS BRANCH

Tognolini, J. A., Newstead
Pell, L. L., Tongala
Harrington, A. M., Sale
Broughton, A., Metropolitan District
Deacon, T. H., Murtoa

REFRESHMENT SERVICES BRANCH

Roberts, Miss D., Flinders Street
Dziubek, Miss J., Flinders Street



Basketball

AS a direct result of the recent trip to Adelaide, the Women's and Men's Basketball Clubs have decided to amalgamate and in future will be known as the V.R.I. Basketball Club (Men and Women). Popular Ernie Huber was elected President, Joan Thurgood treasurer, and Christine Lalor and Graeme Bell assistant secretaries. Denis Kerby is the club's honorary secretary. It was also decided to charge a metropolitan membership fee of 10/- a year and a country membership fee of 5/- a year.

One of the aims of the new club is to restore the game in country centres and it will be the policy of the club to include as many country members as possible in future representative teams. It is also the club's desire to play week-end matches in the country. Would country members of the V.R.I. who feel that a game could be arranged in their towns, please contact Dennis Kerby (auto. 1403) or

myself (auto. 1109) so that details can be worked out.

Social Bowls

AS the start of the bowling season is only a few short weeks away, railway bowlers from all over the State—and particularly in the metropolitan area—who are not members of the V.R.I. Social Bowling Club, should join immediately. The cost is small, the membership fees being £1 a year for metropolitan members and 10/- a year for country members. An excellent syllabus is arranged during the currency of the season, matches being played against many Melbourne and suburban clubs and numerous week-end visits made to country areas.

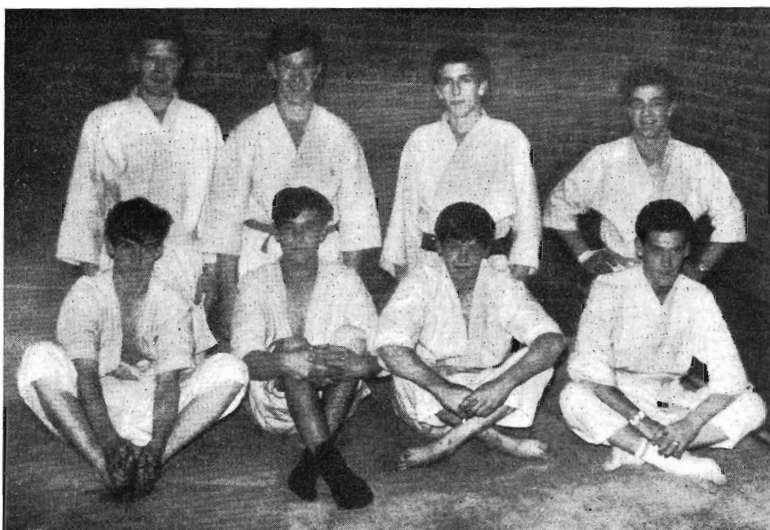
Members and prospective members should keep in mind that the next carnival will be held in Brisbane in February of next year (applications for selection in the team close on August 30) when, it is hoped, a strong side will be available to defend the Commissioners' Shield and other carnival trophies which we hold at present.

So, bowlers, if you would like a pleasant season of social bowling in convivial company with a chance of being selected to represent Victoria in the next intersystem carnival—then contact me at the Institute for further particulars.

Golf

Another V.R.I. club looking to increase its membership is our golf club. The membership fees are 15/- for metropolitan players and 10/- for country members. Games are arranged at the Albert Park course

Ballarat Judo



The Ballarat V.R.I. Judo Club recently went to the Judo Gradings and eight new members gained their yellow belts. Another, Gordon Wilkie, was awarded a brown belt. Pictured above are the eight who gained their yellow belts. (Back row, from left) Peter Latin, Dave Blake, Dave Wilkie, and Robert Mayles. (Front row) Trevor Anderson, Gill Billman, Dick Tubbs and Peter Teranter.



Members of the V.R.I. team who played the Australian Postal Institute team :— (Left to right) Back row : E. Tomlinson (trainer); B. Pearce; B. Gooding; M. Foster; J. Morton; L. DeLuca; J. Allard; J. Bruce; J. Branch; S. Majerczak; J. Moore; A. Ballingall (trainer). Centre row : J. Viney (boundary umpire); A. Mumford; B. Linklater; J. McGrath (coach); B. Smith (capt.); S. K. Pearn (president V.R.I.F.L.); J. Merriman (vice-capt.); T. Allsop; J. Campbell; J. Mansell (goal umpire). Front row : G. Grose; R. Campbell; M. Castleman; T. McGrotty.

each Friday, beginning at 8.45 a.m. and 1.15 p.m., thus catering for shift workers. Sunday trips to country courses are arranged regularly. In the last 12 months visits were paid to Geelong, Kyneton, Ballarat, Daylesford and other centres. Highlights of the season are the annual match against the A.P.I., participation in Country Week and, of course, the possibility of being selected in the carnival team.

Football

THE South Melbourne Cricket Ground was again the venue of the annual match between the Australian Postal Institute and the V.R.I. on Wednesday, June 30, and the weather, although cool and overcast, was fine. We had selected a fairly strong side in the hope of regaining Council's trophy which A.P.I. had won so well last year, and had included country players from Dimboola, Maryborough, Seymour, Korumburra and Broadford.

The first quarter saw both teams mishandling the ball, missing easy marks and generally playing scrumbly football, but after the change-over (and after a roasting from coach Joe McGrath) the V.R.I. lads took complete control of the game to slam on 6-3 to 1-0 and at half-time held a handy lead, 6-11-47 to 1-3-15. Although A.P.I. fought back strongly in the third quarter, they could not bridge the gap and at the lemon break still trailed 5-7-37 to the V.R.I.'s 11-14-80. The last quarter of the game was all V.R.I. who added 7-4 to Postal's 2 points and so ran out easy winners, 18-18-126 to 5-9-39.

After the game, the Assistant Director of Posts and Telegraph, Mr. A. Stephens, handed the trophy

over to the V.R.I. President, Mr. L. A. Reynolds, and it is now back in the Institute's trophy case. The Chairman of Commissioners, Mr. E. H. Brownbill, again showed his interest in railway sport by attending this match; and with senior officials and Councillors of both Institutes, and a few retired and off-duty railwaymen, enjoyed an excellent exhibition of Australian Rules.

Best players : V.R.I.—J. Morton, R. Campbell, T. McGrotty (and the other seventeen players); Postal—G. Gammon, K. James, G. Heyme and R. Cazaly. Goal kickers : V.R.I. S. Majerczak 5, T. McGrotty 3, R. Campbell and J. Branch, 2 each; T. Allsop, B. Linklater, B. Gooding, J. Merriman, J. Morton and T. McGrotty 1 each. A.P.I.—G. Herrick and K. James, 2 each; A. Trezise 1.

At the completion of the home and home games in the V.R.I. Football League, the position of the teams was as follows : Newport, Suburban Lines, Loco. and Codon in that order. The preliminary final will be between Suburban Lines and Loco. and the winner of this match will then play Newport for the premiership. At the time of writing Newport must go into the finals odds-on favourite to take out another flag.

You know, while we have been rightfully praising some of the other clubs in this competition, we are apt to take this Newport side for granted. I feel they have every reason to be mighty proud of their club down at the 'shops. Their enthusiastic officials—such as Tom O'Neill (president), George Peters, coach Joe McGrath and other members of their committee—are doing a great job for the young footballers at the

Workshops and the neat and business-like manner in which the team is turned out week after week speaks volumes for their keenness and loyalty a feeling which is obviously shared by the players because it is quite a while since they have been beaten.

Annual Meetings

CRICKET and tennis players are reminded again that the annual meetings of the V.R.I. Cricket Association and Tennis Association will be held in the V.R. Institute on Friday, September 3, and Thursday, September 9, in rooms 11 and 7 respectively. New teams are required in both competitions and those interested will be most welcome at these meetings. Cricket is played on turf wickets at Royal Park on Tuesday and Thursday afternoons and tennis is played on our own V.R.I. courts, also at Royal Park, on days to be decided at the annual meeting.

Some Coming Events

- | | |
|-----------------------|---|
| August 30
(Monday) | Applications for selection in V.R.I. bowls carnival team (Brisbane, February 1966) close. |
| September 13
to 16 | V.R.I. Country Golf Week at Rosedale golf course. Entries close Monday, August 16 (open to all members of the V.R.I.) |
| October 11
to 15 | V. R. I. Country Tennis Week at the V. R. I. courts at Royal Park. Entries close on Monday, September 13 (open to all members of the V.R.I.). |

VICTORIAN RAILWAYS

NEWS LETTER

SEPTEMBER



1965



THE MONTH'S REVIEW

Reflector strips for level crossings

OVER the years, the Department has received many suggestions for safety improvements at level crossings. A popular suggestion has been to fit reflectorized material to the sides of goods wagons. This material would be illuminated by headlights of cars approaching a level crossing.

However, this idea has not the merit it would seem, at first glance, to have. Safe railway operations are involved, as the reflectorized material could cause conflict with signal lights. Also, it is not possible to place the material on all types of wagons where it would always be visible. It could, for instance, be covered by tarpaulins.

The Department has had to look for other possible means of making goods wagons more readily distinguishable when passing over country level crossings at night.

A novel way of doing this, by using white reflectorized strips at crossings, is to be tested. The strips will be erected in suitable positions in the country and will be so placed—on the opposite sides to the approaching cars—that they will serve as an illuminated background. This background “glow” will be interrupted by the wagon wheels of the train.

It is proposed to make the initial experiment at several crossings on the Gheringhap-Maroon line. This line is regarded as most suitable for the experiment, as only goods trains operated on it and then only during the hours of darkness.

Story that was not printed

FOLLOWING the tragic death of a schoolboy, struck by *Southern Aurora* at Broadmeadows crib crossing last month, the Department, in a press statement, expressed concern that many people risked their lives daily by crossing tracks at unauthorized places. The statement added that “the problem existed at many locations where there were subways or bridges. At Jacana, for instance, pedestrians had torn down the railway fencing to cross the tracks rather than use the footbridge”. This part of the statement, however, did not appear in the press, although it would have surprised those advocating the building of subways or pedestrian bridges.

Worth Quoting

“ . . . I feel, though, that I must comment on the editorial regarding level crossings and the accident rate figures.

“ Firstly, there is no such thing as a dangerous level crossing. All level crossings are clearly marked with a reflecting paint on a standard size warning sign. Also there is generally a sign painted on the roadway before the crossing.

“ Secondly, the law quite clearly puts the onus on the car driver. It is his responsibility to slow down, open his window and listen as well as look to be sure it is safe to cross before doing so.

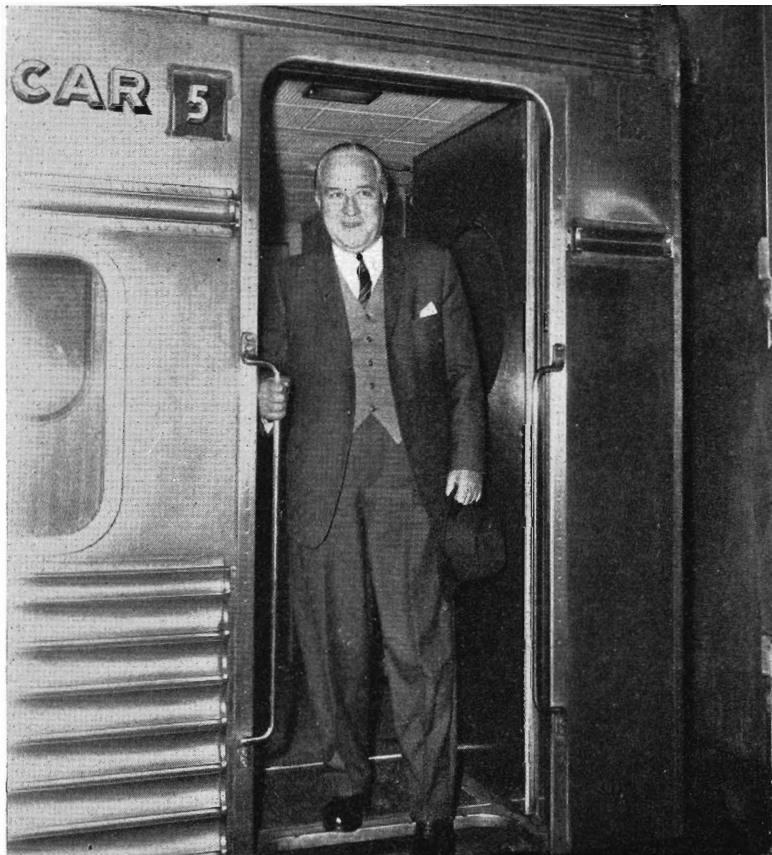
“ Many drivers never even think to slow down. In fact, quite recently two cars overtook me, crossing double lines to do so, right on a level crossing.

“ I have no sympathy for anybody involved in a level crossing accident except the train driver. A thing like

that must affect his nerves to some degree or other—a state of affairs hard to tolerate when you consider that he is blameless”. (Extracts from letter in *Geelong Advertiser* 13.8.65 from R. Timms, Belmont.)

* * * *

IF you're thinking of going by train, here's another thing to consider. Your time is better utilized. Awake or asleep, you're speeding toward your destination, and the clean, comfortable accommodations of modern coaches and pullman cars make sleeping aboard an excellent way to save on hotel bills. (Pan American World Airways' *Planning Guide to Travel in the U.S.A.*.)



Mr. R. W. Askin, Premier of New South Wales, arrives by *Southern Aurora* at Spencer Street. Interviewed by pressmen as he stepped off the train on his visit to Melbourne, last month, Mr. Askin was asked why he had not flown to Melbourne. He replied, “I like train travel because it's so comfortable and in this particular case I wanted a good night's sleep”. The importance that Mr. Askin attached to comfort and a good night's sleep could be readily understood as he disclosed that he had to cram a lot of work into a few hours stay in Melbourne. “I have three pages of people to see before I return to Sydney tonight”, he said.

Freight

NOTEWORTHY among freight movements during the month was the unusually long intra-state haul of a valuable consignment of livestock. From Lindenow, in Gippsland, 25 wagon loads of valuable cattle and calves were railed to Sandford, near the South Australian border—a distance of 431½ miles.

On the standard gauge line, a record 83,334 gross tons was moved during the week ended August 2. This was 3,500 tons above the previous record established in July.

Sandown Park

SUBURBAN trains will soon make regular stops at Sandown Park station (between Springvale and Noble Park). The station was used on June 19 for the opening of Sandown Racecourse, on August 21 for the V.A.T.C. meeting and will be used on September 26 for the motor races.

£7½ million for works

THE Department has been allotted the same amount of money for the 1965-66 works programme as was provided last year—£7½ million.

Principal features of the programme are :

- £550,000 towards reconstruction of the Melbourne Yard as a modern hump marshalling yard, with sidings around the boundaries of the hump yard. A new bridge will be built over the Moonee Ponds Creek and trackwork re-sited for connexions to Appleton Dock; preliminary work will start on additional facilities in the Melbourne Goods Sheds area to provide a new cement shed, a new covered unloading area and the extension of the existing No. 4 shed.
- £275,000 for further progress on the building of two additional tracks between Richmond and Burnley. The money will cover new trackwork, signalling, re-grading and reconstruction of portion of the existing tracks, and building of the fifth and final "island" platform at Richmond.
- £123,000 for duplication work on the Geelong line—completing the section between Newport South Junction and Rock Loop, thus giving a double track from Melbourne to Laverton.
- £247,000 for signalling improvements. Automatic equipment will be provided between Essendon and Broadmeadows (£122,000); signalling in the Princes Gate project area will be modernised (£80,000); and the

single track between Moe and Morwell will be equipped with an intermediate remote controlled crossing loop (£25,000). The remaining £20,000 will be available for general works.

- £180,000 as the Railways' share of the cost of grade separation work at level crossings. Work in progress at Burnley Street, Burnley, will be completed and a start made on an overpass at Warrigal Road (Oakleigh), raising the rail tracks at Canterbury Road (Canterbury), and a road underpass at Tuaggra Street (Maryborough). Further land will be acquired for the later construction of a road overpass at Somerville Road, Yarraville.

For track relaying and renewing points and crossings £1,620,000 will be used. One hundred and sixty-five miles of country lines and three miles of suburban lines will be relaid, and 50 miles of country lines reconditioned.

Main expenditure on rolling stock will be :

- £1,000,000 towards the second order of 30 *Harris Trains*. Twenty-one of these trains are already in service, and four more are expected to be completed during the year.
- £828,000 towards the purchase of diesel locomotives. Final payments will be made on 20 T class 950 h.p. locomotives now in service and further instalments made on 25Y class 650 h.p. units, the final 14 of which are planned for delivery during the year.
- £1,100,000 for building, in the Department's workshops, goods rolling stock of various types for both broad and standard gauge traffic.
- £30,000 for conversion of more brake vans to long draft gear. Following the purchase of land from the State Electricity Commission, £10,000 will be spent establishing a public goods siding at Westall to replace the existing public sidings at Clayton and Springvale.

Included among other items are :

- £30,000 for further advanced planning for the proposed city underground railway.
- £25,000 for staff amenities.
- £60,000 for dwelling accommodation.

Back to the train

" **S**O the very next day, back to Melbourne we went. . . . And this time by train. This is only the second time in twenty years we've used the train but it won't be the last. Delightfully comfortable, relaxing and lazy. We'd almost

forgotten the pictures in the carriage of *The Grampians* from Lookout Point and Lakes Entrance Looking East, and we marvelled at the abundance of cedar that made up the highly skilled woodwork in the compartments. If you've been thumping up and down that road for years, by habit, like we have, you hop into that train. It's all right. We'll tell you another thing, too. We didn't realize how beautiful is the scenery about the Werribee Gorge and Bacchus Marsh. You don't see it so well from the road. And 37 miles to Griffiths Bros. Tea and all that. It was wonderful."

—(extract from advertisement by C. V. Jones in "The Courier", Ballarat 10.7.65)

Wasn't thinking—hit train

" **M**Y mind must have been on "other things", a man told police after his car struck a train on the Douglas Parade level crossing. In the Williamstown Court last month, the motorist was found guilty of failing to stop at a railway crossing while the signals were operating. He was fined £5, with £9.17.6 costs, and his licence suspended for three months. (*Footscray "Mail"*, 12.8.65)

World travellers praise *Intercapital Daylight*

WE enjoyed our train journey so much from Melbourne to Sydney by *Intercapital Daylight* on Monday July 12, 1965, because of the excellent service of your personnel. We appreciated it as we have a baby of 16 months and the hostess was so very helpful and good. This made our train journey most enjoyable. The restaurant car service was wonderful and we would like to thank the hostess and all the staff for their kind attention.

We are on a round-the-world trip and live in Hong Kong.

—Mr and Mrs. Garrady, New York, U.S.A.

FRONT COVER

THROUGH THE BARRIER: At Menzies Creek, *Puffing Billy* breaks through a streamer held by children who were evidently determined to mark the occasion by a ceremony of their own. The train was on its way to Emerald, on July 31, for the official opening of the Menzies Creek-Emerald section by the Governor of Victoria Sir Rohan Delacombe. (Story in August *News Letter*, p. 115)

WHAT WILL THE UNDERGROUND DO?

MELBOURNE'S underground railway will fulfil two main purposes in relieving the city's congestion :

- round off the suburban rail network by providing convenient access for rail passengers to all parts of the central business district;
- provide an effective means of overcoming the problem of handling a steadily increasing number of peak period trains through the existing city terminals.

The first is by far the more important. It loomed large in the consideration of the Public Works Committee in 1954 in its attempt at a solution of congestion in the city.

It is difficult to visualize any practicable alternative to the city underground railway, as approved, if Melbourne's most comprehensive suburban rail network is to yield its full potential in keeping the city's road traffic problems within manageable bounds.

Without the underground, the potential of the suburban railway network—no matter how much is spent on improving it—will be limited to those passengers who are prepared to use the existing terminals on the outskirts of the city proper.

While construction of the underground is not the only means of improving terminal conditions in the city, it is without doubt the most effective. This is because it will enable the direction of movement of peak period trains through Flinders Street to be reversed so that they can move into Jolimont Yard in the mornings and out in the evenings without reversing at the platforms, thus yielding a big increase in effective platform capacity.

NO GAIN

The Railway Department as such—I emphasize as such—does not gain from an underground. It is not our concern, or for that matter the concern of any public transport authority, whether the City of Melbourne expands, remains static or withers away.



Mr. Rogan

Nor is it a railway problem what congestion occurs on the streets because the location of our central terminals is on the fringe of the most densely populated section of the city. But it is a vital problem for the civic authority.

The New York Rapid Transit Authority is wholly run by the City of New York, which provides all new capital required and finances deficits. They continue the 15 cent fare—anywhere to anywhere—because they realize that the City is not sufficient. Its working and business population is predominantly foreign and they must be transported.

The authorities have preferred to lean heavily on public transport because they consider the taxing potential of their territory is too valuable to be eroded by the space consuming freeways for private vehicles which, in accordance with Parkinson's Law, become saturated the moment they are built.

Not that such freeways do not exist but not to the same relative degree as in other large American cities that have failed to solve their traffic problems and are now reverting to some form of rapid public transit at, what to us, are staggering costs. Los Angeles, despite its 240

IN an address to the Institute of Planning, Victorian Railways Commissioner E. P. Rogan, used the railways as a case study to make some general observations about planning. Here are extracts from his talk.

miles of freeways, is embarking on a \$530 million suburban railway scheme and San Francisco is committed to a scheme to cost nearly \$1,000 million.

The railways can contribute to the solution of Melbourne's traffic congestion, but it is not of our making and we suffer little if it is not solved. We can continue as we are with schemes that are a necessary adjunct to the underground should it eventually materialize.

OVERSEAS DISCOMFORT

We can continue to give a service involving increasing discomfort for our patrons, but we have some distance to go to match that suffered by commuters in large overseas cities such as Tokyo or London although at our present rate of progress we should outstrip them before we reach their populations.

But we are unable to find much consolation in the fact that the motorist should be suffering an equal or greater discomfort and annoyance by the congestion on the roads, because many may be so exasperated that they may retrace their paths to the local railway station and add to our burdens.

Whatever their reasons, all the authorities concerned have agreed that an underground extension of the railway network is necessary, yet no date has been fixed to start the work nor have the taxing provisions of the Act been implemented.

Planning and execution present no problems. The missing ingredient is finance.

"How much money" and "how soon" must be determined fairly quickly if we are not to fall innocently into costly but misguided planning. But delays in carrying out the work can be as costly as misguided planning.

The estimated cost of the underground in 1954 was £15 million; in 1958 £25 m. and today it is £32 m.; interest alone, at 5%, on £15 m. is £750,000 per annum.

Finance at £6 m. annually seems an optimistic estimate of what could be provided. This means that construction would take at least five years. Time therefore is not in our favour because, if the underground is not well under way by that time, we must develop other, but less satisfactory, means of improving the service.

LONGER TRAINS

The alternatives of longer trains, longer platforms, double deck carriages, elimination of flat junctions, platform re-arrangements, signalling and track alterations can provide some improvement.

These are strictly railway problems but there are also difficulties from the civic viewpoint, because planning of developmental schemes over the railway yards in the Jolimont-Flinders Street area, including the Flinders Street station, has been suspended until there is complete certainty regarding the underground.

Track layout and re-arrangements associated with the underground differ from those which will otherwise have to be implemented.

It may be argued that the 3/5ths of the underground cost to be borne by the State should come from the normal allotment of railway loan funds. Superficially this is a plausible approach and it may be worthwhile to pause and put the matter into true perspective—particularly the relationship between the loan allotments to the Department and government expenditure as a whole.

From 1951/52 to 1955/56 inclusive the Department received an average of 18.7% of the total State expenditure from loan funds but it has steadily decreased to 13.6% in 1964/65.

EFFECTIVE CAPITAL CUT

Over the last 13 years the loan funds allotted to the Victorian Railways have fluctuated around £7.5 m. annually. Actually, the amounts received in 1951/52 exceeded £10.4 m. and in 1953/54 and 1954/55 exceeded £8 m. To receive the same amount or less in 1964/65 than in 1953/54 means a serious reduction in the effective capital available.

But that is only part of the story, because of the £7.5 m. received last financial year, roughly £5.5 m. was expended on work that would have been financed from a depreciation reserve fund in any business enterprise.



In U.S.A., traffic congestion has caused some large cities to revert to public transport. ("Railway Age" photograph)

It cannot be gainsaid that the Victorian Railways is essentially a business organization. It is certainly not a part of the Public Service.

This concept is behind the recent legislation requiring the Department to pay the interest on loan funds allotted after 1960. But to fail to make a proper allocation for depreciation from working expenses and require loan funds to be used for the purpose, is contrary to all canons of sound finance and accounting procedure.

Actually, today it is customary for soundly financed businesses to transfer up to 40% or 50% of net profit to special reserves to provide against erosion of values by a depreciating currency, obsolescence and/or to provide capital development of new products. To maintain the railway system in something like reasonable shape we are provided with interest bearing funds so that, without undertaking new works, we are increasing our interest bill by approximately £300,000 per annum. However, even with this we are not maintaining our rolling stock, tracks, etc., to the desirable standards.

An independent authority, the Parliamentary all-party Committee of Public Accounts, after hearing that an estimated £5.1 m., that was necessary to bring aged goods rolling stock and too light track up to standard, was £2.6 m. above the amount actually spent, recommended that increased loan moneys be made available over five to 10 years to modernize rolling stock, etc.

In the light of a deficiency of £2.6 m. annually in essential funds, how could any board, with any regard for financial prudence and responsibility, divert funds to an underground scheme not essential for railway operation but which is intended to make the City of Melbourne a fit place to move in?

PEOPLE v. CARS

We must develop our cities for people, not the motor car. Instead of the motor car being an adjunct to our living we are fast becoming the victims of a monster of our own creation.

The additional needs of the Railway Department to finance the underground could well exceed the additional loan funds that Victoria can hope to get during the next year.

It is obvious at this early stage that the overall transport demands in the metropolitan area in the next decade will exceed the funds available if the public is to be permitted the luxury of continuing their present patterns

of transport. It is inevitable that arbitrary decisions will require to be made to establish priorities and facilities.

The amount invested must be appropriate to the project, must be right and undertaken at the proper time. Transcending all, it must be the project that gives the best value for the money spent.

It is not always what we would like to do but what we can afford to do. The steady population growth in outer suburbs served by the suburban rail network has resulted in a continually increasing average length of journey. At the same time there is an embarrassing concentration of traffic during the critical morning and evening peak hours.

Even with static overall patronage, these tendencies involve more trains doing less work during the peaks because of the longer turn-round period needed to cover the increased distance and then standing in marshalling yards for a greater portion of the day. From an operating point of view, dispersion and staggering is preferable to further concentration during the peak, which only adds to capital costs without means of recoup. However, attempts to achieve this have invariably received acceptance in principle only.

COST OF SPEED

Faster schedules have been considered as a solution. Take the Melbourne-Sandringham section—a distance of 11¼ miles now taking 30 minutes for a train stopping at all stations. We could increase both the rate of acceleration and deceleration and power for longer periods. Without going into all the details, a reduction of two minutes in the time-table would increase power consumption at least 50%. In addition, sub-stations would need larger A.C./D.C. conversion plant.

We are close to the design limit of acceleration before slipping would occur. Similarly, increased deceleration would involve new equipment. So we stay put. In any case, what would people do with the two minutes we saved them?

At the present stage of greater Melbourne's development, the crucial decisions must relate to private and public transport. Not that they are mutually exclusive but it is unlikely that the full demands of both can be met immediately. The real question is: "which should be preferred, to return the community the best value for the investment measured in terms of

alleviation of existing difficulties and preparation for future estimated requirements?"

An article in the *Adelaide Advertiser* reported that Washington authorities were considering two road programmes designed to cater for traffic with different percentages of public transport usage. Investigation revealed that if the smaller percentage of public transport usage was designed for—meaning that there would be more private cars—then two additional traffic lanes would be required.

WHAT A SUBSIDY!

The cost of these two additional lanes worked out at £23,000 for each extra car catered for.

This means that every person who bought a car for, say, £3,000 to drive to work daily on that particular road was asking the general community, in effect, to match his private outlay with a further £23,000 from highway funds.

If there is unlimited capital available, the easy decision is to heed the popular suggestion that the right answer is to leave the choice to the user of transport. He knows what he wants—in price, speed, comfort and reliability. But here, as in other areas, we have no reliable guide to total public assessment.

It is surprising how little walking is undertaken before it is abandoned, and how much annoyance and delay will be suffered at the wheel of a motor car. I need hardly remind an audience of planners that the acceptable level of congestion is usually higher than the planned level. And, congestion is the city's major problem.

We do not know what value the public places on these various aspects of transport. This is the difficulty which faces public transport authorities when they attempt to make the service "more attractive" in accordance with advice gratuitously offered by those not qualified to detail the directions in which improvement should apply and not responsible for the financial results of attempting improvement.

COMPARISONS

Unfortunately, it is not possible to obtain reliable guidance from other countries. For instance, I cannot see the day when Australian commuters will patiently queue in the rain for a bus as in England. The San Francisco authorities are pro-

viding for stations on the new system to be five miles apart to provide high maximum speeds between them. Commuters are expected to use cars or other public transport to the stations.

In Melbourne, we provide stations generally every ¾ mile and some only ½ mile. When they are more than one mile apart we are importuned to provide an intermediate station.

Likewise, in the matter of prices each country seems to have its own particular scale of values. Between Montreal and St. Gabriel in Canada, a distance of 41 miles, we paid ¼ dollar toll at four gates—the equivalent of 3½ gallons of petrol at Canadian prices. I cannot imagine that the advocates of a petrol tax in Australia envisage anything of that magnitude. Imagine the reaction of an Australian motorist being asked to pay a toll of 65% more than the cost of the petrol he uses.

One thing is certain, a small increase in price reveals a high elasticity of demand and a considerable loss of patronage, but a substantial reduction in price does not evince the same sensitivity in return of patrons. The result is an overall loss of revenue whatever course is adopted.

PARKING AREAS

A widely held viewpoint among many councils seems to be that the railways owe their existence to the local municipality and, therefore, they should cheerfully abandon any land which is immediately surplus to railway needs to meet the sectional requirements for parking for some of the ratepayers.

The historical sequence is that railway stations preceded and facilitated local settlement and that business areas are usually adjacent to the station.

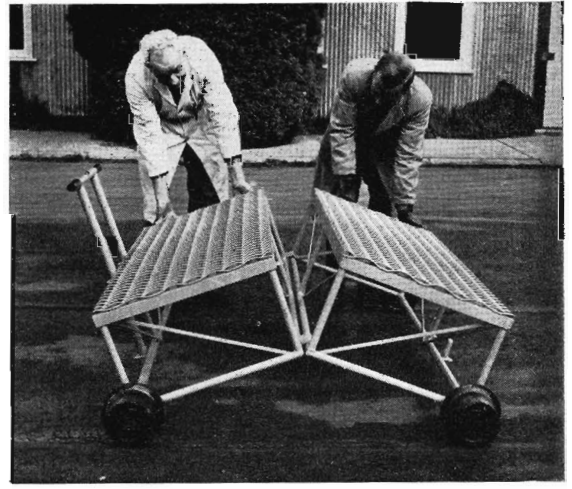
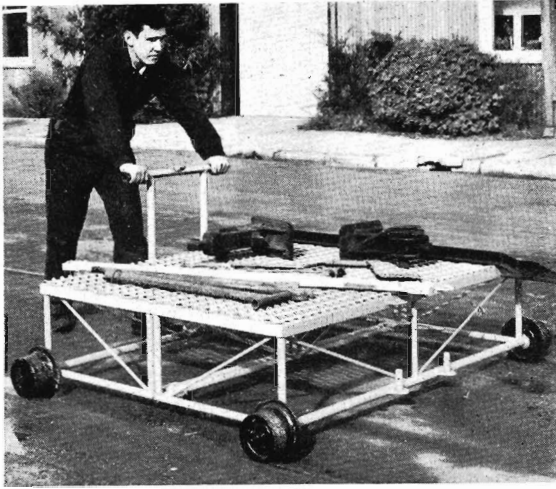
Councils ought to set aside areas for railway patrons to park their cars when the railway has reached the limit on its property, on the basis that they reap their reward because of the higher rating that flows from the channelling of shoppers.

Fortunately, some councils do this very thing as a service to their ratepayers if nothing else.

All town planning is based on assumptions relating to social, political, industrial and economic progress. These are so important that the reasons for the assumptions should be made crystal clear. We may then find that there is need for a greater degree of integration of plans.

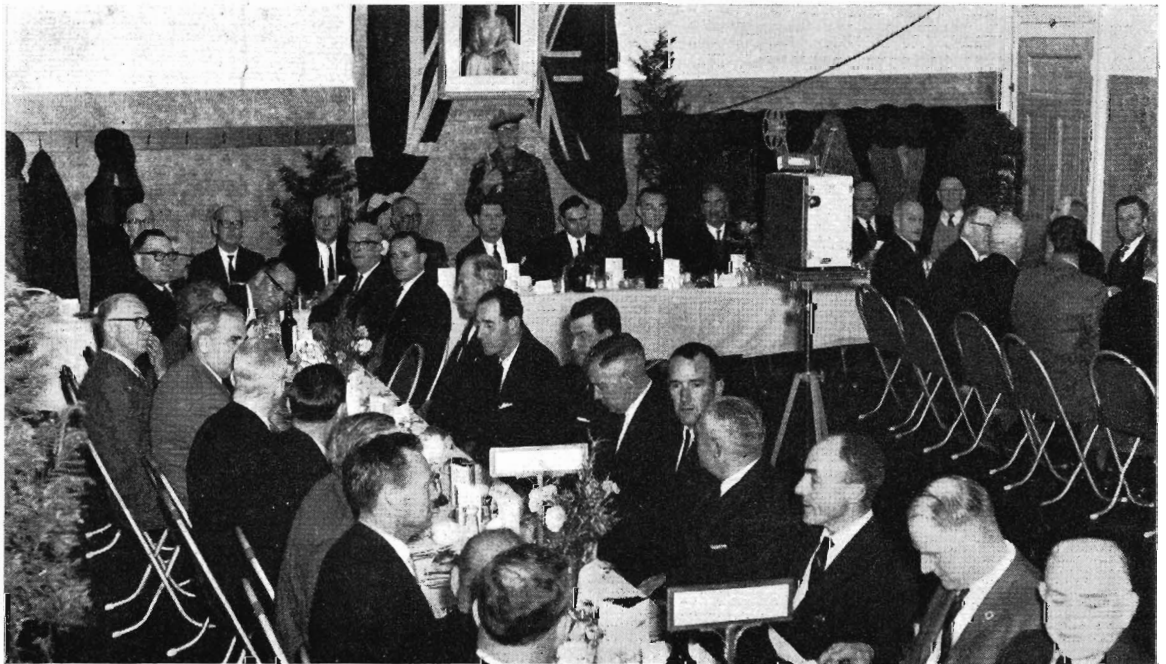
NEW TROLLEY

for MECHANIZED GANGS



Latest addition to the equipment used by mechanized gangs engaged on track relaying, reconditioning and re-sleeping, is this new type trolley. The trolley, which is constructed of tubular steel frame with expanded metal deck, is made in two sections, each weighing 125 lb., and can be assembled quickly on the track by two men. It is used to carry track fastenings, oxy cutting equipment or small items of plant. The trolley is propelled by hand as the work progresses. The handle is removable and can be inserted at either end of the frame. The main advantages of the new trolley are its lightness, ease of handling, and lower deck height compared with the standard platelayer's trolley. Based on American ideas, a prototype was developed and tested by Way and Works staff. The latest order for eight trolleys has been supplied by an Adelaide manufacturing company.

RETURNED SERVICEMEN'S DINNER TO COUNTRY DELEGATES

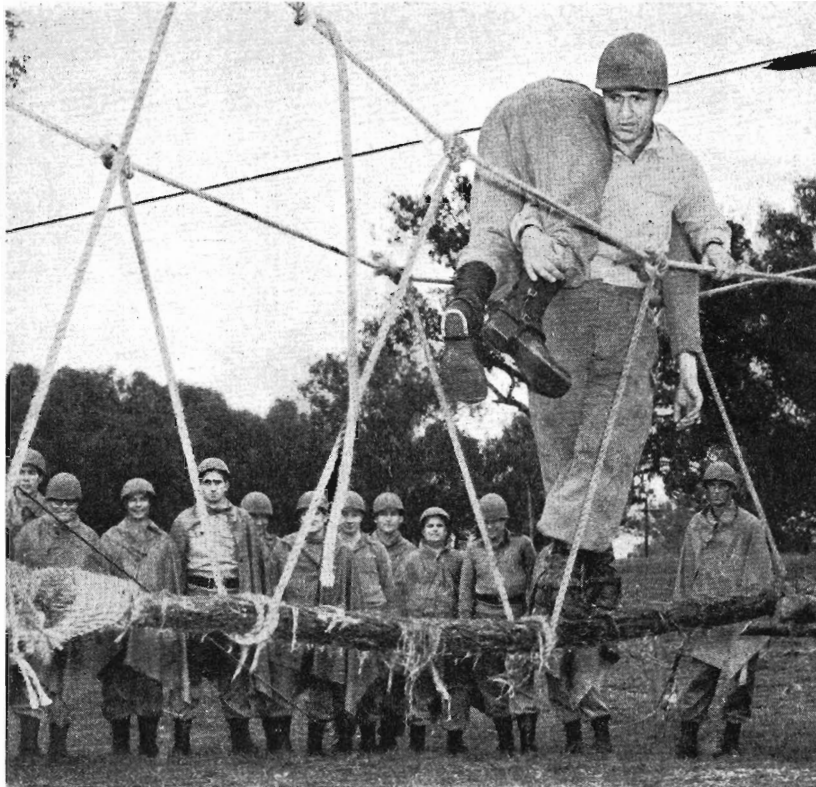


Guest of honour at the annual dinner given recently by the V.R. Returned Servicemen's Section to its country delegates, was Wing Commander Peter Isaacson, D.F.C., A.F.C., D.F.M., A.D.C. Other guests included Messrs. E. R. Meagher (Minister of Transport), E. H. Brownbill (Chairman of Commissioners), E. P. Rogan (Commissioner) and senior railway officers. Country delegates who were able to attend were Messrs. G. H. Brown (Bendigo), W. L. Gilbert (Ballarat), R. Deacon and R. Beath (both from Geelong), J. Nicholson (Dimboola), A. E. Boothman and A. Newton (both from Ararat), T. Rankin (Sale), and E. Ure (Wangaratta).

Corporal Halemba carries a "casualty" over the rope bridge. At right is the Instructor, Sergeant Withers.

No. 41 Railway Squadron held its Annual Camp at Bandiana last month. The main exercise consisted of protecting a railway line and installations from guerilla activity. The Squadron also trained in using rifles, the sub-machine gun, grenades, etc. Next year, No. 41 will go into camp with the South Australian Railways unit.

Vacancies in the Railway Squadron, which is sponsored by the Department, exist for Victorian Railwaymen, between 17 and 35 years of age, who have railway skills in the following grades: loco enginemen, tradesmen, track repairers, signal maintenance staff, and traffic men holding safe working certificates. Further information may be obtained from Mr. G. N. Murphy, Plant Engineer's Office, Newport Workshops (telephone auto. 1195) or Mr. D. Catchpool, V.R.I. Office, Railway Buildings, Flinders Street (auto 1109).



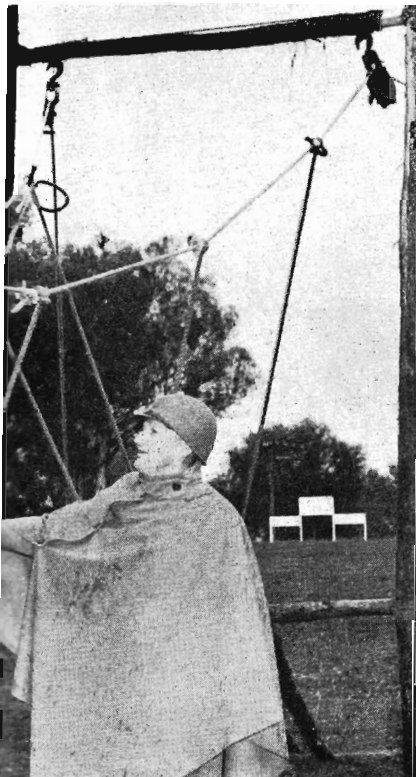
RAILWAY SQUADRON



Major Murphy (right), and Staff Sergeant Binder plan a field exercise.



Corporal Jones (left) and Sapper Sidebo



Corporal Featherstone takes squad for rifle drill.



Recruit squad receives instruction in the use of new lightweight packs.



prepare a meal.



Ammunition for use in exercises is issued by Staff Sergeant Kelly.

LAST TRAIN TO WARBURTON



To the strains of "Auld Lang Syne" played by a band on the goods shed platform, crowds at Warburton farewell the last train. (Photograph: R. Gatherum).

TO mark the closing of the Warburton line (a closure dictated by the stern facts of economics) the Australian Railway Historical Society (Victorian Division) organized a special train on which 523 members and friends travelled from Flinders Street to Warburton and return on August 1. Actually the line was closed on July 29, but it was reopened for the day to enable the special to run.

Often referred to as the broad gauge equivalent of the narrow gauge Gembrook line—as both of them traversed picturesque mountain country—the Warburton line was originally surveyed for a narrow gauge railway. That was shortly after the depression of the 1890's when the high cost of railway construction caused concern, and the Government gave consideration to adopting a narrow gauge for the new railways that were needed to develop the country. Preliminary surveys were made for ten narrow gauge routes, among them being Lilydale to Warburton. The broad gauge line as far as Lilydale had already been completed in sections, the last of them—from Camberwell to

Lilydale—having been opened in 1882.

The Railways Commissioner of the day—John Mathieson—strongly opposed the proposal to adopt 2 ft. 6 in. gauge for the Warburton line. He pointed out that the saving in cost of construction was so small that it could not possibly compensate for the delays and extra transfer costs involved at the junction of the two gauges. His arguments carried the day and building of the broad gauge line began in 1889, and the line to Warburton, 47½ miles from Melbourne, was opened on November 13, 1901. The extension to La La Siding, 48 miles (to serve timber tramways) was completed in 1912.

There were a number of timber tramways that connected with the rail line. The Powelltown Tramway, a 3 ft. gauge steel line, 19 miles long, had a passenger car and fares schedule. Its trams met the trains at Yarra Junction (see *News Letter*, August 1963). The Big Pats Creek Tramway, of steel, 3 ft. gauge, extended from La La for 4½ miles to The Points

where a number of wooden timber tramways converged.

Together with the Gembrook line, the Warburton line holds a special place in the affections of many older Melbourne people—those of a generation when few people had motor cars, and the train trip was a big event. Set in the heart of some of the State's most attractive mountain and river scenery, Warburton and its adjacent stations were deservedly popular with day trippers as well as visitors making a longer stay. Frequently seen on the *Warby* were groups of hikers with packs that ranged in size from big to very big.

The Last Train to Warburton carried, as special guests, some who rode on the first construction trains before the line was opened. A special souvenir booklet was issued by the A.R.H.S. giving the history and other interesting facts about the line. As the train left Warburton for the return to the city, it was farewelled by a large crowd as "Auld Lang Syne" was played by the local brass band. For the train enthusiast it was the end of a perfect day.

APPRECIATION . . .

Wangaratta

WOULD you please convey to Mr. Stewart the grateful thanks of the students and staff of this school who were helped by his efficient efforts, to travel by train to and from Melbourne on the recent Tasmanian excursion . . .

—*Warren Telfer, Headmaster, Wangaratta High School writing to the Stationmaster, Wangaratta.*

Geelong

TO you and your staff our sincere appreciation for the service that is given to us, particularly at holiday times. We realize only too well the amount of work that goes on "behind the scenes" in preparing travelling times and tickets.

Our special thanks go to the young lady who spends so much time assisting us with train times, without at any stage becoming impatient with us; and then to the booking office staff who have never hesitated to fulfill our requirements when a large pile of rail vouchers has been sent in to them.

On behalf of myself, the Brothers, and the boys, many thanks. You play a major part in the smooth departure and return of our boys.

—*(Rev. Br.) L. W. Cahill, Manager, St. Augustine's Boys' Home, writing to Stationmaster, Geelong*

School excursion

DURING the first term vacation, a party of 21 boys from Box Hill State School made an excursion to Rutherglen, travelling by train from Melbourne to Springhurst and return.

I am writing to express my appreciation of the very efficient and courteous manner in which all arrangements in connection with the excursion were handled by the officers of your department. In making the arrangements at Box Hill station, we were treated with the utmost courtesy, nothing was a trouble to the staff—and on the journeys, conditions were all that could be desired.

The accommodation of the boys in a car where they could be together and travel as a group, and in-

identally be continuously under the master's eye, and the reservation of seating for the return journey from Springhurst were features that were particularly appreciated.

I would add that my sentiments are endorsed by the boys and their parents and by the teacher who accompanied the boys.

—*Philip T. Jenkins, Head Teacher, State School 2838, Box Hill, writing to the Secretary*

Superphosphate

WE wish to place on record our appreciation of the courtesy and service extended to us in our bulk superphosphate operations during the 1964/65 season.

We would especially like to mention Mr. Butler and his staff in Melbourne and Mr. Gordon Ross of Geelong.

Various Stationmasters at small stations throughout the State, have invariably done their best to help us . . .

—*J. C. Marshall, Manager, Trans-West Haulage Pty. Ltd. writing to the Chairman*

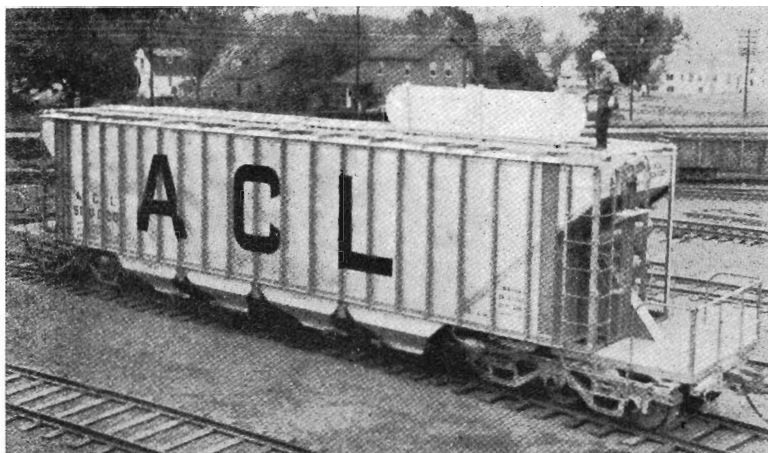
STRANGERS IN PARADISE



Victorians of an earlier generation could get to Paradise easily—they just bought a ticket to the station of that name on the Gembrook line. Later known as Clematis, the station was originally named Paradise Valley after a nearby farm called Paradise; the name of the farmhouse, incidentally, was Eden. The "Valley" was later dropped from the station's name. Photograph shows a Puffing Billy of the early days at Paradise.

LINES FROM OTHER LINES

Whopper Hopper washes itself



The 135-ton Whopper Hopper

WHAT are claimed to be the world's largest hopper cars are operating on the Atlantic Coast Line in U.S.A. Introduced last year, the Whopper Hopper is the latest member of the family of giant freight cars. Like its huge brothers—the Pregnant Whale, Big Boy, the High-Cube car and others—the 135-ton Whopper Hopper is known for its super capacity. But capacity is just one of several outstanding features. Versatility is another. The car can haul virtually any bulk commodity from foods to corrosives—with just a rinse between loads with the car's own automatic washing system.

Like a modern kitchen, the Whopper Hopper is designed for efficiency, low maintenance, minimum care and handling. Use of stainless steel for all parts in contact with the loading makes the car "kitchen clean".

The car's automatic washing system consists of individual sprinkler systems in each compartment. Water from an outside source is introduced at platform height through connexions on either side of the car. The system uses about 300 ft. of piping, and many valves to supply 800 jets of water. Overall dimensions of the Whopper Hopper are 65 ft. 9½ in. long and 14 ft. 1½ in. high.

—(Modern Railroads)

Big railroad merger

IT may seem to a casual observer that American railroads have a restless urge to merge. However it is not difficult to understand the constant attempts to amalgamate when

it is realized that nearly 100 American railroads are still in direct competition, both among themselves and with a growing number of trucks, buses, private cars and barges.

The desire for strength through union can still be better appreciated when it is realized that 100 railroads are competing for business over the 214,000 miles of main-line track—yet only 11 airlines fly the 285,000 miles of U.S. trunk routes, and seven American steamship lines operate in U.S. ports.

Obviously there are far too many railroads chasing the same elusive freight traffic, and many cannot possibly survive in the face of growing competition without merging. Many American railroads have attempted a merger, but in the land of the free there are many shackles. Railroads hoping to merge must first convince the Justice Department that the contemplated marriage of interests is to the benefit of the community at large.

Since 1959, the Interstate Commerce Commission has authorized 18 railroad mergers involving 34 lines, and has another nine requests under consideration. The biggest has already occupied 14 months of hearings in 18 U.S. cities and has heard testimony from 450 witnesses.

If approved, the Pennsylvania Railroad, largest in the U.S., and the New York Central, its third largest, would combine to form the Pennsylvania New York Central Transportation Co.—the world's largest transportation company and the sixteenth largest U.S. corporation.

The Penn-Central would operate over 19,475 miles of track stretching from Virginia to Canada and West to St. Louis—with 109,000 employees and 182 subsidiaries that do everything from mining coal to manufacturing freight cars.

There's still money in steam

WHILE the steam locomotive is gradually becoming a thing of the past, at least one man is still making a lot of money out of them as a repair specialist. He is a Mr. J. G. Dunn, of Witbank in the Transvaal, whose flourishing little business today employs a staff of over 200 people.

Mr. Dunn bases the success of his enterprise on the fact that steam engines are extremely long-lived. There are still a number of veterans of more than 70 years puffing away and it was this longevity which inspired him.

Starting 18 years ago with limited funds, Mr. Dunn banked on the fact that with the equipment on the gold mines and collieries becoming more complex and extensive, and the reservoir of engineering labour more depleted, there would be a demand for the service he had to offer.

Today, engines are towed or crated from all four provinces of South Africa to his yard for repair. All work is done by hand, and half of his staff are skilled artisans. Mr. Dunn says he could use more skilled men if they were readily available.

Rhodesia Railways Magazine

GOOD SERVICE

I would like to draw your attention to the wonderful courtesy and help I received from two gentlemen on your staff at Castlemaine—Mr. Bregazzi and Mr. Ryland.

As I haven't travelled by train for years, I did not know my way round Spencer Street station. Owing to a misunderstanding, I was told the Geelong train left from No. 4 Platform.

As a result, I found myself at Castlemaine. Mr. Bregazzi and Mr. Ryland immediately got busy and contacted my friend in Geelong, to tell her where I was. They went to no end of trouble, and had the Geelong train specially stopped at Footscray, so that I was able to reach Geelong at 4 p.m.

—Catherine Drummond, 597A North Road, Ormond, writing to the Chairman

Model maker



Mr. Dunn with some of his models.

MR. R. P. (Bob) DUNN, Works Foreman at Geelong, is a very successful model train builder although he took up this hobby only four years ago. It came about when he decided to build a few models for his eldest son—then three years old. After doing this and then seeing the Department's display of model trains, Mr. Dunn became a complete enthusiast.

At a recent competition conducted by the Victorian Model Railway Society, he won first prize with his *Spirit of Progress*, and also two second places and one third. In addition, he won the trophy awarded by the Commissioners for the outstanding exhibit.

His models are built to H0 scale (3.5 mm. to 1 ft.) and run on 16.5 mm. gauge track. Altogether, Mr. Dunn has built more than 30 goods wagons; nine S.O.P. cars, with three more under construction; an S class diesel locomotive; and a 280 h.p. rail car. An R class locomotive is also on the stocks.

The main materials used are moulded perspex for the S.O.P. bodies, with plastic needles for underfloor details; brass sheet for the S class locomotive and tinsplate for goods wagons—the latter material from fruit and jam tins. Cardboard is also used, with small nails and pieces of wire to make such details as roof vents piping and brake rigging. The tools are only those available in most handymen's kits.

Film evening at V.R.I.

SO popular was last year's film evening that to conclude this season's V.R.I. lectures, another film screening will be held, entitled *More Railways of the World*. It has again been arranged by Mr. K. C. Findlay, of the Public Relations and Betterment Board staff, in conjunction with the State Film Centre, and will be presented in the V.R.I. ballroom, Flinders Street, on Wednesday, October 20, at 7.45 p.m.

The films (all non-technical) to be shown are: *A New Railway is Born* (Japan), *Artouse, Altitude 2,000* (France), *Last of the Giants* (America), *Pathway to Progress* (Australia), *Moe to Walhalla Railway* (Australia), *Terminus* (Britain) and *Snow* (Britain).

The Japanese Railways film will be in Cinemascope. The Australian films are in complete contrast with each other—one deals with the historic narrow gauge Walhalla line, and the other is on the standard gauge project now under way in Western Australia. *Last of the Giants* features the "Big Boy" locomotives of Union Pacific that were the last of the huge steam locomotives built. The two British films have both won film festival awards.

At the conclusion, a light supper will be served. Free rail passes for off-duty country railway staff who wish to attend are available from the General Secretary, V.R.I., 3rd floor, Railway Buildings, Flinders Street. Admission tickets will be required for the evening; they can be obtained by personal or written application to same address.

Slide show for Garden Club

THE next meeting of the recently formed V.R.I. Home Garden Lovers Club will be held on Friday, September 24, at 5.30 p.m. in the V.R.I. Council Room, Railway Buildings, Flinders Street. At this meeting there will be a display of colour slides of overseas gardens by Mr. L. A. Reynolds, General President of the V.R.I. Visitors—either current or intending members of the V.R.I.—will be warmly welcomed. Light refreshments will be served.

Footscray Tech. Anniversary

THE Footscray Technical College is at present organizing to celebrate its fiftieth anniversary, which will occur in March next year. The College authorities would like to hear from old boys so that they may invite them to a reunion dinner and other functions.

Yanks came down with coal

DURING the early years of the Second World War, Driver Harold Collings and Fireman George Peterson were on a C class loco. near Dimboola with a train load of American troops coming from Adelaide. As George turned to get another shoveful of coal two Americans came down through the coal into the cab. They explained to the astonished V.R. men that they "worked on a railroad, back home, and wanted to see one of your locos."

This was one of the incidents recalled by Mr. H. V. Collings just before his retirement recently as Electric Running Superintendent, after nearly 50 years of busy railway life.

During the same war he was stationed at Tocumwal when that town was a busy military centre. At one stage, he said, ammunition was stored under almost every tree. Air raid warnings were often received from stations by drivers when taking trains between "Toke" and Seymour. They would stop the train, put kerosene lights in front, and heavy canvas curtains on sides of cab to stop the glow of the fire from being visible, and then proceed.

Born at Benalla, Mr. Collings started as a lad labourer at Newport Workshops in 1915. Enlisting in the A.I.F. in 1918, when he turned 18, he was discharged in the same year, on demobilization of the A.I.F.

In 1919, when the influenza epidemic was at its height, he was temporarily transferred to Dimboola as a cleaner. Numbers of the staff were down with the 'flu, and accommodation was scarce because many houses were under quarantine. Consequently, dining and sleeping cars were sent up from Melbourne to house the relieving staff. The hospital was so crowded that a camp was set up in the town to accommodate the overflow of sick people.

Later, after he had become an electric train driver, Mr. Collings was driving on the St. Kilda line when he noticed an obstacle on the track between South Melbourne and Albert Park. On stopping the train the obstacle resolved itself into two young children who were holding a cat across a rail. "We wanted to kill the cat", they explained to Driver Collings as he took them to a woman in a nearby house.

Mr. Collings was appointed a travelling foreman in 1953 and



Mr. Collings

Electric Running Superintendent two years after, in which position he supervised a staff of nearly 500.

Vacancies for apprentices

THE Department is inviting applications for 276 apprenticeships in 24 different trades. The closing date for receipt of applications is October 25; and the lads will begin their apprenticeships on January 17 next year. Nineteen of the vacancies will be at Bendigo and 17 at Ballarat.

Seniors v juniors

LAST month, the Way and Works Branch metropolitan clerical staff held the third annual social football match between the senior (over 21) and junior (under 21) staff. The Seniors won, 10-11 to 8-13, and thus regained the trophy—an old wooden cup that was a trophy in similar matches over 40 years ago. Since then it's been gilded—a sad disappointment, one would imagine, for any misguided miscreant who might steal the Cup!

Pen friend wanted

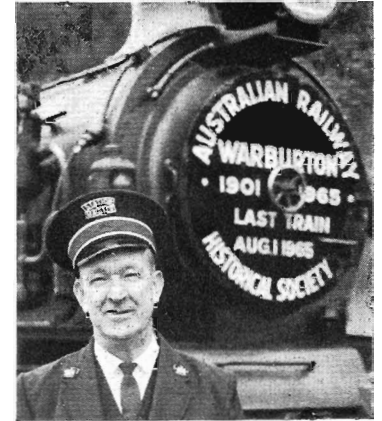
MR. M. G. PERETTO of Trinchera, Colorado, would like to exchange photographs and letters with an Australian railwayman. Mr. Peretto, who works with the Colorado and Southern Railway Company, writes to say that he has many photographs of U.S.A. locomotives and railroads that he would be glad to exchange.

Life Governor

MR. E. W. Wensor (Accountancy Branch) has been nominated by the Commissioners for a life governorship in the Victorian

Civil Ambulance Service. Mr. Wensor has been active in first aid during most of his career in the Department—he obtained his first certificate 37 years ago, and, since then, has gained another 23. Under his leadership, the Accountancy Branch team won the State final in 1952 and 1956, and twice gained a place in the interstate competitions. Mr. Wensor has been a first aid instructor for many years and is one of the senior timekeepers for the annual competitions.

Coincidence



Warburton's stationmaster, Mr. T. F. Brent, retired in the same month that the last train ran to Warburton (see story on page 138). Mr. Brent joined the railways in 1919 and was transferred to Warburton in 1928. In World War II he served with the 9th. Division Signals, A.I.F., and was a Rat of Tobruk. During his 37 years at Warburton, Mr. Brent has taken an active interest in local affairs; he is a Justice of the Peace and Chairman of the Water Trust. (Photograph; F. Bates)

Ashburton



On his last day in the service, Stationmaster R. L. Harley (second from left) was photographed with some colleagues at the station. From left, they are Assistant Stationmaster J. Jennings, Suburban Guard E. Riggall and Electric Train Driver P. Kanigowski. Mr. Harley was given a send-off party and presentation by the Alamein Line Social Club. He had 49 years service and was S. M. at Ashburton from 1956 to his retirement.

TALKS ABOUT BOOKS

FOR many years a favourite author of mine has been Stefan Zweig. As an Austrian, a Jew, a pacifist and an intellectual, the cards of life were stacked against him. After his happy childhood and the literary triumphs of his maturity in Vienna, his books were proscribed by the Nazis and he became a homeless wanderer, finally taking his own life in Argentina in 1942.

His autobiography, *The World of Yesterday*, provides an unforgettable picture of pre-war Vienna, and reveals a wise, friendly, civilized man. His novel, *Beware of Pity*, concerns the emotional involvement of an army officer with a crippled girl. *Kaleidoscope One* and *Kaleidoscope Two* contain some of his excellent short stories, as also does *Stories and Legends*—the latter with a historical flavour.

Perhaps Zweig's main claim to literary eminence is as a biographer. Some of his best lives are *Marie Antoinette*, *The Queen of Scots*, *Erasmus*, *The Right to Heresy* (Calvin, Servetus), and *Adepts in Self-Portraiture* (Tolstoy, Casanova, Stendhal).

The V.R.I. Library has all of these works, and also *The Tide of Fortune*, a fascinating series of stories about the chances and coincidences of history.

* * *

Did you see the film *Tom Jones*? It was excellent, and so is the book. But of Fielding's two really first-rate novels, I am inclined to prefer the other one—*Joseph Andrews*. Once you get used to its old-fashioned style you will find this one of the liveliest, funniest books you've ever read.

* * *

While talking about favourite books, let me recommend *Peter Abelard*, by Helen Waddell. Abelard was an intellectual giant—perhaps the most brilliant mind of the 12th century, and generally regarded as "the father of the university". Heloise was young, beautiful, and formidably intelligent. One day she came to study under Abelard . . .

Their love affair, if it had occurred in the 20th century, might have caused a scandal. But this was the 12th century, and the affair developed into tragedy. One of the greatest love stories of all time—and Helen Waddell's account of it surely one of the most beautifully written books in English.

Are there words to describe Theodore Sturgeon? I can't find any . . . At last his stories are being published in bound editions, and a recent volume includes *To Marry Medusa*, *The Comedian's Children*, and—one of his most charming, humane (and intriguing) stories—*The (Widget)*, *The (Wadget)*, and *Boff*.

RECENT RETIREMENTS...

TRAFFIC BRANCH

Scott, R. O., Ballarat
Watts, A. J., Melbourne Goods
Aggett, T. A., Geelong
Cummins, L., Melbourne Goods
Coulter, Miss M., Ballarat
Mahony, H. R., Head Office
McPherson, L. N., Dandenong
Lee, Mrs. V., Footscray Group
Hoffman, E. F., Ballarat
Wormald, S., Stawell
Brent, T. F., Warburton
Dyran, Miss M. E. Head Office
O'Brien, A. M., Flinders Street

ROLLING STOCK BRANCH

Addison J., Newport
Elliott, W. G., Traralgon
Fletcher, A. B., Newport
Harrison, J. B., Jolimont
Taylor, R. T., North Melbourne
White, C. N., Ballarat North
Anderson D. M., Jolimont

WAY & WORKS BRANCH

Smith, V. A., Bendigo
Hes, R. W., Footscray
Sheehan, A. G., Guildford
Hes, L., Inverleigh
Wilson, J. R. W., Coburg
Griffin, E. J., Numurkah
Macgower, A. I., Spotswood
Guida, N., Spotswood
Grogan, J., Spencer Street
Pittman, C. A., Flinders Street
Baumann, R. F., Carwarp
Pigot, A. L., Wonthaggi
Connor, T. J. T., Clifton Hill

ACCOUNTANCY BRANCH

Smith, W. M., Flinders Street

STORES BRANCH

Taylor, E. P., Newport Workshops
Pattison, J. E., Electrical Depot

REFRESHMENT SERVICES BRANCH

McCall, J., Bookstalls
Gibson, J. G., Head Office

...AND DEATHS

TRAFFIC BRANCH

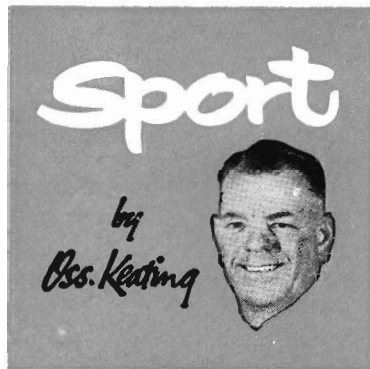
Clark, N. A., Tongala
Greenway, J. S., Wai Wal
Meddings, W. A. R., Melbourne Goods

ROLLING STOCK BRANCH

Laffing, M., North Melbourne
Donovan, B., Warragul
Wunhym, J. S., Ballarat North

WAY & WORKS BRANCH

Dowsey, D. T., Sydenham
Maloney, J. E., Special Works
Grieves, J., Lubeck



Football

Back in the June issue of *News Letter*, I predicted that Loco, although given a "late-out" blister, would probably have full steam up by the end of the season but, by golly, I'll be honest—not in my wildest dreams did I expect them to fire like they did. I don't know what type of fuel Fullerton, Conolan and Sharp invented but I reckon they should give the formula to the rocket project people. In the preliminary final they lined up against a fairly confident Suburban Lines side, although Loco were tipped to win a fairly hard game. Just look at the final scores—Loco, 19-18-142, beat Suburban Lines 2-6-18. What more can be said about the game? Loco were just too good in almost every position. Best players in this match were: Loco—M. Foster (13 goals), G Payne (3 goals), T Allsop, G. Grose and V. Gigliotti; Suburban Lines—J. Moore (until injured), M. McCarthy, B. Nickelson, J. Bruce and M. Castleman.

So to the grand final. In spite of Loco's easy win in the preliminary final, Newport appeared favourites to take out their fourth successive flag—after all they had completed the season without loss—but from the first bounce of this match it was obvious that they were not prepared to fight for the ball as fiercely as the Loco boys. By quarter time the pattern of the game was clear. Loco were going in and getting the ball at all costs and had built up what—even at that stage—appeared to be a winning lead, the scores being Loco 5-5-35 to Newport's 0-1-1.

By half time Newport's fate was sealed. In this second quarter they had been unable to lift their play while Loco continued to pile on the goals in spite of the rugged 'Shops defence, and at the long interval Loco led 10-7-67 to Newport 0-2-2. And so the game was played out to its obvious conclusion. Although Newport did improve a little in the second half, Loco had no trouble in running out the easiest of winners, 15-14-104 to Newport's 4-6-30.



Loco team, V.R.I.F.L. premiers for 1965 : (Left to right) Back row : F. Dwyer, T. Sawyer, R. Poli, M. Conolan, B. Whelan, M. Johnson, D. Whitfield, T. Cathcart, E. Wilson, R. Koch, J. Callaghan, P. Browning, A. McCarrroll, W. Fullerton (Pres.) Centre Row : A. Ballingill, R. Lewis, V. Gigliotti, G. Grose, B. Smith (Capt.) M. Foster, T. Allsop, J. Campbell. Front Row : J. Sharp, D. Stewart, M. Kirkpatrick, I. Milne and T. Hawkins.

It was a great come-back by Loco who at the start of the season looked like having trouble fielding a team. Congratulations to their enthusiastic band of officials, without which no club can function, and to the players who gradually found the form over the season to win this flag. To Newport, our commiseration on losing this match because after all, it was the only game in which they were beaten throughout the season. Yet they have a record any club could be proud of—having played in eight successive grand finals, and winning six of them. Don't worry, they are too good a club to remain down for long and they will be a big threat again next year.

Best players in the grand final were: Loco, D. Whitfield, G. Grose, G. Payne, M. Foster and R. Koch; Newport, J. Viney, J. Allard, B. Normoyle, M. Zappa and B. Pearce. Goal kickers were: Loco—R. Koch 5, J. Campbell 3, D. Whitfield 2, G. Payne and B. Smith; Newport—B. Pearce 2, S. Majerczak and J. Viney.

To complete a great season for Loco, Miles Foster, their popular full forward, took out the big double, being adjudged the best and fairest player for 1965, and also finished the season as the leading goal kicker. A great effort, Miles, we hope to see a lot more of you in V.R.I. football.

Table Tennis

You might recall that earlier in the year, I tipped that country players would play a big part in this year's championships, and I was not far out. In fact, the 1965 open singles championship was won by Gino Roiter, of Horsham, who beat the hot favourite, Graham Lewis, of Melbourne, in straight sets to take out the L. J. Evans shield. Incidentally, Gino was a member of the last two carnival sides and the experience gained on those trips is obviously starting to pay off. The doubles champion-

ship was an all Melbourne affair with W. Lawrie and B. Smart beating S. White and M. Carroll for the title. Just to show how even is the standard of play of the top competitors—in the singles event (restricted to country players) the open champion (Gino Roiter) was beaten in the final by Melvyn Davey from Geelong in straight sets. Again indicating the rapid improvement being shown by country players, the consolation event was won by John Eldridge (Horsham) who beat John Rees (Melbourne).

Trophies were presented by Mr. L. A. Reynolds at the conclusion of play. These championships were played on Sunday, August 1, at the Albert Park Table Tennis Centre and were most efficiently conducted by an energetic committee headed by President Dave Catchpool and Secretary Graham Smith.

In the V.T.T.A. Winter Pennant Competition our B3 team was eliminated in the preliminary final but our B5 team which had been on top of its section for most of the year won another pennant for V.R.I. Players are reminded that nominations for selection in the carnival team to play in Perth from May 9—19, 1966, are now being accepted and may be forwarded to the Hon. Secretary, V.R.I. Table Tennis Association, or myself, C/o V.R.I., Flinders Street, Melbourne. It is essential that all applicants be financial members of the Victorian Railways Institute.

Country Carpet Bowls Championships

Twenty-two teams (11 ladies' and 11 men's), representing Ballarat, Benalla, Bendigo, Geelong, Korumburra, Maryborough and Seymour, competed in the 1965 country carpet bowls championships which were held in the V.R.I. Ballroom on Sunday, August 15. The ladies' championship was won by Ballarat who

beat Benalla Blue 24 to 15 in the final. The men's title went to Bendigo No.2 who beat Maryborough No. 1 in their final, 20 - 11. In the consolation events (for teams who were beaten in the first and second rounds of the championships) Bendigo 2 won the ladies' trophy, with Maryborough 1 as runners-up; and Maryborough 2 defeated Ballarat 2 in the men's section. At the conclusion of play all trophies were presented to the winners by Mr. L. A. Reynolds (General President, V.R.I.) ably assisted by Mr. F. M. Mitchell (General Secretary). Many Councillors of the Institute were also present.

Diary of coming events

September 24 Applications close for bowlers who wish to be considered for selection in the Carnival team to play in Brisbane from February 27 to March 11, 1966. Applications should be sent to the hon. secretary, V.R.I. Social Bowling Club c/o V.R.I. Melbourne.

October 3 (Sunday) North Eastern V.R.I. Golf Tournament Golden Vale Golf Course, Benalla. Entries close September 23 with P. Hale, c/o V.R.I., Benalla.

October 11-15 V.R.I. Country Tennis Week at the V.R.I. Courts at Royal Park. Entries close on Monday, September 13. (Open to all members of the V.R.I.)

VICTORIAN RAILWAYS

NEWS LETTER

OCTOBER

VR

1965



HOW ARE YOUR COPPERS?

THE success of the change to decimal currency on C Day—February 14 next year—depends largely on the ability of the Department to give railway customers the necessary one and two cents change.

It will therefore be vital for all stations, etc., to have sufficient of the copper 1-cent and 2-cent coins on hand at that time.

More of these decimal coins will be needed than our present requirements of copper coinage.

This is because the smallest silver coin in the new currency is 5 cents, whereas our smallest silver coin now is

threepence. In addition, we both give and receive copper coins at present, but for the first week or so of decimal currency we shall give out cents, but get very few in return.

Stations, etc., have already given estimates of their copper requirements in the new currency, but if they were based on their requirements of copper in the present coinage, they could be incorrect.

If a re-check of those estimates shows that additional copper coins will be needed on C Day, the appropriate Banking Station should be advised accordingly.

strength of the diesel-electric fleet. As *News Letter* went to press the fleet comprised 18 S class 1,800 h.p., 26 B class 1,600 h.p., 68 T class 950 h.p., 48 Y class 650 h.p., and 14 F class 350 h.p. Nine more T class and two more Y class diesel-electrics were on order and had yet to be delivered. And six more 1800 h.p. locomotives have now been ordered (see opposite page).

For rail fans

TWO recent publications of interest are a reprint of *The Puffing Billy Story* and the 1966 *Australian Steam Railway Calendar*.

A 24-page booklet on art paper, *The Puffing Billy Story* deals, of course, with the narrow gauge Gembrook line and the present operation of part of it by the Puffing Billy Preservation Society. The pamphlet has been brought up to date to include the reopening of the line to Emerald on July 31 last. Well illustrated, and with a colour cover, the booklet also has historical notes on Victoria's other narrow gauge lines. A first rate souvenir, it may be obtained, for 3/5d., post free, from the Hon. Secretary, Puffing Billy Preservation Society, Narrow Gauge Station, Belgrave, Victoria.

The Australian Steam Railway Calendar is produced by the Association of Railway Enthusiasts and contains twelve 6" x 8" pictures of steam trains, an attractive cover picture, spiral binding and hook. The cost is 7/6d. and orders should be sent to A.R.E. Calendars, P.O. Box 4810, Spencer Street, Melbourne, C.I., Victoria.

Dieselization

ANOTHER phase of the Department's plan to completely dieselize the motive power of the system by 1972 is expected to be completed next month when diesels take over from steam locomotives the entire train running in the north-eastern district.

The diesel penetration of the district was accelerated in recent months following deliveries of the second batch of 25 Y class 650 h.p. diesel-electric locomotives.

First of another instalment of ten T class 950 h.p. diesel-electrics was delivered last month, and when the additional Y and T class diesels become available for operation, steam locomotives will disappear entirely from the north-eastern district.

The steam locomotives no longer required for the north-eastern section of the State will be transferred to locomotive depots at Ararat, Geelong, Maryborough, Ballarat and Bendigo, and will be maintained and serviced there for operation in those districts.

The decline of steam began about 13 or 14 years ago, when the first diesel-electric locomotives went into service. After main-line electric locomotives were introduced on the

Gippsland line, Warragul Locomotive Depot was closed in 1957 and steam locomotives now operate only branch-line trains in that area.

Another major phase of the dieselization programme was entered when the North Melbourne Locomotive Depot was vacated on January 20, this year. When the front wall of the Depot was pulled down by steam locomotive K 188, it sounded the death knell of steam in the metropolitan area.

Diesel-electric and electric locomotives are now, of course, serviced and maintained at the modern Diesel Depot at South Dynon.

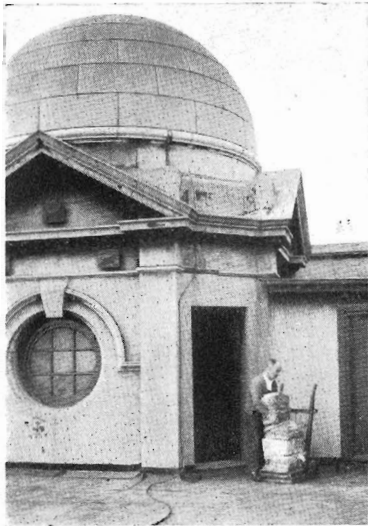
In the metropolis, the only survivor of the fast vanishing race of steam locomotives is a D3 class locomotive which is retained at Newport Workshops to haul special trains chartered by the Australian Railway Historical Society, and other similar organizations.

However, there are still about 100 steam locomotives puffing their way in the south-west, north-west, and northern and midland districts of Victoria. Even these locomotives are living on borrowed time, as, ultimately, they will be displaced by diesels as more money becomes available to increase the growing

FRONT COVER

Homicide at Spencer Street: On the overpass at Spencer Street station, Producer Ian Jones and cameramen shoot a scene for an episode in Channel 7's *Homicide*. The episode—*Birds of a Feather*—was televised on September 28. It is interesting to note that this is the third occasion on which the Victorian Railways have been used as a setting in *Homicide*.

What the dome held



Old railway documents and files are removed from dome on Head Office building for transfer to archives section of the State Library.

PASSERS by must occasionally wonder what is under the domes that decorate the roofs of some of the older Melbourne buildings. Well, last month, one of the domes that adorn the V.R. Head Office gave up its secret when nearly four tons of old departmental files and records were removed from the dome and transferred to the

archives section of the State Library. The historical documents and books dated back to 1859 and, in their new quarters, will occupy about 800 ft. of shelving space. Further documents will be transferred at intervals in the future. The Department has recently transferred prints of some historic 35 m.m. movie films to the National Library, Canberra, and a collection of more modern films to the State Film Centre, Melbourne.

New diesels

At tender for the supply of six 1,800 h.p. diesel-electric locomotives, at a cost of approximately £750,000, has been let to Clyde Engineering Co. Pty. Ltd., of Granville, N.S.W. First of the new diesels is expected to arrive about July next year, and the rate of delivery will be one every three weeks, thereafter.

It has become necessary to increase the strength of the Department's fleet of diesel-electric locomotives to cope with the continuing upward trend of interstate freight traffic on the Melbourne-Sydney standard gauge line and on the broad gauge line to Adelaide, as well as increasing general traffic.

Since 1957, train traffic mileage has increased by about 35 per cent. and is still on the up grade. The indications are that the combination of increased railway operating efficiency and higher productivity will

attract even more business to the railways in the future. Consequently, more diesels will be needed to haul the express inter-capital freight trains that have proved so popular with shippers.

At the present time, T class 950 h.p. diesel-electric locomotives are being used in multiple unit operation to provide the motive power required for large freight trains.

When the six new 1,800 h.p. diesels become available, the smaller diesels can be allotted to traffic assignments more suited to their capacity, and the general effect will be an improvement in locomotive utilization.

Aquisition of the new diesel-electric locomotives will also enable the Department to scrap additional steam locomotives that are nearing the end of their economic life, and do not justify major mechanical repairs and boiler renewal.

It will enable steam locomotive mileage to be reduced by about 420,000 miles a year, and effect considerable annual savings in working expenses.

The new diesels, which will be suitable for hauling both freight and passenger trains, will have a general purpose body with a single cab, a long engine compartment hood at one end and a short equipment compartment hood at the other end.

V.R.I. SCHOLARSHIPS

THE V.R.I. Council has been aware that while there are financial incentives for Institute members taking educational courses through the Institute, there must be many members who are studying at outside teaching agencies to gain better educational qualifications, thus more adequately fitting themselves for their railway careers.

Some members, for example, may be learning a trade, or perhaps studying Accountancy through correspondence, or Management to fit themselves for an administrative career; some who have completed their apprenticeship may be studying higher technical subjects. Others might wish to take up such courses but are deterred by the cost. These subjects are, of course, outside the scope of the Institute's educational field, and Council has considered how to give some financial assistance and thereby encourage people who want to improve themselves.

With the very considerable assistance of one of the commercial houses connected with the Institute's Trade Discount Scheme, the Council has

invested a sum of money in gilt-edged securities and will apply the interest from the investment to the provision of scholarships.

The Council has, therefore, decided to offer scholarships as from the beginning of the 1966 school year, and will call for applications from railway staff who are Institute members and who would appreciate some financial assistance with tuition fees.

Those eligible for consideration will be not only members who are already studying at their own cost, but those who would commence a course if some financial help with class fees were given. Those selected will, subject to satisfactory progress in their course, receive assistance for the duration of the selected course, provided the subjects undertaken will assist the persons concerned in their railway career.

The Institute will invite applications for the V.R.I. Scholarships during October and November this year. Those interested should watch the *Weekly Notice* for further information.

Special train

THE Acting Premier has asked me to convey to you the thanks of the Government for the assistance which you gave in arranging for the special train to travel to and from Camperdown last Thursday, August 12, in connexion with the burial of the late Honourable Sir Gordon McArthur, former President of the Legislative Council of Victoria.

"I should like to add my personal thanks to you for your ready co-operation in making these arrangements, and to Mr. F. L. Collins, District Superintendent, Mr. J. Baker of the Train Services division, and to the Stationmasters at Spencer Street and Camperdown whose detailed assistance added considerably to the efficient conduct of the journey to and from Camperdown.

"Would you kindly express my thanks to these officers and the other officers of your Department who were concerned with these arrangements."

—A. G. Coulthard, Secretary, Premier's Department, writing to the Chairman

THE FINALS

ALL the talk last month—in certain quarters—was about the finals. We mean the V.R. first-aid finals, of course—not those rather noisy events at the M.C.G. that were held about the same time.

Seventy-two of the best first-aiders in the service—winners of their district competitions—assembled in Melbourne. And in weather that was reasonably good, for a Melbourne spring, the 55th annual first-aid finals were held on September 8 and 9—the novice individual event at Flinders Street on the 8th and the remaining events at Mt. Evelyn on the following day.

Ballarat Traffic No. 1 team (Messrs. D. J. Kinnane, R. C. Lunnon, G. Storey, A. Phillips and N. L. Deveson), winners of the Challenge Shield last year, won again this year.

In the novice section, the Blackburn Shield went to the Maryborough team (Messrs. J. W. Haley, N. R. Ford, J. W. Reid, M. J. Lacey and P. N. Ivey).

The senior and junior individual events were won by Messrs. N. H. Adams and C. W. Paterson respectively.

Members of the Ballarat Traffic No. 1 team and the winner of the senior individual event will represent Victoria at the Australian Railways first-aid competitions in Sydney this month.

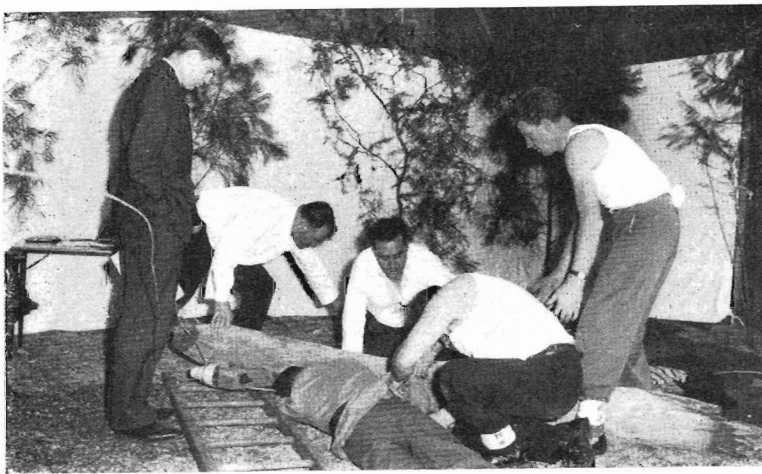
An unusual feature of this year's competitions was that three of the seven teams in the novice section came from the same centre—Sunshine. Rarely, if ever, has this happened before. Sunshine's success is an indication of the enthusiastic approach the men from that centre have to first-aid. Indeed, one of their teams that made the finals had been formed only this year.

The Maryborough team, winners of the novice section, have not been in the finals for some years. But they are now showing the form that, some years ago, made their centre a formidable competitor. Between 1942 and 1950, Maryborough gained a place in every year that the competitions were held—taking out four firsts, two thirds and a second.

The adjudicators were Mr. Douglas Donald and Doctors E. R. G. Sheil, Hugh Johnston, J. H. Gowland, R. Howard, D. Brownbill and V.C. Drying.



Ballarat Traffic No. 1, winners of the senior section, competing in the Supplied Material event. (Left to right) Dr. E. R. G. Sheil (adjudicator), Messrs. V. Hayes (timekeeper), D. J. Kinnane (leader), G. Storey, A. Phillips, R. C. Lunnon and N. L. Deveson (patient).



Sunshine No. 2 team takes part in the Improved Material (Novice Section) event. At left is the adjudicator, Dr. D. Brownbill.



Bendigo North Workshops No. 4 team (Novice Section) in the Supplied Material event; second from right is the adjudicator, Dr. Ralph Howard, and (right) the time-keeper, Mr. K. Young.



(Above) Mr. N. H. Adams, winner of the Senior Individual section, attends to patient Mr. A. Reynolds. At rear is the adjudicator, Mr. Douglas Donald.



Maryborough team, winners of the Novice Section, are being briefed before taking part in an event. (Left to right) Messrs. J. Lacey, J. W. Reid, N. R. Ford, J. S. Haley (leader), J. Symons (back to camera) timekeeper, and Dr. D. Brownbill, adjudicator.

(Below) Winner of the Novice Individual section, Mr. C. W. Paterson (centre) with adjudicator Dr. V. C. Dyring (right). At left is an assistant, Mr. J. McAdam; patient is Mr. A. Reynolds.



Sale team takes part in the Senior Improvised event.



Among the visitors to the competitions were representatives of the Victorian Civil Ambulance, School of Civil Defence, State Electricity Commission, St. John Ambulance Brigade and Department of Mines.

At the dinner to competitors, held in the V.R.I. concert hall, awards were announced and presentations made by Mr. E. H. Brownbill, Chairman of Commissioners. Mr. J. R. Rewell, Chief Traffic Manager, was chairman; and toasts were proposed by Messrs. W. O. Galletly, Chief Mechanical Engineer ("to winning teams and individuals"), and L. A. Reynolds, Chief Civil Engineer ("to the adjudicators"). Responses were made by Messrs. D. J. Kinnane, N. H. Adams and Dr. Ralph Howard.

RESULTS

SENIOR TEAMS

	Marks
Ballarat Traffic No. 1	425
South Dynon Loco. No. 3	392
Bendigo Nth. Workshops No. 1	382
Ballarat Nth. Workshops No. 1	—
Sale	—

NOVICE TEAMS

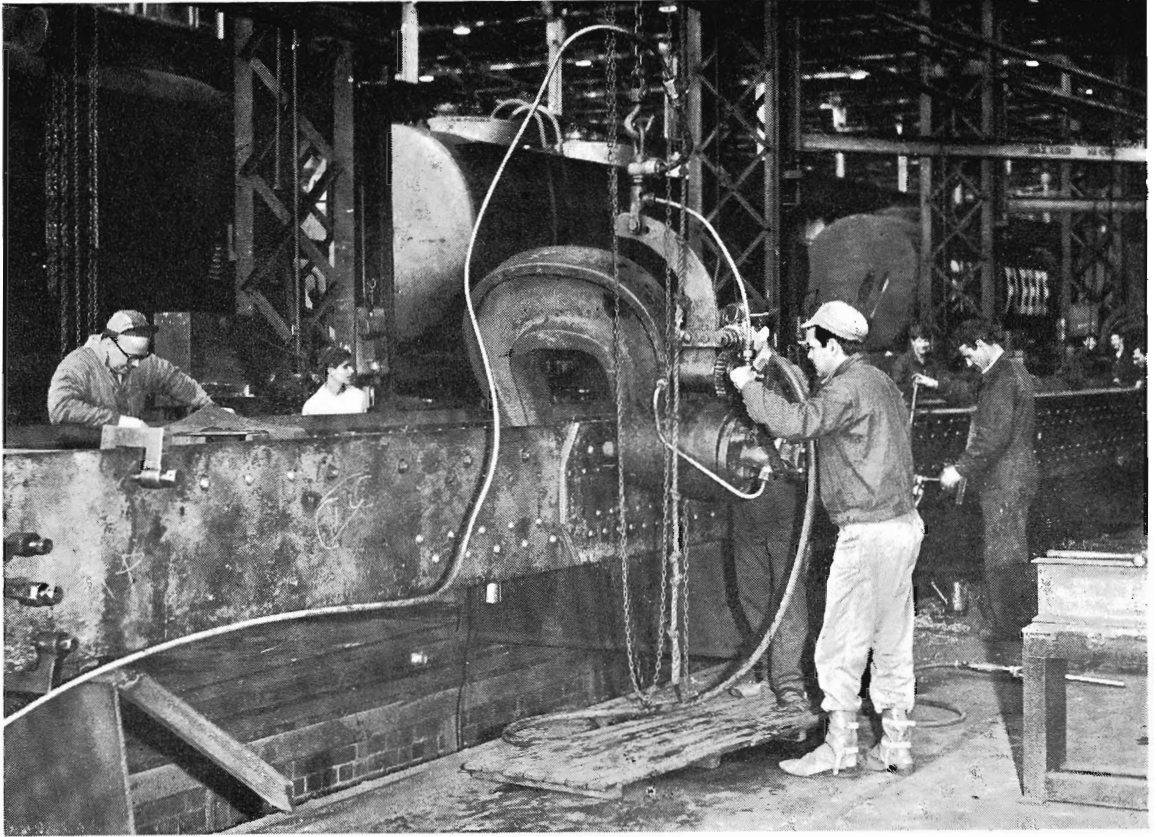
	Marks
Maryborough	426
Sunshine No. 2	409
Sunshine No. 3	405
Sunshine No. 1	—
Bendigo Nth. Workshops No. 4	—
Spotswood P.W.M. Depot No. 2	—
Geelong No. 1	—

SENIOR INDIVIDUAL

N. H. Adams, Clerk, Melb. Yard	114
H. P. Isaac, Guard, Ararat	110
C. W. Paterson, First Aid Attdt. Jolimont W'shops	102
F. L. O'Brien, B/Welder, Newport W'shops	—
A. R. Sawyer, B/Welder, South Dynon Loco.	—
F. K. Trengove, B/Welder, Bendigo Nth. W'shops	—

NOVICE INDIVIDUAL

C. W. Paterson, First Aid Attdt. Jolimont W'shops	112
R. R. Wain, Welder, Elec. Depot W'shops	109
R. C. Lunnon, Fitter, Ballarat Nth. W'shops	101
A. G. McCarrick, Driver, Sth. Dynon Loco.	—
A. Maude, Fitter, Ballarat Nth. W'shops	—
H. E. Liddall, Driver, Jolimont	—
E. J. Mill, Guard, Ararat	—



Rivetting girder at Newport Workshops for Mordialloc Bridge.

THE biggest bridge fabrication project that the Newport Workshops have ever undertaken is now in progress. It is the fabrication of the main steel girders for the new railway bridge to span the Nepean Highway near Mordialloc. This bridge was designed by railway engineers for any anticipated rail loading and will be able to take the heaviest locomotives on the system.

Cross girders and ancillary pieces for the bridge are being made at the Department's Spotswood Workshops.

Each of the eight girders required for the bridge (which will span six lanes of road traffic and two foot-paths) is 91 ft. 11 in. long, 7 ft. 5 in. deep, and weighs about 32 tons.

Three hundred and seventy tons of steel will be used in the bridge, and about 17,000 rivets for the girder fabrication job. For this operation, three powerful hydraulic rivetting machines are being used. One span of the bridge will be

completely assembled at Newport Workshops.

Building of the sub-structure for the bridge, erection and painting of steelwork will be done by contractors. The earliest completion date for the erection of steelwork is expected to be about December 20. Erection of formwork and pouring of concrete deck will be carried out by railway staff; this is expected to begin about November 1, and to be completed by January 7, next year.

No relocation of trackwork to its final alignment can be carried out until about January 15 next, when the down track will be brought to final location. A week later, the up track will be slewed across.

Demolition of the existing old timber bridge could begin on January 24. With other necessary works, it will take about two weeks to carry out. The earliest date for completion of the railway part of the project is expected to be February 7, next year.



At Newport Workshops, Messrs G. F. Brown, Deputy Chairman of Commissioners, (left), S. F. Keane, Assistant Chief Mechanical Engineer, and D. D. Wade, Acting Chief Civil Engineer (right), inspect the fabrication of steel girders for the Mordialloc Bridge.

SUBURBAN WORKS PROGRESS

A further stage in the plan to provide for increasing traffic on the eastern group of suburban lines was reached on September 19 when trains from the Box Hill and Glen Waverley lines began using a new track from Burnley to near Richmond.

The new track is part of a project involving track duplication that will benefit train schedules. The existing track used by Melbourne-bound trains is being removed and re-built at a lower level. The remaining part of the Melbourne platform at East Richmond has been demolished. Another track is being built in the centre, and the two centre tracks will eventually be made available for express trains.

Work either completed or near completion includes an additional platform and renovation of station buildings at Burnley, and at East Richmond a new platform and station buildings for up trains as well as renovation of buildings on the platform for down trains.

Old road bridges at Church Street, Mary Street and Coppin Street have been re-built and the brick arch road bridge at Brighton Street demolished and replaced by a pedestrian bridge; the level crossing at Green Street was replaced by a pedestrian subway.

To make space available for the new tracks, thousands of yards of earth and rock were removed for a cutting that is up to 35 ft. deep. Four thousand cubic yards of concrete were used to build a retaining wall 900 ft. long from East Richmond towards Burnley.

Good progress is being made on the construction of a road overpass at Burnley Street, Burnley, which, prior to its closure, was the busiest level crossing—for train movements—in the electrified area.

The overpass spanning all the rail tracks, should be finished late this year.

At Richmond, work is in progress on building the fifth and final 'island' platform that will cater for trains on the Box Hill and Glen Waverley lines. The platform will be brought into use when the additional tracks are completed.



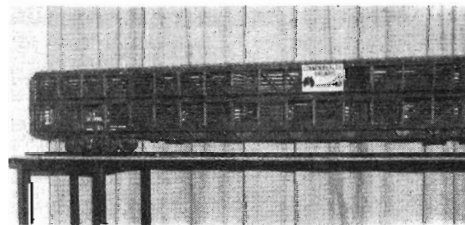
Special Works gang erects overhead structures on the new track between Burnley and Richmond.



Constructing new platform at Richmond.



AROUND THE SYSTEM



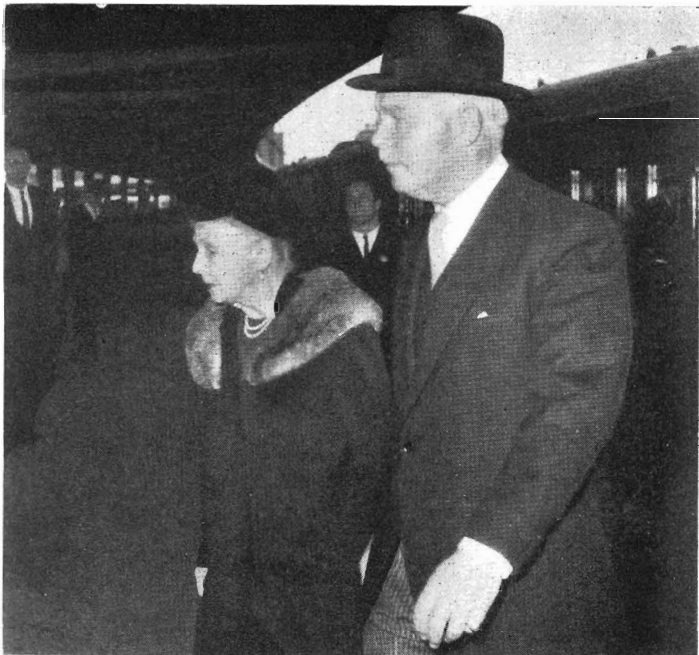
MODELS : These models of C.R. rolling st



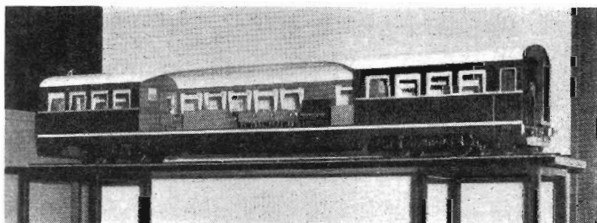
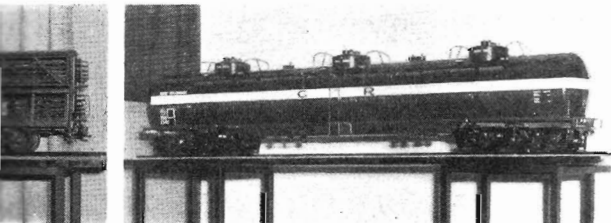
PROCESSING MACHINES: Operation of one of electronic data processing machines is explained to Cal Division staff by Mr. R. Simpson of the Computer Section. Three machines have been obtained, the last of them arrived this month.



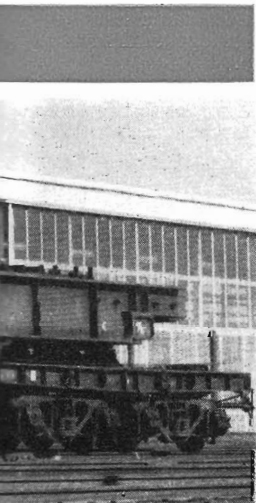
Mr. R. Simpson of the Computer Section wires a control panel for one of the new machines.



H.R.H. Princess Alice and Sir Rohan Delacombe, State Governor, leave Spencer Street station after the arrival last month of Princess Alice by N.S.W. State Car attached to *Spirit of Progress*. The Princess, who was on a private visit to Melbourne, was met at the station by Sir Rohan.



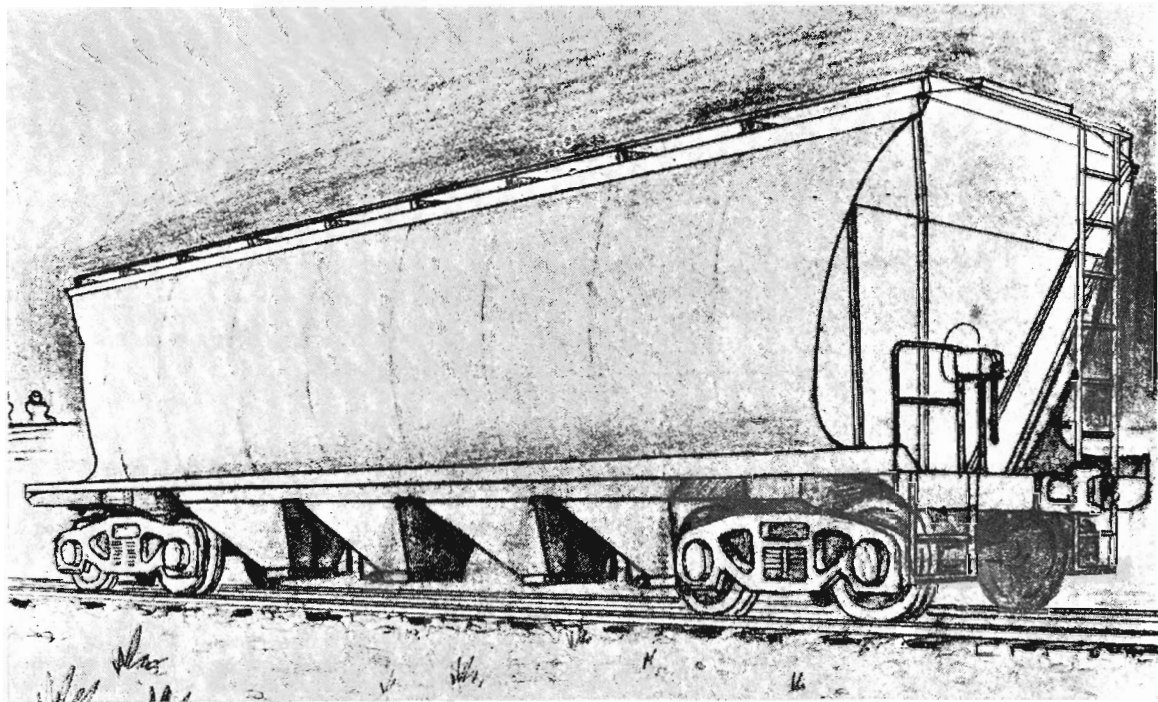
Models made by apprentices at Newport Workshops for the Commonwealth Railways.



NEW BUS: This 27-passenger 36 h.p. Ansair-Bedford bus went into service last month with Mt. Buffalo Chalet's fleet of buses.

◀ **BIG LOAD** by standard gauge: This 50-ton transformer was sent from Dynon by special train to Narrabri, 350 miles north-west of Sydney. Consigned by A.E.I. Engineering Pty. Ltd. of Thomastown, the transformer is 24 ft. long, 12 ft. 6 in. high and 9 ft. 1½ in. wide.

ALUMINIUM WAGONS FOR V.R.



Artist's impression of the new aluminium hopper wagon.

ONE hundred modern aluminium hopper wagons are to be built for this Department and used exclusively and continuously for wheat traffic. From the Australian produced aluminium, down to the smallest part, they will be practically an all-Australian product. The contract for the supply of the hopper wagons at a cost of £730,000 (including components to be supplied by the Department) has been given to Tulloch Ltd., of Rhodes, New South Wales.

It is expected that the first wagon will be received in January next year. As delivery has been planned at the rate of two wagons a week, the order should be completed by the end of next year.

A special allocation of funds above the ordinary railway allotment has been made by the State Government to meet the cost of the hopper wagons.

These new wagons will enable the movement of the wheat harvest to be expedited, and will also strengthen the rolling stock resources of the Department, which in recent years, because of record grain crops, have been strained to the limit.

Substantial economies and very important advantages can be gained

from the use of aluminium instead of steel wagons.

For example, the tare weight of the aluminium vehicle will be less than 16 tons, whereas the best that could be expected from an equivalent steel wagon would be about 22 tons. The payload of the steel wagon would be 51 tons, compared with the aluminium hopper wagon's 57 tons.

The aluminium hopper wagons will each carry approximately 2,000 bushels of wheat, but it is expected that, because of quicker turnround, one hopper wagon will do the work of nearly five standard 22-ton, 800 bushel capacity, four-wheel GY wagons now used in the wheat traffic.

The new wagons will be fitted with high speed freight bogies, enabling them to operate at 60 m.p.h. (Trains of GY wagons travel at speeds of up to 45 m.p.h.)

It is proposed to use the new wagons in block, as far as practicable. This means that, where they are used, wheat trains will consist entirely of them and be about the same length as *Southern Aurora*.

The wagons will have a distinctive appearance, with rounded sides and a pear-shaped end view.

To fill the hopper wagon, wheat will be poured from the silo chute into the continuous open roof filling hatch that will extend to within a foot of each end of the vehicle. A footway on either side of the hatch will enable the operator to supervise the loading operation.

Each vehicle will have four controlled gravity outlet doors that, with a simple operation, will enable the wheat to be discharged through them into the under-rail-level hoppers of the Grain Elevators Board, and then be taken by continuous belt to the storage.

It is expected that each 57-ton hopper could be filled in about 25 minutes and discharged in two minutes.

Details of the experience gained by the Canadian National Railways and the Canadian Pacific Railways in operating aluminium hopper wagons on their systems for the past four years have proved very useful in determining the design of the most suitable vehicle for the Victorian Railways to use; the design adopted also follows some features of the aluminium hopper wagons of similar capacity now being built for the New South Wales Railways.

GOOD SERVICE . . .

Ormond

I wish to express my appreciation of the courtesy and consideration the children in my grade and myself received when we visited the Ormond station. It was a most enjoyable and instructive outing.

—G. Witchell, Ormond State School.

Flinders Street

THIS is to convey the gratitude of my mother and myself for the attention given my mother when she had a severe fall, outside the station area (at Princes Bridge). The staff on duty on the platform were most courteous and helpful in treating the injuries.

The courteous help was much appreciated but not unexpected, for, in over 40 years of using this line we have always had courtesy and service extended at all times . . .

—(Mrs.) T. Cowan, 12 Home Street, Reservoir, writing to the Stationmaster, Flinders Street.

Woodend

WE are six regular passengers on the 7 a.m. train from Woodend. On behalf of my companions and myself, I would like to draw your attention to the splendid job the staff of the Woodend station are doing with the foot-warmers, without which our journey these cold mornings would be most unpleasant.

Would you please pass on to them our appreciation and thanks.

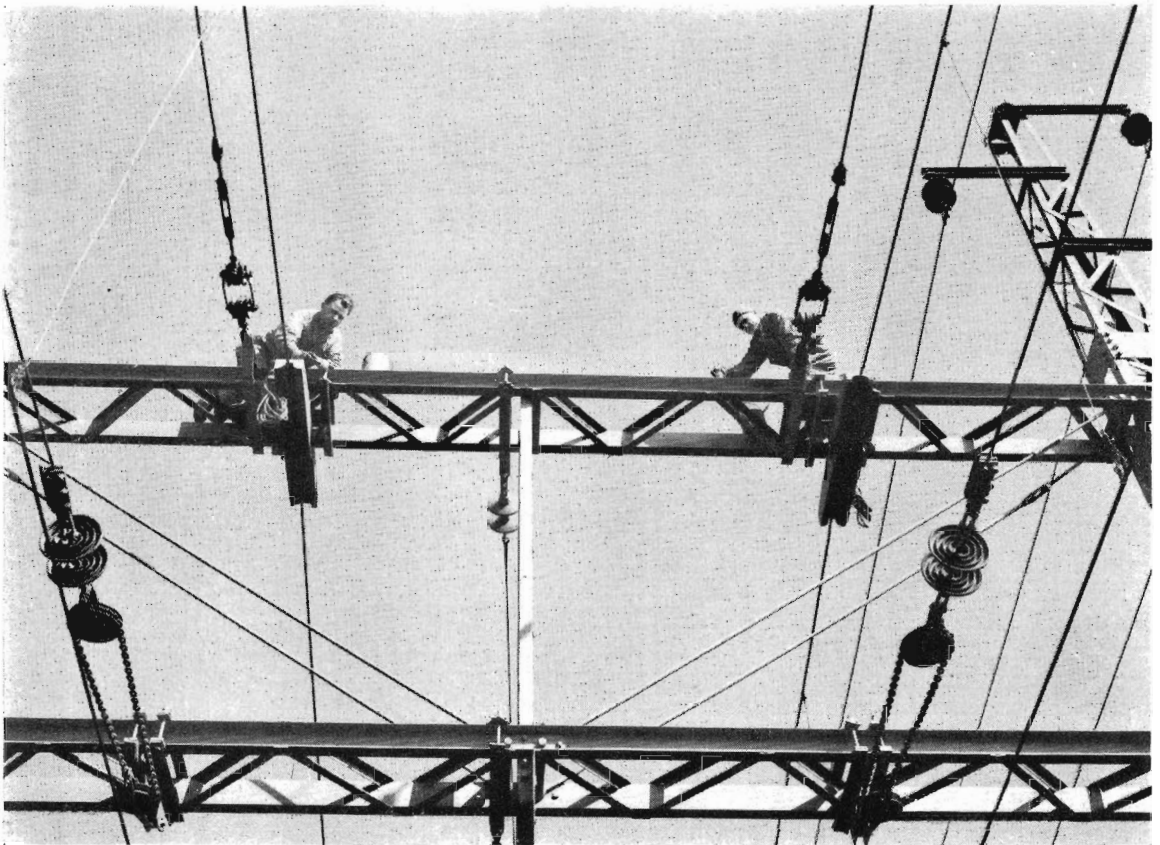
—Joan M. Dye, Anslow Street, Woodend, writing to the Commissioners.

Bendigo

ON behalf of myself, staff and students of Rochester High School I wish to thank you most sincerely for the efficient and friendly manner in which you looked after the party from this school during the recent excursion. The thoughtfulness shown went well beyond the line of duty and made their trip by rail very pleasant indeed.

—C. R. Cornell, Headmaster, Rochester High School, writing to Stationmaster, Bendigo

CAN YOU BEAT THIS RECORD?



Many would not change places with Painters N. Iwanow (left) and M. Eagan whose job as painters in the Overhead Division takes them to precarious positions on the overhead structures. Their work is done above and near trains travelling at normal speeds and they are constantly working close to the live 1500 volt overhead wiring. Yet these men are part of an 18-man gang which has the fine safety record of over three years and two months (114,000 man-hours) without a lost-time injury (involving loss of a shift or more).

HERE'S HAULPOWER



Hostess Evelyn Heron distributes pamphlets at the V.R. Exhibit in the Royal Show and (in foreground) a young visitor fills in details on her identity disc.

THEME of this year's railway exhibit in the Royal Agricultural Show was "Here's Haulpower". It featured the locomotives that provide the half-a-million horse-power needed to run V.R. trains. There were large (1/12th scale) models of S, B, Y, T and L class locomotives as well as a small ("O" scale) model of a T class which visitors, by pressing a button, could cause to move up and down a length of track.

Display boards briefly outlined important facts about the locomotive fleet, including comparisons in economy of operation between the diesel and the steam locomotive. It was pointed out that, in one year, 166 diesel-electric locos, on a ton-mile basis, hauled more than a fleet of 630 steam locomotives; and that steam loco operating costs were 22% of total railway expenses, while similar costs for diesels are only 11% of total railway expenses.

As in previous years, the miniature railway continued to draw crowds. New models on it, this year, comprised *Intercapital Daylight*, a Y class locomotive and a working model of



The working model of the bogie exchange on the miniature railway.

the bogie exchange. This latter model (built by Mr. N. Cave, engineer in the Rolling Stock Branch) is the most intricate yet made for the Department's fleet.

Scaled down to 1/10th of an inch to the foot, the model carries out every movement in the exchange of bogies. The body of a model VHX van rises; the 5 ft. 3 in. bogies move out from it; the model cranes move in and place standard gauge bogies on the track; and so on. After a pause of 30 seconds, the second cycle of operations begins and the standard gauge bogies are replaced by 5 ft. 3 in.

bogies.

Another new feature this year was an automatic show of colour slides of rolling stock, together with a taped commentary.

The children's identity discs, the free issue of which was started in 1963, proved increasingly popular. This year 60,000 were printed, 20,000 more than last year. Despite this increase, the demand for the discs exhausted the supply just before the end of the Show.

The exhibit, as usual, was staffed by Commercial Agents and a hostess distributed literature.

"O ye'll tak' the high road . . ."



Mr. Pittman (right) is bade farewell by Mr. Clayton, Assistant Signal and Telegraph Engineer. (Photograph: G. Blake.)

A V.R. man who has travelled on the world's fastest train service—that on Japan's new Tokaido line—was Mr. C. A. Pittman who retired recently as Signal and Telegraph Supervisor at Flinders Street. Describing his experience to *News Letter*, Mr. Pittman mentioned that announcements over the train's public address system were made after passengers' interest had been attracted by a few bars of a softly played tune. The tune had a familiar ring, and he recognized it as the well-known Scottish air *The Bonnie Banks O' Loch Lomond*.

Mr. Pittman's trip on one of the Tokaido line super-expresses was made just after the line had been opened and there were some speed restrictions. Despite these, they still reached 140 m.p.h. and had dinner at 120 m.p.h. Mr. Pittman was in Japan during the course of a round-the-world trip that he made last year. During it, he was on the *Flying Scotsman* and, he added, it was also a thrill to dine on that famous train at 100 m.p.h.

Mr. Pittman joined the railways in 1922, and served in both world wars—in the first one on minesweepers and, in the second, on *H.M.A.S. Hobart* and *Australia*.

Track prizes

PRIZES for the annual track competitions for the year ended June 30 last were shared by 236 members of track gangs. Prizes up to £20, £11 and £6 were awarded to members of gangs that finished first, second and third respectively in each district. In the Most Improved section, the maximum in-

dividual prize was £11. Winners' names were published in the *Weekly Notice* of September 28.

Refreshment Services appointment

MR J. L. Anderson who has been appointed Assistant Superintendent of Refreshment Services, following the retirement of Mr. J. G. Gibson, began his career in 1926 with what was then the Auditor of Receipts Branch. At the end of that year, he was transferred to the Refreshment Services Branch. He worked with the accounting section for the following six years and became a qualified accountant. Later he was at the Dining Car depot for 13 years, ultimately becoming manager. Other executive positions Mr. Anderson has held include Manager, Metropolitan Stalls, and Provodero. In his younger days, Mr. Anderson rowed with Essendon Rowing Club.



Mr. Anderson

Four branches

MR J. L. Hawkins, who recently retired as Commissioners' Representative, Transport Regulation Board, worked in four branches during his 48½ years of service. He started with the Transportation Branch as a junior clerk in 1917, and after a short period in that and, later, the Commercial Branch was transferred to the Rolling Stock Branch. While there he served at practically every depot and workshop throughout the system.



Mr. Hawkins

Following transfer to the Secretary's Branch, Mr. Hawkins was secretary to two Chairmen of Commissioners in succession—Messrs. N. C. Harris and R. G. Wishart. In 1956 he was appointed Commissioners' Representative, Transport Regulation Board, and after years of skilfully presenting the Department's case before the Board, looks forward to relaxing with golf, gardening and motoring.

Mayor

A railwayman—Mr. R. E. B. Wells, of the Accountancy Branch—was elected Mayor of Oakleigh last month. Mr. Wells, who has been an Oakleigh councillor since 1962, has been interested in civic affairs much longer. At a time when Oakleigh lacked a swimming pool, he was among a group of enthusiastic citizens who formed an organization to construct the municipality's fine Olympic pool. At present, Mr. Wells is honorary secretary of the committee of management that runs the pool for the Council. He is also actively associated with the Mentally Retarded Childrens' Centre at Oakleigh. When formed, this was the first of its kind in Victoria, and it has been the pattern for a number of other centres in the State.



Mr. Wells

Presents railway case

MR J. N. Lade, who succeeds Mr. Hawkins as Commissioners' Representative, Transport Regulation Board, had 21 years experience in the Rolling Stock Branch—13 of them at Seymour—before he was transferred to the Secretary's Branch in 1959. For nearly two years, he was secretary to the Chairman of Commissioners. In 1963 he completed the course at the 8th Summer School of Business Administration held at Melbourne University.



Mr. Lade

Lifelong interests of Mr. Lade are first aid—he holds the Gold Medal and was instructor while at Seymour—and sport. He is a former secretary of the V.R.I. hockey club and, at present, plays competition tennis. He is president of the Mitcham Tennis Club and a vice-president of the Metropolitan Region Lawn Tennis Association. Mr. Lade is also a keen philatelist.

Played with South Melbourne

“PUT yourself in the place of the other chap”, is the advice Mr. H. R. Mahony believes all staff officers should follow. It was his guiding principle during the years he was engaged in staff administration. Mr. Mahony, the former Traffic Branch Staff Officer, has had over 50 years service. He began as a lad messenger, at 2/- a day, in Melbourne Goods Sheds on August 2, 1915, and retired on August 23. Although he started at 2/- a day, he soon got a rise—on his birthday a few weeks after—to 2/6d. a day.



Mr. Mahony

In his younger days, Mr. Mahony played football for a few seasons with South Melbourne, and sub-district cricket with Port Melbourne. While at Seymour, where he ultimately became Chief Clerk, he was one of a group of volunteers who built, in the

‘forties, the excellent Seymour V.R.I. bowling green. Bowls has been one of Mr. Mahony’s interests for many years; he was president of the V.R.I. club while at Seymour (he is also a life member) and hopes to spend a lot of his leisure time, during retirement, on the green at Blackburn.

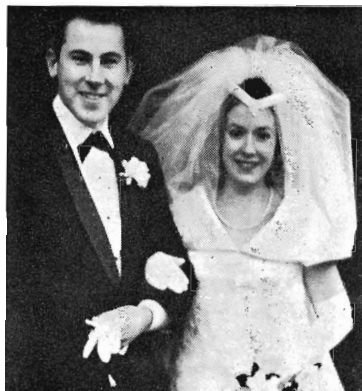
50½ years

MR. N. C. Cairncross, who retired last month as a car and wagon builder, had 50½ years service, having started as an apprentice at Newport Workshops on March 3, 1915. For the past 30 years he has worked at the Shelter Shed. Mr. Cairncross comes from a family of blacksmiths; his father and five brothers were all in that trade. In retirement he looks forward to spending more time with his 18 grandchildren.

* * *

Money doesn’t grow on trees; neither does safety—you have to work for it.

Wedding bells



The wedding of Mr. and Mrs. Kenneth Leslie Brown, which took place recently had a strong railway interest. The bride, formerly Miss Delysia Sexton, has been a typiste in the Public Relations and Betterment Board since joining the Department in 1959, and has featured as a model in *News Letter* and other V.R. publications. The bridegroom began his railway career with the Rolling Stock Branch in 1956, and, four years after, was transferred to the Secretary’s Branch. Early this year, following his appointment as a clerk, Ken took up duty with the Commercial Branch. The couple are shown leaving St. Thomas’ Church of England, Essendon, after their wedding.

What’s in a name?

QUITE a lot—when it’s as long as Llanfair etc. etc., the famous little station with the long name in Wales. Not only is there a lot of letters but there’s also some cash from the many tourists who visit the small town to be photographed on its station and buy souvenirs such as the special platform ticket that is 6” long to accommodate the name. This was pointed out by Mr. L. J. Pearson, an engineer in the

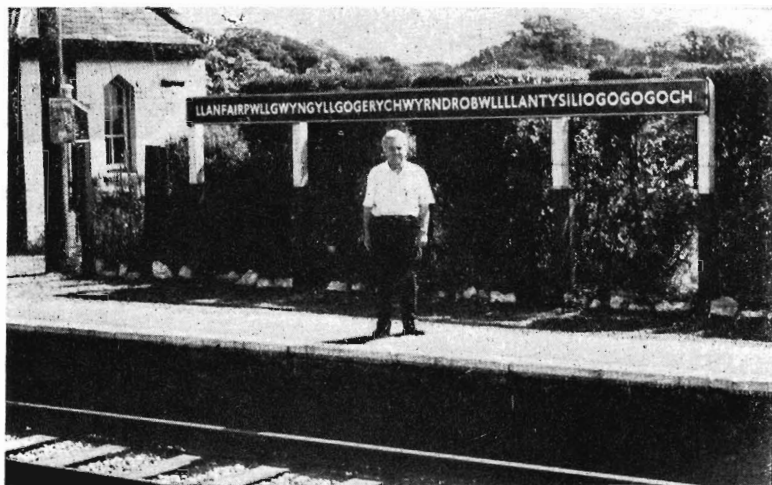
Signals and Telegraph Division, who last year visited Llanfair PG (as it is known for short).

Following the publication in *News Letter* of the information that the station might be closed, Mr. Pearson brought in a slide of the station and a platform ticket. He went there on a bus tour. On arrival, all the tourists flocked to the station to be photographed and hear the stationmaster call out the name. It sounded like a couple of coughs and five sneezes, says Mr. Pearson.

Railway construction

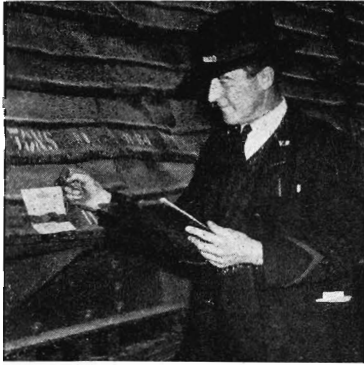
SOME interesting facts about the history of what is now known as the Railway Construction Board were recalled by Mr. A. S. Atkinson who has retired as the Board’s Superintending Engineer. Mr. Atkinson pointed out that, from 1857–1883 the Board constructed 1,600 miles of track. From 1884–1891 the Railway Department became the track building authority and built 1,200 miles. In 1892, the Railway Construction Branch, as it was then termed, again took over the building of railway lines; since then, to the present time, it has built approximately 2,000 miles of track.

Mr. Atkinson joined the Railway Construction Branch in 1924 after obtaining a degree in civil engineering at Melbourne University. Some of the jobs he has been associated with during his 40 years of service include the building of the Albion–Broadmeadows line (one of its bridges is Victoria’s highest); the construction of the Black Rock–Beaumaris “electric street railway” (about 1927); and the building of the Toorak Road and Grange Road bridges over the Yarra, as well as the reconditioning of several others. Mr. Atkinson also designed the grain elevator system for the Grain Elevators Board; this involved the design of 138 elevators.



Mr. Pearson on Llanfair PG station.

Tobacco train



Guard Ray Hayes was snapped at Benalla while recording details of wagons on his train which was loaded with nearly 300 tons of tobacco leaf from Myrtleford. Mr. Hayes, who joined the Department in 1936 at Tungaamah, has been stationed at Benalla for the past 24 years.

Good time had by all

COMMENDABLE foresight was shown by the Accountancy Branch men at Spencer Street and Flinders Street offices in selecting a pleasant spring day, last month, for their first social football match. At the picturesque Warringal Park, by the river at Heidelberg, a good muster of spectators saw Spencer Street beat Flinders Street, 8-14 to 5-7 (leaving, presumably, a net debit of 3-7). Actually, there was nothing on the debit side for the day—it was all credit—perfect weather . . . a good match . . . and a good barbecue. Spencer Street Accountancy was led by Peter Ricci, Flinders Street by Ray Keller; Bill Merrifield and Eric Hall were the respective coaches, and the match was organized by Des O'Donoghue. The winners will hold a trophy until next years match.

Bendigo

I hear that Mr. Jack Sherman, Leading Station Assistant, Bendigo railway station, retires in a few days. I would like to record my appreciation of Jack's efficiency and service over the years. I am a frequent traveller on the trains, and shall miss his familiar request over the loud speaker when the Swan Hill train pulls in—"stand clear of those doors please and let the people out"—a request usually ignored. I met lots of good blokes in the railways, but as a live wire and train-getter-out he will be hard to beat.

—H. Poole, Berriwillock, writing to the Secretary.

Badminton Team

THE general public are quick to criticize when service falls short of what one might expect; and slow to praise, when service is of

a high standard. With this in mind, I am asking you to pass on to your officers my most grateful thanks for the efficiency, the courtesy, and kind attention extended to me when recently making a bulk interstate rail booking for the Victorian Badminton team travelling to Perth.

The officers concerned were Messrs. Edge, Holmes, Wilcox and, in particular, Mr. Welsh who, to assist me, dealt with my requests during his meal break . . . Although I found it necessary to make alterations from time to time, your officers expressed no complaint whatsoever, but set about the task of meeting my requests . . .

—C. R. Cutt, Manager, Victorian Badminton Team writing to the Secretary

Frankston and Highett

I should like to bring to your notice the fine work of the staff at Frankston and Highett in returning my handbag which I left at the former station on Sunday afternoon . . . the bag was returned to Highett, where it was collected. I am deeply appreciative of the help given by your staff . . .

—(Mrs.) T. M. Kellar, 43 McCulloch Street, Dromana, writing to the Secretary

Ringwood

INCIDENTALLY, I often wonder if local interstate travellers realize that a very courteous and efficient service is available at Ringwood

station. Interstate bookings may be made at Ringwood and I have been impressed by the consideration and helpfulness extended by local railway officials to intending travellers. ("Lerwick", in the Ringwood "Mail", 5.8.65)

Rochester

ON behalf of myself, staff and students of Rochester High School I wish to thank you most sincerely for so efficiently organizing the rail transport for our School excursion . . .

—C. R. Cornell, Headmaster, Rochester High School writing to Stationmaster, Rochester.

D. & M. pass



Reproduction of a pass from the Deniliquin and Moama Railway Co. The line was opened in 1876 and taken over by the Victorian Railways in 1923. The gold-embossed, leather-bound book pass was lent by Driver A. J. Helsby, South Dynon.

RECENT RETIREMENTS

TRAFFIC BRANCH

Storer, P. V., Belgrave
Urquhart, A. G., Clayton Group
Sherman, J., Bendigo
Campbell, A. M., Franklin St.
Wormald, S., Stawell Group
Bodey, J. J., Sandringham
Sims, J. H., Melbourne Goods

ROLLING STOCK BRANCH

Flynn, F. L., Ballarat North
Cheney, L. H. Y., Maryborough
Cottom, F. G. E., Jolimont
Kersley, L. G., Newport
Samways, W. F., Newport
Dempsey, N. S., Ararat
Michael, A., Newport
Cairncross, N. C., Shelter Shed
McEvoy, A. D., Jolimont
Hall, A., South Dynon
McKenzie, W. S., Jolimont
Bevern, A. H., South Dynon
Stewart, R. E., Jolimont
Anderson, S. A., Newport
Di Stefano, G., Jolimont
Darvell, A. L., Newport
Peoples, F. J., North Melbourne
Ries, S., North Melbourne
Williams, C. S. S., North Melbourne
McGregor, A. K., Jolimont
Stokes, J., Jolimont

WAY AND WORKS BRANCH

Ferguson, J. R., Head Office
Mackrill, J. P., Special Works
Hudson, C. J., W.M. Spotswood
Greenway, P. J. R., Ballarat
Murrowood, R. S., Spencer Street
Alejew, M., Geelong
Higgins, J. W., Sale
Irving, C. P., Warragul
Witney, S. A., Horsham
Spencer, G., Head Office
Hartwig, B. E., Wangaratta
Clapp, G. E., Borung

SECRETARY'S BRANCH

Hawkins J. L., Head Office

STORES BRANCH

Frazier, L. C., Head Office
Okey, R. C., Newport Workshops
Storehouse
Ffrench, J., Jolimont Workshops
Storehouse

ELECTRICAL ENGINEERING BRANCH

Martin, A. R., Electrical Workshops,
Spencer Street

REFRESHMENT SERVICES BRANCH

White, Mrs. E., Flinders St. Cafeteria

. . . . AND

TRAFFIC BRANCH

Hoare, J. F., Horsham

ROLLING STOCK BRANCH

Lewis, W. E., Shelter Shed
Robin, F. R., Jolimont
Davies, C. S. R., Bendigo North
Griffiths, J. J., Bendigo North

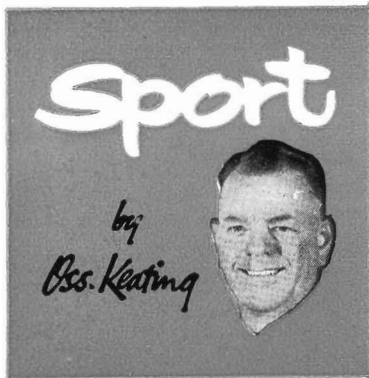
DEATHS

WAY AND WORKS BRANCH

Thorn, M. J., Head Office
Bitcon, I. D., W.M. Spotswood
Wagner, A. G., Power Signals

ELECTRICAL ENGINEERING BRANCH

Talbot, G. V., Newport



Country Golf Week, 1965

ON behalf of the Department and the Institute respectively, Mr. E. P. Rogan (Commissioner) and Mr. L. A. Reynolds (General President, V.R.I.) welcomed approximately 50 country players from all parts of the State and 27 players from the metropolitan area, to this annual fixture held again at the Rosedale Golf Links, Aspendale. Even if some of the competitors had trouble in finding their form, at least the weather was consistent with past years—one fine day and the remainder, overcast, windy and wet.

Eight teams, representing Ballarat, Geelong and Shepparton (two each), Traralgon and Bendigo competed for the V.R.I. Council Cup and, after a series of interesting games, Geelong No. 1 and Bendigo emerged as the two top teams.

In the final, the result was in doubt until the final pair came into the Clubhouse when it was seen that Geelong had won, three games to two. It was a most popular victory as this was the first time that they had taken out the teams championship—indeed it was the first time they had competed in the final. And in earlier rounds Bendigo appeared strong enough to record their second successive win in this event. Members of the winning Geelong team were Gordon Scholes (Captain), Alan Clohesy, Norm Roberts, Stan Climpson and Ray Darcy. Bendigo was represented by Joe DeAraugo, (Captain), Alby Jack, Ray Poulter, Hedley Fletcher and Vic White. Our congratulations to the winners and runners-up on a fine exhibition of golf and the sporting manner in which the final was played.

On Thursday—championship day—Alan Clohesy made a clean sweep of all the scratch events; winning the State Railways Championship, the Country Railways Championship and the Country Open Championship. The Country Minor Championship (14 and over) was won by Ike Dawkins (Benalla) and the country section of the 27-hole handicap was won by Gordon Scholes.

As both Alan Clohesy and Gordon Scholes are from Geelong, it can be seen that the boys from "sleepy hollow" had a great tournament. Other trophy winners during the week were: 18-hole stroke handicap, Harold Humphries (Traralgon); 18-hole bogie, Gordon Scholes (Geelong) 18-hole stableford, Jack Manning (Benalla) and 9-hole stableford, Ike Dawkins (Benalla). In the metropolitan section, Geoff Williams was the most successful—winning the Metropolitan Minor Championship (14 and over), the 27-hole handicap (and the Jim Barker Memorial Bowl) and the 9-hole stableford events. Other metropolitan winners were Eric Riggall and Jack Williamson.

All trophies won during the Week were presented by Messrs. Rogan and Reynolds at a dinner held in the Clubhouse at the conclusion of the final day's play.

Cricket

INDICATIONS are that the 1965/66 season will be a most interesting one. Stores, last years premiers, are again defending their title; and new teams in Melbourne Yard and Jolimont Workshops could prove surprise packets. In all, seven teams have nominated; Stores, Jolimont Workshops, Codon, Spotswood Workshops, Suburban Lines, Melbourne Yard and Loco. One of the disappointments is the lack of interest at Newport Workshops. That there is sufficient talent at the 'shops to enter a team is obvious when it is remembered that back in 1962/63, Newport, at their only attempt, won the Commissioners' Cup. But since then, they have not fielded a team.

Fencing

TO again bring home the strength of the V.R.I. Fencing Club to railway folk, it is interesting to report that, in the recent Australian Championships staged in Perth, two members of our club won Australian titles and a third member was runner-up in his event. Andy Szakall, popular secretary, accompanied the team as Victorian manager. Should anybody be interested in joining the club, they should contact Andy at auto. 1230.

Women's Amateur Athletic Club

THE V.W.A.A.A. 1965-66 season opens on Saturday, November 6, and the V.R.I. Club has entered three senior and two junior teams in various grades. Training has begun and is held on Monday and Wednesday nights at Royal Park, under the guidance of expert coaches, most of whom were champions in their respective spheres. So, should there be any lasses in the Department interested in sprinting, middle distance running, high or long

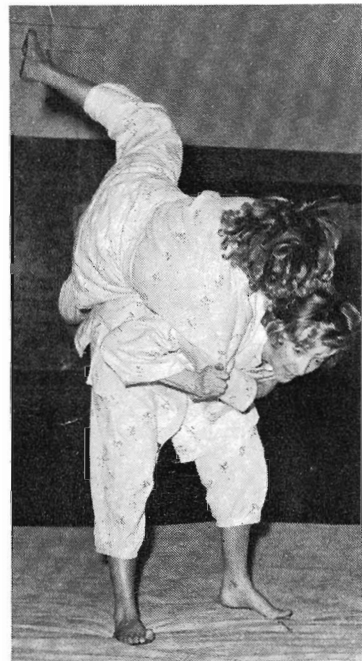
jumping or field games, they should immediately contact Miss L. Neville on auto. 1577 who will be only too happy to supply any further information. Miss Neville, I might add, is the popular and efficient secretary of the club.

Like a face cream

LIKE a good face cream, judo protects and, it seems, also beautifies a girl. That's what a Japanese judo expert—Miss Keiko Fukuda—who recently visited Australia, said.

"Women should take up judo" said Miss Fukuda in a Melbourne *Herald* interview. "But they think it's a hard sport . . . like wrestling or men's judo. But women's judo is quite different from men's judo. We concentrate on technique. Judo is designed to make you a better person. It helps women stay young and keep their health . . . it also makes them happier", she said.

Judo classes for women are now being held at the V.R.I. Flinders Street. Girls who attend these classes say that a knowledge of judo gives them confidence. And the girls also learn some karate—and that's the stuff that really helps a girl to cope with a difficult situation. The classes are held from 5.30 p.m. to 7.30 p.m. on Mondays to Thursdays. Further details can be obtained from the General Secretary of the Institute, Flinders Street, auto. 1109. (J.M.)



Two members of the V.R.I. judo class—Mrs. Rosalie Jackson (right) and Miss Joan Marsh—demonstrate a *kube nage* throw.

VICTORIAN RAILWAYS

NEWS LETTER

NOVEMBER



1965



THE MONTH'S REVIEW

Giant fork lift

THE Department's traffic and technical officers are investigating the use of a giant fork lift to speed up the handling of the increasing steel traffic.

The growth of the Australian steel industry is reflected in the large quantities of steel being railed from N.S.W. to Victoria. The use of fork lifts bigger than the present five to seven-ton capacity types will undoubtedly speed up the discharge of steel consignments and at the same time enable the Department to attain a quicker turn round of wagons and get more use out of rolling stock.

In a demonstration at the Melbourne Goods Yard last month, a fork lift, with a 40,000 lb. capacity, made easy work of lifting 18-ton loads of steel from a flat wagon and depositing the steel lengths on a neatly piled stack.

The advantages of a giant fork lift from the railway point of view, are its mobility and its ability to reach into a wagon and lift a heavy load over the sides of the vehicle.

The Department is providing increased facilities for unloading, sorting, storage and delivery of steel consignments from N.S.W. The area at South Dynon, specially sealed for the heavy steel traffic, will be extended.

Trains bringing steel to Melbourne on the standard gauge line go direct

to the South Dynon steel unloading area, and, immediately the locomotive is taken off, steel is being discharged and sorted within a few minutes of the train's arrival.

Declining steam

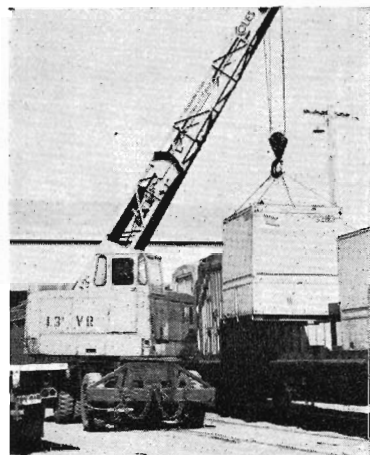
A further reduction in steam haulage occurred last month when the last steam locomotives were withdrawn from the north-east and Gippsland. The last regularly-hauled steam train left Mansfield on October 15 for Melbourne. On October 26, the last steam-hauled freight train ran in Gippsland, and, on the following day, the only remaining steam locomotives (two J class) left the district. One is now at Ararat and the other at Maryborough.

Mails in containers

THE first consignment of mail to be carried in large containers, instead of mail-bags, reached Melbourne last month. Three steel containers of mail arrived in Sydney by sea from San Francisco. They were then railed from Sydney to Dynon on a flat top. Two were for Melbourne—they were unloaded from the rail wagon on to a P.M.G. road truck—and one left for Adelaide by fast freight train.

Each container held about 7,000 lb. of second-class mail, the equivalent of 150 mail-bags. This was

the first time in Australian railway history that mail was sent in containers. The advantage, of course, is the reduction in handling.



The first consignment of mail in containers is being unloaded at Dynon.

Calendar alteration

SINCE the printing of the 1966 Departmental card calendar, an alteration to the date of the Show Day holiday has been made. It is now September 22, instead of September 29 as shown on calendar.

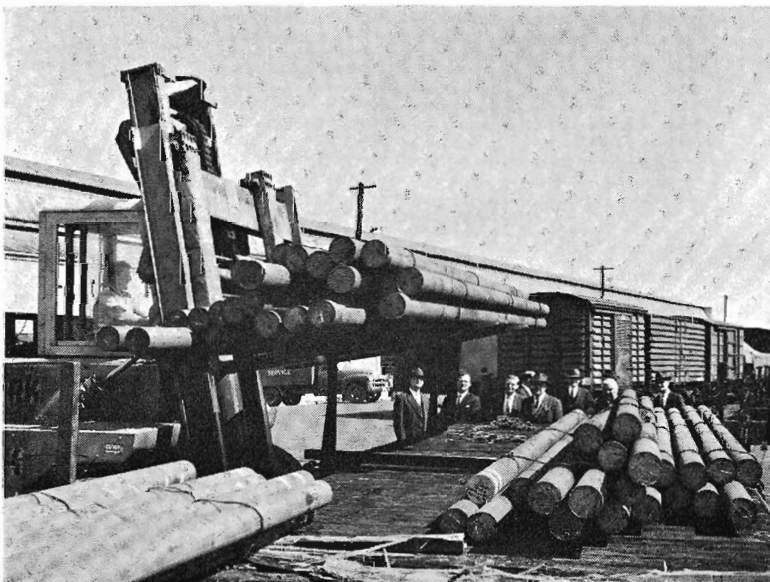
From the Governor-General

"I thank you very much for your kindness in providing the special coach and train from Berwick to Spencer Street, and for your courtesy, with Mrs. Meagher, in coming to Berwick and being with us on the journey. It was very good of you both to do this and my wife and I much appreciated it . . ."

—Lord Casey, Governor-General, writing to Mr. E. R. Meagher, Minister of Transport

FRONT COVER

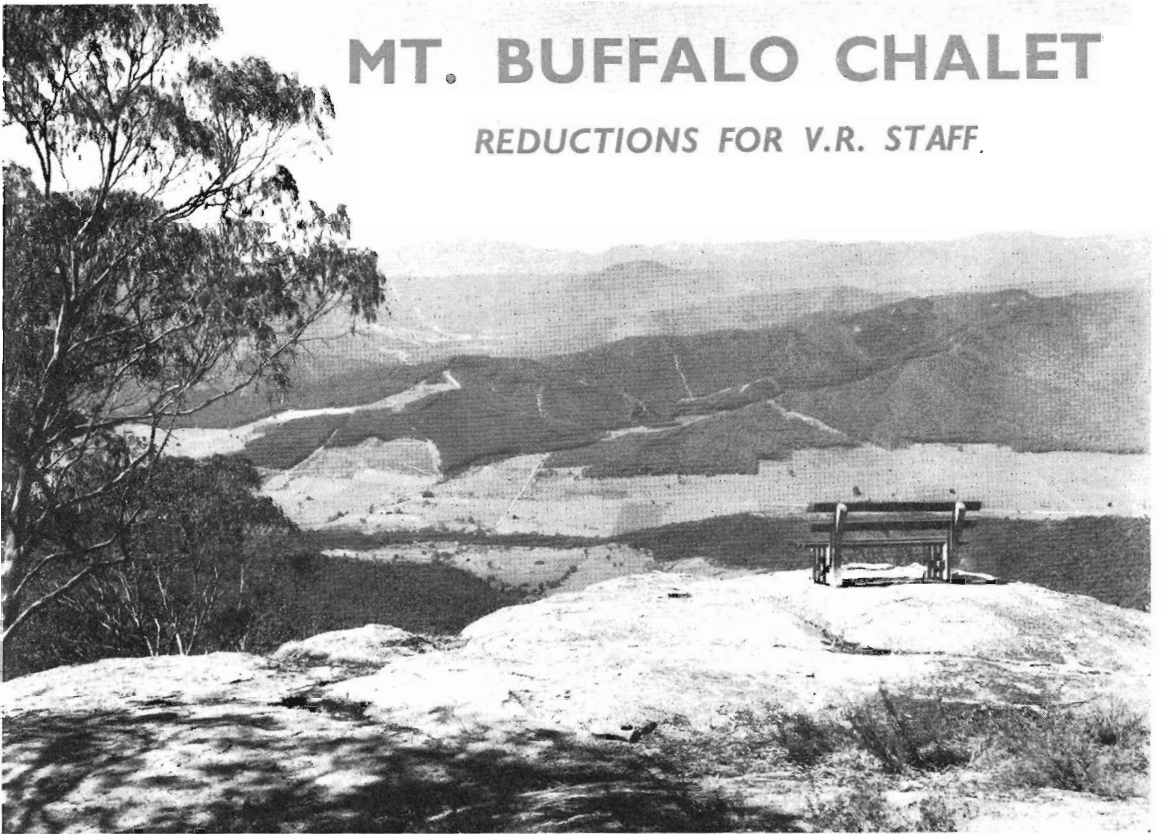
OFFICIAL VISIT: After arrival at Spencer Street by special train from Berwick, Australia's new Governor-General, Lord Casey, on his first official visit to Victoria, meets V.I.P.'s. Lord Casey (left) is shown chatting with the Premier, Mr. H. E. Bolte. (See centre pages)



In the Melbourne Goods Yard, last month, this giant fork lift took 18-ton loads of steel from a flat wagon in a demonstration before V.R. executives.

MT. BUFFALO CHALET

REDUCTIONS FOR V.R. STAFF.



View near the Chalet, overlooking Buckland Valley.

THE Commissioners have granted a valuable 20% reduction in tariffs to staff for accommodation at Mt. Buffalo Chalet during certain times of the year.

The periods during which the concession applies cover about eight months. Broadly, they are from mid-February to mid-July (except Easter week) and from early September to late December. For 1965, the concession is available until December 23, and the next period extends from February 25 to July 21, 1966 (except Easter week).

The reductions are also available to those entitled to share your pass privileges. During the concession period, there is no limit to the length of stay nor to the number of times the concession is used. It is not necessary to be on annual leave to obtain the concession; a week-end, for example, may be spent at the Chalet at the lower rates by staff and/or those eligible for inclusion on pass privileges.

Accommodation tariffs at the Chalet vary according to the period of the year and to location of rooms. The concession now granted by the Commissioners brings the tariff as low as £12.17.6 a week.

The bus fare between Wangaratta and the Chalet has also been reduced



Mt. Buffalo Chalet; it has 139 rooms and can accommodate 187 guests.

from £3 to £2.8.0 for staff and dependants.

As most railway staff know, Mt. Buffalo is one of Australia's most famous scenic resorts. A mile-high granite plateau, in the heart of Victoria's alpine country, it gives grandstand views of the surrounding valleys and ranges—many of the latter snow-covered, in season. The Chalet, operated by the Department,

provides a high standard of comfort and cuisine. There are over 60 miles of bush tracks for those who enjoy walking; horses may be hired; and there are facilities for tennis, croquet, swimming and so on.

For all details (including pamphlets), the Victorian Government Tourist Bureaux should be contacted; the Melbourne address of the Bureau is 272 Collins Street.

ALTHOUGH bulk traffic such as wheat, superphosphate, brown coal and briquettes has always formed a large proportion of Victorian Railways business, Australia's industrial growth has led to the emergence of new traffic such as steel in sheet and strip form, motor cars and bodies, bulk liquids and various chemicals. Some of this new traffic, however, needs special wagons or other facilities. The Department's engineers and packaging officers, in consultation with manufacturers, have devised methods of handling and carriage that are specially adapted to each commodity. In effect, they are giving to individual rail users

TAILORED TRANSPORT

Some of the recently developed traffic of this nature includes such diverse materials as liquid chocolate, carbon black, various building boards, and liquefied gas for aerosols.

A sweet job

Liquid chocolate is now being railed from the Melbourne manufacturer—MacRobertson Pty. Ltd.—to customers in Sydney. It is sent in 5-ton insulated tanks that were designed by MacRobertson's with technical assistance from V.R. engineers. The tanks are readily lifted by crane from road vehicle to rail wagon and the reverse. They are loaded at MacRobertson's with the variety of chocolate required at a temperature of approximately 120° to 125° F. A trailer moves the tanks to Dynon where they are transferred to a fast standard gauge train.

During the journey, the efficient insulation enables the five tons of liquid chocolate to travel during the worst winter weather without a drop of more than 15° F. in temperature. Thus chocolate placed in the tank at 120° F. in Melbourne reaches its destination in Sydney at 105° or higher.

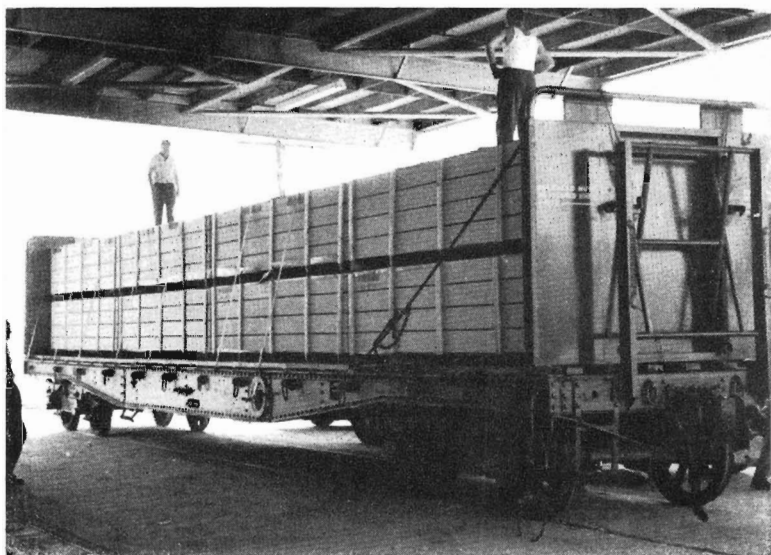
The tank is completely locked while in transit. On arrival at destination, inbuilt heating circuits enable any lost heat to be restored. At the customer's premises, the chocolate is discharged by a motorised pump.

Each batch of chocolate is specially made in accordance with the requirements of the customers—ice cream makers, biscuit manufacturers, etc. Incidentally, when used by the latter, one tank load of liquid chocolate is sufficient to coat 15 tons of biscuits.

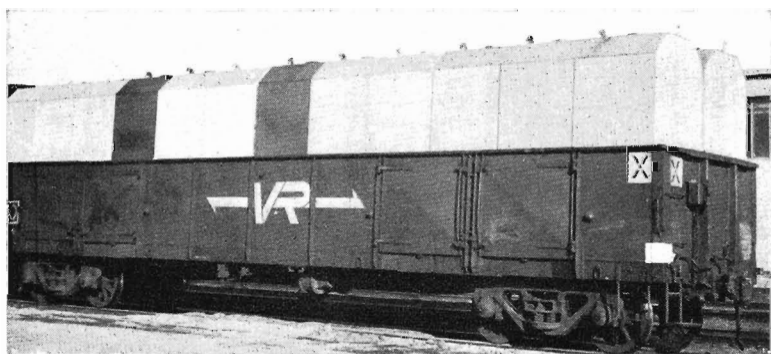
Before the introduction of these tanks, chocolate was sent interstate in the form of large discs or solid blocks.

Carbon black

In special steel containers, carbon black is now being carried from the factory of Australian Carbon Black



Loading wagon with Pyneboard at the factory, Rosedale. The movable bulkhead can be seen at the near end.



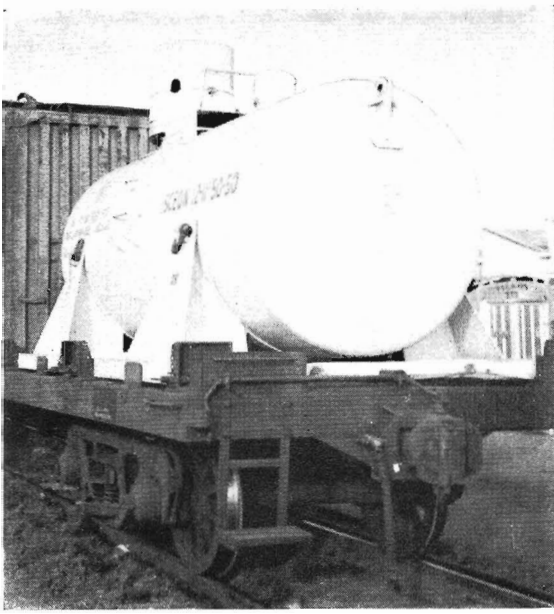
Wagon load of steel containers holding carbon black.

Pty. Ltd. at Altona to Sydney. Twenty-four 2-ton containers are loaded on to a 50-ton wagon. Initially, 50 containers have been built for this traffic.

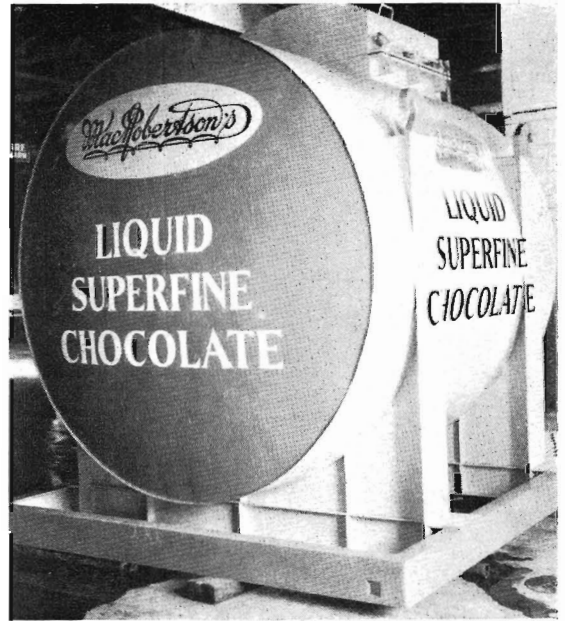
Building boards

Even before the particle board factory of Pyneboard (Gippsland)

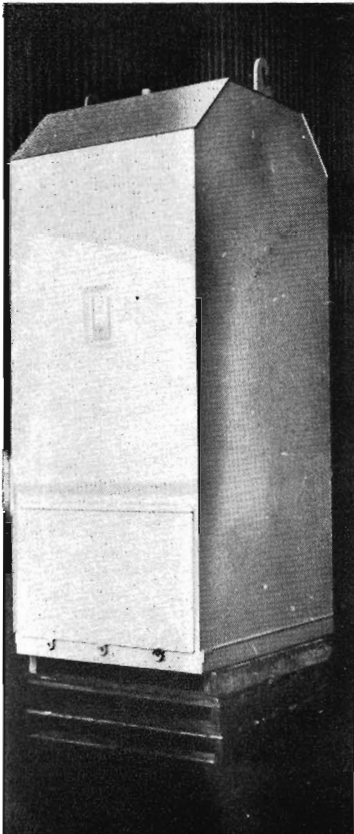
Pty. Ltd. at Rosedale was opened, the special wagons for carrying the completed product were ready. Their design was the result of consultations between the factory manager and railway engineers and packaging officers. The material is carried in bogie wagons and—for smaller consignments—four-wheel



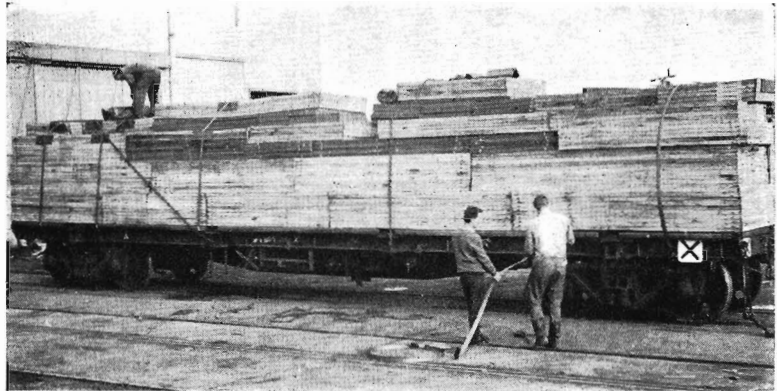
Ten tons of *Isceon*, a propellant for aerosols, are carried in this pressure vessel.



This heavily insulated tank carries five tons of liquid chocolate between Melbourne and Sydney without the contents losing much heat even in the coldest weather.



Steel container for transport of carbon black. The containers must be made with tight joints to avoid leakage of the material which is a finely powdered pigment used in the manufacture of motor tyres, paints, dyes, inks, etc.



Steel strapping is being placed around a load of *Timbrock* hardboard which is about to be railed from Dynon to Brisbane.

wagons. Both types of wagon are fitted with movable bulkheads that prevent shifting of the load in transit. The traffic is carried mainly from Rosedale to Melbourne or the larger country towns. *Timbrock* and *Masonite*, the well-known hardboards, are railed from Dynon over the standard gauge line to Brisbane. Placed on a flat top by fork lift, the loading is held in place by steel strapping and chains.

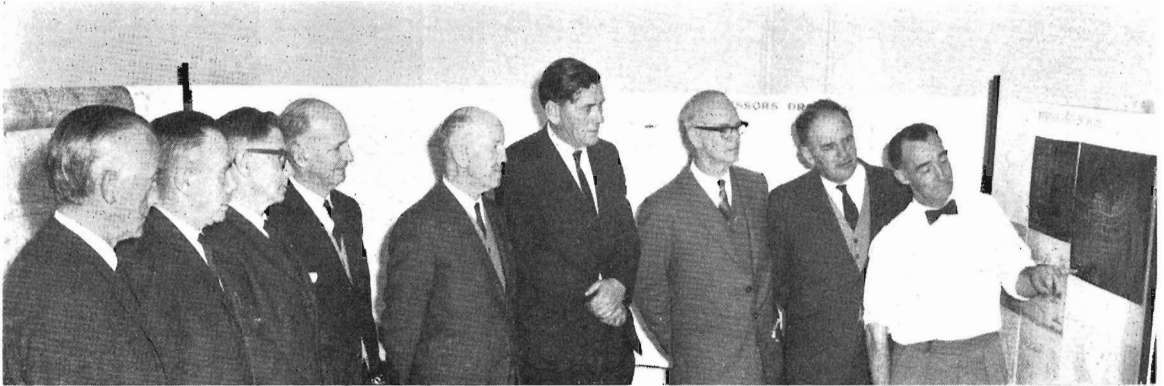
Aerosols

Insecticides, paints, cosmetics and foods are only a few of the products now sold as aerosols, and almost daily a new product makes its appearance in an aerosol pack. The propellant in each aerosol pack is fluorocarbon. Odourless, tasteless, and, in gaseous form, invisible,

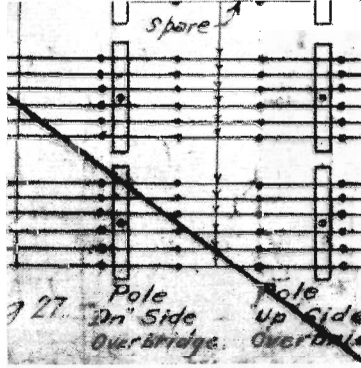
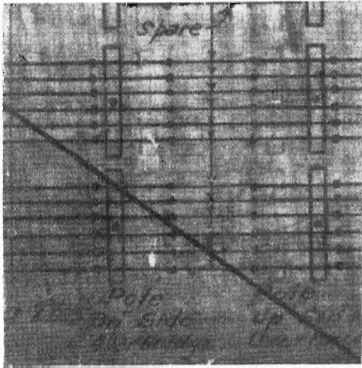
it's the stuff that gives the characteristic aerosol hiss.

Monsanto Chemicals (Australia) Ltd. which makes and sells the fluorocarbon known as *Isceon* is now using the standard gauge line for the newly-introduced bulk transport of *Isceon* from Sydney to Melbourne.

It is carried in a specially built pressure vessel that weighs 5 tons and holds 10 tons of the chemical, which becomes liquefied under pressure. The company chose rail transport for the *Isceon* vessel because "it was superior economically, and in speed and reliability". Within a few days of leaving Monsanto's Rozelle plant in N.S.W., the vessel is back to be re-charged for another rail trip to Melbourne.



V.R. executives visit a display in the Photographic Section showing the application of reconditioning processes to drawings. (Left to right) Messrs. M. McKenzie (Manager, Printing Works), F. Orchard (Comptroller of Stores), L. M. Williams (Comptroller of Accounts), W. O. Galletly (Chief Mechanical Engineer), H. C. Foulkes (Chief Electrical Engineer), D. D. Wade (Acting Chief Civil Engineer), J. R. Rewell (Chief Traffic Manager), and G. F. Brown (Deputy Chairman of Commissioners). At right is the demonstrator, Photographic Assistant P. Palmer.



Sections of a print from a worn drawing before (left) and after reconditioning.



Leading Plan Printer E. Sullivan puts a tracing through the one-step ammonia printing machine.

THE adoption of new methods and equipment has enabled the Photographic Section of the Stores Branch to apply the most modern techniques to the Department's large and varied photographic requirements.

The Section is called on by all branches of the Department. Engineers use photography to make a record of new equipment, works in progress, or details of a technical experiment; the Advertising Division needs photographs to sell advertising space; and for general publicity purposes, there is much work to be done for pamphlets, displays, press, television, and *News Letter*.

In addition, the Section does practically all the plan printing for the Department.

The advent of colour photography, which is being increasingly used for high grade publicity work has meant greater complexity of processes and equipment. Some recent additions to the general equipment include :

- a semi-automatic colour enlarger for making colour prints or transparencies from colour negatives;
- three *Durst* enlargers for black and white prints. They each have a triple-turret lens board and easily exchangeable condensers. These versatile machines are normally used in a vertical position but can be used horizontally to make prints up to nine feet wide.
- a new studio that is equipped with electronic flash to give a



Mr. L. Blackie, Chief Photographer (left), discusses features of a new type press camera with Photographer J. Forster and Photographer (Publicity) R. Hayne (right).



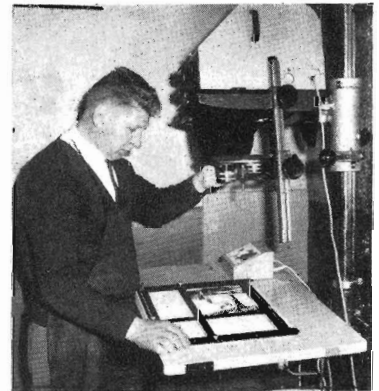
(Top right) In the new studio, Assistant Photographer H. Millane photographs a perspex model.

constant rendition of colour; it also has neutral grey floor and walls to prevent unwanted colour reflections;

- new cameras ranging from 35mm. reflex to 5" x 4" press types;
- a huge process camera for copying plans or photographs. The daddy of all the cameras, it has a carriage 14 ft. long, with a bellows extension of 6 ft., and can take film up to 30 in. by 24 in.
- the latest type of one-step ammonia printer for printing the numerous plans required by the Department.



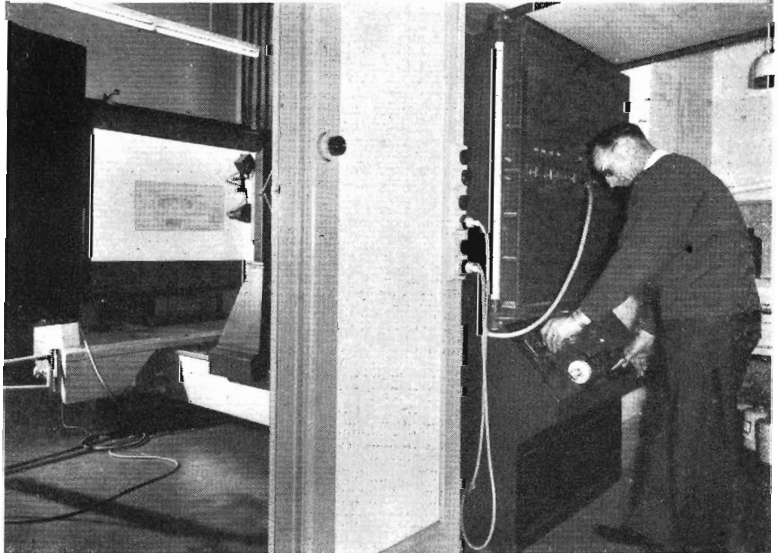
Photographic Assistant D. Sheridan prepares enlarger for making a colour print.



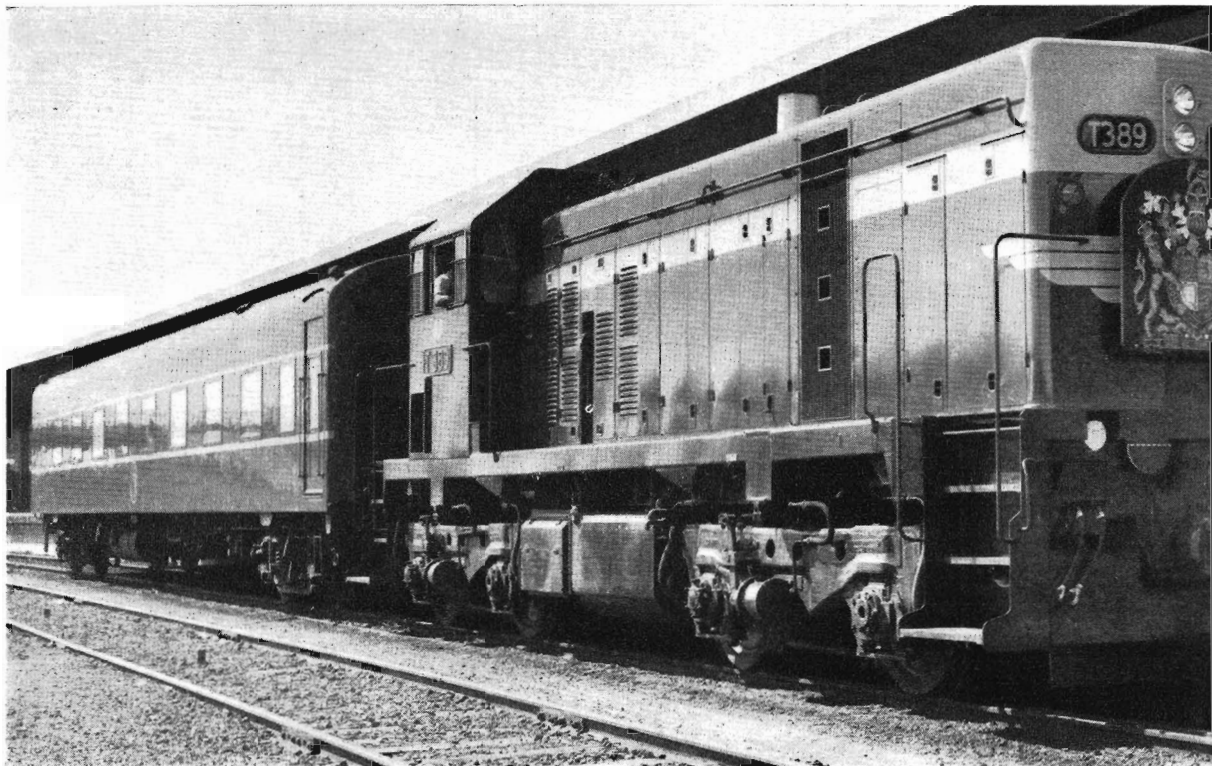
One of the new *Durst* enlargers is adjusted by Photographic Assistant J. Schwartz before making a black and white print.

Plans and photography

A display in the Photographic Section last month showed how photographic processes can be applied to the production or reconditioning of plans and drawings. Badly worn or damaged drawings are reprinted in such a way that most of the blemishes are removed. Photography used in conjunction with drawings saves much costly work in draughting. Sections from a number of drawings can be combined on the same print; a photograph can be reproduced on a drawing; and there is an opaque film on which drawings can be printed. This film can be drawn on, coloured, and matter can be erased from it. The film is also tough enough to bind into books. These are some of the modern photographic techniques that are now available in the Photographic Section to save time and money in draughting work.



The huge, 14 ft. long, process camera is in two rooms. The film holder of the camera is in a dark room of its own where Photographic Assistant H. Bettess is shown adjusting the lens diaphragm before making an exposure. The opening of the lens and shutter speeds are controlled from this room. In the adjoining room can be seen the front of the camera and the plan that is being copied. To ensure sharpness, the plan and film must be held perfectly flat. This is achieved by securing them with vacuum pressure in their holders, the vacuum being provided by a small electric motor.



Diesel-electric locomotive T 389 brings the State Car into Spencer Street, where Stationmaster B. F. Donovan hand signals it to the stopping point.

GOVERNOR-GENERAL'S SPECIAL



His Excellency inspects the guard of honour. At left, T.V. and press cameramen record the historic occasion.

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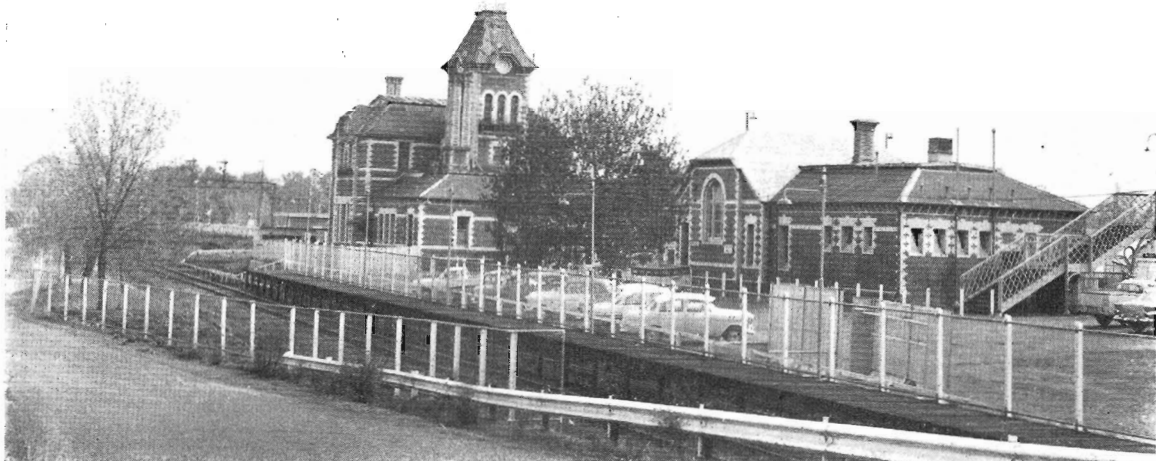
Lord Casey (*left*) meets Mr. E. H. Brownbill, Chairman of Commissioners.

ROYAL VISIT: On October 18, Australia's new General, Lord Casey, and Lady Casey, made their first visit to Melbourne. They travelled from Brisbane on a special train consisting of State Car No. 5 hauled by a T class electric locomotive. In Melbourne Yard, the L class electric locomotive was replaced by a T class diesel-electric locomotive which hauled the State Car into the non-electrified No. 1 street at Spencer Street where Lord and Lady Casey were officially welcomed.



State Car, hauled by L 1150 approaches Spencer Street.

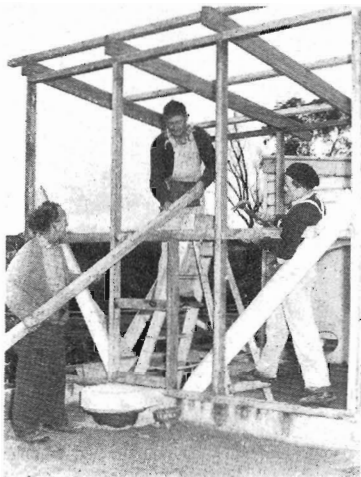
BENALLA • STATION WITH TWO GAUGES



Benalla station from the standard gauge side.



Telephonist Dianne Whitson transmits a telegram on the teleprinter.



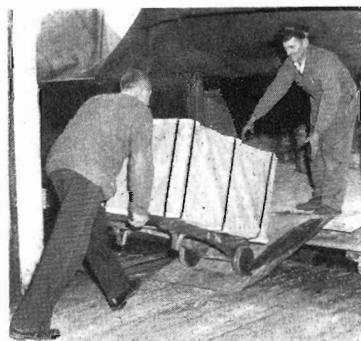
Works section carpenters on the job : (left to right) Messrs. F. Barrett, J. Jolley, and L. Dickenson.



Stationmaster A. Yole has been at Benalla for the last 2½ years. Previously he was stationmaster at Ouyen and, before that, at Maffra.



Driver M. Hughes about to take out Yarrowonga rail motor.



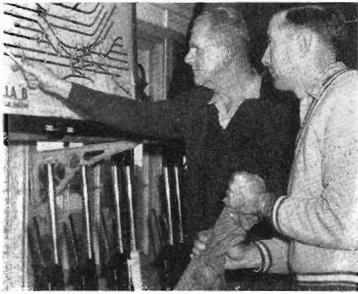
Shedman A. Westgarth (left) and Goods Trucker C. Smith transfer goods into shed from wagon.

THE aboriginals called it Benalta, meaning "big waterholes". The name was later softened to Benalla, and the place where Hume and Hovell had forded the Broken River in 1824 became the crossing place for drovers taking stock to the pastures of the north-east. Later it was an overnight resting place for coaches on the Sydney-Melbourne journey and a base for miners on the Ovens and Beechworth fields. Ultimately it became an important inland town.

The Victorian Railways News Letter



Clerk M. Crimmins prepares rosters. He has been in the Department for just over 12 years; all of them at Benalla. A keen cricketer, he has also played football and baseball.



On arriving for duty, Signalman R. Greenwood (*left*) discusses train movements with Signalman J. W. Cassidy who is going off shift.

The station building is a large, solid structure with a second story and cellars. The staff includes two telephonists who also operate a teleprinter connected with Spencer Street.

The station has a platform on the standard gauge track to accommodate *Spirit of Progress*—Benalla is one of the only two V.R. country stations at which *S.O.P.* stops, the other being Wangaratta.

The railway payroll makes an important contribution to the economy of the town. There is a Traffic Branch staff of 53, and together with those of other branches, the number of men paid each fortnight is around the 230 mark. And there are 47 Departmental residences in the town, including a complete street of them—Ryan Street—all neat and well kept.

Benalla is an important livestock centre; sales are held every fortnight and last year the station had a total outwards revenue from livestock of nearly £17,000. Other outwards freight contributed, in round figures, £20,000, and passengers £25,000. Up to 9,000 bales of wool are consigned annually, and 1,700 tons a month of bulk and bagged superphosphate are received. Inwards parcels are as high as £1,500 a month. The station supervises Benalla Livestock, Winton, and Baddaginnie.



(*left to right*) Goods Checker A. J. Dick, Clerks H. Dell'Oro and J. Dennis at work in the Goods Shed Office.



Refreshment Room Manageress Mrs. R. Bourke (*left*) and Mrs. B. Moulday prepare for passengers from an arriving train.



Parcels Assistant G. Watts (*right*) and Junior Station Assistant D. Haebeck record parcels.



Wagon movements are being planned by Leading Shunter J. Barbour (*centre*) with Shunters G. Firth (*left*) and K. Walsh.

NEW TYPE TRAIN INDICATORS



At the Testing Section, Mr. A. Firth, Engineer-in-Charge of Tests (Electrical), is placing a magazine of slides in the *Carousel* projector. On top of the projector is the mechanism that selects the slide to be projected.

THE type of train destination indicator that would be needed for the Underground Railway platforms will be installed at Princes Bridge station next year. It will be a novel kind and the first of its type in Australia.

As an Underground Railway platform would serve a greater variety of trains than our busiest city platform does at present, the train indicators would need to cope with a greater number of destinations, stopping stations, etc.

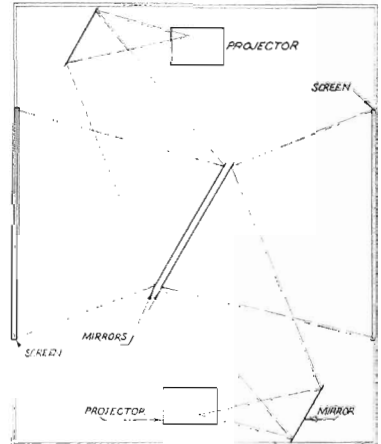
To meet these requirements, engineers of the Electrical Engineering Branch have developed an indicator that will use rear projection of 35 mm. slides on to a

ground glass screen. To achieve this, they have adapted a Kodak *Carousel* 35 mm. projector by fitting it with mechanism that selects the appropriate slide. This mechanism is operated by remote control. Each 35 mm. slide has a different set of stopping stations, etc., and is projected on to the back of ground glass screens at the front and back of the indicator. Two projectors will be used with each indicator.

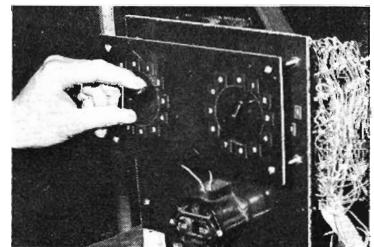
Each projector can hold up to 80 slides, and, in addition to the stopping stations and destinations, the slides could also be used to supply other train information. Complete magazines may be easily interchanged, adding still further to the flexibility of the indicator.



A slide has been projected on the glass screen of the prototype indicator developed by Electrical Engineering Branch engineers. The actual screen is much lighter in tone; it has been darkened to facilitate legible reproduction.

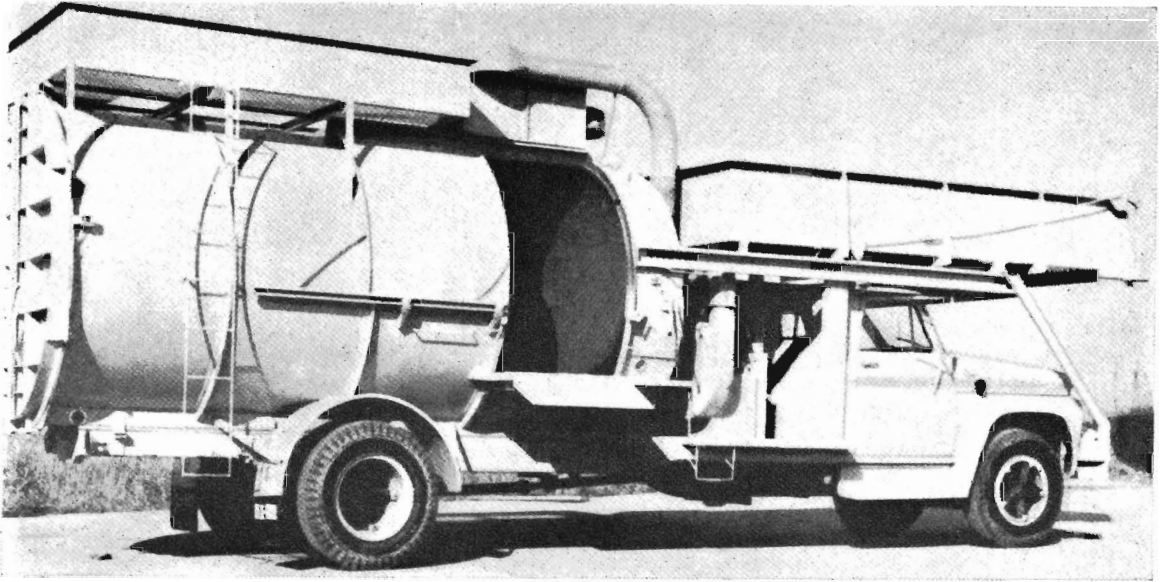


Sketch showing layout of projection box for platform indicator. Mirrors are used to reduce the size of box that is needed to get the necessary throw for the projectors.

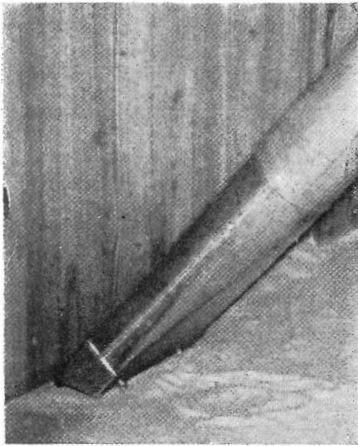


Switches that are used on the prototype to select the slides. When built, the actual indicators will have a different type of switching mechanism.

VACUUM CLEANER *for* WAGONS



Vacuum cleaner for rail wagons on the Erie Lackawanna railroad. At the rear is the tank in which the refuse is packed by hydraulic ram. The vacuum unit is mounted between the tank and the driving cab. The truck is driven directly to wagons that require cleaning.



High velocity air stream effectively removes debris from cracks in the wagon lining. Two nozzles are supplied with the unit.

WHAT must surely be the daddy of all vacuum cleaners has been put into operation on the Erie Lackawanna railroad (U.S.A.) for cleaning wagons. Mounted on a road truck, the cleaner incorporates a tubular tank in which the refuse is packed by a hydraulic ram, and a rack for holding reusable packing, etc., that the cleaner has removed from the wagon. Packing the refuse under pressure from the ram enables the tank to hold the waste from over a hundred grain and

general goods wagons. Because of the high muzzle velocity of the air stream—up to 1,300 feet per minute—dust and debris are removed from cracks to a degree that would be im-

possible by hand sweeping. To unload the tank, back doors are opened and the hydraulic ram pushes the compacted debris from the tank. (*Railway Age*)

APPRECIATION . . .

Bayswater

I feel I cannot let this occasion pass without writing a short note of thanks for a courtesy extended to me by your stationmaster and his young English assistant at Bayswater.

As a stranger arriving at this town I was at a loss to know how to get to the meeting place of Bayswater Rotary Club, but after inquiring from your Stationmaster, learned that it was quite some distance from the railway station and that I would require a taxi, but before I had time to arrange this I was approached by his assistant who very kindly offered to drive me to my destination.

This is the type of thing which is not usual these days and I assure you that it has left me with a very favourable impression of the Victorian Railways Department.

—R. C. Richardson, 11 Huntleys

Point Road, Huntleys Point, N.S.W., writing to the Commissioners.

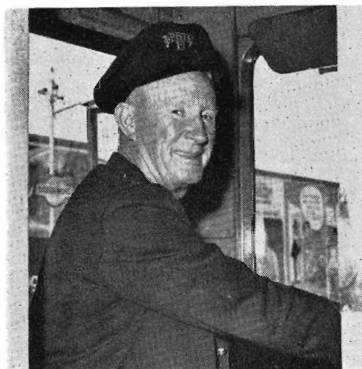
Spencer Street

WE would like to pass on our thanks for the manner in which your staff co-operate with our people who have the responsibility of dispatching goods after your normal hours.

In our type of business where bearings are required to keep factories, trucks, earthmoving equipment and other essential services operating we are continually using the services of your rail deliveries during the night and at week-ends. Our staff who service our break-down requirements, have indicated that they receive co-operation from your staff at all times . . .

—G. D. Thomson, Assistant Manager, Ball Bearings Pty. Ltd., writing to the Stationmaster, Spencer Street.

Saved children



Driver Christie

OCTOBER 11 was a normal busy Monday morning for the railway staff on the Clifton Hill line, until the 8.41 train whistled and started off from West Richmond station on its way to Hurstbridge.

Coming around the bend, as the 300-ton *Harris Train* gathered speed for its run from West Richmond to North Richmond, Driver Roy Christie, ever alert, saw three small girls on the track ahead of him—actually walking on the same line as his train, with their backs to him.

On went the brakes and the train stopped short of the children. One girl about 3½, and a second about two, ran off the track. A third, also about two, went and sat on the side of a bridge with her feet on the rail.

Climbing down from his train, Driver Christie picked up the small child from the side of the bridge. She snuggled into his arms.

"I was frightened she would have fallen over into the street below", Driver Christie said.

Two men who were in a nearby street recognized the children and assured the driver that they would take them to their homes. Then, with a few brief remarks on the train controller's sheets, the routine work went on to try and get the train to Hurstbridge to pick up its regular schedule back to the city.

Gangers' schools

MANY trackmen who have attended the schools for gangers, will probably recall Clerk Frank Torre of the Way and Works Accounts, who retired recently. Mr.

Torre was one of the lecturers at the schools—his subject being clerical procedures. Two of his brothers were in the Department and a son—Frank—is a plumber at Korumburra.

The Claytons of Salisbury

FOR 52 years there has been a Clayton at Salisbury (six miles from Nhill). The first Clayton at Salisbury was Albert, who came there in 1913 as a repairer; his wife became station caretaker. Albert retired in 1937. His son Rupert, then a repairer, was transferred to Salisbury and his wife also became caretaker. Rupert was appointed ganger in 1950 and retired last year. The present representative of the family at Salisbury is Ganger P. R. Clayton. Mr. Clayton joined the service in 1935 at Coromby and has also worked at Kiata and Nhill.



Mr. Clayton

Last steam



At Woodend, J 514 is shown about to leave with the last regular, steam-hauled freight train between Woodend and Bendigo. It ran the 8.10 a.m. pick-up goods on September 30 last. (Left to right) Fireman P. Lyne, Driver H. R. Drew, Driver-in-Charge A. E. Creelman, Coal Stage Hand R. Cunningham, Guard M. J. Bamed, and Fireman F. Harasimowicz. (Photograph: A. E. Creelman).

Supervisor for 36 years

WHEN Foreman Boilermaker E. R. Nicholson of Newport's Steel Construction Shop retired last month, he had completed nearly 50 years' service, 36 of them as a supervisor. He began his career at North Melbourne on Boxing Day 1915, and, three years after, became an apprentice at Newport Workshops. In 1939 he was sent abroad to gain experience with the Bristol Aircraft Company in England. On returning, he worked during the war years, on aircraft construction at Newport Workshops. Two of the biggest

jobs Mr. Nicholson was engaged on during his 35 years in the Steel Construction Shop were the building of *Spirit of Progress* and the jigs for the *Harris Trains*. Debating was one of his interests in his younger days, and in 1947 he won the singles championship in the V.R.I. debates. Other interests were swimming and boxing. In retirement, Mr. Nicholson intends to travel abroad, and, on return, much of his leisure will be devoted to keeping his backyard orchard of 26 fruit trees free from Codlin moth and similar pests.



Mr. Nicholson is shown being presented with a travelling case and camera by the Workshops Manager, Mr. W. H. Chapman.

From Gambia



An interested visitor to railway installations last month was Mr. P. H. Lloyd, shown watching Photographic Assistant P. Palmer demonstrating photostat copying in the Photographic Section at Head Office. Mr. Lloyd comes from Bathurst—not the Bathurst in N.S.W., but a town of the same name in Gambia, West Africa. A Government official from the Gambian Public Works Department, he has been in Australia for six months, investigating stores administration and mechanized accounting. "I have found Australians to be most approachable and very hospitable; and I have received every help from Government Departments and industry", said Mr. Lloyd.

"Alfred Hitchcock" retires

FRIENDS call him "Alfred Hitchcock" because, they say, he so closely resembles that famed purveyor of thrills and chills. However, he was more widely



Mr. Thomas

known as Harry Thomas, the O-in-C of the Typewriter Repair Depot at Spencer Street. Mr. Thomas started in 1924 with the old Signal and Telegraph instrument section at Spencer Street, after serving his apprenticeship as a typewriter mechanic with a city firm. His departmental career ended with his retirement last month. But he is continuing with another career—his lifelong interest in horticulture.

Although music was another of Mr. Thomas' hobbies—in his younger days he played the trumpet and had his own dance band—gardening came first. He is a member, and was secretary for eight years, of the Australian Geranium Society, and is the present secretary of the Royal Horticultural Society. For some time he has been specializing in the culture of geraniums, cyclamen, lupins, aquilegia and hippeastrum. In his large glasshouse, covering over 1,200 square feet, Mr. Thomas hybridises

and produces many new varieties. Last year, during a trip abroad, he visited the famous Chelsea Flower Show in England, and obtained agencies for two leading English nurseries. During retirement, he intends to import some of their interesting new bulbs.

Packaging

... MAY I take the opportunity of expressing our gratitude to your officers for their valuable assistance in the early days of our pneumatic dunnage stowage experiments. The effectiveness of their guidance can perhaps be best expressed in the fact that we have since consigned £2½ million worth of components by rail ...

—L. F. Bott, Acting Secretary,

Department of Supply, writing to the Secretary for Railways

Governor thanks Ouyen railmen

"I am sorry that I did not see you on Friday night in order to thank you for looking after our interests so well.

"One had heard that the nights would be far from quiet due to shunting and traffic. Thanks to you, the shunters, drivers, etc., we could not have had a quieter or more peaceful time.

"Please give my thanks to all those concerned."

Sir Rohan Delacombe, Governor of Victoria, writing to Stationmaster G. J. Bennett, Ouyen



Some of the 26 repairers who are attending the training school for gangers at Dandenong are shown receiving instruction from Road Foreman S. Hall (third from right).

RECENT RETIREMENTS

TRAFFIC BRANCH

Schneider, J. A., Dimboola
Kelly, J. L., North Geelong
Hoare, H. J. P., Melbourne Goods
Fawcett, H., Bendigo
Rohan, R. E., Melbourne Goods
Lee, F., Melbourne Goods
Heath, H. F., Geelong
Delves, W. S., Bendigo
Comrie, T. D., Ballarat Goods
Colling, R. C. H., Koo-Wee-Rup
Vonarx, A. W., Spencer St.

Polson, A. G., Ballarat North
Nicholson, E. R., Newport
Grant, J., Jolimont
Anning, J. A., Jolimont
Davies, D. B., Newport
Rugolo, R., Jolimont
Nuri, A., Newport
Gauci, G., Newport
Meisels, A., Jolimont

WAY AND WORKS BRANCH

Gallagher, J., Koroit
Blake, J., Ouyen
Dickson, R., P. W. M. D. Spotswood
Fitzpatrick, P., Korong Vale
Healy, J., C/o Bonding Supervisor
Bickerdyke, E. W. J., Woodend

STORES BRANCH

Paspaliaris, B., Laurens St. Depot

. . . . AND DEATHS

TRAFFIC BRANCH

Whelan, M. C. D., Melbourne Yard

ROLLING STOCK BRANCH

Griffiths, J. J., Maryborough
Evans, W. E., Jolimont
Kumtoo, A., Bendigo North

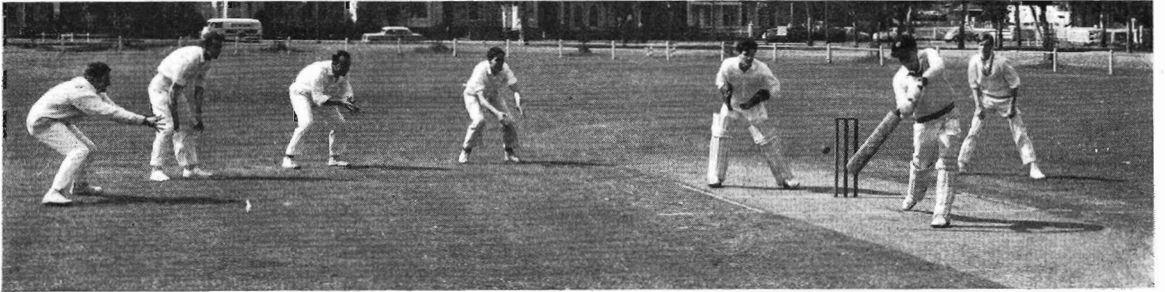
Geczi, B., Jolimont
McGregor, M. R., Ballarat North
Merrigan, T. A., R. M. Depot

WAY AND WORKS BRANCH

Doolan, A. E., Caulfield

Sport

by Ess. Keating



K. Ingram opens batting for Suburban Lines against Stores on the first day of the opening round of matches in the V.R.I. cricket season. Other matches played in this round were: Jolimont Workshops v Codon, and Spotswood v Loco. Full report will appear in next issue.

Tennis

IT is rather disturbing to report that due to lack of sufficient entries, the 1965 Country Tennis Week fixture had to be abandoned. When it is remembered that a representative team will be sent to Adelaide in March next year, and that most Institute Centres in the country have affiliated tennis clubs, it seems surprising that we could not muster more than 18 entrants for this year's event. Even the response for the 1965 State Championships was poor, particularly from the country areas, and it would appear—disappointing as it may be—that railwaymen are not as interested in tennis as they are in other competitive sports.

In the championships, Kevin O'Sullivan proved his superiority by easily beating Bruce Pearce in the final, 6-1, 6-2, and then combining with Bruce to just as easily beat Les Cook and Keith Dayton in the doubles, 6-3, 6-3. The consolation singles went to Les Cook who beat Roy Dalton 10-7.

Country weeks

THE dates for the 1966 Country weeks (with closing dates in brackets) are:

- Cricket— March 7 to 11 (Feb 14)
- Bowls— March 28 to April 1 (Feb. 28)
- Golf— September 12 to 15 (Aug 15)
- Tennis— October 10 to 14 (Sept. 12)

These dates should be kept in mind by country sportsmen. Any further information may be obtained by contacting me at the V.R.I., Flinders Street (auto 2445). Intending players are further reminded that all these competitions are played under first-class conditions.

Golf

A reminder to all members of the Social Golf Club, that the Christmas break-up will be held in the V.R.I. on Friday, December 10. I hope the club's handicapper reads this page because it's just been reported that on Monday, October 18, Tom White, relieving station master, Yarraville, holed out in one on the 161-yard 18th hole at Albert Park. His two partners in this game (Perce East and Perce Parkinson) hope that when he has recovered from the shock he remembers the lavish promises he made to them.

Athletics

YOU might remember reading in June *News Letter* about the running ability of Kevin Seers, but I feel that one serious omission in that article was the fact that no mention was made of the man behind the scenes—the man who spotted Kevin's potential, nurtured it; mapped out a training programme; and gave Kevin the necessary advice and encouragement that brought him to his peak last Easter—his trainer, Norm Harrison.



Norm Harrison

Norm, a clerk in the Accountancy Branch at Flinders Street, has had a pretty colourful career in pro. athletics himself, and his story makes interesting reading.

He started to run competitively at the age of 17 and retired 23 years later, at the age of 40. During that

period he won the Beaufort and Broadford Gifts (130 yards) as well as numerous heats and finals (33 in fact) of a number of handicap events.

The highlights of his career, however, were the winning of Ararat, Maryborough, and Seymour Sprints (75 yards) at 39 years of age—an age when most blokes are trying to make up their mind which bowling club to join. On retiring, Norm immediately took up training, and, for seven years regularly turned out his share of winners. During that period he was the Runners' and Trainers' representative on the V.A.L. Council.

In 1955, he gave away training to accept an appointment as chairman of the V.A.L. Panel of Handicappers, a position he held for three years. By 1958, he felt he had had enough of footrunning and its ties, so he turned his interest to other spheres. However the lure of the limelight proved too strong and in 1962 he again took up training.

Norm has specialized in turning out middle distance runners and has helped many lads to success in that field of professional running. Having read with interest in the dailies recently that an offer has been made to Herb Elliott to turn pro., I asked Norm how his protege would fare against opposition of this calibre and his reply was that "given a couple more years, we'll make any of the Herb Elliotts around by that time know they've been in a race".

Norm once again has a small stable in training for the 1965/66 season, and from what little information I can extract from Mr. Oyster Harrison, I feel a trip to Stawell next Easter could prove profitable.

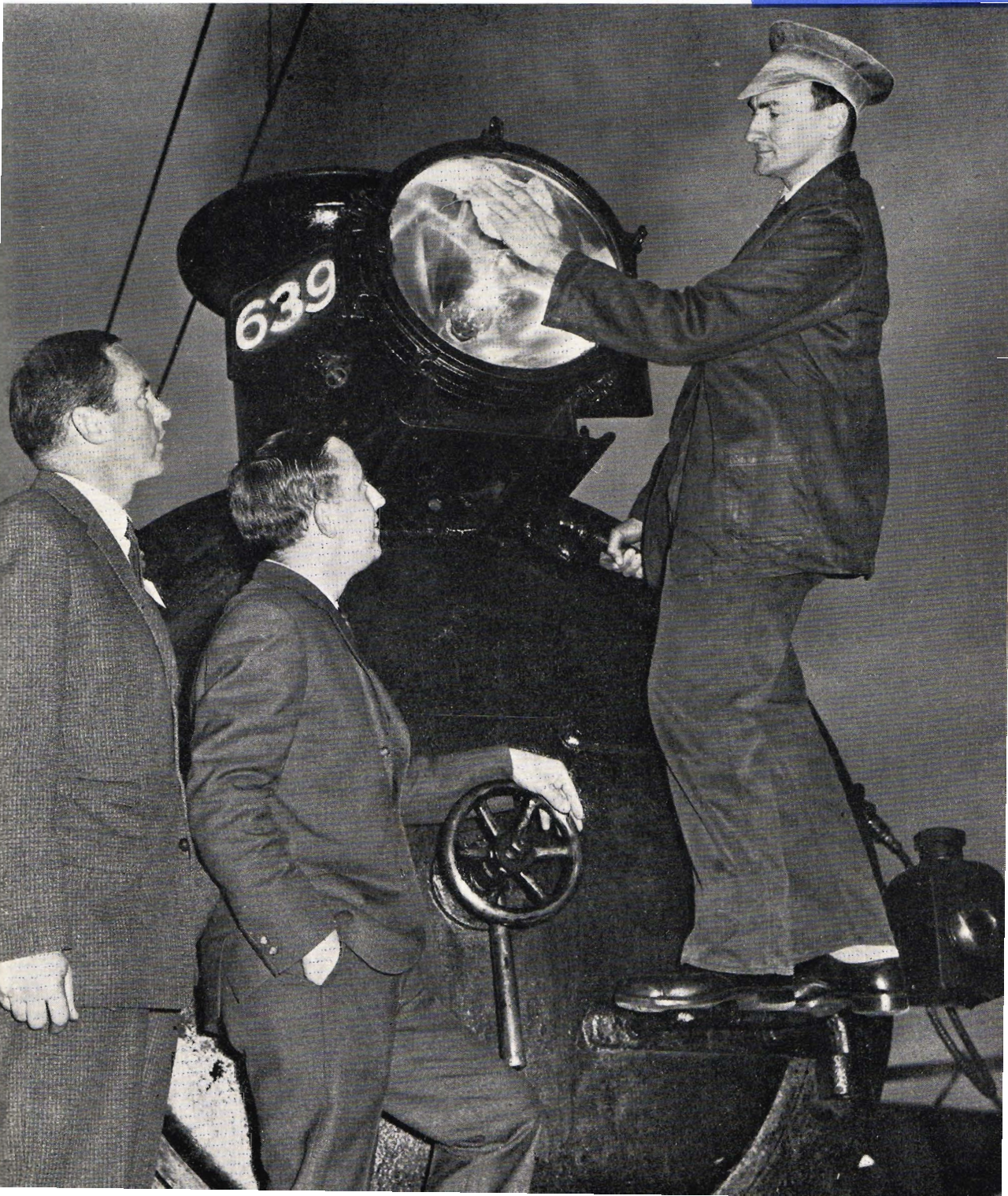
VICTORIAN RAILWAYS

NEWSLETTER

DECEMBER



1965



*CHRISTMAS GREETINGS
TO ALL
NEWS LETTER READERS
AND
BEST WISHES
FOR THE NEW YEAR*

Eight-carriage trains

Some suburban *Harris Trains* will be increased from the present maximum of seven carriages to eight under a long range plan to relieve the worst of the peak-period crowding of trains on the Belgrave, Lilydale, and Glen Waverley lines.

In order to begin this programme, 10 additional motor carriages costing approximately £500,000 will be manufactured at Newport Workshops. Their construction is expected to begin next April.

Flexi-Van to Mildura

THE first movement within Victoria of freight by Flexi-Van took place last month. A road transport firm signed a contract with the Department for a Flexi-Van in each direction between Melbourne and Mildura on five days a week.

The first consignments—in a Flexi-

In the meantime, work will start on extending platforms for the 8-carriage trains on those lines on which the longer trains will operate. The approximate estimated cost of the platform extensions, including the extension of No. 2 Platform at Flinders Street, is £100,000. This work should be finished in the second half of 1967.

The 8-carriage trains are necessary to help meet the growth of peak period travel arising from tremendous housing developments beyond Ringwood and on the Glen Waverley line. Although, to meet this increase in traffic, work on the additional tracks of the Burnley group of lines was being carried out as rapidly as the available funds and manpower would permit, it was becoming apparent that, before train frequencies could be substantially increased as a result of the additional tracks, other measures would be necessary to cope with peak-hour train congestion on the lines involved.

As structure limitations, such as platform clearances and overhead

gear, preclude the early introduction of double-deck carriage trains in Melbourne, the only practicable interim measure is an increase in the length of existing trains.

Wholesale conversion to 8-carriage train operation could not be introduced as, to maintain running schedules under full load conditions, the extra carriage must be of the motor type, the current cost of which is about £50,000. Complete 8-carriage running would, therefore, involve a capital expenditure that would seriously disrupt the entire suburban train replacement programme.

An examination of traffic tallies discloses that the provision of ten 8-carriage trains will be sufficient to relieve the worst of the peak-period crowding that occurs on the Belgrave, Lilydale, and Glen Waverley lines.

It is expected that the first of these additional motor carriages will be completed by next March and that subsequent cars will be made available for traffic service at 3-week intervals.

Peak-hour congestion could also be relieved if all sections of the community responded to the Department's appeal for co-operation in staggering hours.

Flat—were loaded at Melbourne Yard on November 8 and at Mildura on the following afternoon.

Fresh fruit, wines and general loading will be dispatched in the Flexi-Vans on their 350 mile rail journey from Mildura to Melbourne, with general goods in the reverse direction.



The first consignment sent by the new Flexi-Van service to Mildura, is shown being loaded on to rail wagon at Melbourne Goods.

FRONT COVER

THANKS BY TRAIN : Last month, a Melbourne firm—S.T.L. Industries Pty. Ltd.—thanked its clients for their custom by taking them for a five-hour, evening train trip to Gippsland and return. The train was air-conditioned, and a five-course meal was served in the dining car during the trip. About 100 of the firm's customers travelled. To add a picturesque note, the train was steam hauled, and our cover shows Messrs. Rob. MacKinder, (*left*), one of the guests, and Lance Perrin, the organizer, with Driver Ian Barkla prior to departure from Spencer Street.

Private gain . . . public loss

IN a recent letter, the general manager of a country butter factory advised the Department that his company had decided, in future, to send its butter by road instead of rail.

It was made clear the decision was based on purely financial grounds and in no way reflected on the very satisfactory service that had been provided by the railways. In fact, the letter concluded with a request to "please convey to all concerned my best thanks for the quite outstanding service we have always received".

Two provisions of the Victorian transport law enabled the company to take this course. First, the factory had been declared an "approved decentralised secondary industry", which gives it the right to use its own vehicles without any restriction whatever. (This provision is designed to assist decentralisation by encouraging secondary industries to establish themselves in country areas. It is difficult to see why a butter factory should qualify for this assistance—surely its natural location is close to the dairy farms it serves.)

The second factor that assisted the company is the exemption of vehicles carrying butter from payment of the 1/3rd. of a penny ton-mile road maintenance charge. (In New South Wales, it might be added, no such exemption applies).

The use of road transport, in this

case, will undoubtedly benefit the company—it is only natural for it to seize such a financial advantage. From the public point of view, however, the community would be better served if the transport law prevented such wasteful duplication of a railway service which, in the company's own words, was "quite outstanding".

Computer does big job

THE coming introduction of decimal currency necessitated the preparation of new sets of the rates tables used by the Department for computing salaries and wages. A set consists of 15 books of approximately 200 pages each. Altogether, 12,000 books will be printed.

A computer was hired to make the new computations. At the same time it printed the *Multilith* master sheets from which the books will be printed. This particular part of the job—involving over a million computations and 3,000 master sheets—was done by the computer in about four hours.

The mammoth job of printing the books is now under way. Eleven tons of paper will be used and 2½ million sheets printed.

Mini-buffet for Mildura service

REFRESHMENT services on *Mildura Sunlight* will be greatly improved early next year. The present refreshment trolley service, operating between Mel-

bourne and Donald, will be replaced by a *mini-buffet* service, available to passengers throughout the whole journey.

The *mini-buffet* will be situated in one of the train's air-conditioned carriages and will have table accommodation for 15 passengers. A waitress service at the tables will provide passengers with tea and coffee and various types of light refreshments, including salad dishes. Passengers will also be able to buy soft drinks, confectionery, cigarettes and tobacco, and light refreshments to take back to their carriage seats.

The food storage and preparation section of the *mini-buffet* will have a refrigerator, pie-warmer, toaster, milk and coffee urns, and a sink heater.

To provide an each-way *mini-buffet* service, two compartment-type, air-conditioned carriages are being converted at Newport Workshops. It is expected they will go into service next February.

The secret of the railway

THE area on the rail that a railroad car wheel touches at any one time is a small ellipse about ¼ inch by ⅛th inch.

This is the "secret" of a railroad's innate ability to transport huge tonnages at high speeds with a relatively small amount of power consumption, Kaiser Aluminium News pointed out recently.

Under today's regulations (in U.S.A.), each tiny ellipse can bear a maximum load of 32,875 pounds. The stresses built up in the rail as the wheel moves along are similar to those that would be caused by a succession of blows with a 16-ton sledge hammer.

This means that a 100-car train, made up of 100-ton capacity cars weighing over-all 26.3 million pounds and stretching more than a mile long, is supported at any given moment on an area totalling only 294.4 square inches (or, a little more than two square feet).

Thus, the surface friction that must be overcome—where the wheels meet the rails—is insignificant when compared to the vast loads that can be hauled over them.

Can any other mode of transportation come even close to matching these basic engineering advantages, this "secret" of railroad efficiency?—(*Illinois Central Magazine*)

LEVEL CROSSINGS

Truck delays trains

ON the afternoon of November 25, there was a bad hold up on the Geelong line. Thirteen passenger trains were delayed (as well as two goods) for periods up to 40 minutes. Hundreds of angry passengers were inconvenienced and, doubtless, blamed the railways.

And the cause? At Millers Road level crossing (between Newport and Laverton) a motor truck had struck the signal control wires and caused complete track failure.

Failed to stop

THE danger to motorists who ignore warnings at level crossings was highlighted last month when a lady driver was fined £10 with £6.17.0 costs for having failed to stop when approaching a level crossing at which warning lights were flashing and a bell ringing. The car collided with a locomotive at the crossing—in New Footscray Road—and the driver was knocked uncon-

scious and another lady in the car injured.

Not in the papers

AND here are a couple of recent accidents—at level crossings protected by boom barriers—that did *not* appear in the Press.

At Kensington, on November 6, a station wagon struck an arm of the boom barrier. The car was slightly grazed by a train.

A motor vehicle at Wodonga, on October 22, struck a boom barrier arm and broke the end of it. Fortunately, no one was injured in either of these cases . . . so the Press didn't report them.

Without comment

THERE are no flashing lights or wig-wig signals at the crossing, and apart from faded 'rail crossing' signs painted on the roadway, and the normal roadside signs, there is no indication that a rail crossing is ahead". (*extract from a suburban paper*)

Review of the year

A condensation of the Department's annual report that was presented to Parliament last month.

£50 MILLION REVENUE

THE Department earned nearly £3½ million more for the financial year ended June 30 last, but expenses rose by nearly £4 million. Wage increases accounted for over £3 million of the higher costs.

Revenue earned was a record £50,162,930, compared with the previous year's record of £46,439,321, but profit on operations fell by £193,392 to £428,062.

Cash income actually received by the Treasury, however, was £49,928,595, which gave an official profit of £193,727.

The Department was debited with interest and sinking fund charges totalling £1,592,815—converting the official working profit into a deficit of £1,399,088. The balance of £1,084,800 in the Railways Equalization Account has been used as an offset, leaving a net official deficit of £314,288. If the revenue actually earned in the 12 months is considered, the net deficit is £79,952.

Although the overall financial position is less favourable than last year, relevant statistics reveal increased operating efficiency.

The main items of revenue increases over the previous year were :

Goods	...	...	£ 2,315,000
Parcels	...	...	143,000
Passengers			
(Country)	...	...	235,000
(Suburban)	...	...	896,000
Refreshment Services	...	...	47,000
Bookstalls	...	...	46,000
Rentals	...	...	33,000
Mails	...	...	23,000

Loan expenditure

The amount of Loan Funds allotted by the Treasury for expenditure during the year was £7,750,310, which was expended as follows :

	£
Additions and improvements to way and works	4,278,397
Rolling stock, equipment, machinery and other works	3,333,304
Construction of new lines, etc.	138,609
	<hr/>
	7,750,310

INTEREST BURDEN WILL CRIPPLE

In the light of the overall financial control and allocation of funds to the railways, the practical implications of the 1964 Railways (Funds) Act that requires the Department to meet interest charges on Loan Funds are so serious that they call for a full explanation.

An annual allotment against revenue of about £300,000 is made for repairs and renewals. This is quite unrealistic. The amount of depreciation (based on historical costs) applicable to this year is £3,288,110. This, of course, would be inadequate for replacement and renewal of assets at current prices and has no regard for obsolescence.

This allotment of £300,000 leaves no alternative to the use of loan funds to maintain the system in reasonable working order, and accordingly loan funds have been made available for this purpose.

Of £7,750,310 of loans allotted to the railways this year, £4,885,158 were expended on works which in accordance with accepted accounting and financial principles and practice should have been financed from revenue, either as a direct charge, or, by the normal method of charging to a depreciation fund or reserve built up over past years.

Of the £1,592,815 debt charges to railway accounts this year, £868,000 is for loans used for renewals and replacements. This will be increased by £250,000 by June 30, 1966, so that railway accounts will be bearing over £1 million interest, etc., for loans which contribute no additional earning capacity towards

meeting these charges. While the existing basis of providing funds continues, approximately £250,000 will be added progressively to charges each year as a result of this over-capitalization.

For a time, interest free funds were made available to meet this type of expenditure, and a return to this basis would be appropriate in the absence of full and proper provision for depreciation and obsolescence in the working accounts. Otherwise, the heavy cumulative over-capitalization will soon impose a crippling interest charge in railway accounts.

RECORD GOODS TRAFFIC

Goods traffic, excluding livestock, totalled 12,236,848 tons—a new record that exceeded the previous year's total by 417,186 tons. This increase was principally due to a further growth of traffic on the Albury—Melbourne standard gauge line, which totalled 1,711,136 tons, an increase of 312,444 tons over the previous year.

Further appreciable savings in time and operating expenses were achieved through the bogie exchange system. During the year, approximately 15,000 vehicles were handled at the Dynon bogie exchange centre—about 40 per cent. more than the previous year—while an additional 1,600 wagons were handled at Wodonga B.E.

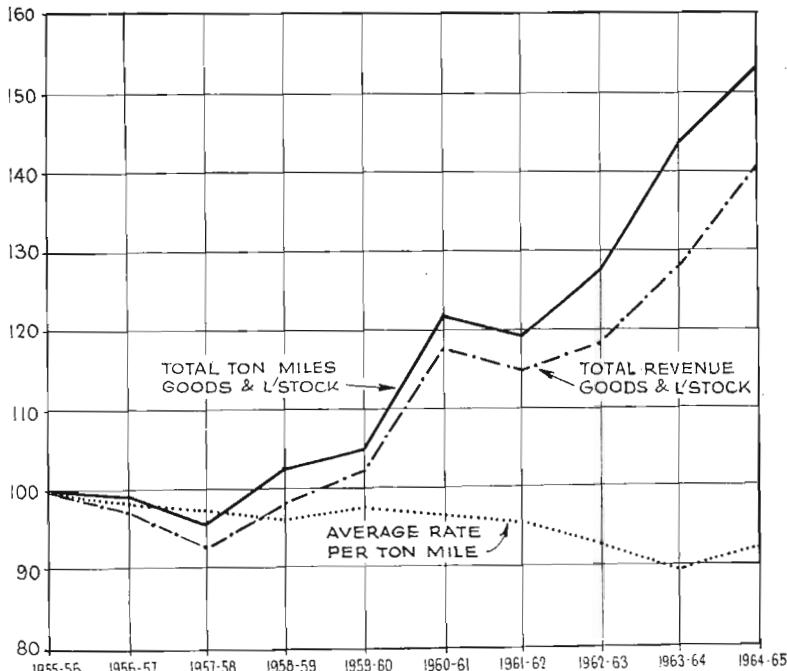
There was a further expansion in Flexi-Van traffic consigned by forwarding agents, and additional Flexi-Van transport wagons were built to cope with the increase.

Livestock traffic totalled 358,813 tons, 46,460 tons more than the previous year, and the highest annual tonnage carried since 1960-61. This was due to the severe drought conditions in New South Wales.

Less money for bigger job

Paradoxically, while the size of the freight haulage task done—measured in ton miles—has increased by more than half during the past

COMPARISON OF TON MILES AND REVENUE (1955-56=100)



This graph is based on the year 1955-56, when ton miles totalled 1,324.9 million, goods and livestock revenue amounted to £22.5 million, and the average rate per ton mile was 4.08d. The comparable figures for 1964-65 were—ton miles 2,028.2 million, goods and livestock revenue £31.6 million, and average rate per ton mile 3.75d.

decade, the Department is receiving proportionately less in revenue now than it did in 1955-56, notwithstanding several increases in the general tariff rates for goods and livestock traffic in the meantime.

The disparity between the increase in ton miles and the increase in revenue over this period arises partly from the necessity to concede specially reduced rates on many of the more valuable commodities in order to compete with other forms of transport, and partly from the increased volume of bulk traffic comprising grain, fertilizers, briquettes, iron and steel and other low rated commodities, many of which entail comparatively long hauls with empty running of wagons in one direction.

The decrease in the volume of bulk petroleum products carried by rail is a matter of particular concern. During 1964-65 the tonnage declined by about 20 per cent., with a resultant drop in revenue of almost £160,000, compared with the previous year. This was caused by some oil companies diverting their traffic to unrestricted road operators.

Rail passenger journeys were down 2.37 per cent to 149.7 million. However, with increased fares from September 27, 1964, passenger revenue rose by £1,126,396, or almost 9 per cent.

METROPOLITAN TRANSPORT PLANNING

The announcement, during the year, that £40 million is to be spent over the next 10 years in carrying out a small proportion of planned improvements and additions to roads and freeways in the Melbourne metropolitan area, highlights the enormous cost of these works compared with fixed rail facilities, which, in relation to the amount of land they occupy, have a far greater passenger carrying capacity.

The same amount, if spent on the suburban railway system, would provide all of the quadruplication, triplication and duplication of tracks, signalling improvements, extensions of electrification (excluding the underground), and new stations planned up to 1985.

At a time when there is insufficient capital to finance the proposals of all transport authorities, prudence demands use of available funds on the projects affording the greatest immediate relief.

With very few exceptions, authoritative opinion overseas on metropolitan transport problems now accepts that the only realistic approach is to give preference

HIGHLIGHTS

Revenue ... £50,162,930
Of each £1 earned :
12/8d. came from goods and livestock
6/2d. came from passenger, parcels and mails
10d. came from refreshments and advertising
4d. came from miscellaneous

Working Expenses £49,734,868
Of each £1 spent :
14/3d. went on wages and payroll tax
8d. went on coal, oil, etc., for locomotives
8d. went on electrical energy for traction
2/8d. went on other materials and services
1/4d. went on pensions and long service leave
5d. went on other expenditure

Route mileage open for traffic	4,211
Average number of staff employed	27,952
Total capital invested	£204,000,000
Tonnage of goods and livestock carried	12,595,661
Passenger journeys :	
Country	4,907,057
Suburban	144,846,129
Principle commodities carried :	tons
Wheat	2,235,159
Briquettes	1,594,088
Fertilizers	1,077,189
Cement	730,770
Coal	603,431
Iron and steel bar, rod, etc.	472,944
Firewood, timber, wood-pulp	419,882
Livestock	358,813
Flour, bran, pollard, etc.	273,224
Barley	215,218
Petrol	154,569
Wool	135,880
Beer	128,995
Pulp and Paper ex Maryvale	128,908
Fresh Fruit...	110,246
Locomotives :	
steam	220
electric	35
diesel-electric	161
diesel-hydraulic	30
Passenger carriages:	1,797
Wagons	22,809
Vans, etc.,	1,191
Fuel consumed:	Tons
Coal	85,554
Fuel oil	39,879
Diesel oil	49,736

in the allocation of funds to projects to improve public transport.

TRANSPORT REGULATION

Attention is directed to the waste of transport resources arising from the automatic issue of licences or permits for road vehicles to carry a wide range of commodities and livestock. For example, in 1941 the number of sheep and cattle railed amounted to about 53 per cent of the total number held in the State, but this proportion has now declined to 12 per cent.

On payment of a nominal licence fee of £2, hauliers are free to carry livestock without restriction, and, as the traffic is exempt from road maintenance charges, they are virtually contributing nothing to the cost of highway damage caused by the operation of their heavy vehicles. Moreover, they pay nothing towards the cost of traffic control facilities or the policing activities essential to their operation.

By contrast, the railways are required to bear the full cost of maintaining their tracks and comprehensive train control system.

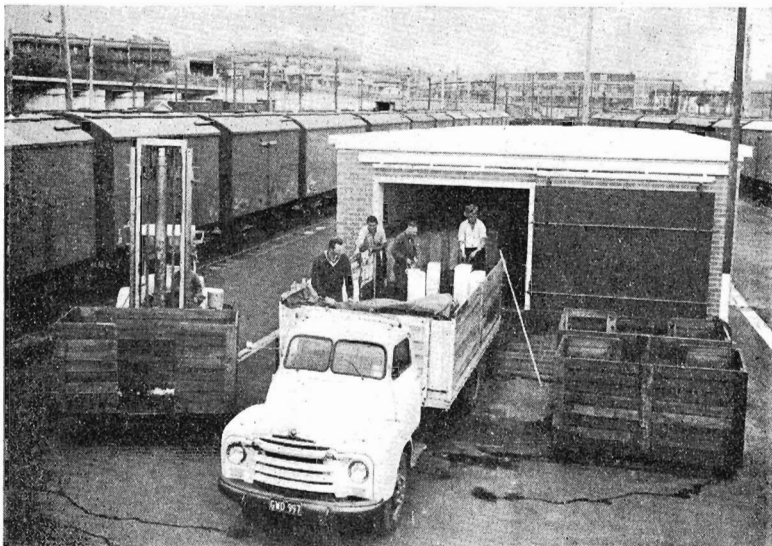
These differences are inevitably reflected in freight rates, and under such unequal conditions the railways cannot effectively compete with road transport.

In New South Wales, the carriage of livestock by road is regulated, while in both that State and South Australia stock hauliers are required to pay road maintenance charges.

Not only does the unrestricted road movement of livestock, fruit, vegetables, bulk petroleum products and many other commodities cost the State many millions of pounds a year in lost railway revenue, but it results in over-capitalization of the transport industry generally, since there is insufficient traffic available in Victoria to sustain two long-distance transport systems.

The dispatch of much of this traffic by rail would benefit the community by providing increased State revenue for essential works; it would release manpower at a time of acute labour shortage, and greatly reduce road maintenance costs.

It logically follows that the removal of many of these cumbersome vehicles from the roads would create safer conditions for other road users, particularly at week-ends.



During the year, a major scheme to re-arrange the Melbourne Yard began. As part of the plan, the Ice Depot was moved to a new location. Picture shows ice being unloaded from delivery truck at the new Depot. The rail vans are iced by fork lift.

COMMERCIAL ACTIVITIES

Intensive canvassing by commercial agents resulted in much traffic being diverted from other forms of transport, despite keen competition.

Special attention was, as usual, given to traffic needing packaging arrangements to prevent damage in transit, and to goods for which specially designed wagons were required.

Protective frames were provided for railing irrigation water wheels made by the State Rivers and Water Supply Commission at Golden Square.

The wheels are initially sent to Melbourne for galvanizing, and then sent to various locations throughout Victoria.

Since a large aluminium refinery was set up, several years ago, at Point Henry, near Geelong, increasing tonnages of ingots have been railed to Sydney and Port Kembla. Additional traffic, in the form of coiled and flat aluminium strip, is now being sent in substantial quantities from Geelong to Sydney and Adelaide. The loading and stowing arrangements are specially supervised by packaging officers.

TRAIN SERVICES

Use or lose

Owing to lack of sufficient traffic, heavy losses were being incurred on the passenger services on the Lilydale-Warburton, Horsham-Goroke and Wallan-Heathcote branch lines. Local residents had been previously warned that the services were in jeopardy, but no appreciable

improvement in patronage ensued, nor was there any prospect of such an improvement in the foreseeable future. The services were accordingly discontinued as under :

Lilydale- ... December 14, 1964
Warburton
Horsham-... April 19, 1965
Goroke
Wallan- ... June, 28, 1965
Heathcote

There has been a general decline in the use of suburban public transport in off-peak hours, particularly on certain lines. It was accordingly decided to reduce the length of trains on the lines so affected to two carriages during the slack periods.

Special and ordinary train services took 151,059 passengers to school sports, and on educational and other excursions in the suburban area, while country services, catering for such excursions and for race meetings, attracted 91,521 passengers.

ROLLING STOCK

The following new rolling stock was built in Departmental workshops during the year :

Harris suburban trailer carriages	20
Rail tractors	4
Brake vans (freight service) ...	2
ELX open wagons (general merchandise—50 ton capacity)	10
ESX open wagons (steel traffic—50 ton capacity)....	20
JX wagons (bulk cement traffic)	5
MLX wagons (motor car and motor body traffic)	4

TVX wagons (twin Flexi-Van transporters)	7
VHX high-capacity louvre vans (general merchandise—50 ton capacity)	10
VLX louvre vans (general merchandise—40 ton capacity)	65

Motive Power

Further progress was made towards complete conversion from steam to diesel haulage.

At the close of the year, there were only 220 steam locomotives remaining out of a total of 633 in 1952, the year in which the first of the main line diesel locomotives went into service. Fourteen diesel locomotives of various classes were operating standard gauge services.

Passenger Stock

A further five 7-carriage suburban electric trains of *Harris* design were completed during the year; their trailers were built at Newport Workshops. A corresponding number of swing-door suburban trains were scrapped.

At June 30, there were altogether 50 *Harris Trains* in service, and a further 10 had still to be built under existing contracts.

Six additional *Tait* type suburban trailer carriages with a special end compartment were equipped with driving controls to provide for the extension of 2-car electric services during slack periods.

The installation of improved electric lighting in E class country cars and the conversion of excursion cars from gas to electric lighting was nearly completed.

Goods vehicles

To handle the record goods traffic it was necessary to concentrate workshops resources largely on repairs (thus ensuring the maximum availability of existing wagons) and on the construction of new wagons of the type readily adaptable for standard gauge operation.

From March 1965, the wagon construction programme was in-

creased to seven new vehicles each fortnight, a rate that is expected to continue during 1965-66.

The 20 ESX class open wagons built during the year were specially designed to bring from N.S.W. sheet steel and other types of steel sections, in lengths up to 40 feet.

A further 76 open wagons were grain-proofed, making a total of 5,928 wagons suitable for bulk grain traffic.

At the close of the year, there were 724 wagons suitable for use on either broad or standard gauge. About half of these were on standard gauge bogies at that time.

Workshops and depot improvements

Additional welding equipment of modern design was installed at Newport, Ballarat and Bendigo Workshops to enable the expanded programme of rolling stock construction to be carried out with the maximum efficiency.

At Newport, the wheel assembly and machining activities were centralized, overhead cranes in the foundry were brought up to modern standards and new machines were installed in various sections of the workshops.

At North Melbourne Workshops, improved facilities were provided for the overhaul of carriages.

A well-equipped wagon repair centre was established at Morwell to provide for additional repair work arising from the growth of traffic in that area.

Apart from relaying, 187 sets of points and 557 crossings were renewed.

As an additional means of ensuring a high standard of track maintenance, a miniature ultra-sonic rail flaw detector was bought during the year. This instrument is being used to examine rail ends to determine the presence of any internal flaws which, if undetected, might lead to failure.

Three-channel carrier systems were installed between Melbourne and Ararat, and also between Bendigo and Geelong, while single channel systems were provided between Melbourne, Shepparton and Wangaratta.

Power Signalling

A contract was let for the installation of power signalling between Essendon and Broadmeadows.

Signalling equipment, obtained from overseas for use between Moe and Morwell, was prepared for installation.

Six additional level crossings were equipped with boom barriers, and 16 others with flashing light signals, bringing the total number of boom barrier installations to 47 and the number of flashing lights to 200.

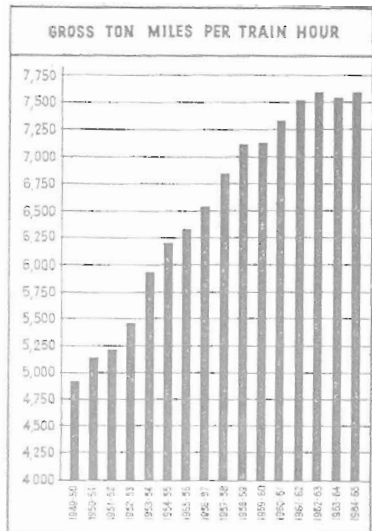
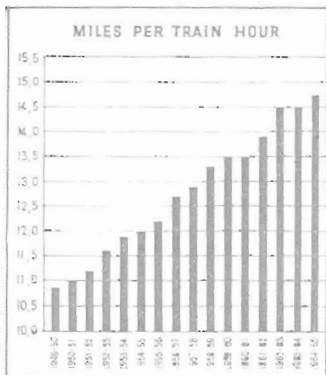
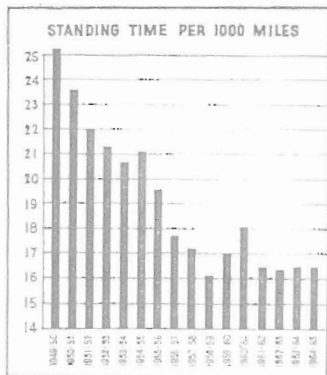
Bushfire damage

During the late summer, bushfires severely damaged railway installations in certain areas. Interruption to services was, however, reduced to a minimum by prompt repair of bridges and track.

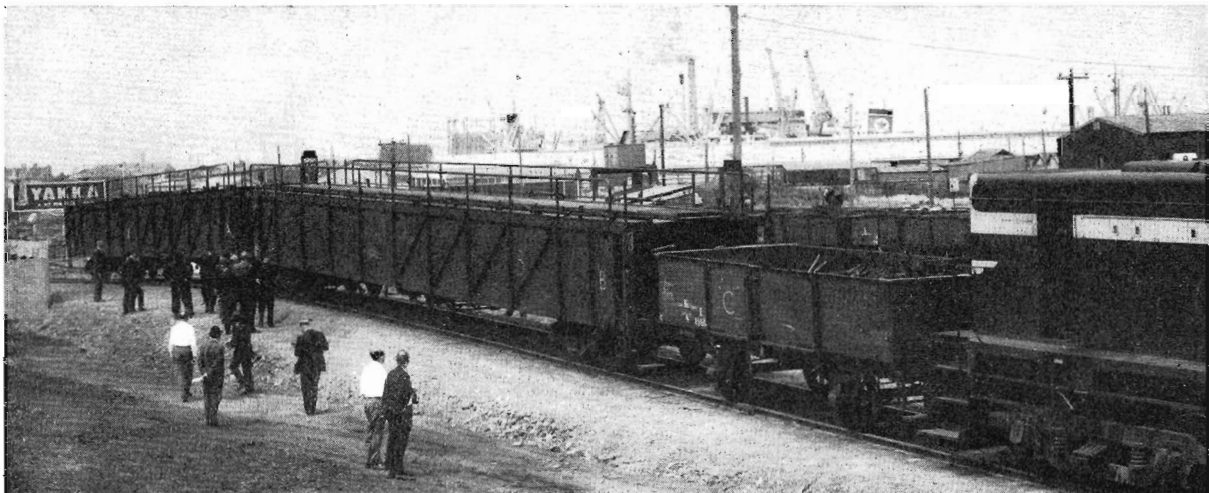
In other areas damage to railway property was prevented or minimized by the precautions taken against fire outbreaks. (continued on page 186)

TRACK AND COMMUNICATIONS

The year's programme of relaying was arranged to the best advantage within the limits of available funds, and 121 miles of track were relaid. Most of it was done by three mechanized gangs operating on the Warrnambool, Maroona, Seymour and Shepparton lines.



Graphs showing some freight train statistics.



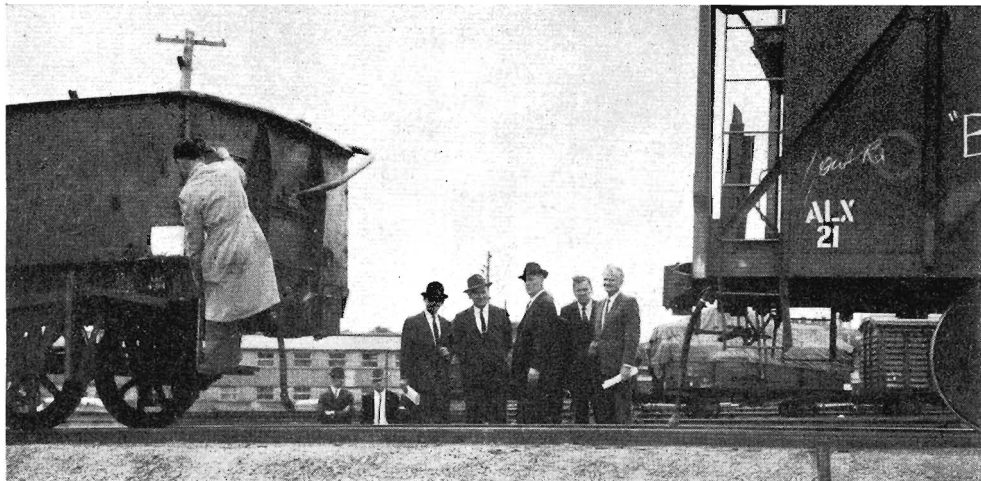
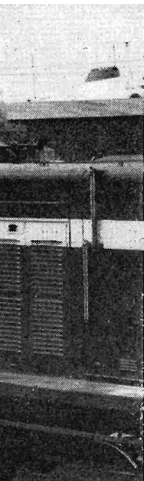
HUMP YARD TEST : To determine the effects on a vehicle passing over a hump of the type that will be built in the rearranged Melbourne Yard, the Department, last month, conducted tests over a temporary hump that was specially built for the tests in the Yard. It had an approach gradient of 1 in 30, a descending gradient of 1 in 33 and the crest was formed by a 1,000 ft. radius vertical curve connecting the two grades. It is anticipated that in the final design these will be the actual grades and curves. As a result of the test, the engineers are satisfied that rail vehicles built to existing standards can safely pass over the hump proposed for the Yard. Representatives of the Commonwealth Railways, New South Wales and South Australian Railways, together with the Minister of Transport (Mr. E. R. Meagher) and V.R. officers witnessed the tests. (See *News Letter* August and September, 1964)

(Above) Engineers observe vehicles as they pass over the hump.

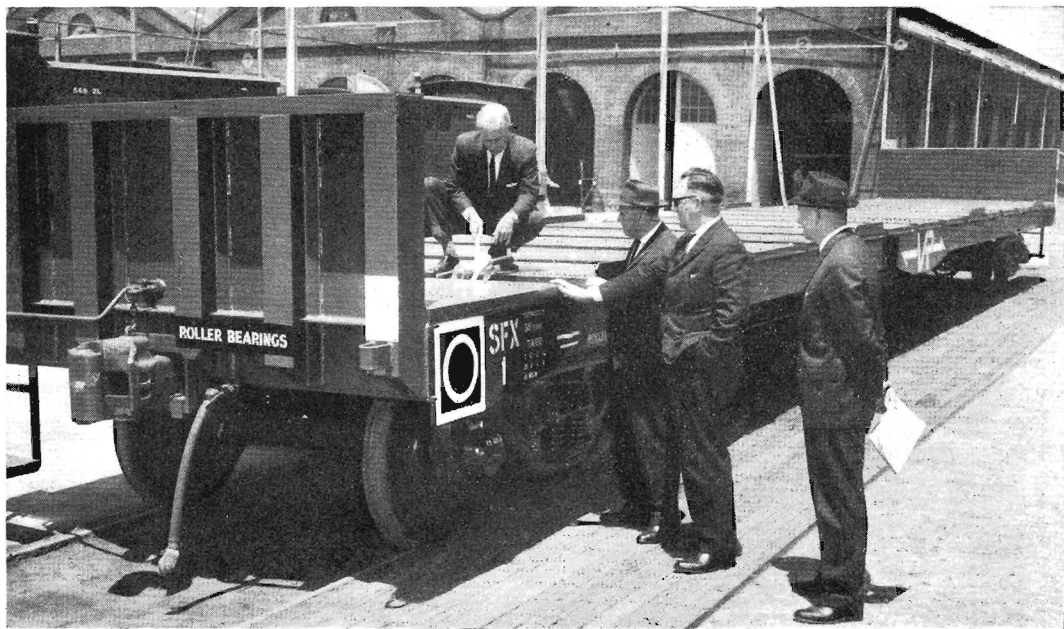
ARC

▼ V.R. engineers measure for wagon frame deflection. In the background (from left to right) are Messrs. L. A. Reynolds (V.R. Chief Civil Engineer), D. Hosking (Design Engineer of the South Australian Railways), G. F. Brown, (Deputy Chairman of Commissioners), S. Skepper (Design Engineer of the New South Wales Railways), E. R. Meagher (Minister of Transport), N. Cave (V.R. engineer), C. Clough (Superintending Engineer, Special Works, Commonwealth Railways), and W. Parr (V.R. Rolling Stock Engineer).





ND THE SYSTEM



NEW WAGON: V.R. executives inspect the Department's new 50-ton SFX wagon after its completion at Newport Workshops last month. Designed specifically for the transport of steelplate, the wagon, which is 64 ft. long, will carry steelplate 9 ft. 6 in. wide and up to 60 ft. long. It will join the fleet of special vehicles that is kept busily engaged in handling the growing interstate steel traffic. (From left) Messrs. W. H. Chapman (Manager, Newport Workshops), G. F. Brown (Deputy Chairman of Commissioners), S. F. Keane (Assistant Chief Mechanical Engineer), and A. J. Nicholson (Workshops Superintendent).

OPERATING RESULTS

Statistics relating to the more important aspects of freight operations are as under :

	1964-65	1963-64	1962-63
Total goods and livestock tonnage	12,595,661	12,132,015	10,840,888
Average haul per ton of goods (miles)	161	157	156
Total ton miles (goods and livestock)	2,028	1,906	1,693
	million	million	million
*Average miles per wagon per day	36.91	35.82	34.00
*Average ton miles per wagon per day	345	330	303
Average tonnage (net) per loaded wagon mile	13.98	13.88	13.36
Average ton miles (net) per goods train hour	3,421	3,377	3,363
Contents load per goods train mile (tons)	295	290	284
Percentage of empty wagon mileage to total	33.18	33.74	33.35

**Based on the number of goods vehicles actually available for service.*

The overall increase in traffic and progressive improvement in operating efficiency during the three-year period covered by the table have resulted in better use of wagons and vans together with more productive operation of goods trains generally. These trends are apparent from the above statistics.

(continued from page 183)

The Department maintains about 4,200 miles of firebreaks along its lines throughout the State, but, unfortunately, land-owners too often neglect to protect their property. Frequently the railway firebreak is the only preventive measure over very large areas.

MISCELLANEOUS

Work continued on the long range scheme for replacement of obsolete 25 cycle rotary converter substations with modern 30 cycle equipment and for provision of additional sub-station capacity.

Further progress was made with the conversion of industrial power supplies at metropolitan workshops from 25 to 50 cycles per second, and also with the 50 cycle distribution scheme in the North Melbourne-Dynon area.

In conjunction with the State Electricity Commission's rural electrification scheme, a record number of departmental buildings—five stations and 61 residences—were wired and connected to the S.E.C. system.

Refreshment Services

The revenue from refreshment rooms, stalls, buffet and dining cars,

including standard gauge catering services, was £1,988,875, an increase of £93,011 over the previous year.

The increase was mainly due to additional revenue from the Flinders Street and Spencer Street stalls and the modern dining facilities at Spencer Street.

Public Relations

The main promotional effort during the year was planned to focus public attention on the various services provided by the Department.

Displays arranged by the Public Relations and Betterment Board at travel agencies, banks, schools, trade fairs, etc., to promote rail services and to stimulate staff recruiting proved increasingly popular. During the year, no fewer than 71 such displays were set up at various locations throughout Victoria and in other States. The mobile advisory bureau and display unit was exhibited at agricultural shows in 10 important country centres.

Suggestions

More than 700 suggestions for improvements to the service were received from members of the staff and the public. For the 84 sug-

gestions adopted, cash awards totalling £517 were paid, the highest individual award being £175.

Staff

The effects of the present scarcity of labour throughout industry were again acutely felt by the Department, particularly in relation to operating grades in the Traffic Branch.

Two additional manual training centres were opened at Newport for apprentices in several different metal working trades. These additions have enabled the manual training of metropolitan apprentices, with a few exceptions, to be centralized at the one location.

Training facilities at Newport were further improved by the provision of additional equipment in the manual training centres for apprentices in mechanical and electrical trades, and by the provision of extra classroom and office accommodation at the Technical College.

First aid

Interest in first aid was well maintained. The proportion of successful candidates at examinations was just on 95 per cent., and, of the 692 to qualify, 292 were first-year students.

Currency Classes for C DAY



Staff gain experience at the mock-up of booking windows in the Traffic Branch class, (left to right) Messrs. W. Smith, T. McEwan, F. Plant, H. L. Foster (Instructor), and U. S. Gaspari.

LAST month, the Refreshment Services Branch opened a new "shop" that won't make any money; and a lot of railway staff went back to school to learn about money—the new kind that we'll all be familiar with after February 14.

The "shop" is in the Flinders Street offices and has been set up as part of the Department's staff training plan for C Day.

It has a counter and display shelves with a wide range of sample items that are normally sold. On the counter is a cash register with keys marked in decimal currency and sales amount indicators that show £ s. d, thus enabling the equivalents in each currency to be compared. As *News Letter* went to press the arrival of a complete decimal currency cash register was expected.

The "shop" is training about 300 employees who handle cash at refreshment rooms, drink, book, and confectionery stalls, and on buffet and dining carriages. Imitation decimal currency notes and plastic coins are used. The staff—they are trained in groups of 10—take turns serving behind the counter and acting as customers. Each period of training takes several hours—depending on the individual—and refresher courses will follow. In addition, staff can



In the Refreshment Services "shop", Mrs. J. Dakin (left) makes a "purchase" from Mrs. J. McEwan. Instructor is Mr. K. McGarry.

also voluntarily attend any session.

Also in the Flinders Street offices is the class in which the Traffic Branch is training 1,400 of its metropolitan staff—booking clerks, station-masters, assistant station-masters, etc.

There are two sessions daily, the first consisting mainly of lectures and the second devoted to the issue of tickets and giving of change at

mock-ups of booking windows. Each member takes part in this practical work.

There is also a voluntary class held on Wednesday nights from 7.0 p.m. to 9.0 p.m. in Room 40a, second floor, Flinders Street Building. This class is open to all railway staff who wish to acquaint themselves with handling the new currency.

Booking Clerks' reunion



(Left to right) Messrs. Paul Uccello, Lou Lasini, Kevin Dawson, Jeffrey Wood and Norm Dennison were among the 75 who attended the recent annual booking clerks' reunion held at the South Melbourne Town Hall. The gathering included S.M.'s, A.S.M.'s and quite a number of retired staff. "Anyone who had dated a ticket" was eligible to attend. This year's dinner was the ninth of these very successful functions. (Photograph: Mrs. E. Bumworth).

Conference at Mt. Buffalo

THE recent conference held by our laboratories in the Mt. Buffalo Chalet was considered by many to be one of the most successful of the past few years. While admittedly the weather was in our favour, the success of the conference was due in no small measure to the efforts by members of your staff and of the Manager of the Chalet and his staff . . .

—(Dr.) J. P. E. Human, Wool Research Laboratories, C.S.I.R.O., writing to the Superintendent of Refreshment Services

Flinders Street

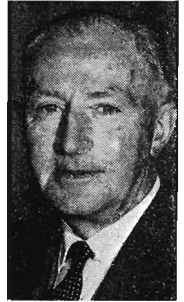
I wish to record my grateful appreciation for services, attention and kindness promptly rendered to me when I fainted at Flinders Street Station on 4.10.65. My mother was accompanying me and was most courteously treated.

This Centre is filling an obvious need to the community most efficiently. My thanks also to the Red Cross workers.

Alice C. Symonds, 265 MaroonDAH Highway, Croydon, writing to the Commissioners.

Ambulance Officer retires

MR. Keith W. MacKenzie, who retired last month after 30 years in first aid work, was Ambulance Officer for the past 9 years. He joined the Department in 1920 at Melbourne Goods and, 15 years later, was appointed to the Ambulance Division. Mr. MacKenzie was well known throughout the Department. His official duties brought him in contact with a wide circle of railway staff, and he was also prominent in many V.R.I. activities. Keith is heading north for an extended stay in Queensland.

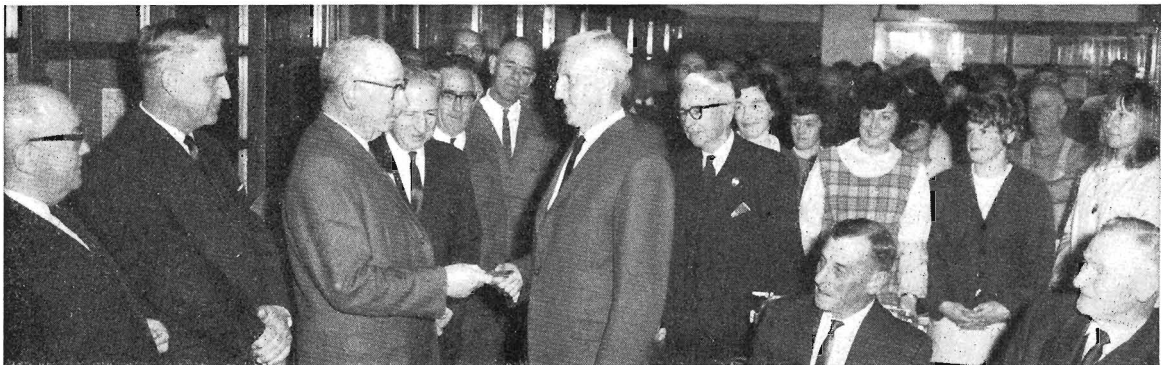


Mr. Mackenzie

Road safety award

AT a ceremony at Government House, last month, Mr. E. R. Fleiner, one of the Department's motor bus drivers at Sandringham, was among a group of drivers who were presented with special awards by the Governor, Sir Rohan Delacombe. The awards were given by the National Safety Council of Australia in the course of its *Freedom from Accidents* campaign. Mr. Fleiner has completed 34 years without a blameworthy accident.

Horses on the cobble stones



At a farewell, Mr. Moloney (right) is shown receiving a presentation made by Mr. J. W. Miller, Goods Superintendent, (left) on behalf of the staff

WHEN Mr. R. Moloney started work as a junior clerk at Melbourne Goods, the clatter of horse-drawn lorries over cobble stones was a familiar sound outside the office. That was in 1917 when

the only paved areas around the Goods Sheds consisted of cobble stones, and most road haulage was done by horses. Mr. Moloney, who retired last month as senior clerk at Melbourne Goods, worked there

during his entire career of nearly 49 years. During retirement he hopes to see quite a good deal of Australia before settling down to developing the garden in his new home.

V.R.I. can SAVE YOU MONEY

WITH Christmas fast approaching and the prospect of Dad again reaching into his pocket to provide for presents, the great financial advantages of Institute membership become more apparent.

The days when the average Christmas present could be calculated in shillings have gone forever. Today it's a question of £'s, with very little available below a fiver.

The Institute's Trade Discount Scheme can help all members—whether they are in Melbourne, country cities and towns, or the remotest parts of Victoria.

If it's impossible to come to Melbourne to make your purchase, just write a note to the General Secretary, V.R.I., Flinders Street, describing the article desired. Within a day or so, you will be advised of the price, including freight. If satisfactory, and on receipt of your cheque or money order, the article will be bought and promptly sent to you.

For example, Mr. G. E. B. Zimmerman, A.S.M. Tallarook, wanted a wristlet watch for his daughter's birthday but couldn't come to Melbourne, so he asked the V.R.I. to select a suitable watch, buy it and send it to Tallarook.

On receipt of the watch Mr. Zimmerman wrote: "Just a few lines to let you know that I received the watch in good order (thanks to your excellent packing). My daughter is thrilled with her birthday present, which surpassed her expectations. Congratulations on a perfect choice—with a thank you on behalf of my daughter"—Mr. Zimmerman further writes: "In discussions with the running staff, it became obvious that many are totally unaware of the excellent service you are able to provide."

The Institute has bought T.V. sets for places like Quambatook, washing machines for Balranald, refrigerators for all over the State, air coolers for northern Victoria, car radios for Gippsland, and all at a much lower price, delivered, than the member could buy locally.

To illustrate the discounts available, the Institute can obtain refrigerators at £40 to £80 less than the retail price; washers with £50 to £60 savings, motor mowers about £20 less, steam and dry irons £6 less. Items such as clothing,

furniture, optical prescriptions, motor cars, sporting goods, jewellery, trophies and a host of other needs are all obtainable at great savings to members of the V.R.I.

In one transaction, you can save more than your year's membership subscription.

Theatre bookings can save you money when arranged through the Flinders Street V.R.I. While not all shows are covered by this scheme, the great majority—particularly the live shows—are available at big savings to members.

This Christmas, have some small change left over for yourself . . . buy Christmas-wise through the V.R.I.

Tocumwal retirements



Mr. Russell

TWO well-known railway personalities at Tocumwal, Mr. and Mrs. Jack Russell, retired last month. Mrs. Russell, who had 29 years service in the Department, was a gatekeeper at the Tocumwal bridge. Mr. Russell, who retired as a ganger, was stationed at Tocumwal for prac-

tically his entire career of 38 years. A typical outdoor man in appearance, he is an experienced angler who knows every good spot in the local rivers; has been president of the Tocumwal golf club; and was a foundation member of the bowling club. But he has always found time to look after the house—his D.R. has been awarded 10 first and three second prizes in the annual competitions. Mr. Russell is now looking forward to a caravan trip to Queensland.



Mrs. Russell

RECENT RETIREMENTS . . .

TRAFFIC BRANCH

McMahon, E., Head Office
Maloney, M. R., Melbourne Goods
Cole, E. J., Spencer Street
O'Dell, W. P., Ballarat
Knight, W. C., Spencer Street
Martin, J. P., Melbourne Goods
Ward, J. A., Glengarry
Colling, R. C. H., Koo-Wee-Rup
Coutts, N., Tkt. Ckr. Div., Spencer St.
Crofts, J. D., Bendigo
Brundell, M. E., Melbourne Goods

ROLLING STOCK BRANCH

Warren, E. J., North Melbourne
Burrige, R. E., E. R. Depot
Phelps, H. N., Ballarat
Llewellyn, T. J., Ballarat North
Gullick, R. S., Ararat
Sanders, W. H., Ballarat
Smith, K. E. D., Head Office

WAY AND WORKS BRANCH

Drayton, C., Winchelsea
Bond, G. H. C., Head Office
Torre, W. F., Head Office
Russell, J. J. P., Tocumwal
Elliott, J., Shepparton

TRAFFIC BRANCH

Threlfall, J. P., Head Office
McDonald, D. M., Melb. Goods

ROLLING STOCK BRANCH

Cliffe, L., Newport
Searle, L. J., Ballarat
Chamings, F. H. N., Newport

WAY AND WORKS BRANCH

O'Bryan, H. J., Geelong
Streets, R., c/o Foreman Plumber

Joyce, F. L. J., Warracknabeal
Looney, A. H., Haddon
Thomas, H. H., c/o T. & T. Engineer
McCombe, W. M., Bealiba
Rumsey, A. R., Castlemaine
Fox, A. C., Head Office
Russell, D. M., (Mrs.), Tocumwal
McNamara, J., c/o Foreman Painter
Hartigan, T., Caulfield
Jones, Q. C., Ironworks
Stearnes, J. J., Estate Office
Rohead, N. W., Geelong

REFRESHMENT SERVICES

Hodges, H., Advertising Division

STORES BRANCH

Rousch, J. L., Photographic Section
Stuart, N. C., Spotswood Storehouse

ACCOUNTANCY BRANCH

Bird, G. R., Head Office
McMahon, E., Head Office

ELECTRICAL ENGINEERING

BRANCH
Flower, L. T., Lighting & Power Depot
Smith, S. R., Jolimont

. . . AND DEATHS

McAuley, F., Clarkefield
Hartnedy, J. M., Seymour
Sullivan, J. N., Laurens St.

STORES BRANCH

Ermel, C., Spotswood Storehouse

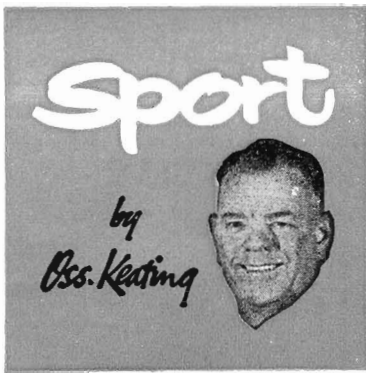
ELECTRICAL ENGINEERING BRANCH

Morgan, R. E., Testing Division
Devitt, A. F., Warragul

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Cricket

THE 1965/66 season got away to a good start, when, in perfect weather and on good pitches, the opening round was completed. Scores were : Jolimont, 5/180 declared (Reid 70 n.o., Brown 41 n.o.) beat Codon 37 (Smith 15, Wescombe 5/27) and 23 (Hopkinson 19, Wescombe 3/13, Ryan 3/0), outright.

Stores 237 (Short 75, Kennedy 46, Ellen 3/27) beat Suburban Lines 41 (Ingram 22, Figgis 4/18, Smart 2/14) on the first innings.

Loco. 147 (Chapman 53, Toomey 35, Smith 4/27, Rilen 3/37) beat Spotswood 93 (Payne 30, Purvis 17, Allen 2/18, Smith 2/12) on the first innings.

Unfortunately, due to bad weather, no games could be completed in the second round and all matches were drawn. The order of the teams after two rounds was :

	Points
Jolimont Workshops	8
Stores	6
Loco.	6
Suburban Lines	3
Spotswood	3
Melbourne Yard	2
Codon	—

It is interesting and encouraging to see one of the newcomers heading the premiership ladder, and indications are that Stores will have a fight on their hands to retain the Commissioners' Cup.

Cricket followers are reminded that the annual match against the Australian Postal Institute will again be played at the South Melbourne Cricket Ground on Monday, January 24. Players (both country and met-

ropolitan) wishing to be considered for selection should have their applications in the hands of the hon. secretary, V.R.I. Cricket Association, C/- V.R.I., Flinders Street, Melbourne, not later than Monday, January 3. Applicants should state the grade of cricket played and indicate their best performances over the last two years. It is hoped that we can field a team strong enough to avenge the thrashing handed out us by the A.P.I. boys in the match last season.

Golf

IN October last, the 9th North-eastern Golf Tournament, was held at the Golden Vale Golf Course, Benalla, with a record number of entries. The North-eastern V.R. Championship was again won by our old friend Jack Manning, who returned a 77 off the stick. Jack is one of the best and most consistent golfers in the railways, always a keen competitor at Country Weeks, and it is good to see him again taking out this event.

The J. H. Jupp Memorial Trophy was won by Geoff Williams, one of the visitors from Melbourne who returned a net 64. Ike Dawkins and Reg Wapling (both of Benalla) won the A and B Championships respectively. Players from Seymour, Bendigo, Shepparton, Numurkah, Violet Town and Melbourne, as well as locals, competed for a fine array of trophies, which were presented to the winners by members of the official V.R.I. Council Party, Messrs. R. Jones, F. McCloskey and J. Williamson.

Bowls

THE team to represent the V.R.I. in the forthcoming Carnival to be staged in Brisbane from February 27 to March 12 is as follows : N. Bear (Morwell), T. Berry (Seymour), A. Cowling (Williamstown), T. Dykes, (Dandenong), O. Hauser (Ballarat), L. Hindson (Eaglehawk), D. Howard (Preston), T. Jenkins (Sth. Bendigo), R. Judd (Wendouree), R. Laycock (Creswick), K. McElhinney (Mitcham), J. McFarlane (Bendigo), A. McKenzie (Ballarat), E. Prebble (Bendigo), R. Quail (West Geelong), A. Reaper (Warrnambool), G. Sargeant (McKinnon), C. Summers (Albert Park), N. Townsend and

H. Boyle (both from Bendigo).

Mr. Harry Watts (Hon. Secretary, V.R.I. Social Bowling Club) has been appointed team manager, and will have Mr. Kevin Bryce as his Assistant Manager. The Council of the Institute has appointed Mr. D. O'Donnell its representative at this fixture.

The team looks a strong one, and should give a good account of itself in the fight for the Commissioners' Shield. The players can expect some tough games as Victoria, the present holders of the Shield, will be the team to "knock off". The standard of bowling in the country districts of Victoria must be very high as the selectors saw fit to include 16 country players in the team of 20. This is good to see, and indicates that the selectors were determined to pick the strongest side possible to represent the big "V". Congratulations on your selection, and good luck at the Carnival.

While on the subject of bowls, the performances of Mr. E. K. Williams, A.S.M., South Yarra, during last season, must surely rank him as one of the best bowlers we have in the V.R. A member (and committeeman) of the Ashburton Bowling Club, he won their two major events of the season, the club championship and the president's handicap, and then went on to collect the runner's-up trophy in the "100 up" event. In the Victorian Champion of Champions title, Keith proved that his club wins were no flukes by finishing in the last 16, defeating on the way W. Unsworth (metropolitan singles champion) and R. Stephens (Victorian interstate representative). In the open singles title, for which a total of 780 entries were received, he battled his way into the last 32. In all, Keith played a total of 28 competition singles matches during the season, and was beaten on only three occasions, a record he can be proud of. Now that he is a member of the Social Bowling Club, I reckon the blokes going to Brisbane had better perform well, because if Keith ever gets the travel-bug and decides to try for a place in a future carnival side, he'll be mighty hard to keep out.



Opening batsman Roy Chapman ducks under a bumper from Jolimont express bowler Peter Harrett in the V.R.I. match at Royal Park.

1966

Terminating dates of pay fortnights shown in **Blue**
 ○ Public holidays (Good Friday, 1967—March 24)
 Monday, February 14, is decimal change-over day.

1966

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